

Individual (A-F) Comments and Responses

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- 25-1 I would like to add my support for the Metro route which provides a station at the corner of Constellation Boulevard and Avenue of the Stars. This location will serve those riders who work and shop in Century City and will alleviate some of the congestion along Olympic and Pico Blvd that spills over into the adjacent neighborhoods.
- It is inevitable in a City such as Los Angeles that the Metro will pass under homes, schools and businesses. The route which is safest and most utilized must be selected.
- 25-2 I also support continuation of the Metro to Westwood and the VA. This could help revitalize Westwood and the traffic near the VA along Wilshire from Santa Monica to the 405 is the definition of gridlock. The bus only lane which was attempted and abandoned along Wilshire between Bundy and Federal only served to increase traffic and resulted in accidents on a daily basis.
- More frequent bus service is not an alternative that will solve Los Angeles' traffic problems. The Metro construction should have been undertaken in the 1970's. We can no longer afford to put off the construction of a viable transit system for our city. The interests of a few should not outweigh the what's best for our city.
- Thank you for your time.

25-1

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25-2

Your support for the Westside Subway Extension Project and for Alternative 2 (Westwood/VA Hospital Extension) has been noted. The Metro Board selected Alternative 2 as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

123-1 |

From: ronb@uninex.com
 To: [Westside Extension](#)
 Subject: Prefer the Santa Monica Option
 Date: Thursday, September 30, 2010 8:41:54 AM

Sent via BlackBerry by AT&T

123-1

Your comment in support of the Century City Santa Monica Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

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From: BAIAMI@aol.com
 To: [Westside Extension](#)
 Subject: Phase two of expo line
 Date: Tuesday, October 05, 2010 9:50:45 PM

To whom it may concern:

329-1

I appreciate the amount of planning and work that goes into subway construction. It is so important, because this network of trains will probably be in use for most of the twenty-first century and perhaps, well beyond until something better comes along.

However, regarding the present phase two of the Expo line, I think you should seriously rethink your alternative routes that extend from the Metro line, e.g. a line should extend from the Robertson/Venice station south under Venice to Venice beach and north, to the Purple line's proposed station at Wilshire/La Cienega.

Currently you have the Expo line going under Olympic and Colorado to Santa Monica which is fine, but instead of connecting either the Westwood/UCLA and/or VA to the Purple line ((as in alternative three), you should use the Wilshire/La Cienega station from the Purple line (from alternative four) to connect to the Venice/Robertson station (via La Cienega/Venice) of the Expo line. From the Venice/Robertson station (of the Purple/Expo line "intersection," passengers on the Purple line (and passengers who would like to transfer from the Expo line) would be carried down congested/heavily used Venice Blvd., to Venice/Venice Beach which is also a heavily congested part of Los Angeles and parking/mobility is a big hassle, especially in summer.

Santa Monica does not really need two closely placed parallel trains; the funds and resources could be put to better use in another part of town and Venice does not have a much deserved train, unlike Santa Monica, i.e. Expo line and Purple line alternative three and five.

Tourists and locals who flock to Venice/Venice Beach and Marina Del Rey, would have a much used and appreciated means of getting there. I spend an average of twenty minutes (I kid you not) looking for a parking space in the Venice/Marina Del Rey areas (the time varies based on the time, weekend/weekday, holiday, season etc.). Venice, unlike Santa Monica, has few, if any public parking structures. Parking in Venice/Marina Del Rey is nothing short of a hassle. If such a plan is feasible and may be considered, may I suggest the following stops/stations: Venice/Sepulveda, Venice/Centinel, Venice/Lincoln, Venice/Abbot Kinney and Venice/Pacific.

Questions about my comments, please direct them to baiami@aol.com

Thank you.

329-1

Your comment on developing transit connections between Project stations and the Expo Line stations has been noted. The potential for future transit connections, including connections to the planned Expo Line, were considered when the location of Project stations was determined but are beyond the scope of this project.

RECORD #359 DETAIL

Status : Submission Summarized
Record Date : 10/12/2010
Submission Date : 10/12/2010
First Name :
Last Name :
Group Affiliation :
Submission Content : I support the station on Ave. of The Stars and Constellation.

359-1 |

359-1

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363-1 |

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367-1 |

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370-1 |

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374-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #377 DETAIL

Status : Submission Summarized
Record Date : 10/12/2010
Submission Date : 10/12/2010
First Name :
Last Name :
Group Affiliation :
Submission Content : I support the station on Ave. of The Stars and Constellation.

377-1 |

377-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

377-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #378 DETAIL

Status : Submission Summarized
Record Date : 10/12/2010
Submission Date : 10/12/2010
First Name :
Last Name :
Group Affiliation :

378-1 |

Submission Content : Wonderful project! Keep up the good work. The subway will serve as a great alternative for transportation in West LA.

378-1

Your comment in support of the Westside Subway Extension Project has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and improved cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

RECORD #381 DETAIL

Status : Submission Summarized
Record Date : 10/12/2010
Submission Date : 10/12/2010
First Name :
Last Name :
Group Affiliation :
Submission Content :

It is absolutely essential that this project be designed correctly. No corners should be cut. My opinions:

- 381-1 | 1) The VA station is futile. There is no commercial or residential density to speak out, just open space. In this sense, it is rather hypocritical to waive the Crenshaw station based on a similar reasoning. Instead, I strongly urge the route end in Westwood and a station be built at Barrington (NOT the VA) for a later phase. There is substantial commercial and residential density in and around Barrington. Such a location would generate much higher ridership than would a VA station.
- 381-2 | 2) Direct the funds that would otherwise be spent on said futile VA station toward building the West Hollywood connection structure. A one-seat ride between Hollywood and Santa Monica is far more convenient and favorable than an LRT subway, which would force a transfer and therefore reduce ridership. In addition to that, an LRT alternative would not be much cheaper given how many more stations would need to be built and how many more extra miles of tunnel would need to be bored.
- 381-3 | 3) The best routing option for BH-CC is the Constellation South alignment, but seeing that that option is causing an uproar, Constellation North is fine. It simply MUST be located at Constellation, however.

381-1

Your preference for a modified Westwood/VA Hospital Station location has been noted.

During the Draft EIS/EIR scoping, the public suggested that an additional station should be provided west of I-405 because of the large distance between a Westwood/UCLA and a Wilshire/Bundy Station, as well as a desire to serve communities west of the I-405 more effectively. In response, five proposed stations west of I-405 were studied—two at Westwood/VA Hospital (one north of Wilshire and one south of Wilshire), Wilshire/Federal, Wilshire/Barrington, and Wilshire/Bundy. In analyzing the proposed stations, the potential to serve as a terminus station was an important consideration. In addition, all of the stations except for the stations at Westwood/VA Hospital are located too far west to be funded as part of Measure R and beyond the adopted LRTP.

The Wilshire/Federal Station would have been located on a site currently used by the U.S. Army Reserve, and the site was determined to be too small to accommodate the subway station without impacting adjacent historic homes in the VA property. From an engineering perspective, this also would have been a challenging site to construct a subway station because of the sharp curve of Wilshire Boulevard. Therefore, the Wilshire/Federal Station was eliminated from further consideration.

The Wilshire/Barrington Station would be located slightly west of the proposed Wilshire/Federal Station. While the Wilshire/Barrington Station is in a high density area with high ridership potential, comments were received from the community during scoping in opposition to locating a terminus station at Wilshire/Barrington due to traffic congestion and dense development concerns. Furthermore, the Wilshire/Barrington Station was not as evenly spaced between the Westwood/UCLA Station and the Wilshire/Bundy Station as is the Westwood/VA Hospital Station.

The Wilshire/Bundy Station is the farthest west of the terminus station considered and provided better potential transit connections as it aligns with the future planned Expo station at Olympic/Bundy. However, it is beyond Measure R funding.

Based on all of these considerations, and especially the fact that only the Westwood/VA Hospital Station is fundable within Measure R, the Wilshire/Federal, Wilshire/Barrington, and Wilshire/Bundy Stations were eliminated as potential terminus stations for the fundable Measure R alternatives. Both the North and South Options at the Westwood/VA Hospital Station were carried forward for further analysis in the Draft EIS/EIR. The Wilshire/Bundy Station was also carried forward into the Draft EIS/EIR as part of the Santa Monica Extension, which is beyond available Measure R funding, and would not serve as a terminus station.

Please refer to Section 8.8.5 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/VA Hospital Station and to Sections 2.3, 2.4, and 2.5 of the Final

381-1

EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Westwood/VA Hospital Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two Westwood/UCLA locations in the Final EIS/EIR. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

Your comment on the Wilshire/Crenshaw Station has been noted. In October 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Extension) as the Locally Preferred Alternative (LPA). A Wilshire/Crenshaw Station was not included in the LPA.

The Wilshire/Crenshaw Station would be located in the Park Mile section of Wilshire Boulevard, adjacent to lower density land uses that are not planned for future growth in the adopted Community Plan and Park Mile Specific Plan. This site is only 0.5 mile from the existing Wilshire/Western Station and does not serve a major north south intersection, as Crenshaw Boulevard terminates at Wilshire Boulevard and does not extend to the north. Because this is a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Crenshaw Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

381-2

Your preference for the inclusion of the West Hollywood connection structure has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). The Board chose not to include a West Hollywood connection structure in the LPA due to funding constraints.

381-2

Additionally, the cost of the connection structure is not sufficiently justified when there may be alternative, less costly solutions to serve the West Hollywood transit market, such as a light rail line. The Draft EIS/EIR showed that there is a market for transit improvements serving West Hollywood, and this corridor is included in the Strategic Element of the 2009 Long Range Transportation Plan. Should funding be identified and secured, further study could be done to identify a project that would be competitive under Federal funding criteria.

Cost savings achieved by deleting the Westwood/VA station are insufficient to pay for the connection through West Hollywood.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/La Cienega Station, including the potential connection structure, following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

381-3

Your comment in support of the Century City Constellation Station location and Constellation south alignment has been noted.

On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

Of the two alignments that serve the Constellation Station, the Constellation North Alignment was selected by the Metro Board for further study as part of the Locally Preferred Alternative (LPA) and the Constellation South Alignment was removed from further consideration as part of the LPA. The Constellation North Alignment would pass beneath 4 residential properties while the Constellation South Alignment would pass beneath 23 residential properties. Both Constellation North and South alignments would have similar initial costs.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative

381-3

study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #386 DETAIL

Status : Submission Summarized
Record Date : 10/13/2010
Submission Date : 10/13/2010
First Name : Shauna N.
Last Name :
Group Affiliation :
Submission Content : Its extremely important to connect West Hollywood. It would be a huge disappointment, and likely a huge regret, to leave out West Hollywood.

386-1

386-1

Your support for Alternative 5 (Santa Monica Extension plus West Hollywood Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

The Draft EIS/EIR demonstrated a significant market for a subway serving Santa Monica and West Hollywood. However, there is not sufficient Measure R or other funding available to construct a Santa Monica or West Hollywood subway at this time. The Santa Monica and West Hollywood corridors are included in the Strategic Element of the 2009 Long Range Transportation Plan. Further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will also be designed so as not to preclude future westward extension of the subway.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

389-1 |

From: ADAAPPLE@aol.com
To: [Westside Extension](#)
Subject: subway is fine with me!!!
Date: Monday, October 11, 2010 3:53:45 PM

389-1

Your comment in support of the Westside Subway Extension Project has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and improved cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

RECORD #432 DETAIL

Status : Submission Summarized
Record Date : 10/13/2010
Submission Date : 10/13/2010
First Name :
Last Name :
Group Affiliation :
Submission Content :

432-1

PLEASE SUPPORT THE ALTERNATIVE 3 TO SANTA MONICA NOW.

We need the subway to Santa Monica now, not in 30 years or more. I will be dead by then.

432-1

Your support for Alternative 3 (Santa Monica Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Although Alternative 3 (Santa Monica Extension) was not adopted as the LPA, and is not affordable within the adopted LRTP, an extension of the subway from Westwood to Santa Monica does demonstrate potential to be a successful rail transit line in the future. This corridor is included in the Strategic Element of the 2009 LRTP. Therefore, further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will be designed so as not to preclude future westward extension of the subway.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

RECORD #433 DETAIL

Status : Submission Summarized
Record Date : 10/13/2010
Submission Date : 10/13/2010
First Name :
Last Name :
Group Affiliation :
Submission Content : I support the station on Ave. of The Stars and Constellation.

433-1 |

433-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

433-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #474 DETAIL

Status : Submission Summarized
Record Date : 10/15/2010
Submission Date : 10/15/2010
First Name :
Last Name :
Group Affiliation :
Submission Content : I support the station on Ave. of The Stars and Constellation.

474-1 |

474-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

474-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #508 DETAIL

Status : Submission Summarized
Record Date : 10/17/2010
Submission Date : 10/17/2010
First Name :
Last Name :
Group Affiliation :
Submission Content :

508-1

I don't think it is politically viable to reward WeHo residents, who voted 83% in favor of Measure R, with anything but heavy rail. My recommendation is for Metro to proceed with Alternative #1 and spend the money not on a VA Hospital station, but a connection structure at Wilshire/Robertson. From a planning perspective, this makes much more sense. We preserve the possibility of heavy rail for WeHo while axing a station that is, well, rather futile. Where is the ridership going to come from? Development opportunities are limited and pedestrian access is hampered by the speed and volume of vehicular traffic traversing the highway-like streets within the vicinity. I think this is the best solution for the long-term.

508-1

Your support for Alternative 1 (Westwood/UCLA Extension) and the inclusion of the West Hollywood connection structure in lieu of the Westwood/VA Hospital Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

The Board also chose not to include a West Hollywood connection structure in the LPA due to funding constraints. The cost of the connection structure is not sufficiently justified when there may be alternative, less costly solutions to serve the West Hollywood transit market, such as a light rail line. The Draft EIS/EIR showed that there is a market for transit improvements serving West Hollywood, and this corridor is included in the Strategic Element of the 2009 Long Range Transportation Plan. Should funding be identified and secured, further study could be done to identify a project that would be competitive under Federal funding criteria.

Your comment regarding accessibility of the Westwood/VA Hospital Station has been noted. Convenient and safe access by pedestrians and bicyclists will be an important element of the design of all station areas, including the Westwood/VA Hospital Station. A comprehensive station access circulation study was conducted for this station due to feedback from both the VA and the public. The recommendations resulting from this study are available in the *Westside Subway Extension Station Circulation Report*. The report considered pedestrian access, bicycle access, bus access, and auto access to the Westwood/VA Hospital Station and resulted in a detailed urban design concept for the Westwood/VA Hospital Station-both the North and South locations. Potential impacts to interfacing transportation networks, including bus transit (specifically, the location of bus stops), and pedestrian and bicycle facilities (pedestrian crossings and bicycle lanes) are also presented in Section 3.7 of this Final EIS/EIR.

In preparation of this Final EIS/EIR, the station box and station entrance for the Westwood/VA Hospital South Station was shifted north from the location evaluated in the Draft EIS/EIR. Based on feedback from the VA and the public, the station box was shifted to the far northern end of the parking lot to allow the VA to more easily develop their property in the future and to improve public access to the station. This station location farther from the VA Hospital also facilitates a clearer delineation between station activities and VA activities on the VA Campus.

Currently, Wilshire Boulevard and Bonsall Avenue are grade-separated with Bonsall Avenue passing beneath Wilshire Boulevard. For the Westwood/VA Hospital South Station, the proposed station entrance, as detailed in Section 2.6 of this Final EIS/EIR, would be

508-1

located on the Bonsall level, beneath the bus drop-off area to the north of the VA Hospital parking lot. The existing bus drop-off area at the Wilshire level on the north and south sides of Wilshire Boulevard would remain the same. A passenger drop-off area would also be provided on the Wilshire level within the bus drop-off area on the north side of Wilshire Boulevard.

For the Westwood/VA Hospital North Station, the station entrance would be located along the north side of Wilshire Boulevard, just west of Bonsall Avenue and south of the station box on the Bonsall level, as detailed in Section 2.6 of this Final EIS/EIR. The existing bus drop-off area at the Wilshire level on the north and south sides of Wilshire Boulevard would remain the same.

Since the entrance for both the North and South stations are located along Wilshire Boulevard at Bonsall Avenue, on the Bonsall level, there are no major differences between the two stations for the purposes of evaluating station circulation. However, Section 3.7 of this Final EIS/EIR concludes that both the North and South entrance at the Westwood/VA Hospital Station will result in increased hazards to pedestrians and bicyclists due to a design feature or incompatible uses and will conflict with adopted plans or policies related to public transit, bicycle, or pedestrian facilities prior to mitigation. To improve access, the following mitigation measures will be implemented at the Westwood/VA Hospital Station (North or South):

- T-8-Install High-Visibility Crosswalk
- T-9-Provide consistency with General Plan Designation Sidewalk Width Adjacent to Metro-Controlled Parcels
- T-10-Provide consistency with General Plan Designation Sidewalk Width Coordination with Jurisdiction
- T-11-Provide High Visibility Crosswalk Treatments
- T-12-Meet Federal, State, and Local Standards for Crossing
- T-13-Meet Metro Rail Design Criteria Minimums for Bicycle Parking
- T-14-Study Bicycle Parking Demand and Footprint Configuration
- T-16-Study Bus-Rail Interface

With implementation of these measures, impacts to the interfacing pedestrian and bicycle networks and bus stops will be mitigated to less than significant levels at the Westwood/VA Hospital Station. While it is acknowledged that streets in the vicinity of the Westwood/VA Hospital Station are wide, pedestrian and bicycle movements in the study area can still occur without major barriers. The vicinity of the Westwood/VA Hospital Station does contain a network of sidewalks, including connections between potential future rail station entrances and nearby activities. Escalators will provide easy connections from the bus turnouts on Wilshire Boulevard to the Bonsall level, making transfers between bus and subway relatively convenient.

508-1

*Please refer to Section 8.8.5 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/VA Hospital Station. Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/La Cienega Station, including the potential connection structure and the Westwood/VA Hospital Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two Westwood/VA Hospital Station locations. In addition, the *Westside Subway Extension Station Circulation Report* provides a comprehensive station access circulation study of the Westwood/VA Hospital Station and Section 3.7 provides an analysis of potential impacts to pedestrian, bicycle, and bus networks. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.*

RECORD #522 DETAIL

Status : Submission Summarized
Record Date : 10/17/2010
Submission Date : 10/17/2010
First Name :
Last Name :
Group Affiliation :
Submission Content :

522-1 | I live in the Comstock/Club View corridor. Please put the station at Constellation! Santa Monica Boulevard is too crowded already.

522-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

522-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: BAIAMI@aol.com
 To: [Westside Extension](#)
 Subject: westside extension comments
 Date: Sunday, October 17, 2010 11:55:31 PM

To whom it may concern:

- 623-1 | The information presented on your website and the presentations were both informative and confusing in their complexity of alternatives, alignments, stations, employment projections, population densities, etc.
- My preference if ideal, would be to simply overlay a grid pattern over Los Angeles, with tracks running in all directions, with no more than 0.50 a mile between one track and the next parallel track; all connected so that all people would be able to all places around metropolitan Los Angeles without needing to bicker over such things as alignments, station locations and the like.
- Japan has working prototypes of such a "gridcar" network, why does Los Angeles need to only consider 20th century solutions to 21st century problems?
- 623-2 | If you need trains, why not mag-lev trains which need less power to propel them a much greater speeds? Again, we are stuck in the 20th century and will probably be another 100 years before we see any real change for the better, oh well.
- 623-3 | But we do not live in a perfect world, with this said and known, I sure hope that you can do whatever you can to help people get as close to where they want to go, i.e. have the train alignment for the Westwood/UCLA station at Le Conte/Westwood, where a lot of busses from a lot of municipalities already converge for good reason, demand!
- Lots of people want to easily get into Westwood Village for a movie and dinner or to go shopping or perhaps, to go to class at UCLA; but to have a subway stop all the way at Wilshire/Westwood is not going to work. Nobody wants to walk to UCLA from there and Le Conte is simply at the other end of the village; a good compromise.
- 623-4 | As for Century City, it is a no-brainer for me, Constellation/Ave. of the Stars is by far the better choice for a station, than at Santa Monica/Ave. of the Stars. Bring people to where they want to go, not to where your engineers want people to go.
- Thank you.
- Good luck.
- bajami@aol.com

623-1

Your comment about alternative routes and technologies for the subway has been noted. Between 2007 and 2009, Metro conducted an Alternatives Analysis (AA) Study for the Westside Corridor. The AA Study considered the need for transit improvements in the corridor and evaluated various transit technologies and alignments. During Early Scoping meetings, Metro presented the public with technology options that included Heavy Rail Transit (HRT), Light Rail Transit (LRT), and Bus Rapid Transit (BRT). In response to comments received, Metro added monorail to those other technologies to be analyzed in the AA Study. As a result of these analyses, the Metro Board decided to carry five subway alternatives into the Draft EIS/EIR. An underground alignment was recommended because it has fewer land use, traffic, visual, historic, and noise impacts than an elevated alignment. This is due to the impacts an elevated alignment would have on adjacent buildings (some historic), visual quality, shadow, noise, land acquisitions and traffic, as well as the mitigations needed. The AA Study also identified HRT as the preferred mode for further study because it has the capacity to meet the anticipated ridership demand and would minimize the number of transfers.

Please refer to Section 2.3 of the Final EIS/EIR and the Westside Transit Corridor Alternatives Analysis Study, available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

623-2

Please see the response to comment 623-1 above.

623-3

Your comment regarding the location of the Westwood/UCLA Station and connections to the UCLA Campus from the Westwood/UCLA Station has been noted. Connections to the UCLA Campus were an important consideration in evaluating the Westwood/UCLA Station.

During public scoping, the public was presented with several station options for Westwood/UCLA. Six station location options were developed in response to scoping comments, including two locations along Le Conte Avenue closer to the UCLA campus. These station options were evaluated based on a number of engineering and environmental criteria. Based on the results of this screening, the two Le Conte Stations were eliminated from further consideration for two primary reasons. First, they would have required tunnel alignments to travel under the Veterans National Cemetery in order to allow the subway to continue west. In addition, the narrow streets in Westwood Village and the additional distance from Wilshire Boulevard made these locations ill-suited for station construction and associated impacts, including the location of sufficient land for construction staging and earth removal and the identification of haul routes. Station locations closer to or under Wilshire Boulevard will serve Westwood Village as well as the high-rise office buildings along Wilshire Boulevard and the multi-family residential buildings

623-3

in that vicinity.

The Westwood area already serves as a major transportation hub for buses, shuttles, pedestrians, and bicyclists. Westwood Village is a pedestrian friendly area with wide, continuous sidewalks and many shops and restaurants. Bicycle lanes along Wilshire Boulevard and Westwood Boulevard have been identified for implementation in the next five years in the adopted City of Los Angeles 2010 Bicycle Plan. In addition, Le Conte Avenue and Veteran Avenue have been identified for longer term implementation.

Significant bus service already exists in the Westwood Village area provided by Metro, Santa Monica Big Blue Bus, Culver City Municipal Bus Lines, UCLA Transit, and others. These services provide connections between Wilshire Boulevard and the UCLA campus. The bus stop for the UCLA Campus Express is currently located on the south side of Kinross Avenue between Veteran and Gayley Avenues, which is easily accessible from the station entrance at the corner of Wilshire Boulevard and Gayley Avenue for either the Off-Street or On-Street Station.

Of the two Westwood/UCLA Stations under consideration in the Final EIS/EIR, the recommendation is to locate the Westwood/UCLA Station On-Street as this location could accommodate an entrance at the Wilshire Boulevard and Westwood Boulevard intersection, providing better pedestrian access to Westwood Village and connections along Westwood Boulevard, including bus connections to the UCLA Campus.

Please refer to Section 8.8.6 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/UCLA Station. Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Westwood/UCLA Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two Westwood/UCLA locations. In addition, the *Westside Subway Extension Station Entrance Location Report and Recommendations* provides a comparison of the potential entrance locations at Westwood Boulevard, Gayley Avenue and Veteran Avenue for both the On-Street and Off-Street Stations and the *Westside Subway Extension Station Circulation Report* provides a comprehensive station access circulation study. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

623-4

Your comment in support of the Century City Constellation Station has been noted. On

623-4

October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area*

623-4

Tunneling Safety Report. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #660 DETAIL

Status : Submission Summarized
Record Date : 10/28/2010
Submission Date : 10/28/2010
First Name : Jay
Last Name :
Group Affiliation :
Submission Content :

660-1

I live in San Diego and several times a year take the Amtrack to Union Station and the light rail to Pasadena. As I grew up on Camden Drive in BH, I really look forward to a route that brings itself into BH and CC. When is the expected completion date. I am 70 and would like to ride it before I'm 90.

660-1

Your comment about the project schedule has been noted. In April 2010, the Metro Board of Directors adopted the America Fast Forward 30/10 Initiative that directs that the Westside Subway Extension Project to seek accelerated federal funding to deliver the Project in a single phase to Westwood. Based on this accelerated funding schedule, the parallel construction of portions of the alignment and stations would allow the entire LPA to be open and operational to the Westwood/VA Hospital Station in 2022 as a single phase.

In the event that accelerated federal funding cannot be secured, the LPA would be constructed in three sequential phases in accordance with the Metro Long Range Transportation Plan. The first phase to the Wilshire/La Cienega Station would open in 2020, the second phase to the Century City Station would open in 2026, and the final phase to the Westwood/VA Hospital Station would open in 2036.

Please refer to Section 2.6.11 of the Final EIS/EIR for further information on the construction schedule.

RECORD #758 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : C
Last Name :
Group Affiliation : BRU
Title :

758-1 | **Submission Content :** As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

More buses in Los Angeles not trains

758-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

Comentario público para el borrador del reporte del impacto ambiental para la extensión del tren subterráneo al oeste del 2010

Como un pasajero del autobús en el corredor de Wilshire, estoy anticipando los beneficios de la salud pública y la movilidad que la Alternativa llamada Manejo de Sistemas de Transportación (TSM) en el borrador del Reporte de Impacto Ambiental de la Extensión del Tren Subterráneo al Oeste podría tener para Wilshire Blvd. Si seleccionan esta opción podría crear un sistema de autobuses más sólido mediante la mejora "en el estado actual de servicio Rapido y servicio de autobuses locales en la area de estudio del bulevar de tránsito extensión al oeste."

Más buses en Los Angeles
no tener

Nombre: 143W 2052 apt 2
Dirección: Los Angeles 90007

Sinceramente,
Cumbel
Firma

Negocio/organización:
Correo electrónico:

758-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

RECORD #756 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : Aura
Last Name : A
Group Affiliation : BRU
Title :

756-1 | **Submission Content :** As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

756-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

Comentario público para el borrador del reporte del impacto ambiental para la extensión del tren subterráneo al oeste del 2010

Como un pasajero del autobús en el corredor de Wilshire, estoy anticipando los beneficios de la salud pública y la movilidad que la Alternativa llamada Manejo de Sistemas de Transportación (TSM) en el borrador del Reporte de Impacto Ambiental de la Extensión del Tren Subterráneo al Oeste podría tener para Wilshire Blvd. Si seleccionan esta opción podría crear un sistema de autobuses más sólido mediante la mejora "en el estado actual de servicio Rapido y servicio de autobuses locales en la area de estudio del bulevar de transito extension al oeste."

SUDO PER RAY (ASL M)
PARA CAL CONTRIBUCION

Sinceramente,

Anna Dignitar
Firma

Nombre:

Dirección:

Negocio/organización:

Correo electrónico:

756-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

Comment from

First Name: Moises
Last Name: Aceves
Email: moyplanner@gmail.com
Phone:
URL:

70-1

This project is critical to maintaining and improving the overall quality of life of LA county area residents.

Many of the comments that you get during the process will be negative and will primarily use the CEQA process as a tool to hold up or diminish the probability that this project get built.

Ensure that that the decision makers have the documents for review and accessible way before the delineated minimum review times.


Good Luck! I only commented because I thought you may have needed an uplifting comment amidst the massive turds being tossed at you right now.

70-1

Your comment in support of the Westside Subway Extension Project has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and improved cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

COMMENT DEADLINE: OCTOBER 18, 2010

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

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

605-1 *1) Crenshaw Station: It makes no sense not to build a station at Wilshire/Crenshaw. This is a major bus transfer point that is projected to generate higher ridership than Wilshire/La Brea. Furthermore, the two miles between Western and La Brea is way too far apart for subway stations in an urban area; these stations are normally 1/2 mile to 1 mile apart. If we don't build this station now, we will never have another chance.*

605-2 *2) Wilshire/La Brea Station: There is a major 7-story retail/residential development planned for the southeast corner of this intersection. This entire block was cleared earlier this year and new signage for the project has recently been installed. Including a station portal into this complex would be a win/win for the MTA and the developer and would save on station costs.*

605-3 *3) Wilshire/Fairfax: Locating this station under the intersection would facilitate a portal into the LACMA West building and another on the south side of Wilshire, providing better access to LACMA and the other museums as well as the large office and apartment complexes further east. This will*

Public comments on the Draft EIS/EIR will be accepted through October 18, 2010. You may submit your comments by:

- > Email to: westsideextension@metro.net
- > US Mail to: David Mieger, Project Manager, One Gateway Plaza, 99-22-2 Los Angeles, CA, 90012
- > Visiting our website metro.net/westside and clicking on "contact us"
- > Attending one of the public hearings listed above and verbally providing your comments, which will be captured by a court reporter.
- > Submit written comments at a public hearing

**605-1**

Your comment on the Wilshire/Crenshaw Station has been noted. In October 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Extension) as the Locally Preferred Alternative (LPA). A Wilshire/Crenshaw Station was not included in the LPA.

The Wilshire/Crenshaw Station would be located in the Park Mile section of Wilshire Boulevard, adjacent to lower density land uses that are not planned for future growth in the adopted Community Plan and Park Mile Specific Plan. This site is only 0.5 mile from the existing Wilshire/Western Station and does not serve a major north south intersection, as Crenshaw Boulevard terminates at Wilshire Boulevard and does not extend to the north. Because this is a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Crenshaw Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

605-2

The number of entrances at each station was based on the ridership projections for that station. Based on these projections, Metro will construct one station entrance at each of the proposed stations, with the exception of two station entrances at the Westwood/UCLA Station due to high ridership projections.

Your comment on the mixed used development to be built at the southeast corner of Wilshire Boulevard and La Brea Avenue has been noted.

605-3

Your comment supporting the East location for the Wilshire/Fairfax Station has been noted. The Locally Preferred Alternative includes the Wilshire/Fairfax East Station location due to stronger community support and better access and land integration opportunities, including proximity to Museum Row.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process.

605-3

The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Fairfax Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

605-4 result in higher ridership.

4) Wilshire/La Cienega: This station must be built to accommodate the West Hollywood Line either as an over/under station and junction or as a pass-through Connecting Station for a line that extends south to LAX. If the latter is chosen, then the MTA would have to do a new study of ~~the~~ this extension before the W Hollywood Line could be built (See Comment (9) below)

605-5 5) Century City Station: The Constellation Blvd Station makes the most sense both in terms of ridership and safety. A high-rise Condo development already approved for the N.E. corner of Constellation/Avenue of the Stars could provide a reduced cost portal location. A recently proposed make over of the Century Plaza Hotel includes a portal on the S.W. Corner (though this project is still years away from approval) Also, Westfield will incorporate a portal into the final phase of their shopping mall make-over as part of their EIR traffic mitigation.

605-6 Finally, while there is wide spread opposition in Beverly Hills to the Constellation alignment, this grows out of the residents' familiarity with the noise and vibration experienced along NYC's very shallow subways. Educational outreach programs to enable these people to see and hear for themselves how much quieter the existing Red/Pink subway is from what they remember from New York and how imperceptible it is from the surface, will go a long way toward quelling this opposition

605-7 6) Westwood Station: Even though the MTA board has not yet authorized a study for an I-405 corridor north/south line, we know that such a line must eventually be built and is included in proposition R. Therefore, we must design this station to connect with that line when it is built. The proposed UCLA parking lot site does not allow for this connection as there is no room for a North/South Station under that property. Placing the station under Wilshire Blvd at Westwood Blvd not only allows for the future north/south ~~line~~ station (under Westwood) ~~connecting~~ connecting to this line, but also allows for portals on the east side of Westwood Blvd and the south side of Wilshire, better serving the office towers, Hammer Museum, and high density residential areas south of ~~the~~ Wilshire. This will maximize ridership at this station

605-8 7) V.A. Hospital Station: The main ridership for this station is the main V.A. hospital building, located south of Wilshire. This station needs to be on the south side of the street, as close to the hospital as possible, as many VA patients are elderly or mobility impaired. The entire V.A. property was donated to the government for the benefit of our nation's Veterans and is deed restricted to that purpose. This may preclude building even a part and ride lot on this property, let alone any T.O.D. on the north parcel.

605-4

Your preference for the Wilshire/La Cienega Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). At Wilshire/La Cienega, the Board selected the East Station location without a West Hollywood connection structure as part of the LPA. This is the preferred station entrance location for the City of Beverly Hills because it will be located in a denser, more commercial area than the other station location to the west of La Cienega. This entrance location also will provide excellent connections to two major north-south arterials – La Cienega and San Vicente Boulevards.

Additionally, the cost of the connection structure is not sufficiently justified when there may be alternative, less costly solutions to serve the West Hollywood transit market, such as a light rail line. The Draft EIS/EIR showed that there is a market for transit improvements serving West Hollywood, and this corridor is included in the Strategic Element of the 2009 Long Range Transportation Plan. Should funding be identified and secured, further study could be done to identify a project that would be competitive under Federal funding criteria.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report provides a more detailed description of the refinements to the Wilshire/La Cienega Station, including the potential connection structure, following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

605-5

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that

605-5

tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

605-6

Your suggestion for noise and vibration educational outreach has been noted.

605-7

Your preference for the On-Street location of the Westwood/ UCLA Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board decided to continue to study both Westwood/UCLA station location options

605-7

(On-Street and Off-Street).

A comparative study of the two proposed Westwood/UCLA station locations, including engineering, costs, urban design, and environmental impact considerations, was conducted during the Final EIS/EIR phase to expand on the studies conducted in preparation of the Draft EIS/EIR.

The Off-Street Station and tunnels would need to be deeper than the On-Street Station to clear the underside of foundations for a future hotel on Gayley Avenue, which makes the station and tunnels riskier and more expensive to construct, and requires more time for transit riders to travel between the platform and the station entrance. Additionally, the Westwood/UCLA Off-Street Station location would require approximately 13 additional permanent underground easements.

The On-Street Station location would provide at least one of entrance at the corner of Wilshire and Westwood Boulevards. This entrance location would provide better access to bus connections along Westwood Boulevard and would be closer to the major office buildings and Westwood Village than the entrances for the Off-Street Station. Furthermore, one of the station entrance options for the On-Street Station is a split entrance between the north and south sides of Wilshire Boulevard, providing access to both sides of busy Wilshire Boulevard. However, the Westwood/UCLA On-Street Station option is also expected to have greater traffic impacts during construction due to in-street construction along Wilshire Boulevard.

Based on these factors, the recommendation is to locate the Westwood/UCLA Station On-Street as this location could accommodate an entrance at the Wilshire Boulevard and Westwood Boulevard intersection, providing better pedestrian access to Westwood Village and connections along Westwood Boulevard.

Your comment on future transit connections to a Sepulveda/I-405 line has been noted. The San Fernando Valley I-405 Corridor Connection is included in Metro's 2009 Long Range Transportation Plan and funding has been allocated in Measure R for the project. Metro will undertake planning studies for the corridor to identify the mode, alignment and appropriate connections to other area transit projects, including the Westside Subway Extension.

Please refer to Section 8.8.6 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/UCLA Station. Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Westwood/UCLA Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of

605-7

the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two Westwood/UCLA locations. In addition, the *Westside Subway Extension Station Entrance Location Report and Recommendations* provides a comparison of the potential entrance locations at Westwood Boulevard, Gayley Avenue and Veteran Avenue for both the On-Street and Off-Street Stations. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

605-8

Your preference for the South location of the Westwood/ VA Hospital Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board decided to continue to study both Westwood/VA Hospital station location options (South and North).

A comparative study of the two proposed Westwood/VA Hospital station locations, including engineering, costs, urban design, and environmental impact considerations, was conducted during the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR.

While both options are within one-quarter mile of the VA Hospital, the Westwood/VA Hospital South Station site is 500 feet from the hospital and on the same side of Wilshire Boulevard, while the Westwood/VA Hospital North Station site is 1,200 feet away on the other side of Wilshire Boulevard. Additionally, the North Option could be problematic in the event of a future extension to Santa Monica due to the tight radius curve that would be required to extend west beneath residential properties. However, the construction of the South Option would result in more impacts to traffic circulation during construction, including temporary ramp closures at the I-405 interchange.

Based on these factors, the recommendation is to locate the Westwood/VA Hospital Station on the south side of Wilshire Boulevard as this location would provide better pedestrian access to the VA Medical Center and would more easily accommodate a future westward extension of the subway.

Please refer to Section 8.8.5 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/VA Hospital Station and to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Westwood/VA Hospital Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and*

605-8

the Westwood/VA Hospital Station Locations Report for a comparison of the two Westwood/VA Hospital Station locations. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

605-9

8) Santa Monica Extension: Not only are both Brentwood and Santa Monica increasingly high density residential areas, but the central Santa Monica / Third Street Promenade / Santa Monica Pier area is a major regional destination. It is therefore imperative that we extend the Wilshire Blvd Subway all the way to 4th street as soon as possible.

605-10

9) West Hollywood Extension: The area served by this proposed line is one of the most congested in all of the LA region. This line also needs to be built ASAP, but we must first study not only an extension north from Hollywood/Highland to the Burbank Metro District and either Bob Hope Airport or Downtown Burbank, but also whether to make this line a branch off of the purple line, or a separate line extending south to the LAX Central Terminal Area and the South Bay. This latter option would connect the two westside airport with each other and with many of the major westside hotel destinations. Also, this line needs to have its route tweaked to add a station at Sunset Blvd / La Cienega to serve the busy sunset strip clubs, hotels and highrise offices.

605-11

10) Ridership Projections: In order to qualify for maximum federal funding, we need to develop much more accurate ridership projections. It is absurd to predict that these Wilshire Blvd and Century City stations will generate fewer average daily boardings than Hollywood/Nine or Hollywood/Highland; fewer in fact than the system average for the existing subway. I suspect that if you were to test your ridership model against the existing subway, you would get ridership projections that were much lower than actual ridership.

605-12

11) Growth Estimates: One of the major flaws in your ridership model is that you depend on SCAG's 1960's era growth model that assumes that most of the region's growth will occur in the outlying suburbs. As a result, your growth estimates for 1/4 mile around the proposed stations for the 25 year period between 2010 and 2035 are incredibly low. For example, SCAG projects 348 new housing units within a 1/4 mile of Hollywood/Highland. In fact, 2 projects that are opening up this year: Jefferson on Hollywood (1724 Highland) with 280 apartments and Alta Hollywood (1714 McCadden Pl) with 210 apartments add up to 490 units just in the first year, with an other 180 unit project due to open next year. In addition, Wilshire/La Brea, Century City, and Santa Monica/La Brea all have developments already approved that if built will fill up most of SCAG's projected growth for these stations. Finally, growth projections must take into account the growth including effect of subway stations. Here in L.A., over the last ten years, over 15,600 new housing units have been built within a 1/2 mile radius of the existing Red/purple stations along with over 750,000 SF of new commercial space. There is no reason to believe that this trend will not continue once the economy picks up.

605-9

Your support for Alternative 3 (Santa Monica Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Although Alternative 3 (Santa Monica Extension) was not adopted as the LPA, and is not affordable within the adopted LRTP, an extension of the subway from Westwood to Santa Monica does demonstrate potential to be a successful rail transit line in the future. This corridor is included in the Strategic Element of the 2009 LRTP. Therefore, further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will be designed so as not to preclude future westward extension of the subway.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

605-10

Your comment on future transit connections to the Crenshaw/LAX Line has been noted. In November 2009, the Metro Board voted to approve the Locally Preferred Alternative (LPA) for the Crenshaw/LAX Transit Corridor. The Crenshaw/LAX LPA includes an 8.5-mile light-rail line that would connect the Metro Green Line and the Expo Line along Crenshaw Boulevard. The Crenshaw/LAX LPA would not connect the line to Wilshire Boulevard.

A potential connection to Wilshire Boulevard was studied in a May 2009 Metro feasibility report. Although beyond the available project funding, this report determined that a connection at Wilshire/La Brea instead of Wilshire/Crenshaw would be more cost-effective and more compatible with existing land uses. Please refer to the Crenshaw Transit Corridor Project: Final Feasibility Study – Wilshire/La Brea Light Rail Transit Extension, available on the Crenshaw Transit Corridor Project page on the Metro website.

Keeping these recommendations in mind, the Westside Subway Extension Project, if approved for implementation, will be designed so as not to preclude future northward extensions of the Crenshaw/LAX line along La Brea, La Cienega, or San Vicente.

An extension of rail north of North Hollywood Station was not in the scope for the Westside Subway Extension Project.

605-11

Your comments about transit ridership have been noted. Transit ridership projections for the forecast year of 2035 were developed using the travel forecasting model developed by Metro and the Southern California Association of Governments, which followed Federal Transit Administration (FTA) guidance and meets FTA's goals: to have the model tell a coherent story about travel behavior, reliably reproduce current travel patterns, and ensure a rational response to change. Metro's travel demand model is a resident model stratified by three income levels and includes the three standard trip purposes of Home-Based Work, Home-Based Other, and Non-Home Based, plus the additional trip purpose of Home-Based University. The model does not include tourism or special events. The modeling effort included FTA's participation throughout the process and a final review was held in September 2009 during which FTA concurred that the model was ready for application to this Project. The model was calibrated with 2001 and 2006 on-board survey data and then validated against transit ridership information to ensure it properly represents travel activity for the Los Angeles County and regional transportation system.

The Metro forecasting model uses "best practices" for urban travel models in the U.S. and reflects changes in land use, socioeconomic conditions, trip flows and transportation network improvements. The model is based on a set of realistic input assumptions regarding land use and demographic changes between now and 2035 and expected transportation levels-of-service on both the highway and public transit system. Key data used by the model include the following:

- Southern California Association of Government (SCAG) forecasts of population and employment densities
- SCAG-forecasted socio-demographic characteristics of travelers
- Person-trip flows
- Characteristics of the roadway and transit systems, including travel times, costs, and capacity reflective of No Build, TSM, and Build Alternatives

Documentation is available in available in Section 3.2.1 of this Final EIS/EIR and in the *Los Angeles Mode Choice Model: Calibration/Validation Report*.

Please refer to Section 3.2.1 of the Final EIS/EIR for more information on ridership forecasting methodology. In addition, the *Los Angeles Mode Choice Model: Calibration/Validation Report* provide detailed information about the ridership model and the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* provides a summary of the updated results prepared for the Final EIS/EIR. The *Technical Report Summarizing the Results of the Forecasted Alternatives* is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

605-12

Your comments about growth estimates have been noted. Key data used by the travel

605-12

forecasting model include forecasts of population and employment densities that were developed by the Southern California Association of Government (SCAG). Also, forecasted socio-demographic characteristics of travelers, developed by SCAG, were used in the travel forecasting.

As discussed in response to comment 605-11 above the modeling effort included FTA's participation throughout the process and a final review was held in September 2009 during which FTA concurred that the model was ready for application to this Project. The model was calibrated with 2001 and 2006 on-board survey data and then validated against transit ridership information to ensure it properly represents travel activity for the Los Angeles County and regional transportation system.

Please refer to Section 8.8.9 of the Final EIS/EIR for more detailed responses to concerns related to ridership. Please refer to Section 3.2.1 of the Final EIS/EIR for more information on ridership forecasting methodology. In addition, the *Los Angeles Mode Choice Model: Calibration/Validation Report* provide detailed information about the ridership model and the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* provides a summary of the results. The *Technical Report Summarizing the Results of the Forecasted Alternatives* is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

Comment from
First Name: Karim
Last Name: Afshin
Email: kacali@aol.com
Phone:
URL:

44-1 | The Century City station must be built at Constellation. This would serve the most workers and residents. Please eliminate the Santa Monica Blvd station from consideration - it does not make sense to have a station so far from the heart of Century City.

44-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

44-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #757 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : Aurora
Last Name : Aguilar
Group Affiliation : BRU
Title :

757-1

Submission Content : As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

I support TSM so that service to the public is bettered and protected.

757-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

Comentario público para el borrador del reporte del impacto ambiental para la extensión del tren subterráneo al oeste del 2010

Como un pasajero del autobús en el corredor de Wilshire, estoy anticipando los beneficios de la salud pública y la movilidad que la Alternativa llamada Manejo de Sistemas de Transportación (TSM) en el borrador del Reporte de Impacto Ambiental de la Extensión del Tren Subterráneo al Oeste podría tener para Wilshire Blvd. Si seleccionan esta opción podría crear un sistema de autobuses más sólido mediante la mejora "en el estado actual de servicio Rapido y servicio de autobuses locales en la area de estudio del bulevar de transito extensión al oeste."

*sos Pasajera y Pido que aprueben
al TSM para poder mejorar y
Proteger servicio Publico*

Sinceramente,
Aurora Aguilar
Firma

Nombre: *AURORA AGUILAR*
Dirección: *2025 P.O. Box 98002*
Negocio/organización:
Correo electrónico:

757-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

RECORD #782 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : Margarita
Last Name : Alarcon
Group Affiliation : BRU

782-1

Submission Content : As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

I do not support the subway b/c it's costing too much money and there is no adequate bus service.

NOTE: remainder of comment was illegible.
margarita.alarcon.pdf (585 kb)

Attachments :

782-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

RECORD #807 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : Rosalia
Last Name : Alarcon
Group Affiliation : BRU

807-1

Submission Content : As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

I'm a passenger on the Vermont/Manchester bus. I would like better service on Manchester to Playa del Rey. I wait for an hour or more sometimes b/c the 115 passes before 6PM.

Attachments : rosalia.alarcon.pdf (511 kb)

807-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

Comentario público para el borrador del reporte del impacto ambiental para la extensión del tren subterráneo al oeste del 2010

Como un pasajero del autobús en el corredor de Wilshire, estoy anticipando los beneficios de la salud pública y la movilidad que la Alternativa llamada Manejo de Sistemas de Transportación (TSM) en el borrador del Reporte de Impacto Ambiental de la Extensión del Tren Subterráneo al Oeste podría tener para Wilshire Blvd. Si seleccionan esta opción podría crear un sistema de autobuses más sólido mediante la mejora "en el estado actual de servicio Rapido y servicio de autobuses locales en la area de estudio del bulevar de transito extensión al oeste."

Soy pasajero del bus Vermont & Manchester, me gustaba mejor el servicio de Manchester 115, ployo del Rey y 115 a S. Vermont. Espero por veces una mejora y otras me para el bus 115 para antes de la C.P.M.P. Local. D. Watson

Sinceramente,
 D. Watson
 Firma

Dirección: 1627 S. Vermont
 S. Vermont Hwy. 90006

Negocio/organización:
 Correo electrónico:

807-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

746-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

I support the Transportation System Management

Name: *Rudy Alcaraz*
 Address: *90033*
 Email: *rtrudy43@comcast.com*

Sincerely,
Rudy Alcaraz
 Signature

Business or organization:

746-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

746-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

RECORD #91 DETAIL

Record Date : 9/28/2010
Submission Date : 9/28/2010
First Name : Lawrence
Last Name : Aldava
Group Affiliation :
Submission Content :

I have not been able to attend any of the draft EIR meetings for the Westside Subway due to my work schedule but wanted to submit my comments.

91-1 | I strongly support the alignment that includes a Century City Station at Constellation and Avenue of the Stars. It is imperative that this line be at the center of this district to serve as many potential passengers as possible. Moving the station to Santa Monica Blvd. will have a negative impact on accessibility for workers in the area, employees in the many office buildings nearby, and guests at local hotels including the Century Plaza. Metro has indicated that it can tunnel safely beneath homes and Beverly Hills high school and that's precisely the route that should be taken to create a line that is truly functional.

91-2 | I would love to see the route that includes the spur (Pink Line) that goes south from Hollywood and Highland station into West Hollywood, however if including this makes the project less competitive from a federal funding standpoint, I would prefer that it be included in a future phase/extension.

Thank You,

Lawrence M. Aldava

91-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

91-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

91-2

Your support for Alternative 5 (Santa Monica Extension plus West Hollywood Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

The Draft EIS/EIR demonstrated a significant market for a subway serving Santa Monica and West Hollywood. However, there is not sufficient Measure R or other funding available to construct a Santa Monica or West Hollywood subway at this time. The Santa Monica and West Hollywood corridors are included in the Strategic Element of the 2009 Long Range Transportation Plan. Further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will also be designed so as not to preclude future westward extension of the subway.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

From: [Nadene](#)
 To: [Westside Extension](#)
 Subject: Westside extension
 Date: Friday, October 01, 2010 3:14:11 PM

285-1

Please do not route the extension under BHHS. It seems foolish to tempt fate by drilling under the city of Beverly Hills' major disaster relief area. I am in line with all my neighbors and friends in wanting to keep the route along Santa Monica Blvd. Nadene Alexander, 305 S. Oakhurst Dr., Beverly Hills, CA 90212.

285-1

Your comment in support of the Century City Santa Monica Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an

285-1

earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership

285-1

projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Jan Allard](#)
To: [Westside Extension](#)
Date: Sunday, October 17, 2010 1:00:42 PM

621-1

To WHom It May COncern:

As a lifelong resident of West Los Angele and a homeowner/resident of Westwood for the past 24 years, I strongly disapprove of any intent to run a metro line through this area. This area is already far too impacted by traffic and development, and has already lost a substnatial amount of what was once its appeal as a residential and shopping area. I believe it will bring more problems than it will resolve.
Janicemarie Allard

621-1

Your comment in opposition to the Westside Subway Extension Project has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and improved cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

RECORD #463 DETAIL

Status : Submission Summarized
Record Date : 10/15/2010
Submission Date : 10/15/2010
First Name : Rachel
Last Name : Alonso
Group Affiliation :
Submission Content :

463-1

Please move quickly so the subway can be built ASAP! Too bad the Crenshaw station was cut, but I understand the financial motivation for that decision. Personally, I find Constellation to be the obvious choice for the Century City station--from a transportation/planning perspective. It is unfortunate that some residents of Beverly Hills are being so negative, and I would rather not have to pander to their complaints, but from a political/pragmatic perspective, if they are powerful enough to seriously delay construction, then by all means, move the station down a few blocks. It is difficult to assess their potential power, but in the grand scheme of things, it is more important for the subway to be built ASAP than to quibble over one station stop.

463-1

Your comment on the Wilshire/Crenshaw Station has been noted. In October 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Extension) as the Locally Preferred Alternative (LPA). A Wilshire/Crenshaw Station was not included in the LPA.

The Wilshire/Crenshaw Station would be located in the Park Mile section of Wilshire Boulevard, adjacent to lower density land uses that are not planned for future growth in the adopted Community Plan and Park Mile Specific Plan. This site is only 0.5 mile from the existing Wilshire/Western Station and does not serve a major north south intersection, as Crenshaw Boulevard terminates at Wilshire Boulevard and does not extend to the north. Because this is a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Your comment in support of the Century City Constellation Station location has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new

463-1

Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Crenshaw Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: seainbear@aol.com
 To: [Westside Extension](#)
 Cc: [Mieger, David](#); [Litvak, Jody Feerst](#); [Paul Backstrom@lacity.org](#); [lan.nguyen@lacity.org](#); [Jay Greenstein@lacity.org](#)
 Subject: My recommendations/comments for the Wilshire Subway Draft EIR
 Date: Sunday, October 03, 2010 8:20:16 PM

To Metro and all those cc'ed (apologies if you got this more than once):

Thank you for your ongoing hard work and due diligence for this project to date, and for all that you will do in the future. It is difficult to have to pick and choose between the various alternatives for a project that is 50-100 years overdue, especially with the need to create a series of extensions to this and related/connecting projects equally as overdue, but I will be as comprehensive yet concise in my comments as possible.

I wish to first emphasize that I speak only for myself, and that while my experience with The Transit Coalition, Friends4Expo, Friends of the Green Line, the Mar Vista Community Council and the CD11 Transportation Advisory Committee has granted me a great deal of appreciated input and insights from many individuals, I cannot presume that my opinions reflect anyone's but my own, or that I have more of the "answer" than any other thoughtful individual on the issues related to transportation.

- 293-1 | 1) I am aware that we only have funding from Measure R (which will hopefully be expedited by the proposed 30/10 cooperative initiative with the federal government) for either Alternatives 1 or 2. **I therefore favor Alternative 2 with a western terminus of the VA Medical Center over Alternatives 1, 3, 4 and 5, in that getting the Wilshire Subway to west of the 405 freeway is the best we can immediately hope for.**
- 293-2 | 2) I am also aware that only Alternatives 1-3 approach federal standards for cost-effectiveness, and that the further west the Subway goes (at least to the city limits of Santa Monica) the better the ridership and traffic alternatives become for the Wilshire Corridor. **I therefore favor Alternative 3 over Alternatives 4 or 5 as the best future alternative to pursue among the unfunded Wilshire Subway alternatives.**
- 293-3 | 3) I am also aware that there may be some transit redundancies between the Expo and Wilshire Rail Lines as they converge near the coast, and that there remain unanswered questions at this immediate time, and that Alternatives 3 and 5 are not funded through Measure R. My own preference of a Wilshire Subway to either the vicinity of Lincoln Blvd. or to the future Expo Line somewhere in Santa Monica is therefore irrelevant, as are any other individuals' personal preferences. **I therefore recommend revisiting (with a very high priority) a comparative study of how far west and exactly where the Wilshire Subway should have its western terminus, after another 5-6 years have passed, and both the Wilshire Subway to the 405 freeway and the Expo Line to Santa Monica are both on their way to becoming realities, and funding for a true Subway to the Sea can be considered.**
- 293-4 | 4) I am also aware that there may be some transit redundancies between the proposed West Hollywood/Red-Purple Line Subway Link (Alternatives 4 and 5) and a potential Crenshaw Light Rail Line to both the Purple and Red Line Subways, and that both Alternatives 4 and 5 are not as cost-effective as are Alternatives 1-3 (and are not funded through Measure R). **I therefore recommend revisiting (with a very high priority) a comparative study between a putative Crenshaw Light Rail Line and Alternatives 4 and 5 to be initiated, after another 5-6 years have passed, and both a Wilshire Subway to the 405 freeway and the Crenshaw Line to the Exposition/Crenshaw are both on their way to becoming realities, and funding for a cost-effective link between the Red and Purple Lines in the north, and the Green Line and LAX in the south, can be considered.**
- 5) I am also aware of the immediate need to explore a north-south rail line to serve the 405

293-1

Your support for Alternative 2 (Westwood/VA Hospital Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

293-2

Your support for Alternative 3 (Santa Monica Extension) has been noted.

Although Alternative 3 (Santa Monica Extension) was not adopted as the LPA, and is not affordable within the adopted LRTP, an extension of the subway from Westwood to Santa Monica does demonstrate potential to be a successful rail transit line in the future. This corridor is included in the Strategic Element of the 2009 LRTP. Therefore, further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will be designed so as not to preclude future westward extension of the subway.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

293-3

Your comment on developing a connection to the Expo Line at Wilshire/4th Street has been noted. Since the Project would terminate at the Westwood/VA Hospital Station as part of the LPA, a connection to the Expo line at the Wilshire/4th Street Station would be beyond the scope of this Project if the LPA is approved for implementation.

Your comment on developing transit connections between Project stations and the Expo Line stations has been noted. The potential for future transit connections, including connections to the planned Expo Line, were considered when the location of Project stations was determined but are beyond the scope of this project.

293-4

Your comment on future transit connections to the Crenshaw/LAX Line has been noted. In November 2009, the Metro Board voted to approve the Locally Preferred Alternative (LPA) for the Crenshaw/LAX Transit Corridor. The Crenshaw/LAX LPA includes an 8.5-mile light-rail line that would connect the Metro Green Line and the Expo Line along Crenshaw Boulevard. The Crenshaw/LAX LPA would not connect the line to Wilshire Boulevard.

293-4

A potential connection to Wilshire Boulevard was studied in a May 2009 Metro feasibility report. Although beyond the available project funding, this report determined that a connection at Wilshire/La Brea instead of Wilshire/Crenshaw would be more cost-effective and more compatible with existing land uses. Please refer to the Crenshaw Transit Corridor Project: Final Feasibility Study – Wilshire/La Brea Light Rail Transit Extension, available on the Crenshaw Transit Corridor Project page on the Metro website.

Keeping these recommendations in mind, the Westside Subway Extension Project, if approved for implementation, will be designed so as not to preclude future northward extensions of the Crenshaw/LAX line along La Brea, La Cienega, or San Vicente.

- 293-5 freeway/Sepulveda Blvd. corridor between the Orange, Red and Expo Lines, and perhaps even the Green Line, and of only \$1 billion of Measure R funding dedicated to such a project. **I therefore recommend initiating a Major Investment Study to immediately follow the passage/approval of the Final EIR for the Purple Line to the 405 freeway, that would explore such a north-south rail or other transit project that would link the San Fernando Valley and Westside (and possibly LAX and the South Bay).**
- 293-6 6) Finally, I am aware of the legal and political and community impacts of which route to best serve Century City, and I am sensitive to all parties' needs on this issue. **I must ultimately recommend, however, a focus on Ridership and Planning rather the number of residential easements to determine the best routing of the Wilshire Subway to most cost-effectively and comprehensively serve the transportation needs of Century City and the greater Westside.**
- 293-7 **Similarly, I must recommend a focus on Planning and Connectivity of the future Crenshaw Light Rail Line to the Wilshire Subway to most cost-effectively and comprehensively serve the transportation needs of the Mid-City region.**

I thank you all for your current and future efforts to create this much-needed and much-overdue project, and wish you all the best of luck in this endeavour.

Ken Alpern
Los Angeles, CA 90034

293-5

Your comment on future transit connections to a Sepulveda/I-405 line has been noted. The San Fernando Valley I-405 Corridor Connection is included in Metro's 2009 Long Range Transportation Plan and funding has been allocated in Measure R for the project. Metro will undertake planning studies for the corridor to identify the mode, alignment and appropriate connections to other area transit projects, including the Westside Subway Extension.

293-6

Your comment regarding the Century City Station location and station access/ridership projections has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

During preparation of the Final EIS/EIR, the ridership model from the Draft EIS/EIR was further refined to assess the LPA and incorporate any changes between the Draft EIS/EIR and the Final EIS/EIR. More than ten model runs were conducted to respond to changes, perform additional analysis, and answer questions that were raised during the project development process in the Final EIS/EIR phase. The main types of refinement included feeder bus service, balanced headways and some coding refinement, to determine what changes should be included in the Final EIS/EIR model runs. The refined model predicted boardings along the new Westside Subway Extension stations are approximately 49,300 with the Century City Constellation Station, which is about 3,350 more than the predicted 45,986 boardings with the Century City Santa Monica Station. The main difference in boardings at the Century City Station is the increased walk access trips in the Constellation Station over the Santa Monica Station. The walking time between the TAZ 738 (Century City)'s centroid node and the Century City subway station is 3 minutes in the Constellation Option and 13 minutes in the Santa Monica Option. The number of jobs and jobs per square mile in the 1/4 mile and 1/2 mile area around the Century City Stations is much higher in the Constellation Option than in the Santa Monica Option.

In addition to the refined ridership model, a supplemental ridership study was prepared to evaluate the relative accessibility of the Century City Station locations to surrounding commercial and residential development within a 1/2-mile walking distance. This data was then used to estimate the number of Westside Subway Extension riders who would walk to

293-6

and from the stations. It should be noted that these ridership projections only consider those riders who walk to the station and these projections are intended to supplement the ridership forecasts. This analysis concluded that the Century City Constellation Boulevard Station attracts more Westside Subway riders compared to the station location along Santa Monica Boulevard. Based on both existing and projected future development in Century City, the Constellation Station has the highest concentration of jobs and residents within the critical 600-foot and 1/4-mile walksheds. As a consequence, the 14,005 riders estimated to walk to the Century City Station along Constellation Boulevard is approximately 72% greater than the approximately 8,145 riders expected to walk to the Santa Monica Boulevard Station. The Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension.

In addition to ridership studies, the geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

293-7

Your comment has been noted. Please see the response to comment 293-4 above.

696-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

Reduce the bus fare and make them better.

Name: *Nilsen Alvarez*
 Address: *5857 Astrella Avenue*
 Email: *nilsenalvarez@aol.com*

Sincerely,
Nilsen Alvarez
 Signature

Business or organization:

696-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

696-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

RECORD #277 DETAIL

Status : Submission Summarized
Record Date : 10/5/2010
Submission Date : 10/5/2010
First Name : Barry
Last Name : Amiri
Group Affiliation :
Submission Content :

277-1

I strongly oppose tunneling under homes in Beverly Hills and under Beverly Hills High School. The original proposed plan going along Santa Monica Blvd and have original stop at Century City as planned is an acceptable option and makes a lot more sense.

277-1

Your comment in support of the Century City Santa Monica Station location and concerns about tunneling beneath homes and schools as well as the development of the Century City station and alignment options has been noted.

Metro followed FTA's New Starts project planning and development process and carefully considered public input in developing the location of the Century City Station. The process of determining the location of the Century City Station began with the *Westside Transit Corridor Alternatives Analysis Study* in 2007. At the beginning of the Alternatives Analysis (AA) Study, two general corridors—one along Wilshire Boulevard and the other along Santa Monica Boulevard—were presented to the public at Early Scoping meetings. Some people who spoke at the Early Scoping meetings generally supported the proposed station locations that were presented (Santa Monica Boulevard in Century City being one of them). However, some attendees also suggested additional or alternate station locations, with some commenting that the station in Century City should be south of Santa Monica Boulevard, closer to the center of Century City, which Metro took into consideration.

During scoping for the Draft EIS/EIR in 2009, Metro sought additional public comment on the alignment and station options in the Beverly Hills to Westwood area, including the Century City Station location. During preparation of the Draft EIS/EIR, the alignment and station locations were refined to avoid impacts to the natural and built environments where feasible, provide a cost-effective solution to increase east/west mobility in the Study Area, and respond to public and agency input. The analysis and refinement of the station and alignment locations, including the Century City Station location, are described in the *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report*. Ultimately, the Century City Santa Monica Station and the Century City Constellation Station were carried forward for analysis in the Draft EIS/EIR.

Following public circulation of the Draft EIS/EIR, on October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

277-1

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an

277-1

emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #276 DETAIL

276-1	<p>Status : Submission Summarized</p> <p>Record Date : 10/5/2010</p> <p>Submission Date : 10/5/2010</p> <p>First Name : Marco</p> <p>Last Name : Anderson</p> <p>Group Affiliation :</p> <p>Submission Content : I fully support the Westside extension. While I understand the difficulty in securing funding, after studying the alignments I think that alternative 4 with the West Hollywood line makes the most sense for the future. Providing service that circumscribes the central core of the city will provide numerous access points, and achieve the highest level of mobility for the region. In addition, I know the neighborhoods around the Beverly center, and there are a number of demographic factors that make this an excellent location for a subway.</p> <p>Regarding other items for discussion:</p>
276-2	<p>I support building a stop shell at Crenshaw and Wilshire, but not a station there until demand justifies it.</p>
276-3	<p>I support the optional station at Fairfax, that will allow a connection between the purple lines and the West Hollywood line (Pink line)</p>
276-4	<p>I support the optional Constellation Station for Century City due to wider service area (includes Fox Studios, and better urban design potential. A Santa Monica station will be marginalized.</p>

276-1

Your support for Alternative 4 (Westwood/VA Hospital Extension plus West Hollywood Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively. There is not adequate funding available in Measure R or other sources to construct Alternative 4 at this time.

However, the Draft EIS/EIR showed that there is a market for transit improvements serving West Hollywood, and this corridor is included in the Strategic Element of the 2009 Long Range Transportation Plan. Should funding be identified and secured, further study could be done to identify a project that would be competitive under Federal funding criteria.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

276-2

Your comment suggesting the construction of an undeveloped station box for a future station at the Wilshire/Crenshaw Station has been noted. A Wilshire/Crenshaw Station was not included in the LPA. Because the Wilshire/Crenshaw Station would be a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit Project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Excavating an undeveloped station box for the potential future development of a Wilshire/Crenshaw Station is also not a viable option at this time. The cost of excavating an empty box for a future station adds a considerable cost to the Project and such a station has not been approved at this time for the future (approximately \$70 million) or included in the LPA. Additionally, if the station is developed in the future, the process of constructing a full station from an undeveloped station box while the system is operational would present technical challenges that would further increase the station construction costs and would be disruptive to the existing service.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Crenshaw Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside

276-2

Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

276-3

Your comment supporting the Wilshire/Fairfax Station has been noted. The Locally Preferred Alternative includes the Wilshire/Fairfax East Station location due to stronger community support and better access and land integration opportunities, including proximity to Museum Row.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Fairfax Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

276-4

Your comment in support of the Century City Constellation Station location has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination

276-4

on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Shellie Anderson](#)
To: [Westside Extension](#)
Subject: Westside extension project.
Date: Saturday, October 16, 2010 5:44:48 PM

622-1 |

I live in Santa Monica, CA
I can't wait for this project to begin and be finished!

Shellie Anderson
shellieberger@mac.com
818 427 6168

622-1

Your comment in support of the Westside Subway Extension Project has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and improved cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

RECORD #469 DETAIL

Status : Submission Summarized
Record Date : 10/15/2010
Submission Date : 10/15/2010
First Name : Cynthia
Last Name : Anderson-Barker
Group Affiliation : Comstock Hills Homeowners Association
Submission Content : Please put the subway station at Constellation. This will help thousands of commuters get to and from work in Century City and will not disrupt the neighborhood of Comstock Hills.

469-1

469-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

469-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

66-1

Your comment regarding the public outreach meetings has been noted.

The locations of the public meetings were dispersed among the communities within the Westside Subway Extension Study Area. The Study Area boundaries generally extend north to the Santa Monica Mountains along Hollywood, Sunset, and San Vicente Boulevards, east to the Metro Rail stations at Hollywood/Highland and Wilshire/Western, south to Pico Boulevard and west to the Pacific Ocean. In addition to the evening public meetings, Lunch Time Open Houses were held in Century City and at LACMA. Additionally, numerous public meetings were streamed live online on the Project's Metro website. At the June 28, 2010 Westwood meeting, stakeholders were able to participate in an interactive webcast and submit questions to be answered at the public meeting.

Comment from
First Name: Joshua
Last Name: Andrews
Email: josh@jrandroids.net
Phone: (310) 948-4641
URL:

Dear Sir or Madam --

66-1

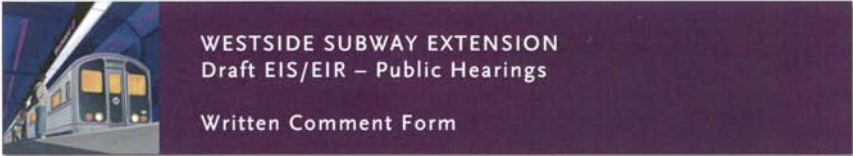
I do appreciate the upcoming meetings this and next week for public discussion and review of the subway extension. However, I have noticed that all your meeting locations are well north of the 10 freeway.

I live in the Fox Hills area, and while I can make it to the meetings, the times and places chosen are definitely inconvenient given high LA traffic at rush hour.

There are many people that live and work in Culver City, Fox Hills, Venice, Marina del Rey, and other locations who are interested and will be affected by the subway construction. Would you consider scheduling a meeting in Culver City or the Venice area?

Sincerely,
Josh Andrews

COMMENT DEADLINE: OCTOBER 18, 2010



Name/Nombre:	
Organization/Organización:	
Address/Dirección:	
Tel:	Fax:
Email:	

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

14-1 | Should make it user friendly
 | Connections should be easier -
 | One card like London Underground,
 14-2 | makes it easier,
 | pay as go along calculations.
 |
 | Good for future ASAP -
 |
 |
 |
 |

Public comments on the Draft EIS/EIR will be accepted through October 18, 2010. You may submit your comments by:



- > Email to: westsideextension@metro.net
- > US Mail to: David Mieger, Project Manager, One Gateway Plaza, 99-22-2 Los Angeles, CA, 90012
- > Visiting our website metro.net/westside and clicking on "contact us"
- > Attending one of the public hearings listed above and verbally providing your comments, which will be captured by a court reporter.
- > Submit written comments at a public hearing

14-1

Your comment has been noted. The Westside Subway extension will incorporate state-of-the-art technology for public information, including directional signage for subway riders.

14-2

Your comment has been noted. Metro has been working on the introduction of a universal fare system since 2001 and has introduced a smart card that is read electronically for fare collection and used on all modes of transit in Los Angeles County. Metro continues to refine and enhance this system and is also working with other jurisdictions to develop seamless travel.

RECORD #813 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : Genare
Last Name : Aoce
Group Affiliation : BRU

813-1 | **Submission Content :** As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

Attachments : genare aoce.pdf (445 kb)

813-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

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Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

Comentario público para el borrador del reporte del impacto ambiental para la extensión del tren subterráneo al oeste del 2010

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Sinceramente,


Firma

Nombre: Susan Arce

Dirección: 453 E 24th Los Angeles

Negocio/organización: _____

Correo electrónico: _____

813-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

RECORD #816 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : Luis
Last Name : Aquino
Group Affiliation : BRU

816-1

Submission Content : As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."
Attachments : luis antonio aquino.pdf (446 kb)

816-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

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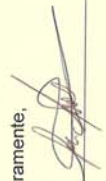
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Sinceramente, 

Firma

Nombre: Luis Antonio Aguino

Dirección: 36 Ruthe in gweste

Negocio/organización: _____

Correo electrónico: _____

816-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

From: [Manuel Araujo](#)
 To: [Westside Extension](#)
 Subject: Westside Subway Extension Alternative 5
 Date: Wednesday, September 29, 2010 2:28:03 PM

To whom it may concern:

126-1

I would like to express my support for Westside Subway Extension Alternative 5. This alternative will give us options for future expansion into the valley to major employment centers and the Burbank Airport. Here is a [link](#) to a map of this suggestion.

--
 Manuel
 5650 Fair Ave
 North Hollywood, CA 91601

126-1

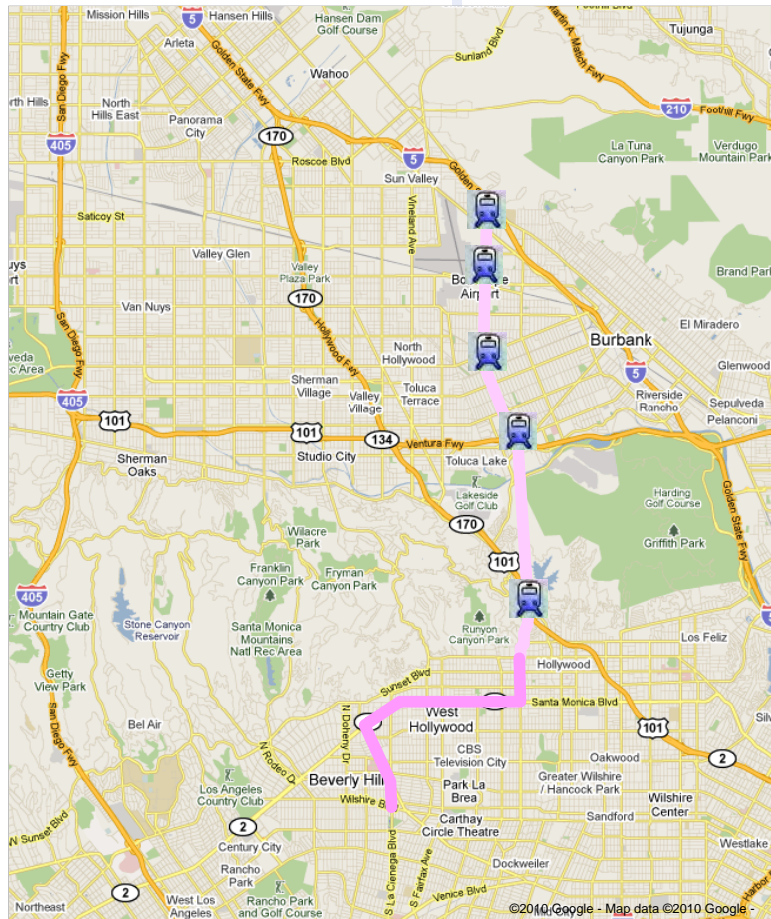
Your support for Alternative 5 (Santa Monica Extension plus West Hollywood Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

The Draft EIS/EIR demonstrated a significant market for a subway serving Santa Monica and West Hollywood. However, there is not sufficient Measure R or other funding available to construct a Santa Monica or West Hollywood subway at this time. The Santa Monica and West Hollywood corridors are included in the Strategic Element of the 2009 Long Range Transportation Plan. Further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will also be designed so as not to preclude future westward extension of the subway.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.



[Get Directions](#) [My Maps](#) [RSS](#) [Print](#) [Send](#) [Link](#)









Pink Line

<http://maps.google.com/maps/ms?ie=UTF8&hl=en&msa=0&msid=10846854700762298...> 10/12/2010

Potential future expansion of Pink Line North to Burbank Airport along Highland, Barham and Hollywood Way. With stops at Hollywood Bowl, Burbank Media Center, Chandler Ave. Burbank Airport Transit Center (recently approved by City of Burbank) and proposed California High Speed Train stop at Hollywood Way and San Fernando Rd.
 76 views - Unlisted
 Created on Sep 22 - Updated Sep 28
 By [Manuel A](#)

 [Pink Line Expansion](#)

-  [CHST station](#)
Connection to California High Speed Authority (CHSA) train. City of Burbank wants for CHSA to place train at this location.
 -  [Burbank Airport Station](#)
City of Burbank has approved to construct the Burbank Transit Center at this location. Plus a Pink Line stop here would provide connections to Amtrak and Metrolink trains.
 -  [Chandler Station](#)
This station can provide access to a connection to a future expansion of the Orange Line,
 -  [Burbank Media Dis. Station](#)
Will serve the many office building and entertainment studios.
 -  [Hollywood Bowl Stop](#)
-  [Pink Line currently being considered by MTA](#)

To see all the details that are visible on the screen, use the "Print" link next to the map.

<http://maps.google.com/maps/ms?ie=UTF8&hl=en&msa=0&msid=10846854700762298...> 10/12/2010

676-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

WE NEED MORE BUSES

Name: *Harry Austin*
 Address: *14444 TOWN AVE #4074*
 Email: *BigAustin14012@gmail.com*

Sincerely,
Harry Austin
 Signature

Business or organization:

676-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

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676-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

RECORD #798 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : Melixa
Last Name : Avila
Group Affiliation : BRU

798-1 | **Submission Content :** As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

Attachments : I support TSM. No trains.
melixa avila.pdf (447 kb)

798-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

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Apoyen al TSM y no a los autos

Nombre: *Melisa Avila*
 Dirección: *338 Normandie Los Angeles*
 Negocio/organización: _____
 Correo electrónico: _____

Sinceramente,
 Firma _____

798-1

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From: Laura Awad [laura@agd-landuse.com]
To: Westside Extension
CC:
Subject: Draft EIS/EIR

Good afternoon,

59-1 | We would like to obtain a bound copy of the Draft EIS/EIR released in September 2010. How do we do so?

Thank you.

Laura

Laura M. Awad
Office Manager
ARMBRUSTER GOLDSMITH & DELVAC LLP
11611 San Vicente Blvd. | Suite 900 | Los Angeles | CA | 90049 |
Direct: 310-254-9051 | Main: 310.209.8800
laura@agd-landuse.com

This e-mail, and any attachments hereto, is intended only for use by the addressees named herein and may contain legally privileged and/or confidential information. If you are not the intended recipient of this e-mail, you are hereby notified that any dissemination, distribution or copying of this e-mail, and any attachments hereto, is strictly prohibited. If you have received this e-mail in error, please immediately notify this office at 310.209.8800 and permanently delete the original and any copy of any e-mail and any printout thereof.

59-1

Requests for information can be made by contacting Metro using the contact information available on the Metro Westside Subway Extension Project website:
www.metro.net/projects/westside/.

686-1 |

2010 Draft Environmental Impact Report for Westside Extension Comment

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I would like to see more buses on the street

Name: *Linda Parks*
 Address: *205 Wilshire Bl*
 Email: _____

Sincerely,
Linda Parks
 Signature

Business or organization: _____

686-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

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692-1 |

2010 Draft Environmental Impact Report for Westside Extension Comment

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I do not want the fast way I will like for the money to go on the Bus.

Sincerely, *Margaret Bazzani*
Signature

Name: *Margaret Bazzani*
Address: *2145 W. 80 Street*
Email: _____
Business or organization: _____

692-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

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692-1

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RECORD #517 DETAIL

	Status :	Submission Summarized
	Record Date :	10/17/2010
	Submission Date :	10/17/2010
	First Name :	Thomas
	Last Name :	Baer
	Group Affiliation :	
	Submission Content :	Westside Subway Extension
517-1		The comments provided herein are in support of providing public comment for the Westside Subway Extension. Requested is that these be entered into the public record. In a very broad sense, I very much support the subway extension. Rail expansion programs are necessary to 1) mitigate dependence on foreign oil to fuel motor vehicles and for 2) improvements to air quality. Rail expansion will additionally provide alternatives to driving so that people are not stuck in their homes for fear of having no viable transportation option during congested periods of the day.
517-2		That said, my position or questions on design elements are as such: Crenshaw Station, Support for No Station: Provided that there is sufficient confidence in the ridership modeling presented in the Draft EIR, I support the Crenshaw Station not being included in the final Locally Preferred Alternative (LPA). The benefits of not having a station include lower infrastructure costs and quicker travel times for affected passengers.
517-3		La Cienega & Fairfax Station: If the West Hollywood branch will not be included in the LPA, and assuming the corridor remains a strong candidate for a light-rail line in the future: • Please provide an explanation how the Westside Subway Extension will enable a transfer for such a future light-rail line at the La Cienega and Fairfax station locations. • Metro is encouraged to select station locations that best support possible transfer locations.
517-4		• Additionally, Metro is encouraged to initiate an Alternative Analysis to refine the appropriate mode of such a line and preferred alignment. Century City Station: Support for the Constellation Station location, provided that the South Constellation alignment is selected for the east to west approach. Do not support the North Constellation alignment because it is more costly, slower, and provides less of a transportation benefit. Preferred is the Santa Monica Station location if the South Constellation alignment is not supported.
517-5		Westwood Station: Support an in-street location for the Westwood Station because it provides improved access for users on the south side of the street.

517-1

Your comment in support of the Westside Subway Extension Project has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and improved cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

517-2

Your comment on the Wilshire/Crenshaw Station has been noted. In October 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Extension) as the Locally Preferred Alternative (LPA). A Wilshire/Crenshaw Station was not included in the LPA.

The Wilshire/Crenshaw Station would be located in the Park Mile section of Wilshire Boulevard, adjacent to lower density land uses that are not planned for future growth in the adopted Community Plan and Park Mile Specific Plan. This site is only 0.5 mile from the existing Wilshire/Western Station and does not serve a major north south intersection, as Crenshaw Boulevard terminates at Wilshire Boulevard and does not extend to the north. Because this is a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Crenshaw Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

517-3

The Draft EIS/EIR showed that there is a market for transit improvements serving West Hollywood, and this corridor is included in the Strategic Element of the 2009 Long Range Transportation Plan. Should funding be identified and secured, further study could be done to identify a project that would be competitive under Federal funding criteria.

517-3

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

517-4

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile

517-4

walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

517-5

Your preference for the On-Street location of the Westwood/ UCLA Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board decided to continue to study both Westwood/UCLA station location options (On-Street and Off-Street).

A comparative study of the two proposed Westwood/UCLA station locations, including engineering, costs, urban design, and environmental impact considerations, was conducted during the Final EIS/EIR phase to expand on the studies conducted in preparation of the Draft EIS/EIR.

The Off-Street Station and tunnels would need to be deeper than the On-Street Station to clear the underside of foundations for a future hotel on Gayley Avenue, which makes the station and tunnels riskier and more expensive to construct, and requires more time for transit riders to travel between the platform and the station entrance. Additionally, the Westwood/UCLA Off-Street Station location would require approximately 13 additional permanent underground easements.

The On-Street Station location would provide at least one of entrance at the corner of Wilshire and Westwood Boulevards. This entrance location would provide better access to bus connections along Westwood Boulevard and would be closer to the major office buildings and Westwood Village than the entrances for the Off-Street Station. Furthermore,

517-5

one of the station entrance options for the On-Street Station is a split entrance between the north and south sides of Wilshire Boulevard, providing access to both sides of busy Wilshire Boulevard. However, the Westwood/UCLA On-Street Station option is also expected to have greater traffic impacts during construction due to in-street construction along Wilshire Boulevard.

Based on these factors, the recommendation is to locate the Westwood/UCLA Station On-Street as this location could accommodate an entrance at the Wilshire Boulevard and Westwood Boulevard intersection, providing better pedestrian access to Westwood Village and connections along Westwood Boulevard.

Please refer to Section 8.8.6 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/UCLA Station. Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Westwood/UCLA Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two Westwood/UCLA locations. In addition, the *Westside Subway Extension Station Entrance Location Report and Recommendations* provides a comparison of the potential entrance locations at Westwood Boulevard, Gayley Avenue and Veteran Avenue for both the On-Street and Off-Street Stations. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #355 DETAIL

Status : Submission Summarized
Record Date : 10/11/2010
Submission Date : 10/11/2010
First Name : DANIEL
Last Name : BAIG
Group Affiliation :
Submission Content :

355-1

As I (and many others) pointed out at the LACMA breakout session discussing the Wilshire/Fairfax station options, it seems extraordinarily foolish -- really, DANGEROUS -- to have only one entrance/exit portal. Go to any almost other subway system in the world. There is always more than one portal at stations. (The Washington D.C. Metro system would, I think, be an excellent model.) In the event of an emergency -- and we are talking about an area near methane deposits, prone to earthquakes, etc. -- having only one portal practically guarantees a stampede situation, resulting in needless deaths. Besides, again, considering the fact that a severe earthquake in the near future is generally expected, what if that one portal is blocked / caved in? I realize that there are emergency shafts, but that's hardly a realistic alternative option for a crowd of trapped, scared people, some of whom will doubtless be disabled, elderly, etc. and possibly unable to use these emergency shafts. It is gross negligence -- it is downright insane -- to have only one station portal. I beg you to rethink this particular aspect of station design.

355-1

The number of entrances at each station was based on the ridership projections for that station. Based on these projections, Metro will construct one station entrance at each of the proposed stations, with the exception of two station entrances at the Westwood/UCLA Station due to high ridership projections.

With regard to safety and number of portals, it should be noted that safety, both during construction and operation, is one of Metro's highest priorities. It was also one of the key evaluation criteria used during the Draft EIS/EIR, and was being further considered in the Final EIS/EIR phase. Metro has safely constructed subway tunnels and has operated the current Metro Red/Purple Line subway for over 15 years. The Westside Subway Extension will meet current fire/life safety requirements for construction of a subway project. In addition, Metro will also develop and implement a comprehensive emergency preparedness plan to ensure safe evacuation of patrons in the event of an emergency during operation.

From: [Luke Bailey](#)
 To: [Westside Extension](#)
 Subject: Public Comment
 Date: Wednesday, October 13, 2010 12:21:04 PM

Hi there,

441-1

I am passionate about this extension, and am so grateful for the work you are all doing.

Ultimately, I would like to see Alternate Route #5, but knowing that the funding is short, I implore you to construct the final stations in a way that facilitates future construction. Please.

Thanks,
 Luke Bailey
 Silverlake resident

441-1

Your support for Alternative 5 (Santa Monica Extension plus West Hollywood Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

The Draft EIS/EIR demonstrated a significant market for a subway serving Santa Monica and West Hollywood. However, there is not sufficient Measure R or other funding available to construct a Santa Monica or West Hollywood subway at this time. The Santa Monica and West Hollywood corridors are included in the Strategic Element of the 2009 Long Range Transportation Plan. Further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will also be designed so as not to preclude future westward extension of the subway.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

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craig odell bailey, jr.
3625 mandeville canyon road
los angeles, ca 90049

14 October 2010

Honorable Don Knabe, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Chairman Knabe:

532-1 | I wholeheartedly support the Westside extension of the subway and continue to be a strong advocate for the creation of new public transit options for the community. I am a Managing Director of a large Investment firm in Century City. Having this in place will significantly improve the well-being of our employees.

I am encouraged by the progress Metro is making towards achieving this goal. I want to contribute comments to the Draft Environmental Review (DEIR) document now in circulation.

532-2 | In order to serve this community with the most ridership, we believe that the Constellation Boulevard and Avenue of the Stars station alignment should be adopted for several reasons:

- It will bring passengers to the heart of Century City, providing both convenience to travelers, as well as increased ridership which will benefit everyone.
- With nearly 40,000 employees within Century City clustered around this intersection, they are more likely to use the subway for both commuting and for trips during the day if the portal is conveniently located.

Thank you for your attention to our views. We look forward to the subway reaching Century City at the corners of Constellation Boulevard and Avenue of the Stars.

Sincerely,

Cc: Mayor Antonio Villaraigosa
City Hall
200 No. Spring Street
Los Angeles, CA 90012

Honorable Zev Yaroslavsky
L.A. County Supervisor
821 Kenneth Hahn Hall of Administration
500 W. Temple Street
Los Angeles, CA 90012

Councilman Paul Koretz, Council District 5
City Hall
200 North Spring Street
Room 440
Los Angeles, CA 90012

532-1

Your comment in support of the Westside Subway Extension Project has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and improved cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

532-2

Your comment in support of the Century City Constellation Station location has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by

532-2

recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

74-1

You have been added to the Westside Subway Extension Project email notification list.

From: Anna Bakalis [abakalis@beverlypress.com]
To: Westside Extension
CC:
Subject: Add to email list

Hello,

74-1 | I would like to be added to the notification list.

Anna Bakalis

RECORD #751 DETAIL

Status : Submission Summarized
Record Date : 11/1/2010
Submission Date : 11/1/2010
First Name : Adelina
Last Name : Banda
Group Affiliation : BRU
Title :

751-1

Submission Content : As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chose, this option could create a more robust bus system by improving "upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

We want more buses on the street. We do not want more trains.

751-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

Comentario público para el borrador del reporte del impacto ambiental para la extensión del tren subterráneo al oeste del 2010

Como un pasajero/a del autobús en el corredor de Wilshire, estoy anticipando los beneficios de la salud pública y la movilidad que la Alternativa llamada Manejo de Sistemas de Transportación (TSM) en el borrador del Reporte de Impacto Ambiental de la Extensión del Tren Subterráneo al Oeste podría tener para Wilshire Blvd. Si seleccionan esta opción podría crear un sistema de autobuses más sólido mediante la mejora "en el estado actual de servicio Rapido y servicio de autobuses locales en la area de estudio del bulevar de transito extensión al oeste."

Queremos mas autobuses en la calle. No queremos mas trenes.

Sinceramente, Adelina Banda

Firma

Nombre: Adelina Banda

Dirección: 1350 20 st. Los Angeles, CA

Negocio/organización: _____

Correo electrónico: _____

751-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

RECORD #528 DETAIL

Status : Submission Summarized
Record Date : 10/18/2010
Submission Date : 10/18/2010
First Name : David
Last Name : Barboza
Group Affiliation :
Submission Content : I am writing with a few points:

528-1 | 1) I fully support the subway extension
528-2 | 2) I support skipping the station at Crenshaw and putting one at the
528-3 | West LA VA instead
3) I support putting the Century City Station on Constellation, away from
the earthquake fault and closer to the heart of Century City. The
tunneling under homes won't be a problem for anyone.

528-1

Your comment in support of the Westside Subway Extension Project has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and improved cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

528-2

Your comment on the Wilshire/Crenshaw Station has been noted. A Wilshire/Crenshaw Station was not included in the LPA.

The Wilshire/Crenshaw Station would be located in the Park Mile section of Wilshire Boulevard, adjacent to lower density land uses that are not planned for future growth in the adopted Community Plan and Park Mile Specific Plan. This site is only 0.5 mile from the existing Wilshire/Western Station and does not serve a major north south intersection, as Crenshaw Boulevard terminates at Wilshire Boulevard and does not extend to the north. Because this is a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Crenshaw Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

528-3

Your comment in support of the Century City Constellation Station location has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

528-3

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

691-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

[Handwritten signature]

Name: *[Handwritten: Peter J. Ball-Taj]*
 Address: *[Handwritten: 507 Westwood Blvd, Westwood, CA]*
 Email: *[Handwritten: pball@westwoodva.com]*

Sincerely,
 Signature: *[Handwritten: Peter J. Ball-Taj]*
 Business or organization: *[Handwritten: Westwood/VA Hospital]*

691-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

691-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

RECORD #579 DETAIL

Status : Submission Summarized
Record Date : 10/18/2010
Submission Date : 10/18/2010
First Name : Alexandra
Last Name : Barrett
Group Affiliation :
Submission Content : I strongly favor the subway station at Constellation and Avenue of the Stars! Not Santa Monica Blvd. which has a earthquake fault!

579-1

579-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

579-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Nancy Barth](#)
 To: [Westside Extension](#)
 Subject: Subway extension under Beverly Hills
 Date: Monday, October 11, 2010 2:18:44 PM

390-1

Please follow the original Santa Monica Blvd. route for the subway under Beverly Hills. Do not tunnel under our homes and schools! You must consider the residents' needs before the wishes of developers.

We saw problems with the subway construction in other parts of Los Angeles, and do not want sink-holes and law suits or worse for Beverly Hills. Please make a responsible decision: NO SUBWAY UNDER OUR HOMES AND SCHOOLS!

**Nancy Barth
 Beverly Hills**

390-1

Your comment in support of the Century City Santa Monica Station location and concerns about tunneling beneath homes and schools as well as the development of the Century City station and alignment options has been noted.

Metro followed FTA's New Starts project planning and development process and carefully considered public input in developing the location of the Century City Station. The process of determining the location of the Century City Station began with the *Westside Transit Corridor Alternatives Analysis Study* in 2007. At the beginning of the Alternatives Analysis (AA) Study, two general corridors—one along Wilshire Boulevard and the other along Santa Monica Boulevard—were presented to the public at Early Scoping meetings. Some people who spoke at the Early Scoping meetings generally supported the proposed station locations that were presented (Santa Monica Boulevard in Century City being one of them). However, some attendees also suggested additional or alternate station locations, with some commenting that the station in Century City should be south of Santa Monica Boulevard, closer to the center of Century City, which Metro took into consideration.

During scoping for the Draft EIS/EIR in 2009, Metro sought additional public comment on the alignment and station options in the Beverly Hills to Westwood area, including the Century City Station location. During preparation of the Draft EIS/EIR, the alignment and station locations were refined to avoid impacts to the natural and built environments where feasible, provide a cost-effective solution to increase east/west mobility in the Study Area, and respond to public and agency input. The analysis and refinement of the station and alignment locations, including the Century City Station location, are described in the *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report*. Ultimately, the Century City Santa Monica Station and the Century City Constellation Station were carried forward for analysis in the Draft EIS/EIR.

Following public circulation of the Draft EIS/EIR, on October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

390-1

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an

390-1

emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: PeppyDulce@aol.com
 To: [Westside Extension](#)
 Subject: Santa Monica Blvd option
 Date: Wednesday, September 29, 2010 9:03:15 PM

To David Mieger,

127-1

I urge you to consider the health and well-being of our residents in Beverly Hills when the MTA tunneling project is finalized.

Our city relies on its schools to attract families and to keep them here. The public schools are a tremendous asset to our communities. The potential disruption caused by tunneling beneath our beloved high school is an unacceptable solution when other options exist.

Please keep children a top priority and don't cause panic and unrest among our students, teachers and families.

Sincerely,

Cynthia D. Baseman (45 year resident)
 Neal S. Baseman (18 year resident)
 Robert Baseman (18 year resident)
 Harrison Baseman (13 year resident)

127-1

Your comment in support of the Century City Santa Monica Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an

127-1

earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership

127-1

projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #106 DETAIL

Record Date : 9/30/2010
Submission Date : 9/30/2010
First Name : Steven
Last Name : Baughman
Group Affiliation :

106-1

Submission Content : I prefer the extension to Westwood/UCLA (off-street) through Century City (Constellation) and omitting a station at Wilshire/Crenshaw. I believe it is the most efficient in terms of ridership for cost.

106-1

Your support for Alternative 1 (Westwood/UCLA Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Your comment in support of the Century City Constellation Station location has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Your comment on the Wilshire/Crenshaw Station has been noted. A Wilshire/Crenshaw

106-1

Station was not included in the LPA.

The Wilshire/Crenshaw Station would be located in the Park Mile section of Wilshire Boulevard, adjacent to lower density land uses that are not planned for future growth in the adopted Community Plan and Park Mile Specific Plan. This site is only 0.5 mile from the existing Wilshire/Western Station and does not serve a major north south intersection, as Crenshaw Boulevard terminates at Wilshire Boulevard and does not extend to the north. Because this is a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Crenshaw Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Joe Bayes](#)
 To: [Westside Extension](#)
 Subject: Please put the Century City station at Constellation.
 Date: Wednesday, September 29, 2010 11:54:52 AM

Dear Metro,

125-1 | I support the subway.

125-2 | Please put the Century City station at Constellation, not at Santa Monica.

Thank You.

--

Joe Bayes -- jbayes@gmail.com

125-1

Your comment in support of the Westside Subway Extension Project has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides higher ridership and improved cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

125-2

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile

125-2

walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.



**Royal Palace
WESTWOOD**
IN THE HEART OF WESTWOOD VILLAGE

1052 Tiverton Ave., Los Angeles, CA 90024 (310) 208-6677 • Fax (310) 824-3732
E-mail: lahotels@earthlink.net • Website: www.royalpalacewestwood.com

October 11, 2010

David Mieger
Project Manager
One Gateway Plaza, 99-22-2
Los Angeles, CA 90012

I am writing to give you my input as a 60-year resident, observer and a business owner of multiple hotels in the West Side which many of my hotel guests could use if the station was placed on the right location.

547-1

Westwood Station

In reference to the survey as to where to place the stations, I don't see the necessity to even consider other options. The choice is simple. The Westwood Village Station should be placed where thousands of people currently commute by car, bus and other methods to go to work, school, shop, etc. On the other hand, the VA Center only has a few hundreds of people who end up going there to work or visit. If the station was placed on VA Grounds, the rest would have to walk back to Westwood or not take the subway at all, thus continue their current way of coming to Westwood. The subway would then be a failure. I strongly recommend the Westwood location for a subway station.

547-2

Century City Station

Why not keep the original location in Century City along Santa Monica Blvd.? This is the most logical and most convenient location for everyone. For everyone in Century City who lives and works in the area or visits the area, why drag them way deep inside Century City if perhaps they are not really going to Century City or just going to the mall which is close to Santa Monica Blvd.? The choice too is to keep the station on Santa Monica Blvd.

Thank you for the opportunity to offer my comments.

John Beccaria

547-1

Your preference for the location of the Westwood/ UCLA Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board decided to continue to study both Westwood/UCLA station location options (On-Street and Off-Street).

A comparative study of the two proposed Westwood/UCLA station locations, including engineering, costs, urban design, and environmental impact considerations, was conducted during the Final EIS/EIR phase to expand on the studies conducted in preparation of the Draft EIS/EIR.

The Off-Street Station and tunnels would need to be deeper than the On-Street Station to clear the underside of foundations for a future hotel on Gayley Avenue, which makes the station and tunnels riskier and more expensive to construct, and requires more time for transit riders to travel between the platform and the station entrance. Additionally, the Westwood/UCLA Off-Street Station location would require approximately 13 additional permanent underground easements.

The On-Street Station location would provide at least one of entrance at the corner of Wilshire and Westwood Boulevards. This entrance location would provide better access to bus connections along Westwood Boulevard and would be closer to the major office buildings and Westwood Village than the entrances for the Off-Street Station. Furthermore, one of the station entrance options for the On-Street Station is a split entrance between the north and south sides of Wilshire Boulevard, providing access to both sides of busy Wilshire Boulevard. However, the Westwood/UCLA On-Street Station option is also expected to have greater traffic impacts during construction due to in-street construction along Wilshire Boulevard.

Based on these factors, the recommendation is to locate the Westwood/UCLA Station On-Street as this location could accommodate an entrance at the Wilshire Boulevard and Westwood Boulevard intersection, providing better pedestrian access to Westwood Village and connections along Westwood Boulevard.

Please refer to Section 8.8.6 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/UCLA Station. Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Westwood/UCLA Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two

547-1

Westwood/UCLA locations. In addition, the *Westside Subway Extension Station Entrance Location Report and Recommendations* provides a comparison of the potential entrance locations at Westwood Boulevard, Gayley Avenue and Veteran Avenue for both the On-Street and Off-Street Stations. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

547-2

Your comment in support of the Century City Santa Monica Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due

547-2

to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.



LOS ANGELES WEST

10740 Santa Monica Blvd., Los Angeles, CA 90025 (310) 474-4576 - Fax: (310) 470-3117

October 19, 2010

David Mieger
Project Manager
One Gateway Plaza, 99-22-2
Los Angeles, CA 90012

I am writing to give you my input as a 60-year resident, observer and a business owner of multiple hotels in the West Side which many of my hotel guests could use if the station was placed on the right location.

Westwood Station

603-1 | In reference to the survey as to where to place the stations, I don't see the necessity to even consider other options. The choice is simple. The Westwood Village Station should be placed where thousands of people currently commute by car, bus and other methods to go to work, school, shop, etc. On the other hand, the VA Center only has a few hundreds of people who end up going there to work or visit. If the station was placed on VA Grounds, the rest would have to walk back to Westwood or not take the subway at all, thus continue their current way of coming to Westwood. The subway would then be a failure. I strongly recommend the Westwood location for a subway station.

Century City Station

603-2 | Why not keep the original location in Century City along Santa Monica Blvd.? This is the most logical and most convenient location for everyone. For everyone in Century City who lives and works in the area or visits the area, why drag them way deep inside Century City if perhaps they are not really going to Century City or just going to the mall which is close to Santa Monica Blvd.? The choice too is to keep the station on Santa Monica Blvd.

Thank you for the opportunity to offer my comments.

John Beccaria

For Reservations Please Call Toll Free (800) 669-5511

603-1

Your preference for the location of the Westwood/ UCLA Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board decided to continue to study both Westwood/UCLA station location options (On-Street and Off-Street).

A comparative study of the two proposed Westwood/UCLA station locations, including engineering, costs, urban design, and environmental impact considerations, was conducted during the Final EIS/EIR phase to expand on the studies conducted in preparation of the Draft EIS/EIR.

The Off-Street Station and tunnels would need to be deeper than the On-Street Station to clear the underside of foundations for a future hotel on Gayley Avenue, which makes the station and tunnels riskier and more expensive to construct, and requires more time for transit riders to travel between the platform and the station entrance. Additionally, the Westwood/UCLA Off-Street Station location would require approximately 13 additional permanent underground easements.

The On-Street Station location would provide at least one of entrance at the corner of Wilshire and Westwood Boulevards. This entrance location would provide better access to bus connections along Westwood Boulevard and would be closer to the major office buildings and Westwood Village than the entrances for the Off-Street Station. Furthermore, one of the station entrance options for the On-Street Station is a split entrance between the north and south sides of Wilshire Boulevard, providing access to both sides of busy Wilshire Boulevard. However, the Westwood/UCLA On-Street Station option is also expected to have greater traffic impacts during construction due to in-street construction along Wilshire Boulevard.

Based on these factors, the recommendation is to locate the Westwood/UCLA Station On-Street as this location could accommodate an entrance at the Wilshire Boulevard and Westwood Boulevard intersection, providing better pedestrian access to Westwood Village and connections along Westwood Boulevard.

Please refer to Section 8.8.6 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/UCLA Station. Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Westwood/UCLA Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two

603-1

Westwood/UCLA locations. In addition, the *Westside Subway Extension Station Entrance Location Report and Recommendations* provides a comparison of the potential entrance locations at Westwood Boulevard, Gayley Avenue and Veteran Avenue for both the On-Street and Off-Street Stations. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

603-2

Your comment in support of the Century City Santa Monica Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due

603-2

to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

730-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area."

ITS NOT ECONOMICALLY OR GEOLOGICAL SAFE TO CONSTRUCT.

Name: JOHN REE

Address: 123 S. WILSHIRE BLVD #112 LOS ANGELES CA 90017

Email: jree@wilshire.com

Business or organization:

Sincerely, [Signature]

Signature

730-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

730-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading.

730-1

However, these underground construction noises will also be controlled to be within Metro criteria.

Please refer to Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [MARNI](#)
To: [Westside Extension](#)
Subject: Not in favor of running MTA under BHHS
Date: Wednesday, October 06, 2010 7:26:44 AM

328-1

I am not in favor of the Constellation Station planned to run under Beverly Hills High School and surrounding homes.

I urge MTA to use the original plan that incorporated Santa Monica Blvd. for the Westside expansion of the subway (the "Santa Monica" option)

Marni Belsome.

-
-
-
-

328-1

Your comment in support of the Century City Santa Monica Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an

328-1

earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership

328-1

projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #546 DETAIL

Status : Submission Summarized
Record Date : 10/18/2010
Submission Date : 10/18/2010
First Name : Yuri
Last Name : Bendana
Group Affiliation :
Submission Content :

546-1

I prefer Alternative 5, with the extensions to Hollywood and Santa Monica. This will provide much needed mobility between the most important economic centers on the Westside and in the long run will more than pay for itself. However, I understand the Alternative 2 is the preferred alternative since right now funding is an issue. In that case, please look into an LRT line that connects the Wilshire line with West Hollywood and Hollywood, possibly via San Vicente and Santa Monica Bl. Ideally this LRT will go down La Cienega and connect with the Expo Line on Venice Bl, thus giving a rapid connection between Culver City and Hollywood.

546-1

Your support for Alternative 5 (Santa Monica Extension plus West Hollywood Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

The Draft EIS/EIR demonstrated a significant market for a subway serving Santa Monica and West Hollywood. However, there is not sufficient Measure R or other funding available to construct a Santa Monica or West Hollywood subway at this time. The Santa Monica and West Hollywood corridors are included in the Strategic Element of the 2009 Long Range Transportation Plan. Further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will also be designed so as not to preclude future westward extension of the subway.

The Draft EIS/EIR also showed that there is a market for transit improvements serving West Hollywood, and a heavy rail transit extension is included in the Strategic Element of the 2009 Long Range Transportation Plan. Should funding be identified and secured, further study could be done to identify a project that would be competitive under Federal funding criteria. A separate rail line connecting Wilshire Boulevard and Hollywood using LRT is beyond the scope for the Westside Subway Extension Project.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

From: talbenez@aim.com
 To: [Westside Extension](#)
 Subject: go back to original plan
 Date: Monday, October 18, 2010 2:31:54 PM

624-1

I'm a resident of Beverly Hills and Have kids in BH High school
 We are not in favor of the constellation station in Century City as
 drilling under Beverly Hills High School will cause a bunch of problems.

Please use the original plan and drill under Santa Monica Blv. only.

Tal Benezra
 Yehuda Benezra

624-1

Your comment in support of the Century City Santa Monica Station location and concerns about tunneling beneath homes and schools as well as the development of the Century City station and alignment options has been noted.

Metro followed FTA's New Starts project planning and development process and carefully considered public input in developing the location of the Century City Station. The process of determining the location of the Century City Station began with the *Westside Transit Corridor Alternatives Analysis Study* in 2007. At the beginning of the Alternatives Analysis (AA) Study, two general corridors—one along Wilshire Boulevard and the other along Santa Monica Boulevard—were presented to the public at Early Scoping meetings. Some people who spoke at the Early Scoping meetings generally supported the proposed station locations that were presented (Santa Monica Boulevard in Century City being one of them). However, some attendees also suggested additional or alternate station locations, with some commenting that the station in Century City should be south of Santa Monica Boulevard, closer to the center of Century City, which Metro took into consideration.

During scoping for the Draft EIS/EIR in 2009, Metro sought additional public comment on the alignment and station options in the Beverly Hills to Westwood area, including the Century City Station location. During preparation of the Draft EIS/EIR, the alignment and station locations were refined to avoid impacts to the natural and built environments where feasible, provide a cost-effective solution to increase east/west mobility in the Study Area, and respond to public and agency input. The analysis and refinement of the station and alignment locations, including the Century City Station location, are described in the *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report*. Ultimately, the Century City Santa Monica Station and the Century City Constellation Station were carried forward for analysis in the Draft EIS/EIR.

Following public circulation of the Draft EIS/EIR, on October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

624-1

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an

624-1

emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.



Honorable Don Knabe, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Chairman Knabe:

342-1

I, Cameron Benson of Watt Companies, Inc., wholeheartedly support(s) the Westside extension of the subway and continue(s) to be a strong advocate for the creation of new public transit options for the community. We are encouraged by the progress Metro is making towards achieving this goal and want to contribute our comments to the Draft Environmental Review (DEIR) document now in circulation.

In order to serve this community with the most ridership, we believe that the Constellation Boulevard and Avenue of the Stars station alignment should be adopted for several reasons:

- It will bring passengers to the heart of Century City, providing both convenience to travelers, as well as increased ridership which will benefit everyone.
- With nearly 40,000 employees within Century City clustered around this intersection, they are more likely to use the subway for both commuting and for trips during the day if the portal is conveniently located.

Thank you for your attention to our views. We look forward to the subway reaching Century City at the corners of Constellation Boulevard and Avenue of the Stars.

Sincerely,

Cameron Benson
Property Manager

Cc: Mayor Antonio Villaraigosa
City Hall
200 No. Spring Street
Los Angeles, CA 90012

Honorable Zev Yaroslavsky
L.A. County Supervisor
821 Kenneth Hahn Hall of Administration
500 W. Temple Street
Los Angeles, CA 90012

Councilman Paul Koretz, Council District 5
City Hall
200 North Spring Street
Room 440
Los Angeles, CA 90012

Watt Plaza 1875 Century Park East Suite 1110 Los Angeles, CA 90067 310.789.2179 310.203.0225

342-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

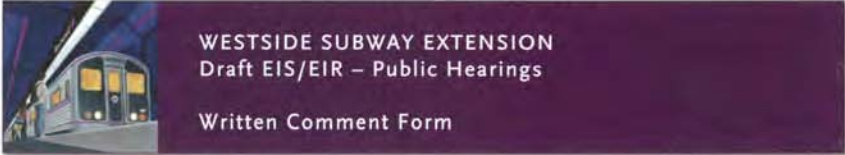
Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

342-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

COMMENT DEADLINE: OCTOBER 18, 2010



Name/Nombre: CHRISTOPHER BIEHL	
Organization/Organización: BEVERLY HILL SOUTH EAST HOMEOWNERS & RESIDENT ASSOC.	
Address/Dirección: 301 S. CLARK DR.	
Tel: 310 855 9221	Fax: 310 855 9222
Email: CRBIEHL@YAHOO.COM	

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

165-1

I AM SORRY THAT I WAS UNABLE TO SPEAK IN PERSON. AS PRESIDENT OF THE SEBH HOA my neighbors & members are very concerned with the potential impact of running the subway under the S.W. homes of Beverly Hills and more importantly under our only high school. As a background of my personal situation, my wife and I attended B.H.H.S. and moved our children back to B.H. and feel that risking our high school to enrich the interest of one developer is ridiculous. Additionally my wife and I were looking to buy a house in the SW neighborhood, however, given the concern of building under the SW region, we have changed our view

Public comments on the Draft EIS/EIR will be accepted through October 18, 2010. You may submit your comments by:

- > Email to: westsideextension@metro.net
- > US Mail to: David Mieger, Project Manager, One Gateway Plaza, 99-22-2 Los Angeles, CA, 90012
- > Visiting our website metro.net/westside and clicking on "contact us"
- > Attending one of the public hearings listed above and verbally providing your comments, which will be captured by a court reporter.
- > Submit written comments at a public hearing



165-1

Your comment in support of the Century City Santa Monica Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an

about the S.W. homes based on lower potential home values. I hope that the MTA board hears the voices of the residents and decide to choose SANTA MONICA BLVD ROUTE. Thank you.

CHRISTOPHER BIETH

PRESIDENT, SOUTHEAST AREA HOMEOWNERS & RESIDENTS ASSOCIATION

165-1

earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership

165-1

projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #94 DETAIL

Record Date : 9/28/2010
Submission Date : 9/28/2010
First Name : Brent
Last Name : Bigler
Group Affiliation :

94-1

Submission Content : I live in Beverly Hills and work in Century City. My office is across the street from the proposed Constellation stop, and my home is near or above the proposed tunneling for this stop. I support this option as I believe it provides the best potential for ridership with no substantial increased risk to residents from tunneling.

94-1

Your comment in support of the Century City Constellation Station and station access/ridership projections has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

During preparation of the Final EIS/EIR, the ridership model from the Draft EIS/EIR was further refined to assess the LPA and incorporate any changes between the Draft EIS/EIR and the Final EIS/EIR. More than ten model runs were conducted to respond to changes, perform additional analysis, and answer questions that were raised during the project development process in the Final EIS/EIR phase. The main types of refinement included feeder bus service, balanced headways and some coding refinement, to determine what changes should be included in the Final EIS/EIR model runs. The refined model predicted boardings along the new Westside Subway Extension stations are approximately 49,300 with the Century City Constellation Station, which is about 3,350 more than the predicted 45,986 boardings with the Century City Santa Monica Station. The main difference in boardings at the Century City Station is the increased walk access trips in the Constellation Station over the Santa Monica Station. The walking time between the TAZ 738 (Century City)'s centroid node and the Century City subway station is 3 minutes in the Constellation Option and 13 minutes in the Santa Monica Option. The number of jobs and jobs per square mile in the 1/4-mile and 1/2-mile area around the Century City Stations is much higher in the Constellation Option than in the Santa Monica Option.

In addition to the refined ridership model, a supplemental ridership study was prepared to evaluate the relative accessibility of the Century City Station locations to surrounding commercial and residential development within a 1/2-mile walking distance. This data was then used to estimate the number of Westside Subway Extension riders who would walk to and from the stations. It should be noted that these ridership projections only consider those riders who walk to the station and these projections are intended to supplement the ridership forecasts. This analysis concluded that the Century City Constellation Boulevard Station attracts more Westside Subway riders compared to the station location along Santa Monica Boulevard. Based on both existing and projected future development in Century

94-1

City, the Constellation Station has the highest concentration of jobs and residents within the critical 600-foot and 1/4-mile walksheds. As a consequence, the 14,005 riders estimated to walk to the Century City Station along Constellation Boulevard is approximately 72 percent greater than the approximately 8,145 riders expected to walk to the Santa Monica Boulevard Station. The Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension.

In addition to ridership studies, the geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #490 DETAIL

Status : Submission Summarized
Record Date : 10/16/2010
Submission Date : 10/16/2010
First Name : Monica & Jerry
Last Name : Billet
Group Affiliation : Comstock Hills Homeowners
Submission Content : We definitely prefer the Constellation and Avenue of the Stars location for the Westside Subway extension . It simply makes sense to put it in the center of the business community where it least impacts the residential neighborhoods surrounding it.

490-1

490-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

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Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Mark Bisaha](#)
 To: [Westside Extension](#)
 Subject: DEIR/DEIS comment
 Date: Wednesday, September 29, 2010 8:05:35 PM

Dear Metro,

112-1 | I support the subway. Please put the Century City station at Constellation, not at Santa Monica.

Kind regards,

Mark Bisaha

112-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

112-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #478 DETAIL

Status : Submission Summarized
Record Date : 10/16/2010
Submission Date : 10/16/2010
First Name : Mark
Last Name : Bisaha
Group Affiliation :
Submission Content :

478-1

Assuming Metro chooses a Wilshire-only alignment, I would like to request that provisions be made for "Pink Line" interlining at the La Cienega [?] station. Yes, I know there's no money for that line, but it wasn't all that long ago that then-mayor Rearden announced L.A. was out of the subway-building business and should never have entered it to begin with. And here we are. So, given how fortunes change, it would be wise to build-in expandability so the Son of Measure R can speed its construction.

478-1

Your preference for the inclusion of the West Hollywood connection structure has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). The Board chose not to include a West Hollywood connection structure in the LPA due to funding constraints.

Additionally, the cost of the connection structure is not sufficiently justified when there may be alternative, less costly solutions to serve the West Hollywood transit market, such as a light rail line. The Draft EIS/EIR showed that there is a market for transit improvements serving West Hollywood, and this corridor is included in the Strategic Element of the 2009 Long Range Transportation Plan. Should funding be identified and secured, further study could be done to identify a project that would be competitive under Federal funding criteria.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/La Cienega Station, including the potential connection structure, following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #101 DETAIL**Record Date :** 9/30/2010**Submission Date :** 9/30/2010**First Name :** Matthew**Last Name :** Blaschko**Group Affiliation :****Submission Content :** I would like to write in support of the westside subway extension. My preference would be for the entire extension to Downtown Santa Monica, with the West Hollywood connection, and a stop at Constellation in Century City. I would like this built as soon as possible.

101-1

101-1

Your support for Alternative 5 (Santa Monica Extension plus West Hollywood Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

The Draft EIS/EIR demonstrated a significant market for a subway serving Santa Monica and West Hollywood. However, there is not sufficient Measure R or other funding available to construct a Santa Monica or West Hollywood subway at this time. The Santa Monica and West Hollywood corridors are included in the Strategic Element of the 2009 Long Range Transportation Plan. Further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will also be designed so as not to preclude future westward extension of the subway.

Your comment in support of the Century City Constellation Station has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings

101-1

along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process. Refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #554 DETAIL

Status : Submission Summarized
Record Date : 10/18/2010
Submission Date : 10/18/2010
First Name : Bonnie
Last Name : Bogin
Group Affiliation : Comstock Hills

554-1

Submission Content : Our household, consisting of Joel Hirsch, Bonnie Bogin and our two sons, strongly favors the Century City stop being located on Constellation rather than on Santa Monica Blvd. As someone who both lives in the Comstock Hills neighborhood and works in Century City, I feel strongly that the Constellation stop would better service the workers in the Century City community while still providing residents of our neighborhood with accessible vital public transportation. Thank you.

554-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

554-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Cindy Bogner](#)
 To: [Westside Extension](#)
 Subject: Westside Station
 Date: Wednesday, September 29, 2010 9:52:09 AM

135-1 | As a parent of BHHS children and a resident of Beverly Hill, I am not in favor of putting a Constellation Station in Century City

--
 Cindy Bogner
 Email: cindyperry.bei@gmail.com

135-1

Your comment in support of the Century City Santa Monica Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an

135-1

earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership

135-1

projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Bill Bohnert](#)
 To: [Westside Extension](#)
 Subject: Subway Comment
 Date: Monday, October 11, 2010 11:49:28 AM

391-1

Please keep the subway under Santa Monica Blvd. Do not go under the schools.
 My wife and I and my two grand daughters that go to Beverly High thank you.

William H. Bohnert

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Bill Bohnert
 Phone 310-552-1071
 Fax 310-552-9020

391-1

Your comment in support of the Century City Santa Monica Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

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The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an

391-1

earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

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In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership

391-1

projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Gregg Bond](#)
 To: [Westside Extension: zev@bos.lacounty.gov](#)
 Subject: Beverly hills and Century City train route
 Date: Thursday, September 30, 2010 3:25:33 AM

108-1

I am NOT in favor of the Constellation train route.

I PREFER and I am in favor for the Santa Monica route

Thank you

Gregg Bond

108-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

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Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

108-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

COMMENT DEADLINE: OCTOBER 18, 2010



Name/Nombre: <u>Tyler Bonstead</u>	
Organization/Organización: <u>—</u>	
Address/Dirección: <u>—</u>	
Tel: <u>—</u>	Fax: <u>—</u>
Email: <u>eltylor@gmail.com</u>	

Meeting Venue: LACMA WeHo Santa Monica Beverly Hills Westwood

7-1 I support the project, including the following alts/options:

- Alternative 2
- No Wilshire/Crenshaw station Implement project ASAP! 30/10!
- Fairfax station under intersection
- No WeHo connection structure
- Constellation station (not Santa Monica)
- Include VA station (or just off VA)

7-2 Focus on connectivity and cost effectiveness.

Or stop @ UCLA & consider extending up I-405 @ surface to Sherman Oaks as part of Measure R - 405 project

Public comments on the Draft EIS/EIR will be accepted through October 18, 2010. You may submit your comments by:



- > Email to: westsideextension@metro.net
- > US Mail to: David Mieger, Project Manager, One Gateway Plaza, 99-22-2 Los Angeles, CA, 90012
- > Visiting our website metro.net/westside and clicking on "contact us"
- > Attending one of the public hearings listed above and verbally providing your comments, which will be captured by a court reporter.
- > Submit written comments at a public hearing

7-1

Your support for Alternative 2 (Westwood/VA Hospital Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Your comment on the Wilshire/Crenshaw Station has been noted. In October 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Extension) as the Locally Preferred Alternative (LPA). A Wilshire/Crenshaw Station was not included in the LPA.

The Wilshire/Crenshaw Station would be located in the Park Mile section of Wilshire Boulevard, adjacent to lower density land uses that are not planned for future growth in the adopted Community Plan and Park Mile Specific Plan. This site is only 0.5 mile from the existing Wilshire/Western Station and does not serve a major north south intersection, as Crenshaw Boulevard terminates at Wilshire Boulevard and does not extend to the north. Because this is a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Your comment supporting the West location for the Wilshire/Fairfax Station has been noted. The Locally Preferred Alternative includes the Wilshire/Fairfax East Station location due to stronger community support and better access and land integration opportunities, including proximity to Museum Row.

Your preference against the inclusion of the West Hollywood connection structure has been noted. The Board chose not to include a West Hollywood connection structure in the LPA due to funding constraints.

Your comment in support of the Century City Constellation Station has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative

7-1

study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Your preference for inclusion of the Westwood/VA Hospital Station has been noted. As part of the LPA selection, the Metro Board decided to continue to study both Westwood/VA Hospital station location options (South and North).

A comparative study of the two proposed Westwood/VA Hospital station locations, including engineering, costs, urban design, and environmental impact considerations, was conducted during the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR.

While both options are within one-quarter mile of the VA Hospital, the Westwood/VA Hospital South Station site is 500 feet from the hospital and on the same side of Wilshire Boulevard, while the Westwood/VA Hospital North Station site is 1,200 feet away on the other side of Wilshire Boulevard. Additionally, the North Option could be problematic in the event of a future extension to Santa Monica due to the tight radius curve that would be required to extend west beneath residential properties. However, the construction of the South Option would result in more impacts to traffic circulation during construction, including temporary ramp closures at the I-405 interchange.

7-1

Based on these factors, the recommendation is to locate the Westwood/VA Hospital Station on the south side of Wilshire Boulevard as this location would provide better pedestrian access to the VA Medical Center and would more easily accommodate a future westward extension of the subway.

Your comment about the project schedule has been noted. In April 2010, the Metro Board of Directors adopted the America Fast Forward 30/10 Initiative that directs that the Westside Subway Extension Project to seek accelerated federal funding to deliver the Project in a single phase to Westwood. Based on this accelerated funding schedule, the parallel construction of portions of the alignment and stations would allow the entire LPA to be open and operational to the Westwood/VA Hospital Station in 2022 as a single phase.

In the event that accelerated federal funding cannot be secured, the LPA would be constructed in three sequential phases in accordance with the Metro Long Range Transportation Plan. The first phase to the Wilshire/La Cienega Station would open in 2020, the second phase to the Century City Station would open in 2026, and the final phase to the Westwood/VA Hospital Station would open in 2036.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to stations following Draft EIS/EIR scoping in response to community comments and engineering requirements. Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two Westwood/VA Hospital locations. Refer to Section 2.6.11 of the Final EIS/EIR for further information on the construction schedule. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

7-2

Your comment on focusing on future transit connections to a Sepulveda/I-405 line and cost-

7-2

effectiveness has been noted. The San Fernando Valley I-405 Corridor Connection is included in Metro's 2009 Long Range Transportation Plan and funding has been allocated in Measure R for the project. Metro will undertake planning studies for the corridor to identify the mode, alignment and appropriate connections to other area transit projects, including the Westside Subway Extension.

RECORD #527 DETAIL

Status : Submission Summarized
Record Date : 10/18/2010
Submission Date : 10/18/2010
First Name : Constance
Last Name : Boukidis
Group Affiliation : CHHOA

Submission Content :	Mr. David Mieger, AICP Project Director and Deputy Executive Officer Metro, 1 Gateway Plaza, MS 99/2/5 Los Angeles, CA 90012 Via: Email
527-1	<p>Re: Draft EIS/EIR Westside Subway Extension Comments</p> <p>I am a lifelong resident of Comstock Hills, Comstock Hills Homeowners Association member, Westwood Homeowners Association member, and a newly-elected Owner Residential Director on the Westwood Neighborhood Council. My views and questions expressed herein are my own. I have always favored light rail over the subway on the Westside because it is cheaper, more accessible, and far more inclined to increase ridership on the Westside. That being said,</p> <p>I AGREE WITH METRO AND ADAMANTLY FAVOR THE CENTURY CITY STATION TO BE LOCATED AT AVENUE OF THE STARS AND CONSTELLATION AND ADAMANTLY OPPOSE ITS LOCATION AT AVENUE OF THE STARS AND SANTA MONICA BOULEVARD!!!!</p> <p>Having attended most of your meetings, it was evident to me that most people favored the Century City Station being located at Avenue of the Stars and Constellation. Since one of the main objectives of spending this four billion plus dollars is to encourage subway ridership, placing the CENTURY CITY STATION the heart of Century City will encourage more commuters and shoppers to use it. Placing it at Constellation will allow riders to have easier access to more of Century City as opposed to entering it at its absolute northern edge and having to traverse long blocks to travel to all of the offices, hotels, and stores that lie to the south including the multitude planned for the future.</p>
527-2	<p>A station at Santa Monica Boulevard and Avenue of the Stars will cause tremendous traffic congestion before and during subway construction over at least four and a half years in adjacent Comstock Hills and along Santa Monica Boulevard, will require relocation of utilities prior to construction over 12-18 months, puts many mature trees in jeopardy, will bring more noise and dirt into adjacent Comstock Hills and will give thousands of people permanent access to a neighborhood that is fighting desperately to maintain its peaceful quality of life.</p>
527-3	<p>For the time being, I prefer the West Route to Westwood with a stop in the UCLA Lot where perhaps some parking can be developed and the extension to the VA so that people will have access to this line west of the 405. Off Wilshire and Westwood is preferable to decrease traffic congestion during construction. Why wasn't light rail/magnetic train along Santa Monica Boulevard explored more seriously? Please also identify why another station at Santa Monica Boulevard and Westwood cannot be legitimately installed to allow for more local use of this line if the West Route is chosen.</p>
527-4	<p>I am concerned about the seismic activity along Santa Monica Boulevard and would ask that the decisions regarding these stations and route to Westwood be delayed until the results from the latest seismic testing that has taken place in Comstock Hills and beyond are analyzed, understood, published, and subjected to review by independent geologists and wonder why the closing of the public comment session has not been delayed until that time.</p>
527-5	<p>I would like Metro to identify what physical mitigation measures will be used to decrease potential for vibration, noise, soil subsidence, etc. It</p>

527-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

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Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

527-2

Construction impacts of the Project will be temporary and limited in areas as construction proceeds along the length of the Locally Preferred Alternative. Metro will coordinate with affected residents and businesses prior to construction. A detailed survey of community stakeholders and businesses will be conducted. A construction safety campaign will be developed and community response protocols (notification of construction activities, hot lines, etc.) will be produced. A public involvement plan will be developed prior to each construction phase and will be tailored to the construction phase. Metro will maintain the Project website, which will provide information to the public regarding construction phasing. Metro will develop a program tailored for different locations and needs. The program will involve signage and marketing to assistance to businesses, identification of parking alternatives, and other measures.

Metro also considers the cumulative impact of multiple projects in the Study Area under construction at the same time as the subway extension. Careful coordination will occur with local jurisdictions to ensure that potential impacts from the simultaneous construction of multiple projects are addressed and mitigated to the extent feasible.

Traffic impacts associated with LPA construction include reduced roadway traffic lanes and temporary street closures that could result in major traffic disruptions and bottlenecks. These impacts are associated with contractor work and storage areas, stations, crossovers, mining entry/exit locations, TBM operations and support activities, truck haul routes, transportation of oversized construction materials, station entrances, station appendages, grout injection, and drop holes for the LPA and are detailed in Section 3.8.2 of this Final EIS/EIR.

Subway stations are built by excavating the site for the station box and then building the station below ground. If the station is built under a street, it is covered over with concrete decking during construction to allow traffic to continue to flow overhead. Traffic will be disrupted at the beginning of station construction to allow for initial excavation and installation of the concrete decking, and again at the end to remove the decking and reconstruct the street. Section 3.8 details the traffic-control activities during station construction and the duration of each activity.

Street closures will be coordinated with local jurisdictions and the maintenance of traffic

527-2

lanes during construction will follow local agency requirements and standards with respect to minimum lane widths, the number of available travel lanes, and the duration of temporary lane closures. Specific street closure locations will be identified in close coordination with local agencies during the final design phase.

To minimize impacts to traffic circulation, the following mitigation measures will be implemented during construction:

- TCON-1—Traffic Control Plans
- TCON-2—Designated Haul Routes
- TCON-3—Emergency Vehicle Access
- TCON-4—Transportation Management Plan
- TCON-5—Coordination with Planned Roadway Improvements

T-CON-2, TCON-3, TCON-4, TCON-5 were added during this Final EIS/EIR phase based on additional analysis of construction impacts on traffic circulation and concerns raised by the public. With implementation of the mitigation, construction-related adverse effects on traffic circulation will be reduced for adjacent commercial areas and residential neighborhoods. Although the construction impacts on traffic circulation identified will be temporary, impacts and/or residual impacts after mitigation will remain significant and unavoidable during the construction period.

The greatest noise impacts will occur near stations, tunnel access portals, and construction laydown areas where construction activities at the surface are concentrated. In addition, haul routes will experience increased truck traffic, which could add to traffic noise. With the exception of these areas, all other construction will occur completely below-grade. Section 4.15.3 of this Final EIS/EIR analyzes construction noise impacts and mitigation measures.

When the construction site for the station box is open, noise from construction equipment will be audible at street level and result in an adverse effect. This time period will produce the highest levels of construction noise. The excavation and installation of street decking is expected to last four to five months. As the excavation continues below street level, the noise of construction will be reduced because the sides of the excavated opening will act as a sound barrier. Eventually when the surface opening is covered with temporary decking, construction noise at the surface will no longer be noticeable above the traffic noise. Therefore, the excavation of the station box will result in a temporary adverse noise effect.

To reduce the potential for noise and vibration impacts to schools associated with construction, Metro's plans, specifications, and estimates (bid) documents will include measures to comply with the City of Los Angeles, City of Beverly Hills, and County of Los Angeles noise ordinances during construction hours. To further reduce noise impacts during construction, the following mitigation measures will be implemented:

- CON-22—Hire or Retain the Services of an Acoustical Engineer

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- CON-23—Prepare a Noise Control Plan
- CON-24—Comply with the Provisions of the Nighttime Noise Variance
- CON-25—Noise Monitoring
- CON-26—Use of Specific Construction Equipment at Night
- CON-27—Noise Barrier Walls for Nighttime Construction
- CON-28—Comply with Local Noise Ordinances
- CON-29—Signage
- CON-30—Use of Noise Control Devices
- CON-31—Use of Fixed Noise-Producing Equipment for Compliance
- CON-32—Use of Mobile or Fixed Noise-Producing Equipment
- CON-33—Use of Electrically Powered Equipment
- CON-34—Use of Temporary Noise Barriers and Sound-Control Curtains
- CON-35—Distance from Noise-Sensitive Receivers
- CON-36—Limited Use of Horns, Whistles, Alarms, and Bells
- CON-37—Requirements on Project Equipment
- CON-38—Limited Audibility of Project-Related Public Addresses or Music
- CON-39—Use of Haul Routes with the Least Overall Noise Impact
- CON-40—Designated Parking Areas for Construction-Related Traffic
- TCON-2—Designated Haul Routes
- CON-41—Enclosures for Fixed Equipment

Although mitigation measures will help to reduce noise impacts during construction, an adverse construction noise effect will remain after mitigation in the construction areas.

In addition to noise impacts, construction of the LPA could result in vibration impacts before mitigation is implemented. Impact pile driving at the station boxes will result in adverse vibration impacts. Perceptible vibration levels could be experienced within 200 feet of pile driving operations. Additionally, equipment used for underground construction, such as the TBM and mine trains, could generate vibration levels that could result in audible ground-borne noise levels in buildings at the surface, depending on the depth of the tunnel and soil conditions. Tunneling under residences and schools will occur for a limited time. The TBM tunnels between 30 and 100 feet per day. For an average residence or business, this means that the TBMs would be below the surface of that structure for no more than a day or two. Since underground construction is expected to occur continuously over a 24-hour day, there is the potential for the tunnel boring operation to be audible during nighttime sleep hours when background noise levels inside residential buildings are very low. However, as indicated, the period for this potential disruption would be limited to a few days or less and mitigation measures would be implemented to minimize impacts.

The contractor will be responsible for the protection of vibration-sensitive historic buildings or cultural resource structures within 200 feet of any construction activity. To ensure that noise and vibration impacts associated with construction are below threshold levels, Metro's plans, specifications, and estimates (bid) documents will include the following measures:

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- CON-42—Phasing of Ground Impacting Operations
- CON-43—Alternatives to Impact Pile Driving
- CON-44—Alternative Demolition Methods
- CON-45— Restriction on Use of Vibratory Rollers and Packers
- CON-46—Metro Ground-Born Noise and Ground-Born Vibration Limits

If the Metro ground-borne noise limits or ground-borne vibration limits are exceeded during tunneling, the contractor will be required to take action to reduce vibrations to acceptable levels. Such action could include reducing the muck train speed, additional rail and tie isolation, and more frequent rail and wheel maintenance. However, there were no substantiated noise-level complaints made during tunneling for the Metro Gold Line Eastside Extension. Therefore, with mitigation, there will be no construction-related vibration adverse effects due to tunneling activities.

Your concerns about congestion along Santa Monica Boulevard during operation have also been noted. A comprehensive station access circulation study was conducted for all stations, including the Century City Santa Monica Station, due to feedback from the public. The recommendations resulting from this study are available in the *Westside Subway Extension Station Circulation Report*. The report considered pedestrian access, bicycle access, bus access, and auto access to the station.

Metro Rail Design Criteria identifies auto access at stations as a lower priority than pedestrian, bicycle, and bus access. By prioritizing the modes, the Design Criteria indicate that it is more important to minimize trade-offs that will negatively affect pedestrian and bicycle modes than to minimize trade-offs that will affect auto modes. However, using a more managed approach to station access that balances all modes could help to minimize the overall right-of-way needed because non-automobile modes (bus, pedestrian, and bicycle) can transport more people in less space than will be required if the same number of people traveled via automobile. As described in Section 2.6 of this Final EIS/EIR, public parking will not be provided at any stations.

Section 3.5 of this Final EIS/EIR includes an intersection-level traffic analysis to determine whether the LPA will result in additional traffic congestion at the local level, including in the vicinity of the Century City Santa Monica Station, due to passengers accessing the station. This analysis concluded that the LPA, including the Century City Santa Monica Station, will not negatively impact any analyzed Study Area intersections in the immediate vicinity of the Century City Santa Monica Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. Refer to Section 4.15 of the Final EIS/EIR for more detailed information on construction noise and vibration impacts. Refer to Section 3.8.2 of the Final EIS/EIR and the *Westside Subway Extension Construction Traffic Analysis Report* for more information on street closures and traffic congestion during construction and Section 3.5 of the Final EIS/EIR for an analysis of congestion during operation. All reports are available on the Metro Westside Subway Extension Project

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website: www.metro.net/projects/westside/westside-reports.

527-3

Your comment about the alignment between Century City and Westwood has been noted. The East Alignment was approved by the Metro Board to be carried forward as part of the Locally Preferred Alternative (LPA), and the Central and West Alignments were removed from further consideration as part of the LPA. The West Alignment is significantly longer than the other two, and would increase travel time between Century City and Westwood by more than two minutes. This, in turn, would lead to somewhat lower ridership and user benefits, and to fewer air quality and energy conservation benefits. The West Alignment Option would also increase capital costs by \$122 to \$142 million in comparison to the East Alignment Option. Between the Central and East Alignment Options, both have similar performance characteristics and costs. The East Alignment, however, passes under fewer private properties. Therefore, it was selected to be carried forward in the LPA into the Final EIS/EIR.

As part of the LPA selection, the Metro Board of Directors also requested that Metro staff fully explore the risks associated with tunneling in the West Beverly Hills to Westwood area. Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the LPA. The resulting studies have been completed as part of the Final EIS/EIR and are presented in two separate reports: the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments.

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These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

Your preference for the Off-Street location of the Westwood/ UCLA Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board decided to continue to study both Westwood/UCLA station location options (On-Street and Off-Street).

A comparative study of the two proposed Westwood/UCLA station locations, including engineering, costs, urban design, and environmental impact considerations, was conducted during the Final EIS/EIR phase to expand on the studies conducted in preparation of the Draft EIS/EIR.

The Off-Street Station and tunnels would need to be deeper than the On-Street Station to clear the underside of foundations for a future hotel on Gayley Avenue, which makes the station and tunnels riskier and more expensive to construct, and requires more time for transit riders to travel between the platform and the station entrance. Additionally, the Westwood/UCLA Off-Street Station location would require approximately 13 additional permanent underground easements.

The On-Street Station location would provide at least one of entrance at the corner of Wilshire and Westwood Boulevards. This entrance location would provide better access to bus connections along Westwood Boulevard and would be closer to the major office buildings and Westwood Village than the entrances for the Off-Street Station. Furthermore, one of the station entrance options for the On-Street Station is a split entrance between the north and south sides of Wilshire Boulevard, providing access to both sides of busy Wilshire Boulevard. However, the Westwood/UCLA On-Street Station option is also

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expected to have greater traffic impacts during construction due to in-street construction along Wilshire Boulevard.

Based on these factors, the recommendation is to locate the Westwood/UCLA Station On-Street as this location could accommodate an entrance at the Wilshire Boulevard and Westwood Boulevard intersection, providing better pedestrian access to Westwood Village and connections along Westwood Boulevard.

Your comment regarding light rail/magnetic train along Santa Monica Boulevard has been noted. Between 2007 and 2009, Metro conducted an Alternatives Analysis (AA) Study for the Westside Corridor. The AA Study considered the need for transit improvements in the corridor and evaluated various transit technologies and alignments. During Early Scoping meetings, Metro presented the public with technology options that included Heavy Rail Transit (HRT), Light Rail Transit (LRT), and Bus Rapid Transit (BRT). In response to comments received, Metro added monorail to those other technologies to be analyzed in the AA Study. As a result of these analyses, the Metro Board decided to carry five subway alternatives into the Draft EIS/EIR. An underground alignment was recommended because it has fewer land use, traffic, visual, historic, and noise impacts than an elevated alignment. This is due to the impacts an elevated alignment would have on adjacent buildings (some historic), visual quality, shadow, noise, land acquisitions and traffic, as well as the mitigations needed. The AA Study also identified HRT as the preferred mode for further study because it has the capacity to meet the anticipated ridership demand and would minimize the number of transfers.

Your comment regarding the construction of a station at the Westwood Boulevard and Santa Monica Boulevard intersection has been noted. In response to public comments received during the Draft EIS/EIR Scoping, the possibility of adding an extra station between the Century City and Westwood/UCLA Stations on Santa Monica Boulevard or on Wilshire Boulevard was considered. The Westwood Boulevard and Westwood Loop Connecting Routes traveling along Westwood Boulevard between Santa Monica and Wilshire Boulevards may have allowed for the addition of an extra station on Westwood Boulevard. However, upon further analysis, it was determined that the geometry of the Westwood Boulevard and Westwood Loop Connecting Routes in order to locate a station on Westwood Boulevard, the tunnel alignment curves would be widened, thus increasing the number of parcels that would be tunneled beneath. Please refer to the *Alternatives Screening and Refinement Following Environmental Scoping Report* for a more detailed discussion of the scoping process and development of alternatives for the Draft EIS/EIR.

Please refer to Section 8.8.3 of the Final EIS/EIR for a more detailed response to alignments, Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns and Section 8.8.6 of the Final EIS/EIR for more detailed responses to concerns

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related to the Westwood/UCLA Station. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Westwood/UCLA Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two Westwood/UCLA locations. In addition, the *Westside Subway Extension Station Entrance Location Report and Recommendations* provides a comparison of the potential entrance locations at Westwood Boulevard, Gayley Avenue and Veteran Avenue for both the On-Street and Off-Street Stations. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

527-4

Your comment about seismic safety has been noted. The LPA, as with most sites in southern California, is susceptible to strong ground shaking generated during earthquakes by nearby faults. At least one segment of the Santa Monica Fault crosses the LPA. In addition to the Santa Monica Fault, the West Beverly Hills Lineament (WBHL)/Newport-Inglewood Fault Zone crosses the LPA in the vicinity of Moreno Drive in the Century City area. However, many underground facilities—subway tunnels, sewers, and storm drains—have been built in Los Angeles and throughout California near and across active fault lines.

The hazards from an earthquake include fault rupture (cracking/fracturing of the ground where one side of the fault moves relative to the other), shaking, and other secondary effects. While the hazard due to shaking can be designed against, the hazard due to fault rupture is potentially much more severe, but is also much more limited in area, being confined to the specific zone of rupture. Because surface fault rupturing is generally confined to a relative narrow zone of tens to several hundred feet wide, avoidance is often a practical means of avoiding surface fault rupture hazards for facilities such as stations. Furthermore, since subway stations are structures for human occupancy, they should not be built on active fault/deformation zones because of life/safety concerns expressed in state regulations and in Metro Design Criteria.

However, for linear facilities such as tunnels, avoidance may not be possible. Design will allow for the tunnels to cross the faults as perpendicular as possible to the fault line to limit the area of potential damage. Tunneling or building stations along an active fault in a parallel direction is generally not recommended and is in some instances prohibited by

527-4

State law. Depending on the predicted fault off-set and area over which the movement is distributed, some distortion may be accommodated by the structure. Special designs, such as larger tunnel diameters and enhanced tunnel linings, are employed when crossing fault zones to reduce the risk of damage and allow for a relatively swift return to regular operations should fault displacement take place at a tunnel crossing. The Metro Red Line tunnels cross the Hollywood Fault north of the Highland Station and were built to these heightened standards.

During the Final EIS/EIR phase, Metro conducted further geotechnical studies to supplement the studies conducted during the Draft EIS/EIR, which concluded that both the Santa Monica fault zone and the WBHL in the Century City vicinity are active fault zones and each fault zone is capable of generating earthquakes of M7 or greater with average surface displacements of 3 to 6 feet. Moreover, there is no knowledge of where either of these faults resides in their respective seismic cycles.

Santa Monica Boulevard effectively lies within the Santa Monica Fault zone from west of Century Park West to east of Avenue of the Stars. The originally proposed Santa Monica Boulevard Station at Avenue of the Stars would be directly within the fault zone. The WBHL is a wide fault zone with several well-defined strands situated along the eastern margin of Century City. It is the inferred northern extension of the active Newport-Inglewood fault zone. The WBHL terminates the active Santa Monica Fault to the east. The refined location of the Santa Monica Station at Century Park East would straddle the WBHL. No evidence of faulting was found on the Constellation Boulevard Station site.

In summary, both of the Santa Monica Boulevard Station options are located within active fault zones, but the Constellation Boulevard Station site is located outside zones of active faulting and can be considered a viable option. The LPA will cross fault zones and will require special designs to accommodate fault movement. These mitigation measures, which are detailed in Section 4.8 of this Final EIS/EIR include:

- GEO-2—Fault Crossing Tunnel, Fault Rupture, Tunnel Crossing
- GEO 7 – Tunnel Advisory Panel Design Review

With implementation of these mitigation measures, impacts will be reduced to less than significant. During subsequent design phases, explorations will continue to more precisely locate the fault zones with respect to the tunnel alignment selected and the fault characteristics for design.

All tunnels, stations, shafts and all other project facilities and infrastructure are designed and built with due consideration and a strict adherence to earthquake design requirements, building codes and conformance to Metro Design Standards for the ground motions of the design level earthquakes.

527-4

- GEO-1—Seismic Ground Shaking
- GEO-3—Operational Procedures During an Earthquake
- GEO 7 – Tunnel Advisory Panel Design Review

By compliance with these regulations and requirements, potential seismic ground shaking impacts will be minimized and impacts will be reduced to less than significant.

Please refer to Section 4.8 and Section 4.15 of the Final EIS/EIR for more detailed discussion of seismic safety both during operation and construction. The results of further geotechnical investigations conducted during the Final EIS/EIR can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

527-5

Your comment regarding mitigation measures has been noted. Please refer to tables S-6, S-7, and S-8 in the Executive Summary of the Final EIS/EIR for a summary of impacts and mitigation measures for the Westside Subway Extension Project. Also please refer to Appendix I, Mitigation Monitoring Plan, of the Final EIS/EIR for a full list of mitigation measures for the Project.

527-6

actually boggles the mind to understand why this subway route diverts from the public right of way only in the Westside, including Beverly Hills.

Please identify why your Final Noise and Vibration Technical Report goes to such great lengths to convince us that by your conclusions on page 6-2, that everything will be quiet. Much of this is based on comparisons to the existing ambient noise as depicted in Table 4-2 Existing Noise Levels, on page 4-3. However, the locations used for noise measurements seem limited to locations and times where ambient noise levels are known to be high like 1743 Club View near the alley, Santa Monica Boulevard, and businesses. These comparisons are suspect. How does this "noise level" compare to the myriad of houses far more set back from both Santa Monica and Wilshire Boulevards within Comstock Hills and the rest of Westwood? The level of accuracy of the projections compared to normal residential sound levels should be verified and improved before any routes under residential areas are approved.

PLEASE PLACE THE CENTURY CITY STATION AT CONSTELLATION AND AVENUE OF THE STARS!!!

Very truly yours, Constance Boukidis

527-6

Your comment regarding noise and vibration during operation has been noted.

Subway tunnels are typically at least 50 to 70 feet below the surface to the track depth. As a result, noise and vibration are not typically noticeable at the surface. In the Beverly Hills, Century City, and Westwood areas, the proposed subway tunnels would generally be deeper than this in the areas where it would pass beneath homes and schools. For example, at Beverly Hills High School, the track depth would be 75-80 feet below the first floor of the school buildings. In Westwood, the track depth is more than 100 feet deep in most places. Since the first segment of the subway opened in 1993, Metro has received no complaints about noise or vibration due to subway operations.

Additional detailed geotechnical studies were conducted during the Final EIS/EIR phase to assess soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. This included measurements at the Beverly Hills High School site and in its buildings, as well as in the residential area between the Century City and Westwood/UCLA Stations.

These studies concluded that the predicted vibration and noise levels are within the FTA requirements, and tunnel operation is not anticipated to have adverse impacts with the implementation of mitigation. Noise from operation of the LPA from such sources as station ventilation system fans, emergency ventilation fans, traction power substations, and emergency generators will be designed to meet the noise-level limits specified in Metro Rail Design Criteria and will not result in any noise impacts. There are no vibration-sensitive receivers along the LPA that are predicted to exceed the FTA ground-borne vibration criteria.

Three locations along the LPA were identified where exceedance of the FTA ground-borne noise criteria will occur due to train operations along tangent track or through crossovers, if mitigation measures are not implemented. These locations are the Wilshire Ebell Theatre, an apartment building on Wilshire Boulevard at Orange Drive, and the Saban Theatre. To mitigate the potential for ground-borne noise impacts at these three locations, the following mitigation measures will be implemented:

- VIB-1—High compliance direct-fixation resilient rail fasteners will be incorporated into the design of the trackwork at the Wilshire Ebell Theatre and the Saban Theatre, which will reduce ground-borne noise by 5 to 7 dBA.
- VIB-2—A low impact crossover such as a moveable point frog or a spring-loaded frog will be used in the design of Wilshire/La Brea No. 10 double crossover for the apartments, which will reduce ground-borne noise by 5 to 6 dBA.

With these mitigation measures, there are no vibration-sensitive receivers that are predicted to exceed the FTA ground-borne vibration criteria during operation. Mitigation

527-6

measure VIB-2 was added subsequent to the Draft EIS/EIR due to the additional studies conducted during preparation of this Final EIS/EIR.

Should future underground construction be considered that would place a school building foundation closer to the tunnel, mitigation measures could be implemented to reduce ground-borne noise and vibration impacts. To mitigate such noise impacts, a high-compliance direct-fixation resilient rail fastener can be incorporated into the track work.

Results of these additional noise and vibration analyses and mitigation measures can be found in Section 4.6 of this Final EIS/EIR and the *Westside Subway Extension Noise and Vibration Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #566 DETAIL

Status : Submission Summarized
Record Date : 10/18/2010
Submission Date : 10/18/2010
First Name : Marty
Last Name : Bower
Group Affiliation : homeowner

566-1

Submission Content : As a Beverly Hills homeowner I am strongly opposed to tunneling under residential properties in my neighborhood due to concern about noise, vibration and other potential hazards during construction and operation. I prefer that tunneling be confined to Wilshire and Santa Monica Boulevards only through the west end of Beverly Hills.

566-1

Your comments about construction and operational impacts have been noted.

The subway tunnels will be built using "Earth Pressure Balance" tunnel boring machines. Most of the tunneling happens completely below ground with little if any noticeable impact on the surface. Subway stations are built by excavating the site or the "station box" and then building the station below ground. If the station is built under a street, it is covered over with concrete decking during construction to allow traffic to continue to flow overhead. Traffic would be disrupted at the beginning of station construction to allow for initial excavation and installation of the concrete decking, and again at the end to remove the decking and reconstruct the street. Section 3.8, Section 4.15, and Appendix E of this Final EIS/EIR describe the construction process in detail.

Impacts of construction and potential mitigation measures were further evaluated in the Final EIS/EIR. Typical impacts that would occur during construction include temporary lane or roadway closures (to install decking over station areas or for temporary placement of construction equipment or materials), removal and hauling of earth from tunneling and station excavation, construction traffic and parking, potential detours to reach businesses or residences, and noise and air quality impacts. Mitigation measures will be implemented to reduce the intensity and inconvenience of these impacts. However, some impacts will remain significant and unavoidable during construction, including traffic, noise and air quality emission impacts.

As with other construction projects, Metro will work to minimize those impacts on businesses, residents, and property owners. Mitigation measures will encompass ensuring that the decking is flush with the street, locating earth removal sites near major streets and freeways, specifying haul routes, closing lanes for deck placement or removal during off-peak traffic periods, etc. Improved communications, including signage and advertising, are typically employed to help maintain access to businesses. In addition, Metro has established procedures to document existing conditions at properties along the subway construction alignment in advance of construction to accurately assess and address any damage claims that may arise.

Subway tunnels are typically at least 50 to 70 feet below the surface to the track depth. As a result, noise and vibration are not typically noticeable at the surface. In the Beverly Hills, Century City, and Westwood areas, the proposed subway tunnels would generally be deeper than this in the areas where it would pass beneath homes and schools. For example, at Beverly Hills High School, the track depth would be 75-80 feet below the first floor of the school buildings. In Westwood, the track depth is more than 100 feet deep in most places. Since the first segment of the subway opened in 1993, Metro has received no complaints about noise or vibration due to subway operations.

Additional detailed geotechnical studies were conducted during the Final EIS/EIR phase to

566-1

assess soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. This included measurements at the Beverly Hills High School site and in its buildings, as well as in the residential area between the Century City and Westwood/UCLA Stations.

These studies concluded that the predicted vibration and noise levels are within the FTA requirements, and tunnel operation is not anticipated to have adverse impacts with the implementation of mitigation. Noise from operation of the LPA from such sources as station ventilation system fans, emergency ventilation fans, traction power substations, and emergency generators will be designed to meet the noise-level limits specified in Metro Rail Design Criteria and will not result in any noise impacts. There are no vibration-sensitive receivers along the LPA that are predicted to exceed the FTA ground-borne vibration criteria.

Three locations along the LPA were identified where exceedance of the FTA ground-borne noise criteria will occur due to train operations along tangent track or through crossovers, if mitigation measures are not implemented. These locations are the Wilshire Ebell Theatre, an apartment building on Wilshire Boulevard at Orange Drive, and the Saban Theatre. To mitigate the potential for ground-borne noise impacts at these three locations, the following mitigation measures will be implemented:

- VIB-1—High compliance direct-fixation resilient rail fasteners will be incorporated into the design of the trackwork at the Wilshire Ebell Theatre and the Saban Theatre, which will reduce ground-borne noise by 5 to 7 dBA.
- VIB-2—A low impact crossover such as a moveable point frog or a spring-loaded frog will be used in the design of Wilshire/La Brea No. 10 double crossover for the apartments, which will reduce ground-borne noise by 5 to 6 dBA.

With these mitigation measures, there are no vibration-sensitive receivers that are predicted to exceed the FTA ground-borne vibration criteria during operation. Mitigation measure VIB-2 was added subsequent to the Draft EIS/EIR due to the additional studies conducted during preparation of this Final EIS/EIR.

Should future underground construction be considered that would place a school building foundation closer to the tunnel, mitigation measures could be implemented to reduce ground-borne noise and vibration impacts. To mitigate such noise impacts, a high-compliance direct-fixation resilient rail fastener can be incorporated into the track work.

Refer to Sections 3.8 and 4.15 of the Final EIS/EIR for an analysis of construction impacts and mitigation measures, and Appendix E for more discussion on subway construction methods. Results of these additional noise and vibration analyses and mitigation measures can be found in Section 4.6 of this Final EIS/EIR and the *Westside Subway Extension Noise and Vibration Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #148 DETAIL

Record Date : 10/1/2010
Submission Date : 10/1/2010
First Name : Bill and Kristi
Last Name : Bradbury
Group Affiliation :
Submission Content :

148-1

Hello,
 As teachers in BHUSD and parents of four BHHS graduates, we are writing you to let you know that we are NOT in favor of the Constellation Station in Century City as it would need to run underneath BHHS, which would mean drilling and construction that would GREATLY affect the quality of education for the students of this school. I urge you to decide to use the "Santa Monica" option instead.

Thank you,

148-1

Your comment in support of the Century City Santa Monica Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an

148-1

earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership

148-1

projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #483 DETAIL

Status : Submission Summarized
Record Date : 10/16/2010
Submission Date : 10/16/2010
First Name : brigitte
Last Name : bren
Group Affiliation :
Submission Content : I vote for the Constellation station- which is where people need to be for work..

483-1

483-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

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Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Esther Lerner Brenner](#)
 To: [Westside Extension](#)
 Cc: [Krasne Nancy](#); [brian_goldberg@sbcglobal.net](#); [Yaroslavsky Zev](#); [Paul Koretz](#); [jimmy@delshad.mac.com](#)
 Subject: Wilshire to Santa Monica Subway Route
 Date: Monday, October 11, 2010 7:59:17 PM

Dear Members of the MTA Board ,

I have attended MTA Meetings over the years, as well as hearings at the Beverly Hills School Board and Beverly Hills City Council. I am pleased that the members of the School Board expressed a unanimous position against the extension alternatives that would tunnel under residential areas and Beverly Hills High School. I fully support the Board on this issue and have put in writing that support.

These meetings provided an important precedent for our City. The School Board members felt it was unnecessary to wait for an EIR or similar study in order to announce their support of the residents' passionate and realistic concerns.

The alternative routes now proposed by Metropolitan Transit in lieu of the route on [Santa Monica Boulevard](#) provided as *THE ROUTE* over the years of discussion, offers nothing for the residents of Beverly Hills. Residents of the affected area and surroundings, parents, grandparents, students and staff of Beverly Hills High School, are unanimous in concern for the risks to property and persons if the alternative route is adopted and implemented.

The only benefit of the alternate route under residential property and schools would be to provide a station-stop at Constellation and Avenue of the Stars instead of at Avenue of the Stars and Santa Monica Boulevard, as originally proposed. This change serves to benefit the proposed Century Plaza expansion, Westfield Shopping Center and high-rise buildings for thousands of new residents and workers. Perhaps the one or two block walk from SM Boulevard will cause a "walking jam," but that is preferable to the dangers inherent in the proposed alternate route.

Nothing in the EIR offers any amelioration of the potential risks to the residential and school area. The alternative route plan is too great a risk to warrant a change in plans. I therefore request that the MTA adhere to the Wilshire Boulevard to Santa Monica Boulevard in Century City Plan.

Join the Beverly Hills Unified School District Board of Directors and thousands of area residents in their courageous support of

408-1

Your comment in support of the Century City Santa Monica Station location and concerns about tunneling beneath homes and schools as well as the development of the Century City station and alignment options has been noted.

Metro followed FTA's New Starts project planning and development process and carefully considered public input in developing the location of the Century City Station. The process of determining the location of the Century City Station began with the *Westside Transit Corridor Alternatives Analysis Study* in 2007. At the beginning of the Alternatives Analysis (AA) Study, two general corridors—one along Wilshire Boulevard and the other along Santa Monica Boulevard—were presented to the public at Early Scoping meetings. Some people who spoke at the Early Scoping meetings generally supported the proposed station locations that were presented (Santa Monica Boulevard in Century City being one of them). However, some attendees also suggested additional or alternate station locations, with some commenting that the station in Century City should be south of Santa Monica Boulevard, closer to the center of Century City, which Metro took into consideration.

During scoping for the Draft EIS/EIR in 2009, Metro sought additional public comment on the alignment and station options in the Beverly Hills to Westwood area, including the Century City Station location. During preparation of the Draft EIS/EIR, the alignment and station locations were refined to avoid impacts to the natural and built environments where feasible, provide a cost-effective solution to increase east/west mobility in the Study Area, and respond to public and agency input. The analysis and refinement of the station and alignment locations, including the Century City Station location, are described in the *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report*. Ultimately, the Century City Santa Monica Station and the Century City Constellation Station were carried forward for analysis in the Draft EIS/EIR.

Following public circulation of the Draft EIS/EIR, on October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

408-1

the original plan. The time is now to hear and abide by the voices of constituent resident voters!

Sincerely,

Esther Lerner Brenner, MBA

1264 Beverly Green
Beverly Hills

elbrenner@me.com

408-1

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an

408-1

emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: louise.briggs@yahoo.com
 To: [Westside Extension](#)
 Subject: Westside extension
 Date: Wednesday, September 29, 2010 9:00:11 PM

133-1

Dear Mr. Mieger,
 We are Beverly Hills residents and would like to state that we support the transit extension that runs under Santa Monica Blvd., and are opposed to it going under BHHS. We lived for awhile in Boston during the 'Big Dig' We can verify that it will be far more disruptive to the school than you can imagine! Please do not support this option!
 Tim + Louise Briggs
 262 Spalding Dr.
 Beverly Hills
 Sent via BlackBerry from T-Mobile

133-1

Your comment in support of the Century City Santa Monica Station and concerns about tunneling beneath homes and schools has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools. The Metro Board of Directors also decided to not include the Constellation South alignment between the Wilshire/Rodeo and Century City Stations as part of the LPA, but to continue to study the Constellation North and the Santa Monica Boulevard alignments. The Constellation South alignment passed beneath more residential properties than the Constellation North or Santa Monica Boulevard alignments. In addition, the Metro Board of Directors decided to not include the West or Central alignments between Century City and Westwood/UCLA as part of the LPA, but to continue to study the East alignment because the East alignment is the most direct and least expensive route between the two stations.

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an

133-1

earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership

133-1

projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Hugh Brockington](#)
 To: [Westside Extension](#)
 Subject: Stations and Route
 Date: Friday, October 01, 2010 2:51:26 PM

Hello,

I would like to voice my preference for

- 282-1 | -An Avenue of the Stars and Constellation Station in Century City
- 282-2 | -Omitting Crenshaw Station
- 282-3 | -Ending Purple line at VA west of the 405 on Wilshire
- 282-4 | -If funds are available, make use of the West Hollywood alignment

282-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

282-1

Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

282-2

Your comment on the Wilshire/Crenshaw Station has been noted. A Wilshire/Crenshaw Station was not included in the LPA.

The Wilshire/Crenshaw Station would be located in the Park Mile section of Wilshire Boulevard, adjacent to lower density land uses that are not planned for future growth in the adopted Community Plan and Park Mile Specific Plan. This site is only 0.5 mile from the existing Wilshire/Western Station and does not serve a major north south intersection, as Crenshaw Boulevard terminates at Wilshire Boulevard and does not extend to the north. Because this is a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Crenshaw Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

282-3

Your support for Alternative 2 (Westwood/VA Hospital Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 as the Locally Preferred Alternative. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan, and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

282-4

Your support for Alternative 4 (Westwood/VA Hospital Extension plus West Hollywood Extension) has been noted. Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively. There is not adequate funding available in Measure R or other sources to construct Alternative 4 at this time.

However, the Draft EIS/EIR showed that there is a market for transit improvements serving West Hollywood, and this corridor is included in the Strategic Element of the 2009 Long Range Transportation Plan. Should funding be identified and secured, further study could be done to identify a project that would be competitive under Federal funding criteria.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

RECORD #373 DETAIL

Status : Submission Summarized
Record Date : 10/12/2010
Submission Date : 10/12/2010
First Name : Hugh
Last Name : Brockington
Group Affiliation :
Submission Content : Hello,

373-1 | I would like to recommend...
 373-2 | No Station at Crenshaw
 373-3 | A Westwood VA station on Wilshire
 Whatever route, we need an Ave of the Stars & Constellation station.

373-1

Your comment on the Wilshire/Crenshaw Station has been noted. In October 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Extension) as the Locally Preferred Alternative (LPA). A Wilshire/Crenshaw Station was not included in the LPA.

The Wilshire/Crenshaw Station would be located in the Park Mile section of Wilshire Boulevard, adjacent to lower density land uses that are not planned for future growth in the adopted Community Plan and Park Mile Specific Plan. This site is only 0.5 mile from the existing Wilshire/Western Station and does not serve a major north south intersection, as Crenshaw Boulevard terminates at Wilshire Boulevard and does not extend to the north. Because this is a comparatively lower ridership station with a cost of \$153 million, eliminating this station from the LPA improves the cost-effectiveness of Alternative 2. Furthermore, future connections from the Westside subway stations along Wilshire Boulevard to the planned Crenshaw/LAX Light Rail Transit project to the south have been recommended to take place at La Brea, La Cienega, or San Vicente rather than at Wilshire/Crenshaw.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Wilshire/Crenshaw Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. This report is available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

373-2

Your preference for the Westwood/VA Hospital Station has been noted. As part of the LPA selection, the Metro Board decided to continue to study both Westwood/VA Hospital station location options (South and North).

A comparative study of the two proposed Westwood/VA Hospital station locations, including engineering, costs, urban design, and environmental impact considerations, was conducted during the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR.

While both options are within one-quarter mile of the VA Hospital, the Westwood/VA Hospital South Station site is 500 feet from the hospital and on the same side of Wilshire Boulevard, while the Westwood/VA Hospital North Station site is 1,200 feet away on the other side of Wilshire Boulevard. Additionally, the North Option could be problematic in the event of a future extension to Santa Monica due to the tight radius curve that would be required to extend west beneath residential properties. However, the construction of the South Option would result in more impacts to traffic circulation during construction, including temporary ramp closures at the I-405 interchange.

373-2

Based on these factors, the recommendation is to locate the Westwood/VA Hospital Station on the south side of Wilshire Boulevard as this location would provide better pedestrian access to the VA Medical Center and would more easily accommodate a future westward extension of the subway.

Please refer to Section 8.8.5 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/VA Hospital Station and to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Westwood/VA Hospital Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two Westwood/VA Hospital Station locations. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

373-3

Your comment in support of the Century City Constellation Station has been noted. As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

373-3

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Michael Brodsky](#)
 To: [Westside Extension](#)
 Subject: Comments on the Westside Subway Extension Draft EIS/EIR
 Date: Wednesday, October 13, 2010 6:49:17 PM

Comments on the Westside Subway Extension Draft EIS/EIR :

448-1

Please continue the Subway to Santa Monica now with Alternative Plan 3

We need the Westside Subway Extension to continue to Santa Monica in the next phase of the Subway construction.

Please do not stop just west of the 405 Freeway.

There are THOUSANDS of commuters in Santa Monica who need the subway NOW. Not in 30 years.

I am one of the commuters.

Sincerely,

Michael Brodsky
 Santa Monica

448-1

Your support for Alternative 3 (Santa Monica Extension) has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Only Alternatives 1 and 2 are affordable within the adopted Long Range Transportation Plan (LRTP), and between them, Alternative 2 provides significantly higher ridership and better cost effectiveness. Additionally, Alternative 2 serves the VA Hospital and other communities west of the I-405 more effectively.

Although Alternative 3 (Santa Monica Extension) was not adopted as the LPA, and is not affordable within the adopted LRTP, an extension of the subway from Westwood to Santa Monica does demonstrate potential to be a successful rail transit line in the future. This corridor is included in the Strategic Element of the 2009 LRTP. Therefore, further study could occur should funding be identified and secured in the future. If the LPA is approved for implementation by the Metro Board, the LPA will be designed so as not to preclude future westward extension of the subway.

Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives and the LPA selection process.

RECORD #567 DETAIL

Status : Submission Summarized
Record Date : 10/18/2010
Submission Date : 10/18/2010
First Name : Barbara
Last Name : Broide
Group Affiliation :

567-1	<p>Submission Content :</p> <p>I support the construction of the Westside Extension that follows the shortest alignment between identified stops. Between Beverly Hills and Century City, that route goes beneath private property and the high school to the station at Constellation and Avenue of the Stars. The Century City station should be placed at Constellation, not at Santa Monica Blvd. If at Constellation, it will service all of the buildings and the Westfield Mall on Santa Monica Blvd. (as would a Santa Monica Blvd. station) AND it would also have a much greater service area reaching south in Century City. With the LA Country Club golf course adjacent to the Santa Monica Blvd. station, there would be a considerable reduction in the numbers of patrons in walking distance to a SM Blvd. subway station as compared to the density of those living and/or working further south in Century City nearer to the Constellation station. It is also important that travel times be kept as short as possible to serve as an added inducement for potential riders. The shortest routes underground should also result in reduced construction costs. I also support the shortest route between Century City and Westwood. Following Santa Monica Blvd. does not appear to be a good alternative due to earthquake fault concerns and because it would be a longer route to construct and operate.</p>
567-2	<p>In Westwood Village, I support the selection of the station that is not located beneath the very busy intersection of Westwood and Wilshire Blvds. The impacts on traffic and mobility in the area, should this intersection be placed in construction to build the station, would be quite significant. The placement of the station slightly to the west underneath UCLA property at Lot 36 is an excellent alternative. Perhaps pedestrian walkways to Westwood Blvd. can be considered part of the design. There may be issues related to the commercial development of properties adjacent to the UCLA property and it is hoped that they can be addressed. Perhaps parking for the subway and the commercial property can be jointly constructed.</p>
567-3	<p>As to the western terminus of the route, it is imperative that the subway be built reaching west beyond the 405 freeway. As all familiar with the area know, it is very difficult to "get across" the 405 at peak travel hours. If those seeking to access the subway must do so, it would be reasonable to assume that many will not make that effort. For those who do wish to utilize the subway, having to access it in Westwood will add a very significant chunk of time to their commute. It is also important that there be a station at the VA in order to serve the veteran population that uses the VA and the many staff who work there. Further, one would like to assume that at some point in the not-too-distant future, there will be a public transportation option going over Sepulveda Pass and to the South Bay on a route following the 405 freeway. Getting people from the VA and points west to some eventual connection is important.</p>
567-4	<p>It is very important that those concerned about impacts on their homes and on, for example, Beverly Hills High School, be provided with very tangible and specific assurances as to the future safety and sanctity of their/these properties. There should be no question as to the course to be taken should any negative impacts be experienced.</p>
567-5	<p>It is important that progress continue to make certain that this project is ready and can be constructed with funding obtained from the 30/10 initiative. The entire region suffers from the lack of past investment in public transit options that connect the Westside with the rest of the LA metropolitan region. This results in countless negative impacts to the economy of the region and to the environment.</p> <p>Thank you for the opportunity to comment. I look forward to reviewing</p>

567-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

additional project information and the FEIR/FEIS.

567-1

Fault Investigation Report and the Westside Subway Extension Century City Area Tunneling Safety Report. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

567-2

Your preference for the Off-Street location of the Westwood/ UCLA Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board decided to continue to study both Westwood/UCLA station location options (On-Street and Off-Street).

A comparative study of the two proposed Westwood/UCLA station locations, including engineering, costs, urban design, and environmental impact considerations, was conducted during the Final EIS/EIR phase to expand on the studies conducted in preparation of the Draft EIS/EIR.

The Off-Street Station and tunnels would need to be deeper than the On-Street Station to clear the underside of foundations for a future hotel on Gayley Avenue, which makes the station and tunnels riskier and more expensive to construct, and requires more time for transit riders to travel between the platform and the station entrance. Additionally, the Westwood/UCLA Off-Street Station location would require approximately 13 additional permanent underground easements.

The On-Street Station location would provide at least one of entrance at the corner of Wilshire and Westwood Boulevards. This entrance location would provide better access to bus connections along Westwood Boulevard and would be closer to the major office buildings and Westwood Village than the entrances for the Off-Street Station. Furthermore, one of the station entrance options for the On-Street Station is a split entrance between the north and south sides of Wilshire Boulevard, providing access to both sides of busy Wilshire Boulevard. However, the Westwood/UCLA On-Street Station option is also expected to have greater traffic impacts during construction due to in-street construction along Wilshire Boulevard.

Based on these factors, the recommendation is to locate the Westwood/UCLA Station On-Street as this location could accommodate an entrance at the Wilshire Boulevard and Westwood Boulevard intersection, providing better pedestrian access to Westwood Village and connections along Westwood Boulevard.

Please refer to Section 8.8.6 of the Final EIS/EIR for more detailed responses to concerns

567-2

related to the Westwood/UCLA Station. Please refer to Sections 2.3, 2.4, and 2.5 of the Final EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Westwood/UCLA Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two Westwood/UCLA locations. In addition, the *Westside Subway Extension Station Entrance Location Report and Recommendations* provides a comparison of the potential entrance locations at Westwood Boulevard, Gayley Avenue and Veteran Avenue for both the On-Street and Off-Street Stations. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

567-3

Your preference for the Westwood/ VA Hospital Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board decided to continue to study both Westwood/VA Hospital station location options (South and North).

A comparative study of the two proposed Westwood/VA Hospital station locations, including engineering, costs, urban design, and environmental impact considerations, was conducted during the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR.

While both options are within one-quarter mile of the VA Hospital, the Westwood/VA Hospital South Station site is 500 feet from the hospital and on the same side of Wilshire Boulevard, while the Westwood/VA Hospital North Station site is 1,200 feet away on the other side of Wilshire Boulevard. Additionally, the North Option could be problematic in the event of a future extension to Santa Monica due to the tight radius curve that would be required to extend west beneath residential properties. However, the construction of the South Option would result in more impacts to traffic circulation during construction, including temporary ramp closures at the I-405 interchange.

Based on these factors, the recommendation is to locate the Westwood/VA Hospital Station on the south side of Wilshire Boulevard as this location would provide better pedestrian access to the VA Medical Center and would more easily accommodate a future westward extension of the subway.

Please refer to Section 8.8.5 of the Final EIS/EIR for more detailed responses to concerns related to the Westwood/VA Hospital Station and to Sections 2.3, 2.4, and 2.5 of the Final

567-3

EIS/EIR for an overview of the development of alternatives, including station locations, and the LPA selection process. The *Westside Subway Extension Alternatives Screening and Refinement Following Scoping Report* provides a more detailed description of the refinements to the Westwood/VA Hospital Station following Draft EIS/EIR scoping in response to community comments and engineering requirements. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Westwood/UCLA Station and the Westwood/VA Hospital Station Locations Report* for a comparison of the two Westwood/VA Hospital Station locations. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

567-4

Your comment regarding concerns about tunneling beneath homes and schools has been noted.

Safety, both during construction and eventual operations, is one of Metro's highest priorities and is one of the key evaluation criteria in selection of the Locally Preferred Alternative (LPA). In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

On most transit tunnel projects, significant portions of the alignment are constructed adjacent to or beneath buildings. The LPA passes beneath homes and schools in these neighborhoods because the curve radius required for subway tunnels is much wider than that required at a typical surface street intersection. The current alignment minimizes tunneling under buildings to the east and west of both the Century City Stations. The station position on Constellation Boulevard requires the tunnel alignment to be under the south portion of Beverly Hills High School Building B in order to reach the station location. There is no reasonable tunnel alignment that does not pass under homes or structures within the Beverly Hills High School campus.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. The use of state-of-the-art pressurized closed-face TBMs for soft-ground tunneling has greatly improved the control of ground movements such that tunneling can be done with minimal surface settlements. The presence of the tunnels will neither affect the risk to buildings above them during an earthquake nor change the severity of shaking. Finally, tunnels can be constructed and operated safely in gassy grounds and oil wells do not pose an unmitigatable risk to tunneling.

567-4

The additional detailed geotechnical studies also assessed soil conditions and determine the potential for noise or vibration impacts on the surface along the refined alignments. These studies concluded that the predicted vibration and noise levels are within the FTA requirements and operation of the subway is not anticipated to have adverse impacts with the implementation of mitigation, including areas where the tunnels pass beneath homes and schools. During construction, low levels of noise and vibration may be experienced for a day or two as each of the two TBMs pass under a given location. In addition, as the tunnels are driven, construction trains bring supplies to and from the tunnel heading. However, these underground construction noises will also be controlled to be within Metro criteria.

The Westside Subway Extension will not reduce the availability of BHHS for use as an emergency shelter or impact the operations of its use as an emergency shelter. Furthermore, tunneling would not prevent future development of the BHHS campus. The vertical alignment of the tunnel would be 55 to 70 feet below the ground surface (to the top of the tunnel), which would allow for construction of an underground structure over the tunnel at a later date.

These geotechnical studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site. Tunnels to the east and west of Century City pass through at least two active faults. However, there are numerous tools, designs, and construction means and methods that have been used elsewhere that can be used to safely tunnel through these fault zones.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station and alignments and Section 8.8.4 of the Final EIS/EIR for a more detailed response to geotechnical concerns. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area Fault Investigation Report* and the *Westside Subway Extension Century City Area Tunneling Safety Report*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

567-5

Your comment about the project schedule has been noted. In April 2010, the Metro Board of Directors adopted the America Fast Forward 30/10 Initiative that directs that the Westside Subway Extension Project to seek accelerated federal funding to deliver the Project in a single phase to Westwood. Based on this accelerated funding schedule, the

567-5

parallel construction of portions of the alignment and stations would allow the entire LPA to be open and operational to the Westwood/VA Hospital Station in 2022 as a single phase.

In the event that accelerated federal funding cannot be secured, the LPA would be constructed in three sequential phases in accordance with the Metro Long Range Transportation Plan. The first phase to the Wilshire/La Cienega Station would open in 2020, the second phase to the Century City Station would open in 2026, and the final phase to the Westwood/VA Hospital Station would open in 2036.

Please refer to Section 2.6.11 of the Final EIS/EIR for further information on the construction schedule.

From: [Tamarbrx](#)
 To: [Westside Extension](#)
 Subject: Will exceptional care be taken to avoid Gas explosions?
 Date: Friday, October 01, 2010 5:35:53 AM

153-1

In light of the terrible devastation in San Bruno, CA due to the aged gas lines breaking and exploding...or something like that....I am wondering if extreme measures will be taken to be sure that the old gas lines in our neighborhoods will be respected and given lots of leeway so that we don't have to worry that there could be something like that happening here in LA. I live a few blocks from the Wilshire line and right near the San Vicente and Wilshire station. There should be lots of digging and blasting right near my home and after seeing that on TV, I am really afraid that something like that could happen here.

I hope our homeowners association will be making sure that extreme care will be taken as this project plows through our city.

Tamar Brooks in Los Angeles

153-1

Your comment regarding methane gas and other subsurface hazardous gases has been noted.

Safety, both during construction and eventual operations, is one of Metro's highest priorities. It was also one of the key evaluation criteria during the Draft EIS/EIR, and has been further considered in the Final EIS/EIR phase. In 2005, an American Public Transportation Association Peer Review Panel determined that "It is possible to tunnel and operate a subway along the Wilshire Corridor safely." This conclusion was reached given the newer technology now used for tunneling, including pressurized face tunnel boring machines.

Subsurface gas is present throughout much of the Los Angeles area and is often a factor in foundation design and construction of underground structures. While tunneling for transportation has special considerations, other projects have been constructed in subsurface gas zones within the Los Angeles region, including buildings with deep parking garages and basements, storm drains, sewer projects and other utility projects along the Wilshire Corridor. In addition, Metro has safely operated the existing Metro Red/Purple Line subway for over 15 years and has successfully constructed subway tunnels where subsurface gas has been present.

Methane and hydrogen sulfide are present in high concentrations along about a 1.1 mile stretch of the Westside Subway Extension alignment along Wilshire Boulevard from about Burnside Avenue on the east to about La Jolla Avenue on the west. However, the entire LPA alignment passes through an area characterized by oil and gas fields and is within the City's Methane Zone. Therefore, the possibility of encountering gaseous subsurface conditions can be expected for any portion of the alignment, and hazardous subsurface gases pose a significant hazard for construction of the LPA.

During construction, the pressurized face tunnel boring machines isolate gas from workers and the public, while gassy soil and tar sands are handled and disposed of appropriately. Robust underground ventilation and gas monitoring systems provide additional warning and protection. In addition, the state of California's division of Occupational Safety and Health (Cal/OSHA) maintains strict safety orders for tunneling where ground is classified as "Gassy" or "Potentially Gassy." Safety measures include continuous monitoring of the environment, "spark-proof" equipment, and other means to reduce risks to workers and the surroundings. The following mitigation measures will be implemented during construction of the LPA to reduce risks related to the presence of hazardous subsurface gases:

- CON-51—Techniques to Lower the Risk of Exposure to Hydrogen Sulfide
- CON-52—Measures to Reduce Gas Inflows
- CON-53—Further Research on Oil Well Locations
- CON-54—Worker Safety for Gassy Tunnels

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The design and operation for tunnels and stations will provide a redundant protection system against gas intrusion. This will include: physical barriers to keep gas out of the tunnels and stations; high volume ventilation systems to dilute gases to safe levels; gas detection and monitoring systems with alarms; emergency ventilation triggered by the gas detection systems; additional training of personnel to respond to alarms. The following mitigation measures will be implemented during operation of the LPA to minimize risks related to subsurface hazardous gases:

- GEO-5 – Hazardous Subsurface Gas Operations
- GEO-6—Hazardous Subsurface Gas Structural Design
- GEO-7 – Tunnel Advisory Panel Design Review

With implementation of these mitigation measures, risks associated with hazardous subsurface gases will be reduced to less than significant levels during both construction and operation of the LPA.

Please refer to Section 4.8 (operations) and Section 4.15 (construction) of the Final EIS/EIR for more detailed discussion of methane gas and other subsurface hazardous gases. The results of further geotechnical investigations conducted during the Final EIS/EIR can be found in the *Westside Subway Extension Century City Area Tunneling Safety Report*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

RECORD #543 DETAIL

Status : Submission Summarized
Record Date : 10/18/2010
Submission Date : 10/18/2010
First Name : Christopher
Last Name : Brooks
Group Affiliation :

543-1

Submission Content : My wife and I would like to register our preference for placement of the westside subway station at Constellation Blvd at Ave of the Stars, preferably using the West Route.

This route, while at greater expense, seems least likely to have a negative impact to surrounding neighborhoods during and after construction and seems the safest bet in terms of earthquake safety. Seismic tests seem to regard the Santa Monica Fault as more or less inactive, but a quake proceeding up the San Andreas fault will likely activate all nearby faults, so it can't be disregarded.

We are not opposed to the development of our transit system and welcome the extension of the subway to Westside. But its planning and execution must be done with the utmost concern for the affected neighborhoods. This is where we live. Not only do we stand to benefit the least, but we'll feel the downsides most intensely. Please remember to take that into account.

543-1

Your comment in support of the Century City Constellation Station has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). As part of the LPA selection, the Metro Board of Directors decided to continue to study both station location options in Century City (Santa Monica Boulevard and Constellation Boulevard) to address concerns raised by the community regarding locating a station directly on a seismic fault and the safety of tunneling under homes and schools.

In response to the Metro Board of Director's request for more information, further analysis was undertaken to focus on the engineering and environmental aspects of the two options during the preparation of the Final EIS/EIR to expand on the studies conducted in preparation of the Draft EIS/EIR. It should be noted that prior to conducting the comparative study, the Santa Monica Boulevard Station location was shifted slightly to the east from the location in the Draft EIS/EIR to avoid the Santa Monica Fault zone.

The geotechnical studies conducted during preparation of the Final EIS/EIR concluded that tunneling can be safely carried out beneath the Beverly Hills High School campus and the West Beverly Hills, Century City, and Westwood neighborhoods. However, these studies also determined that the Century City Santa Monica Station would cross the West Beverly Hills Lineament, a northern extension of the active Newport-Inglewood Fault, which poses a significant safety risk to passengers at this station location. No evidence of faulting was found at the proposed Century City Constellation Station site.

In addition, the Century City Constellation Boulevard Station has the best pedestrian environment, can be expected to attract the most transit riders, and is centrally located to help shape the redevelopment of Century City as an important transit-oriented destination on the Westside Subway Extension. Further refinements to the ridership analysis concluded that the Century City Constellation Station would result in 3,350 more boardings along new Westside Subway Extension stations than the Century City Santa Monica Station due to proximity to jobs and residences within the critical 600-foot and 1/4-mile walksheds.

Based on all of these factors, the *Century City Station Location Report* concluded by recommending that the Century City Station be located along Constellation Boulevard due to seismic safety concerns at the Santa Monica Boulevard Station and higher ridership projections with Constellation Boulevard Station.

Please refer to Section 8.8.2 and 8.8.3 of the Final EIS/EIR for more detailed responses to concerns related to the Century City Station. Refer to Section 7.3 of the Final EIS/EIR and the *Westside Subway Extension Century City Station Location Report* for a comparison of the two Century City Station locations. The results of further geotechnical investigations in the Century City vicinity can be found in the *Westside Subway Extension Century City Area*

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Fault Investigation Report and the *Westside Subway Extension Century City Area Tunneling Safety Report*. The results of further ridership studies can be found in the *Westside Subway Extension Technical Report Summarizing the Results of the Forecasted Alternatives* and the *Westside Subway Extension Century City TOD and Walk Access Study*. All reports are available on the Metro Westside Subway Extension Project website: www.metro.net/projects/westside/westside-reports.

From: [Phillip Brown](#)
To: [Westside Extension](#)
Cc: ["Phillip Brown"](#)
Subject: Comments on the DEIS/DEIR
Date: Monday, October 18, 2010 2:59:40 PM
Attachments: [Comments on Westside Subway Extension DEIS.doc](#)
[West LA with Maps.doc](#)

The following email to Metro contains the Comments of Phillip Jon Brown on the DEIS/EIR as an attachment.

It also contains as an attachment a related study named West LA / 405 Corridor Traffic Improvement dated 7/6/2010

Comments on the Westside Subway Extension DEIS/DEIR

By
Phillip Jon Brown, Architect
1864 Benedict Canyon Drive
Beverly Hills, CA 90210
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To the Los Angeles County Metropolitan Transportation Authority, Oct 18th, 2010

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The short answer to the question of Westside congestion is that a subway alone will not solve it and would certainly not do so in any short period of time. The solution to the congestion is multi-modal in nature needing to improve all vehicular movement as well as to develop transit. The most direct and quickest way to solve for the existing congestion is to greatly improve transit utilizing BRT on exclusive lanes on a one-way pair of streets in the Santa Monica Boulevard corridor connecting the Hollywood area out to the 405 corridor to the west. By connecting BRT transit to the existing (three if needed) Hollywood subway stations there would be a quick extension of transit ridership to the Westside.

It should be noted that the Flow Boulevard concept has been recommended to Metro, presented to the City of Los Angeles, and is being studied by LADOT in an altered form for use in the Pico-Olympic Boulevards study by LADOT. It has also been presented and explained for anyone to see on the World Wide Web at www.FlowBoulevardPlan.com.

The one-way pair of streets, formally known as a Flow Boulevard, would have synchronized traffic signals truly giving bus rapid transit (BRT) "rapid" movement and also improve mobility for cars and trucks. It would take but a year of construction to make the BRT corridor operational. After that stage of transit improvement building up greater ridership, both local and regional, then the subway would justifiably be built if affordable at that time. The initial stage involving multi-modal transportation improvement is, in the short term interest, to quickly solve for the existing congestion and in the long term to establish the subway in the best corridor with multi-modal major transportation status that also reflects good city planning reasoning.

The comments below develop the good "transportation and city planning" combination for the short and long range benefit of Los Angeles. The comments also point out how the Westside Subway Extension study has gotten off track and has made conclusions which would be both bad for transportation and land use planning in the LA Basin area of which the Westside Subway Extension study area is but a part.

627-1

Your comments about developing multi-modal approaches to resolving the congestion problem in the Westside, and your suggestions about the Flow Boulevard, one-way pairs, and BRT as solutions to short-term congestion relief have been noted. The comments address planning issues related to the "where, what, and when, and criteria" of how the Westside Extension project was developed, as well as indicating a need for a comprehensive transportation system. Your comment about evaluation criteria has also been noted. Your comments indicate that the Draft EIS/EIR does not address these planning issues. Your comments also conclude that the Santa Monica Corridor is the "correct corridor to establish the Westside Subway Extension..."

To address the planning aspect of your comments, reference is made to the *Los Angeles Westside Extension Transit Corridor Alternatives Analysis Study* (AA Study). The AA Study is the first step in the Federal Transit Administration's (FTA's) New Starts Project Planning and Development process. The purpose of an AA Study is to focus on a specific transportation need (or set of needs) in a given corridor, identify alternative actions to address these needs, and generate the information needed to select a preferred project for implementation, or a smaller set of viable alternatives for further study. During the AA process, a wide range of alternatives were identified and evaluated; the alternatives were screened against established criteria; and the most promising alternative(s) were recommended for further evaluation in the next phase of the New Starts process, the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR). Therefore, it is the AA Study that represented the corridor planning effort that you refer to in your comments. The Draft EIS/EIR process then takes the recommended alternatives from the AA Study and evaluates them in terms of the potential environmental impacts from implementation of any of the alternatives. The Draft EIS/EIR considers refinements to alternatives carried forward from the AA Study but does not re-open the route planning conducted in the AA Study or previous planning studies.

Prior to the AA Study, Metro conducted planning studies within the Westside Corridor for many years. The Metro Westside Extension has been an integral element of local, regional, and federal transportation planning since the early 1980s. In the early 1990s, plans were underway to extend the Metro Red Line to the west. Construction was already underway on the Metro Red Line from Union Station to Westlake/MacArthur Park, to Wilshire/Western Station, and to Hollywood/Vine Station. The new planning effort to avoid the federally prohibited methane gas hazard zone examined options detouring south of Wilshire Boulevard. The planning for a subway in this corridor was later suspended in 1998 due to a lack of funding.

Planning then began on the development of the Exposition Line and a Westside Bus Rapid Transit system instead. A Wilshire Bus Lane Demonstration Project operated successfully for three years from 2003 to 2006 and is now being developed as a separate project. The Wilshire Bus Rapid Transit (BRT) Project proposes dedicated curbside bus lanes during the

Issues of Where, What and When

A subway extension to the Westside of Los Angeles will be a needed transportation benefit to the LA Basin. The issues of concern however revolve around getting the subway into the right transportation corridor with the right compliment of other transportation improvements and to have it occur at the appropriate time in the further development of LA Basin land use and its transportation infrastructure. To be sure, the subway extension represents the development of a major transportation corridor that would affect every other transportation element in the Basin infrastructure and its related land use. To cavalierly omit the issues of multi-modal transportation in the development of a major corridor that would include a subway and to omit associated adjacent "community building and impacts" from the study process in locating the corridor, is to disconnect essential issues of transit service as well as environmental and socio-economic ramifications that can result from such major transportation development. This may be in part that the Los Angeles Department of Transportation and Department of City Planning has deferred responsibilities to Metro creating disconnections of adequate and responsible design criteria. None the less these issues having been omitted must be taken up by someone in authority to avoid major mistakes and impacts. The study is narrow, expedient and does not begin to deal with the short and long term effects which are at issue here involving relationships of transportation and land use and which in reality should affect the development of such a major transportation corridor.

These issues of Where, What and When are poorly considered in the DEIS/DEIR. In fact these planning issues are mainly dismissed by way of a set of assumptions and a choice of a population projection that has been tailor made to fit a subway alone. The dismissal of good and adequate criteria that is to be used in eliminating congestion and to develop good transit violates mandated responsibilities by Metro to be innovative, fiscally responsible and to execute best practices in carrying out duties.

The trouble is that by dismissing good criteria for the study, reality has been sidestepped. And especially a reality that deals with a "future reality" will certainly vary greatly from that confined set of chosen assumptions and criteria that has been made by Metro so far. This severely narrows the study into simply an exercise in engineering guided by a political base and is not reflective of real life issues of dealing with providing improved transportation to commuters, circulation within the Basin for residents and the process of how it may come about. The lack of flexibility and range of consideration regarding variables in the study and the fact that vehicular congestion is essentially dismissed as a subject, purpose and objective to be solved for in planning what would become a major transportation corridor in the LA Basin is not just a matter of inadequate planning. Such a process must be careful to not be an affront to the public trust. Hopefully additions can be made to the program to improve mobility and the elimination of congestion can come about quickly so that the large amount of money that is involved is not spent wastefully, that major impacts due to unintended consequences are not made and that good results may be achieved. To spend eight or more billion dollars and not solve the congestion problem in the LA

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morning and evening rush hours along Wilshire Boulevard to the Santa Monica city line, excluding the City of Beverly Hills. The Final Environmental Impact Report/Environmental Assessment (Final EIS/EIR) was certified by the Metro Board of Directors in December 2010. The Metro Board also authorized Metro to enter into contract agreements with the City of Los Angeles to construct the peak-period bus lanes.

In October 2005, at the request of Metro and the City of Los Angeles, the American Public Transportation Association (APTA) organized a Peer Review Panel of experts to reconsider the feasibility of tunneling along the federally precluded Wilshire Boulevard segment of the Westside Corridor. As a result of this review, legislation was approved in Congress repealing the federal prohibition on subway construction along Wilshire Boulevard in December 2007.

In July 2006, the Metro Board of Directors authorized the AA Study for all reasonable fixed-guideway transit alternatives, including the previously excluded subway alternatives, for the portion of the Westside Corridor north of the Exposition Corridor. The Metro Board approved the recommendations of the AA Study in January 2009, and authorized the initiation of the Draft EIS/EIR phase.

During the planning stages of the AA Study, Metro used an established set of goals, objectives, and criteria by which to initially identify alternatives to study and then to evaluate those alternatives for their effectiveness in meeting the Purpose and Need of the Project. Please refer to Chapter 2 of the Final EIS/EIR for a description of these goals, objectives, and criteria.

These goals, objectives, and measures also capture, to a degree, the New Starts Criteria that the FTA currently uses to rate projects for funding in the discretionary Section 5309 New Starts program. The FTA's rating system considers projects from two perspectives-project justification and local financial commitment-and considers the following criteria to arrive at a project rating:

Project Justification Criteria

- Mobility Improvements (20% of justification rating)
- Cost Effectiveness (20% of justification rating)
- Transit-Supportive Land Use (20% of justification rating)
- Economic Development Benefits (20% of justification rating)
- Environmental Benefits(10% of justification rating)
- Operating Efficiencies(10% of justification rating)

Financial Commitment Criteria

- Non-New Starts Share of Capital Cost (20% of financial Rating)
- Soundness of Capital Finance Plan (50% of financial rating)

Basin would prove this study and effort to be a fraud against the people of LA County and the citizens of the LA Basin in particular.

The DEIS Narrows the Study into an Engineering Exercise

Some specific sections of the study that narrow and dismiss reality are the following. Within the DEIS, in the Final Transportation Impacts Technical Report, Parts 1 of 5, section 4.1.4 Peak Hour Roadway Congestion Underlies the Need for Transit; the quick conclusion is that only improving transit is the solution to the entire problem of congestion. In section 4.2.1.4 Programmed Roadway Improvements, the study readily accepts as a limitation that there are no planned roadway improvements in the study area other than the 405 Freeway widening to accept a last HOV lane addition. That improvement is for north-south travel and does not really affect the east-west congestion issue the subway extension study is to address. In section 5.2.2.9 TSM Forecasts and Levels of Service Analysis / Traffic Forecasts it is stated that the only improvement under the TSM Alternative is increased bus service along Wilshire Boulevard, which is obviously no where near to being a serious TSM program to reduce congestion in the corridor. Another study assumption to limit the congestion for a "subway alone resolution" is the nicely fitting population projection. In Part 3 section 5.2 Traffic, it is stated that "by 2035, in the study area population and employment will increase (just) 10% and 12% respectively". This seems to "fit" a subway with little if any travel demand left over in the study area, but that is emphatically not the case. The basic existing congestion and its further growth are not addressed and would still exist in the future.

So the misleading quick and dirty equation is the following: transit is needed to combat congestion, there will be no roadway improvements and just a few extra buses on Wilshire that will not be enough so that equals a subway down Wilshire. And the supposed confirmation of the equation is that the resultant subway answers the travel demand increase for the target year by being a result of a "low ball" population projection. And there is no mention that the existing congestion in the corridor will be eliminated in the twenty-five years leading to 2035 and that it would really worsen year by year. If that is not a predetermined outcome and obfuscation of the true transportation issue I don't know what is. The lack of innovative thought and willingness to deal responsibly with the issues is just short of being criminal in my reaction. Sadly it is certainly a result lacking of professional standards, a case of the study being heavily politically manipulated, an inadequate process of the authorities involved and/or some combination of all of the above.

A Subway Alone Will Not Produce the Desired Reduction in Congestion

Unless there is a coordinated plan for eliminating congestion by both roadway improvement techniques (Flow Boulevards for example, to serve resident circulation and commuting by others) along with the proposed very expensive subway that is to primarily serve regional commuting, the communities in the study area will still have the problem of congestion and there will be little money if any left over to remedy congestion having been buried along with the subway development.

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- Soundness of Operating Finance Plan (30% of financial rating)

To be recommended for funding by FTA, projects must receive at least a medium rating on both project justification and local financial commitment. It should be noted that FTA has started a rulemaking process that may significantly alter the measures FTA uses to evaluate, rate, and select projects for funding recommendations. Given that the Westside is intended to use the New Starts funds, it is important to use established goals, objectives, and criteria that meet with the FTA New Starts Criteria.

During the planning and environmental evaluation phases for the Westside Extension, Metro has also conducted extensive planning studies for other modes in other corridors, and has initiated and/or completed construction on a multi-modal transportation network (refer to Chapter 2 of the Final EIS/EIR for a listing of these projects or visit Metro's website at www.metro.net). Metro is developing a comprehensive transportation system through the implementation of bus and rail projects, with the overall objective of the entire Metro transportation plan to provide the most-effective transportation solution in a particular area based on a defined Purpose and Need, and to serve all communities within the county. There is a tremendous need, as identified in Chapter 1 of both the Draft EIS/EIR and the Final EIS/EIR for a very high-density transit system in the Westside Study Area, given the tremendous congestion, the dense residential and commercial land uses that generate high numbers of daily person trips, and the anticipated growth in all these factors.

The Subway Project is intended to complement the bus system that exists and create an even more effective, efficient, interconnected, and far-reaching transit system. By doing so, all populations within this corridor, as well as those beyond the specific Study Area, will benefit from enhanced mobility and access to and from the Westside. All populations from North Hollywood, or the Eastside, or those along the Metro Blue Line system, to name a few, will have access to and from the Westside Subway and will be able to access jobs, recreation, entertainment venues, and housing.

With regard to congestion relief, it should be noted that information on how the Build Alternatives would affect travel is presented in Chapter 3 of the Draft EIS/EIR for the region and study area. The Draft EIS/EIR also presents a detailed examination of model results for 2035 that provide further insights on potential impacts of the No Build and Build Alternatives, specifically in terms of reduced auto trips during the seven-hour peak period. It is recognized that the Build Alternatives would result in relatively small percentage decreases in trips. However, under Alternative 2 (Westwood/VA Hospital Extension), approximately 12,000 auto trips occurring in the seven-hour peak period would be eliminated. In addition, the Project would provide a highly attractive public transportation alternative for Westside residents, workers, and visitors-particularly in terms of travel times. Chapter 3 of the Final EIS/EIR provides updated information on transportation related impacts for the LPA.

With regard to your comment about the Santa Monica Corridor being the better corridor for the Westside, it should be noted that In January 2009, following extensive community outreach and technical review, the Metro Board of Directors reaffirmed the historical preference for a heavy rail subway in this Study Area. The primary alignment along Wilshire

Not counting the existing bus ridership that would be transferred to a subway once completed; a subway would absorb about 1/9th of the new increase in study area east-west person trips that would come about with a 25% increase (less than 1% per year compounded) in the combined population and employment generated trips by 2035. That means that present congestion would not be eliminated. It also means that there will be more congestion in the future if the subway is the only transportation improvement in the corridor.

A plan to eliminate congestion, and establish what would become a major transportation corridor incorporating the subway, could be quickly begun with BRT (Bus Rapid Transit). Approximately a years time would be all that would be needed to do the necessary construction where Flow Boulevard street improvement techniques, and BRT connections to existing subway stations in Hollywood, could connect the Hollywood area using the Santa Monica Boulevard corridor on out to connect to the existing improved Santa Monica Boulevard at Century City. This would establish the major transportation corridor from Hollywood to the 405 Freeway and as calculations will show below, eliminate congestion with improved conventional vehicular flow as well as the BRT that would extend existing subway travel to the Westside. As further density is developed and further regional travel demand is produced the subway, beginning at the Hollywood/Highland station, would then be readied to serve that additional demand.

In the Wilshire corridor, where a subway would start at the Western Ave Station, a combined major transportation corridor of improved roadway and subway cannot be developed successfully. The roadway portion in the Wilshire corridor cannot be made with continuity through Beverly Hills due to a bottleneck condition made where street widening is unrealistic and parallel streets cannot be incorporated. The Santa Monica Boulevard route through Beverly Hills can be widened and even given improvement with service longevity in the realm of 100 years to serve vehicular modal demands.

Simply put, a major transportation corridor in the study area must be put in the Santa Monica Boulevard corridor or it will create continued transportation and congestion problems along with major land use impacts.

Add Two Major Transportation Corridor Building Improvements to the Program

In order to strengthen the transportation benefit of the Westside Subway Extension and the process of its development, it is not only needed that BRT with exclusive dedicated lanes be combined with the subway corridor, it would be important to have the subway extension reach a point where further BRT travel would be available. The study area corridor and one that it would connect to in the 405 corridor should be programmed to develop BRT as initial and long term support for the Subway extension. These two corridors one east-west and the other north-south have the greatest amount of existing congestion and the greatest amount of trips to be served on the Westside. Both of these corridors need to be linked and a quick establishment of BRT be made to build up rapid transit service in these critical Westside corridors.

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Boulevard was chosen as the preferred route, and Santa Monica Boulevard was identified as a possible branch alignment that could be considered in support of the primary Wilshire Boulevard route. The public later affirmed the primary Wilshire Boulevard alignment; the public tended to prefer the construction of Alternative 4 or 5 in the Draft EIS/EIR, but in recognizing that funding constraints would not allow for both Wilshire Boulevard and Santa Monica Boulevard corridors to be built, the public strongly favored the construction of the subway in the Wilshire Corridor first. Refer to Chapter 8 of the Final EIS/EIR for a summary of comments made on the Draft EIS/EIR.

Your attached study for the West LA/405 Corridor Traffic Improvements has been noted. The I-405 corridor crosses the Westside Extension Study Area, however any study of transportation improvements north-south along the I-405 corridor would be part of a future Metro study.

Establish a Flow Boulevard with BRT in the Subway Corridor in 1 to 3 Years

The obvious reason for this is to eliminate the traffic congestion in the corridor immediately, not in decades. The operation of BRT brings needed rapid transit to the corridor and confirms that this is the corridor that the subway will be built in. The Flow Boulevard improvement with BRT on exclusive lanes can be constructed in basically just one year of time. The three year time frame assumes that there would probably be two years of talking about it before serious construction of lane re-stripping, synchronizing of traffic signals and some curb re-aligning could be made. Effective BRT connections from the existing subway stations to the Flow Boulevard corridor would need to be decided upon. Then community development could then begin with confidence. Designated subway station sites may begin higher density development in preparation of the subway development.

Connect the Westside Subway Extension BRT to a 405 BRT Within 3 Years

A BRT development on a Flow Boulevard used as a "frontage road" to the 405 Freeway solves greater traffic congestion than exists in the Westside Subway Extension (WSE) study area. By connecting the WSE BRT to a 405-Sepulveda/FB BRT the backbone of major Westside transportation improvement is established both east-west and north-south. This brings about "real" rapid transit due to the Flow Boulevard (FB) system of traffic light synchronization and exclusive bus lanes incorporated in the FB (twenty eight miles per hour average along the BRT for buses is a reasonable expectation). A complete copy of the [West LA / 405 Corridor Traffic Improvements](#) report dated July 6, 2010 is attached to this electronic (email) submission to Metro concerning these comments on the DEIS.

Metro currently has stated that it wants to develop a BRT connection from the Westwood area to Sherman Oaks in the SF Valley utilizing 405 freeway shoulders as exclusive lanes. By combining that facility with a Sepulveda / Flow Boulevard (Sep/FB) with BRT, that is proposed to run from the Skirball area in the Santa Monica Mountain Sepulveda Pass to Culver City, there would be a quickly developed BRT system going from the San Fernando Valley to Culver City (approximately 14 miles). This kind of north-south major transit facility would raise the ridership of the developing transit capability in the WSE corridor and develop it sooner.

Developing a Major and Complete Transportation Westside Corridor

Comparing the above "conceptual plan" utilizing BRT to enhance and develop a corridor for the Westside Subway Extension, to the subway alone approach, the following will point out the kinds of omissions and/or mistaken reasoning contained in the DEIS/DEIR.

First of all it should be pointed out that the SF Valley connection through the Cahuenga pass would be greatly improved for commuters to the Westside if the subway extension were developed from the Hollywood/Highland Station which would be a direct movement west. A subway extension from Western Avenue station would

require Valley commuters to take the red line past the Hollywood station easterly to Vermont, down Vermont to Wilshire then retrace that easterly movement to approximately a Highland street location to then begin westerly movement. Below, it will be pointed out that there is little reason for a regional heavy rail transit facility between the Western Avenue and La Cienega proposed stations in the first place and there would be street and land use impacts there as well if made.

It should also be pointed out that a written request from the West Los Angeles Neighborhood Council has been made months ago to the Metro study team that the Alternative 4 should be given an additional study having the MOS sequence of construction begin at Hollywood/Highland out to the Westwood/VA destination so it can be compared (ridership, costs, etc.) with the existing alternative sequence of starting the MOS at the Western Avenue Station. Is this where the public trust is lost by only giving study to a particular view point?

Existing streets, if correctly positioned and that are basically commercial in land use, can be an underutilized resource for additional transportation capacity to be developed. This is important in developing the Westside Subway Extension into a complete Multi-modal transportation corridor. A subway in combination with a Flow Boulevard established in the general Santa Monica Boulevard corridor as referred to above would compensate for the deficiency in travel demand capacity that was made when the Beverly Hills Freeway was denied decades ago. This is important to recognize with the fact that such a corridor is with the City for the "duration" and that even further travel demand would be made in Multi-modal terms for which the Flow Boulevard can respond to with staged capacity improvement all the way to being a Continuously Flowing Boulevard; -think 100 years from now-.

Eliminating congestion and improving transportation flow is a benefit to adjacent business and becomes an "organic" growth inducement and improvement to the community. This can best be underscored by the intension and mandate of linking transportation and land use development as stated in California SB 375 which a Flow Boulevard would be in conformance with by having the continuous development opportunity along the corridor being offered. This kind of innovative transportation improvement is what Los Angeles needs if it is to become more energy secure and to reduce Vehicular Miles Traveled as well as eliminate congestion.

To be realistic, transit will always be supplementary to vehicular travel in Los Angeles. This is due to the spatial pattern that Los Angeles has developed. To overcome the vulnerability of Los Angeles to long trips and expensive gas, major corridors such as the one in discussion must be established and quickly developed. Techniques like BRT in a Flow Boulevard configuration should be made part of the Metro Long Range Transportation Plan so that that "in-fill" consolidative development can be made county wide. Long term it is most probable that the electric car will be in abundance on the streets, boulevards and freeways of Los Angeles. As the price of gasoline increases and the California and Federal regulations require greater fossil fuel economy, it will thereby force smaller gas burning engines. The electric car with

greater performance characteristics and less cost to operate will be the consumer's choice to have. The basic transformation of the vehicular fleet of cars and small trucks will change without a doubt. Cars and the roadway they need to run on are with Los Angeles way beyond the foreseeable future. Expect innovation and transformation as a continuous process.

Car-culture and Transit-culture, must be linked together now in our culture, and planned for. With the full spectrum of transportation capabilities the multi-modal corridors can provide the flexibility both economically and technologically that gives Los Angeles stability in providing for our needs.

Getting Good Transportation and City Planning in the WSE Corridor

Once again to come back to the issue of getting the Westside Subway Extension (WSE) in the right corridor must be brought out. The fact that the transportation operation would work better in the Santa Monica Boulevard corridor extending from Hollywood/Highland both short term (with BRT easily and quickly connecting out to the 405) and long term (by having a corridor that can be expanded in capacity and with willing service to higher density land use) should be evident. The Wilshire corridor between Western Avenue and La Cienega has neither of those capabilities. The planning dimension that should be expressed now, and what is so lacking in the DEIS study and the planning so far, is how the WSE transportation facility combines and services the communities it would be put into. A typical transit justification is to find ridership for farebox revenues. The segment of Wilshire which is primarily a low density residential area (much of it with Historic Preservation Overlay Zones), between Western Avenue and La Cienega, does not have or will have ridership to justify a subway. In contrast the segment of the Santa Monica Boulevard, of the WSE alternative 4 study route, has been and it will be in the future, enthusiastic for the development of density. Then the route turns down La Cienega picking up the destinations of what is a regional health services complex which includes the Cedar Sinai Hospital and what is in effect a regional shopping center complex that includes the Beverly Center before the route gets to Wilshire to go through Beverly Hills.

This important planning issue of what the adjacent communities to a subway extension are now and what they should become in the future is basic to building a good city. Most importantly it is about avoiding impacts and negative unintended consequences. Much of these concerns and likely impacts have previously been communicated in scoping comments and a document submitted to Metro dated May 7th, 2009 and entitled Metro Westside Subway Extension Comments. To specifically refer to like concerns again, they may be found on website www.FlowBlvd.com. We are discussing how the WSE benefits or detracts from the lives of hundreds of thousands of people. This is not like engineering a plumbing job to be made.

Study Shows a Flow Boulevard Can Eliminate Congestion in One Year

Using the data from the Los Angeles Regional Transportation Study (LARTS, an admittedly older transportation data base but still relevant and in the Ball Park if

adjustments are made) shows that the existing travel demand deficiency in the Westside Subway Extension study area can be solved for with a first stage Flow Boulevard (FB) development with BRT. Again, such a transportation improvement can be constructed in approximately one year. This amount of travel demand can essentially be said to represent the existing transportation capacity deficiency in the corridor and is representative of the amount of traffic making the existing congestion. For a view of the data, it is developed on the FB website at www.FlowBoulevardPlan.com. Click on the menu choice [Elements and Travel Demand](#), then scroll down 1/3 of the way on the page to the section titled [Travel Demand and 2030 Assignment](#).

The transportation analysis shows the data generated from LARTS and a comparison with actual traffic data for 2005 collected by the City of Los Angeles. A projection was made for the overall east-west 2030 travel demand for the entire LA Basin using Fairfax Avenue as the study screenline. Then an Assignment with increased travel demand was made to the Santa Monica Boulevard and Fountain Avenue one-way pair (the SM/FB) which amounted to a 48% increase of person trips over the year 2005 amount or an increase of 35,047 person trips to be added to form the SM/FB witch would total 107,441 person trips. This 35,047 amount is what can be called equal to or greater than the existing corridor capacity deficiency and what is making the existing congestion. And this, the 35,047 person trips, can be accommodated by the improvement of a Flow Boulevard in the Santa Monica Boulevard Corridor thereby eliminating the existing congestion in the Westside Subway Extension study area within just the one year of construction time.

Costs and Timing in Developing the Westside Subway Extension

The Los Angeles Department of Transportation study in estimating the cost of construction for the proposed one-way pair (Flow Boulevard inspired) of Pico and Olympic Boulevards has established that it would cost about \$300,000/mile for the re-striping, traffic signal synchronization, signing and curb adjustments that would need to be made. This was the wrong transportation corridor and one that greatly impacted residential communities in addition, is the reason that project did not go through. Yet here is a source for establishing the basic costs of a Flow Boulevard. When First stage Flow Boulevards become a network and would benefit from connections to freeways and with bridges for passing over freeways, then the average cost per mile goes up. The bridges and ramp rework at the proposed Western-Oxford/FB over the 10 freeway is an example. However in the Sepulveda/FB as a frontage road to the 405 there is hardly a need for any major such construction. Look at the attached 405-FB study to see what improvements may be needed. In the 405 corridor it may take \$10 million/mile to establish the Flow Boulevard in that corridor from the Skirball area to Culver City some 8 miles. Yet adding an additional six miles to Sherman Oaks as proposed by Metro with exclusive lanes for BRT on the freeway shoulders, the average cost/mile for establishing BRT from Sherman Oaks to Culver would be something like \$6 million /mile (then a 14 mile facility).

The Santa Monica Boulevard (SMB) corridor, utilizing Fountain as the primary paired street yet not pairing with another street between La Cienega and where it connects to the existing improved section of SMB at Century City (along with just making way for three lanes in each direction); could be somewhere between the \$300,000 and \$4 million per mile cost. For discussion purpose, say an average of about \$2 million/mile. A subway is in the \$500 million/mile price range. And for a conservative comparison let's raise the average cost of FB construction per mile to \$10 million for an average over the LA Basin. A half mile of subway cost could build 25 miles of Flow Boulevard around the LA Basin. Add another half mile of subway cost and that gives \$250 million to buy new buses with and you have a BRT and improved street system that eliminates congestion in from 1 to 3 years (possibly if the planning can get behind it).

Roger Snoble, the former chief executive for Metro made an interesting prediction regarding subway timing. In what the LA Times reported (12-22-08) as a "telling moment" at a news conference celebrating the passage of Measure R; Snoble told reporters that the so-called Subway to the Sea would take decades to be built, causing Los Angeles Mayor Antonio Villaraigosa –its primary proponent- to quickly step in and insist it would not take that long.

Well here we have an experienced transportation chief executive who ran Metro for seven years with one view very different from a representative of political views with a very different slant. Possibly the Mayor was elated that a new source of funding had come about, but this is really before our recent "Great Recession" really has taken hold. Now there needs to be careful dollar stretching approaches made in spending of any public moneys. Public money is scarce and needs to go to where it has the greatest socio-economic and in this case greatest transportation problem solving ability and stimulative effect.

Embrace Many Communities with Fundamentals of Growth and Job Making

A way to have greater economic stimulative effect with transportation, in this great recession, is to start overcoming some of the perverse business and livability conditions in Los Angeles that "sprawl" has largely fostered. This would be done on a broad range by encompassing as many communities as feasible with a growth pattern of consolidation.

The situation also requires the "reinvention" of our economy or transitioning to a new economy if you will. Sprawl has made Los Angeles spend wildly in resources and time, separating further places where we live, work, spend time at play and educate. Now it is evident that vulnerability has come about that threatens how the Cities and County functions. The vulnerability emerges in that expensive gasoline, housing to far from work, infrastructure too costly to extend and maintain, and negative environmental consequences emerge all making the economic "fixes" of sprawl no longer workable because they are unaffordable.

The high unemployment, high taxes, high amount of congestion, high VMT per capita, low educational scores, low income, low expectations and anti- business climate can

be reversed with the new economy. Looking at the small scale and starting with existing communities by solving congestion and cut-through traffic; people and business friendly desirable places to live in revive existing business, bring entrepreneurs to invest, create jobs, as well as new housing and businesses close-in to adjacent work centers.

The more cities, communities and neighborhoods that receive that boost, the more the effect occurs at the large scale and the new economy strengthens. An extensive network involving many areas of LA County by utilizing low cost Flow Boulevards that are integral with existing land use development allows it to take place.

This process cannot begin with expensive heavy or light rail because with subway not much can be built and with light rail the route though less expensive than tunneling are usually in corridors outside of the existing developed areas in unused old Railroad right of ways. The very expensive rail transit scenario also involves costly high or medium rise new development around stations. These would not come about any time soon given 20% vacancy factor for well located offices. Nor would high rise residential locate there. Rail lines are for commuters to come in from the suburbs to work, not the other way around. This is confirmed on already constructed rail lines like the Blue Line; where are the communities and the development?

Metro is bound up in sprawl producing transportation facilities and has still not added a transportation improvement element that is designed to promote densely developed transportation corridors, eliminate congestion and is widely affordable in the urban context. Metro should add the Flow Boulevard concept to the Metro Long Range Transportation Plan and begin this obvious oversight by constructing Flow Boulevards with BRT in the Westside Subway Extension corridor and the 405 freeway corridor as a frontage road. This would begin the necessary transportation problem solving that the Cities of LA County need to consolidate, stabilize and provide the growth needed by a new economy (more on the idea of a new economy is stated on the website www.FlowBoulevardPlan.com, in the menu selection FB 2010, starting on page two, New Economy).

References to Earlier Expressed Transportation and Land Use Relationships

It is important to pointing out that the Westside Subway Extension study has left serious city planning issues unaddressed. These issues are critical to the success of the subway extension and to the function of transportation and land use in the LA Basin.

The references are in previous scoping comments and on the Flow Boulevard website. The more fully developed reasoning is made on the FB website at www.FlowBlvd.com, (you will note there are two addresses for the site).

Serve and Protect: This concerns the basic transportation and land use issue that unites the major transportation corridors with the geographical and traditional transportation corridors of the LA Basin. As one moves west in the northerly portion of

the Basin the street grid becomes cut off by the Santa Monica Mountains. The traditional major corridor that collects the streets that get cut off is Santa Monica Boulevard which coincidentally was partially pioneered as a Pacific Electric Trolley line (transit), as well. The southerly traditional major corridor is the Venice corridor and it too had trolley history in its background. What developed through time was a central residential area between these two east-west corridors.

It was Gaylord Wilshire that in 1895 donated to the city a path through what was then a barley field on the condition that the Boulevard would be named after him and that a railroad line, as well as commercial and industrial trucking would be banned from that corridor. Other than residential, the commercial land use that has come about mainly has been to serve the residential communities that built up there.

The central primarily residential land use, and much of its character, should remain as it is. This is particularly so in the area between Western Avenue and La Cienega. To do otherwise with the promotion of regional office use by the inducement of the regional transportation facility of a subway is to bring major disruption of street widening and land use changes to the area. That area should refine its residential function and serve the regional work centers that surround it. The failure for the Miracle Mile area, within that stretch of Wilshire proves that regional land use has moved on to what is known as a polynodal pattern of much larger proportions. The impulse to send a subway down this stretch can be purely predicated as a short term real estate ploy with little worth and much impact in an area that is a unique feature in American Cities; residential communities surrounded by a Downtown and many existing work centers. To break that land use form is to diminish the value and function of both the central residential areas and the surrounding employment centers.

Likewise, to put a subway into an area that cannot justify ridership is wasteful. That opportunity should occur in a corridor that can and would want to be developed with regional attracting land use. But the residential between Western and La Cienega would not be good for regional office space and supporting multi-modal transportation is elusive. Functionally the street pattern on Wilshire, which would be necessary to support multi-modal transportation, gridlocks on the easterly Downtown end and continuity to the west fails by a bottleneck in the Beverly Hills end. The Downtown end can be dealt with to the benefit of Wilshire Center by introducing a one-way couplet of Wilshire and Sixth Street. No such luck on the end which approaches Beverly Hills where a couplet gets separated and diffused into little streets. No chance to flow west as a major corridor or make a turn into the SMB corridor eventually connecting to communities near the 405. Regarding extending a subway from the Western Avenue station, the Wilshire corridor does not work, whereas extending the subway from the Hollywood/Highland station will work in the Santa Monica Boulevard through Beverly Hills and extend to the 405 corridor.

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continued

Path to Website of Previously Expressed Relationships

To observe the Flow Boulevard Loop Plan, of which the selected Westside Subway Extension is placed in the Santa Monica Boulevard corridor, and read further on land use with transportation relationships; go to the website www.FlowBlvd.com. Then the particular section of the website is reached by clicking on menu item Basin Loop/Corridor Study, then read and scroll to the Serve and Protect segment with several others down to a funding section which shows that Flow Boulevards "pay their own way" through property taxes and fees, then down to where the east, south and west sides of the Loop are referenced. The northern FB, Santa Monica Corridor Study, is on page two of the Basin Loop/Corridor Study, which allows a preliminary plan view of the corridor in more detail. And again, the study, West LA / 405 Corridor Traffic Improvements is attached in this email submission. Since attachments sometimes have a way of getting separated or not able to be filed together with the direct email text, the study will be emailed separately as well.

The Santa Monica Corridor is the correct corridor to establish the Westside Subway Extension within by incorporating a Flow Boulevard with BRT as a first stage of building up what would remain as a Major Westside Multi-modal Transportation corridor for the Westside.

End of Comments

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Emailed to: westsideextension@metro.net at 2:51 PM on October 18, 2010

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West LA /405 Corridor Traffic Improvements

Abstract of the Study

This initial study sets out the basic transportation problems to be solved for in the West LA 405 corridor and develops a list of construction improvements to establish a first stage Flow Boulevard with Bus Rapid Transit to be utilized as a frontage road to the 405 freeway. The additional vehicular capacity that a Flow Boulevard provides; 1/ allows the 405 freeway to work without failing, 2/ would remove the cut-through traffic from the presently impacted adjacent residential communities and 3/ eliminates the congestion that is brought about by the inadequate 405 ramps to perform commuter distribution and collection to and from Westside destinations (presently some 692,000 person trips per day).

The low cost of establishing the eight miles of Flow Boulevard is estimated to be approximately eighty million dollars total (without buses) and could be implemented with a few years of planning process and a year of construction. This corridor improvement would "prove" the value of Flow Boulevards in Los Angeles to solve congestion, and begin a high density land use transportation corridor while connecting the San Fernando Valley, the Westside and Culver City with Bus Rapid Transit.

Study Beginning The main purposes for the corridor street improvements are a/ to provide additional vehicular capacity off of the 405 itself to make it so the 405 Freeway does not fail (LOS F) due to the excessive crowding on of travel demand, b/ to remove the 405 freeway "spillover" traffic from impacting adjacent residential communities with "cut through" traffic and c/ to provide additional distribution and collection capability for the commuter exchanges of the 405 corridor with the adjacent work centers and communities.

The method is to increase through-put capacity on a few designated commercial streets adjacent to the 405 in order to absorb the excess travel demand that brings LOS F to the 405 and to provide increased turning movement opportunity in the corridor to and from the cross streets that will exchange traffic with the improved north-south streets. Presently there is a lack of turning movement and merging opportunity onto the 405 that backs up traffic getting on and off the Freeway. This improved facility will be a commercial route outside of the residential communities as well as the 405. The newly improved streets will also be the place to add traffic absorbing capacity in the corridor in the future as well.

The improved facility is basically the beginnings of a Flow Boulevard. Flow Boulevards are urban boulevards that are designed to provide high capacity so the traffic “flows”. Whereas the basic Flow Boulevard concept is based upon a one-way pair of streets where there is high accessibility to fronting land use there are instances such as are included in this proposed set of improvements, which occur on Sepulveda Boulevard north of Wilshire Boulevard where Sepulveda is not paired with an adjacent street. This works in that there is mostly inaccessible adjacent land use in that area. Where there is accessible land use, careful design will be needed to keep lane capacity from dropping below acceptable levels. To gain greater understanding of Flow Boulevard characteristics the website www.FlowBoulevardPlan.com is available.

The improvements to the 405 corridor are not only to establish a facility that solves the problems that excessive traffic causes in the near term, but to provide a facility that can grow over time with further improvements and greater capacity so that future increases in travel demand can be solved for. With the completion of the widening project for the last HOV lane the 405 will be at the maximum it can safely be built; effectively it will be at its maximum capacity. The street improvements proposed in this study can provide additional present and future capacity thereby avoiding the drawbacks mentioned in the first paragraph above, for many decades. So with these first proposed improvements not only will the present day traffic problems be solved but the corridor will be secured in a form that lends itself to further improvement so that future travel demand may be solved for as well. The Flow Boulevard concept generally has three distinguishable stages. What is proposed here is essentially a Stage One facility that has a pairing of one way commercial streets with synchronized traffic signals for improved flow of traffic.

Problem Conditions to be Solved For

The 405 Fails The failing Level of Service (LOS) is basically because there is too much travel demand creating traffic that crowd onto the freeway reducing safe distances between vehicles requiring the vehicles to slow to a crawl. The optimum speed for maximum capacity with safe distances between vehicles is around 38 mph. Less than that speed, or even greater than that speed, capacity is being lost. Merging traffic is another source for slowing. The interchange of the 405 and the 10 freeways is a crucial area where slowing and LOS typically drops down then backs up with congestion away from the interchange with failing conditions. This can continue to back up until the on ramps become congested and then the streets that serve the on ramps themselves congest and back up into the surrounding community.

Neighborhood and Community “Cut through Traffic” When the commuter cannot get on an on or off ramp without a long wait or safe conditions, that driver goes looking for another opportunity. This is the source for morning and evening traffic that is working its way through the adjacent neighborhoods on residential streets moving in the direction of home or work and to an on or off ramp able to provide a receiving space. The travel demand pressure can be so great that whole communities and adjacent parallel streets are involved with excessive traffic. It is reasoned that due to the failing

of the 405 the parallel boulevards and collector streets from Overland to the east and Bundy to the west of the 405 are impacted with about 80,000 vehicular trips per day that are in excess of what should be normal by community standards. This is traffic that is avoiding the congestion of the failing 405 and is searching for a path to its destination on the local streets.

Inadequate Distribution and Collection of Commuting Traffic The travel demand in the 405 corridor, which will involve the 405, Sepulveda and related major streets have more West LA destined and originating trips than there are "through" trips. This means there is a great need for distributing the traffic to the work centers and activities found in this corridor. Likewise there is a great need to collect the largely return home trips in the evening. Currently there is not enough overall north-south 405 capacity, nor is there enough opportunity given the limits of the freeway to provide the needed connections by way of turning movements onto and off of the cross street that serve the adjacent work centers and community. A facility that is more able to provide the distribution and collection is needed.

Problems Solved by the Sepulveda Flow Boulevard.

The Sepulveda Flow Boulevard (Sep/FB) Adds Capacity: Typical urban boulevards with two-way traffic, many signals for cross traffic and pedestrian street crossings as well, can have lane capacities of around 800 vehicles/lane/hour. The amount of time that pedestrians take to cross a street imposes a constraint where signals cannot be synchronized for traffic flow of the two opposing directions of traffic unless the signals are about one half mile apart or greater. With one-way traffic the pedestrian crossing the street constraint is removed and the signals can be synchronized to operate progressively to move the traffic down the street without stopping. Now the capacity is about 1300 vehicles/lane/hour, an increase of approximately 62%.

An additional corridor fact is that the northerly end of Sawtelle is at the VA property and diminishes from a 4 lane boulevard street to a two lane street at Pico when going north. Therefore there is need for a second major arterial, other than Sepulveda, to maintain continuity and capacity north-south through the West LA area. That objective can be achieved by using Cotner Avenue as the way to obtain route continuity and the additional lanes for greater capacity as well. With the coupling of Cotner and Sepulveda in a one-way street pairing manner, it forms the basis of the Sep/FB through that area south of Ohio Avenue that is effectively a bottleneck.

A recent average daily trip (ADT) count for Sepulveda was 31,000 vehicles/day. No count for Sawtelle in the area between SMB and Pico is available. Giving an 800 veh/lane/hour capacity for Sawtelle would result in about a 19,000 ADT Sawtelle facility. Combining Sepulveda and Sawtelle would be about 50,000 ADT. Comparing that to 4 lanes north and south through the West LA community with the synchronized lights of the Sep/FB, the expected ADT capacity would be about 125,000 which is a 150% increase over the existing condition.

The Sep/FB Protects the Community From Cut Through Traffic It was stated above that when the 405 goes into failure level of service that drivers avoid the congested freeway and seek other routes. It would appear this situation has broad impacts to the adjacent residential communities and their major and minor streets. On the east side of the 405 it is reasoned that westerly AM traffic on the 10 freeway will exit before the 405 interchange and seek Overland and Westwood Boulevard to get to an objective such as Westwood, UCLA, the VA and even areas west of the 405. The PM travel period is the reverse. A Sep/FB will provide the capacity to serve that traffic from the east and the drivers will not need to "cut the corner" through residential communities to get to the work center of Westwood and the education/medical center of UCLA.

West of the 405 there are a number of travel demand sources that affect the residential communities west of the 405. Beginning from the north, the Valley to City of Santa Monica (City o'SM) travel demand makes a major impact on Sunset in Brentwood. There are about 24,000 trips involved in the daily movement above what there should be and it has made an unacceptable situation. This traffic movement is addressed below in the "Improvement List" section under the item "Sunset".

Another direction of travel demand to West LA and the City o'SM is from the east and involves all the transportation facilities from Sunset on south to below the 10 freeway. These are expected travel movements but have grown excessively due to what can be described as unbalanced and exuberant growth in the City o'SM. Growth that is unbalanced by having too much regionally oriented office space and not enough housing; and exuberant in the fact that it has deficient transportation infrastructure and relies on other communities to provide access and live with the traffic impacts as a result. There needs to be study to rectify both of those conditions.

The southerly travel demand to the West LA area and the City o'SM also involves the travel to west of the 405. The lack of sufficient corridor capacity to deliver traffic to the work centers both east and west of the 405 sends overflow traffic into residential communities both east and west, on parallel and cross streets.

The Sep/FB Provides Greater Distribution and collection of Traffic The area served on the Westside by the transportation facilities crossing the 405 from Sunset to the 10 freeway comprise some 692,000 trips daily. The 405 cannot adequately deal with the turning movements to make these connections without congestion. It will only get worse in the future as travel demand increases sending more traffic into adjacent residential communities because of backed up ramps and a failed 405. A Sep/FB facility is the "made to order" transportation facility to make up for the deficiency in turning movement connections.

Sep/FB Segments and Characteristics

Five Segments The eight mile long corridor under study has five areas with different transportation conditions to consider.

One: There is the northern segment through the Sepulveda Pass. For the most part the 405 and Sepulveda act independently each having capacity limits. It is assumed that the 405 through the pass not having major merging or effects of capacity restraints will operate at a maximum capacity determined at this time to be 350,000 vehicles per day with the completion of the final HOV segment. Without a great deal of adjacent land use access to Sepulveda Boulevard it is a bit like a limited access road. With interruptions of signals essentially at greater than half mile increments there is opportunity to obtain capacities of 1700 vehicles per hour per lane with signal synchronization and great limitation of signal time given to cross traffic within this single ROW. On a fully operating 4 lanes x 1700 veh/hour x a 13 factor would equal 88,400 vehicles per day. This means there is more capacity in the Sepulveda ROW at present even without doing intersection grade separations that can supply even greater capacities in the future.

Two: The Wilshire to Olympic segment has major distribution and collection to the streets crossing the 405 corridor (405 and Sepulveda) and their related communities and work centers.

Three: The 10 freeway intersection has a real design limitation and operates as a restraint on the capacity of the two freeways. With the final HOV lane improvement to the 405 this study for discussion purposes is determining that capacity to be approximately 280,000 vehicles per day in the 405.

Four: The National to Washington Place segment provides southern distribution and collection between the 405 and the Sep/FB as well as needed increased capacity for the corridor. This segment also has a diagonal travel demand component that produces additional north-south demand on the 405 corridor that needs to be reckoned with.

Five: South of Washington Place, and where it can be worked out, there would be closure of the Sep/FB with its one-way traffic and the return of Sepulveda and Sawtelle to two-way street traffic.

Three Alternative Sep/FB Corridors

Alternative A: This Sep/FB one-way pair of streets alternative begins south of the SMB. From the north, Sepulveda Boulevard would contain both the north and south movements of traffic until south of Santa Monica Boulevard (SMB). Between Nebraska and La Grange, at some logical and affordable point, the southerly traffic flow ROW would "take" property in order to execute a swing over in two smooth curves to align with the Cotner ROW. This southern traffic flow of the Sep/FB would continue in the Cotner ROW until just north of Pico Boulevard at which point two smooth curves would align going into the Sawtelle Boulevard ROW in the proximity of the existing intersection of Pico and Sawtelle Boulevards. From that point onward the southern flow of the Sep/FB would be in Sawtelle until the closure of the one-way pair configuration south of Culver Boulevard. The northern flowing portion of the Sep/FB would remain in the Sepulveda Boulevard ROW throughout the corridor.

Alternative B: The Sep/FB one-way pair would begin north of Ohio Avenue. At the northerly end of the "Bad News Bear Park" the southerly flowing traffic ROW would

separate from the Sepulveda ROW and in two smooth curves, and tight to the 405, align with the Cotner ROW to be joined at the intersection of Cotner at Ohio. The southern flow portion of the Sep/FB one-way pair would continue on south of Olympic at which point a similar realignment to the Sawtelle Boulevard as described in Alt A takes place. The property at the corner of Pico and Cotner is presently being used by Smart and Final Market and is of adequate size to allow the "swing".

Alternative C: This alternative is a "long shot" but is mentioned as there may be an important reason to include the VA property to the west of the 405. It is not known what that important reason is or how important it may be. However, alternatives are there to be studied so briefly it may be like the following. South of Wilshire, or even north of Wilshire a "swing" of the southerly bound Sep/FB flow would be found having an alignment west of the 405 that would eventually connect to the Beloit ROW. That ROW would be widened to adequate widths to take the southerly Sep/FB flow to approximately the vicinity of Tennessee at which point a swing to the Sawtelle ROW would occur. Southerly flow south of Pico would continue as in alternatives A and B.

The Best Choice is Alternative B

Alternative B clearly has the better layout to become the well functioning Flow Boulevard (FB) that is needed. This is important in the long run (lets say approximately 60 years if stage three were to be employed). The FB corridor is the facility that will absorb the future increase in travel demand and the one-way pair of streets separated by a single or few blocks is key for the right land use development to occur.

The 405 freeway will effectively be "maxed-out" with the completion of the last HOV lane. However, adjustments like running buses in the HOV lanes may increase person trip capacity. One day that may happen but that day is far off due to what it takes to build up transit in such a corridor. The more likely case is that the BRT transit will be generated in the Sep/FB due to the origin and destination interface.

Development of greater FB capacity is dependent on adjacent land use not only from the stand point of being a revenue source for the roadway improvements but ultimately for providing the elevated pedestrian circulation that will lift the pedestrian circulation plane out of the street level and along with it the need for vehicles to stop. Having the blocks of land use between the one-way pair provides the opportunity for the needed development. The elevated pedestrian circulation is more of a stage two improvement and necessarily a stage three improvement but needs to be planned for as it develops and before stage three is to operate. In the second stage there will be strategic grade separations of road elements to facilitate improved vehicular flow.

Alternative B, Ohio Avenue south to Pico, provides the needed blocks of land use to allow the FB to develop as it should. The potential high density commercial land use lends to being the desired revenue source for FB development but it is also the natural beneficiary of the high accessibility of the FB.

South of Pico one can expect a predominant mix of commercial and high density residential to develop. This is in complete conformance with the goals of SB 375 where high density land use transportation corridors connected to work centers are the ideal and is a main reason for the legislation.

Discussion of Sep/FB Interactions in Stage One

This is a discussion of requirements for the goals to stop the 405 from failing, to eliminate cut through traffic in adjacent residential communities and to provide for adequate distribution and collection of commuter trips within the West LA area in the near and distant future. These basic requirements may be to some extent unique to this 8 mile set of segments of the 405; there is not enough history of Flow Boulevards to know. Never the less, important relationships of these segments to each other need to be taken into account. Further it should be recognized that since human decision making and response to corridor characteristics are involved there is a basic indeterminate aspect to the functioning of traffic in the corridor. There will be a need to "balance" traffic volumes and to "instruct" drivers in their decision making to make the corridor work and the corridor to work for the drivers.

The method of discussing these corridor "relationships" and their related "issues" will be by way of the following Table A.

TABLE A

Location	405 volume 1000's	Sep/FB volume 1000's	lanes (Sep/ FB)	transfer 1000's	O-D "	corridor 1000's	triangle "	remark (list)
A/ tunnel	350	30	3			380		A
B/ Skirball	342	38	4	8		380		B
C/ bridge	330	50	4	12		380		C
D/ Church	330	50	4			380		D
E/ Sunset	330	50	4			380		E
F/ Consti't'n	325	55	4	5		380		F
G/ Wilshire	310	70	6	5	(10)	380		G
H/ Ohio	310	70	8			380		H
I/ SMB	290	90	8		(20)	380		I
J/ Olympic	280	100	8		(10)	380		J
K/ Pico	280	100	8			380		K
L/ 405-10	280	100	8			380		L
M/ Nat'n'l	280	90	8		10	380		M
N/ Triangle	290	70	8	10	20	380	90	N
O/ Ven-Wash	320	60	8	20	10	380	50	O
P/ Culver	350	30	>8			380	30	P

In General: Table A represents the operation of the 405 corridor on a typical day some time in the future when the 405 HOV lane has been added and the Sep/FB has been initially established.

In the location column, daily volumes are targeted a bit south of each of these locations by an imaginary daily vehicle cordon count line. The targeted volumes in the 405 column represent optimum/maximum volumes for that particular segment. As can be seen at either end of the locations "A" and "P", the 405 is operating at 350,000 vehicles per day. This is expected to be more or less maximum volume in that location given that there are few interruptions such as merging or what is perceived as a major constraint to flow being the interchange of the 10 freeway with the 405. The 10 freeway constraint is depicted as having an optimum maximum daily volume of 280,000 vehicles. Between "A" and "P" the 405 volumes are diminished on the 405 to locations on either side of the 10 interchange. The task to diminish the 405 volume becomes a relationship with the Sep/FB where traffic is to be transferred from the 405 to the Sep/FB in the AM peak hours and then in the PM peak hours transferred from the Sep/FB to the 405. The Sep/FB is to take the excess traffic the 405 cannot handle without reducing LOS. It should be pointed out that excess traffic that the 405 cannot serve is currently "transferred" to adjacent residential neighborhoods as cut through traffic. By increasing capacity in the corridor by way of the Sep/FB the purpose is to not only to let the 405 operate at optimum levels of volume but is also to withdraw the cut through traffic from the residential communities by giving those drivers a more direct and swift means to seek their destination.

Balancing; Transfer volumes of vehicles are one kind of "balancing" to obtain optimum 405 performance. Another kind of "balancing" between the two facilities is in the influencing of choices to direct the origin (O) and destination (D) of the volumes of commuter trips. This can be seen in the O-D column where in the locations of M, N and O, there are some 40,000 vehicles directed by "destination" from the 405 to the Sep/FB in the AM travel period destined to the work centers of Westwood, Beverly Hills and West LA. What may be a clearer statement is that these volumes of vehicles will be "directed because of destination". The drivers will be instructed to be better served going to the Westside work center on a flowing Sep/FB than on a 405 freeway that penalizes or even omits those turning movements in route to their destination. The design area of "balancing and instructing" will require testing and innovation treatments to effectively sort out drivers with their destinations so as to make the two transportation facilities work in concert.

The Triangle: There is another north-south "component in operation here and is expressed by the location and column name "triangle". These are trips exchanging between the LAX, El Segundo and beach cities areas (zone letter "J" in my work) and the areas of the Mid-City and Downtown areas (zone letters "B" and "C" in my work). The triangle is delineated by the 10 freeway on the north side, the 405 on the west side, and essentially the Venice-Washington corridor on the south-eastern side. The Venice-Washington diagonal travel demand mixes as a north-south component with the 405 corridor. So trips within the triangle area are being added to and subtracted

from the 405 corridor depending on their destination in the AM and reversing in the PM. On Table A this has been expressed with a clear diminishment of the 405 volume but some ambiguity as to where the trips are going between the Sep/FB and Venice-Washington Triangle component. Let it be said that both the transferring volumes and the O-D volumes will need to go through not only "balancing" but also of a kind of "training" to get the right trips on the right facilities so the combination of these facilities works smoothly. In the triangle column are represented volumes of a magnitude that would go on an improved facility, however there is not a designated facility to assign them to. The volumes appear here because it is known that the travel demand exists and that further study is needed to declare where they should be finally assigned.

South of the 10Freeway: As can be seen in the 405 and the Sep/FB columns there is a transfer of some 70,000 daily trips from the Sep/FB back to the hopefully optimized and maximized 405 capacity of 350,000 vehicles per day capacity.

Sep/FB ends at Culver: The ending of the Sep/FB would be a needed study. In this study, the West LA / 405 Corridor Improvements study has mainly been concerned with the West LA area and the traffic relationships with the 405. There has not been enough study of the Sep/FB ending to make definitive conclusions as to its ending and the relationship to the adjacent communities. In the "list" below some factors are discussed.

TABLE B (increased volumes due to growth)

Within a period of twenty five years, travel demand growth in the corridor could easily be expected to increase by twenty percent. Remember that the facility that will accommodate the increase in travel demand is the Sep/FB. The 405 is not expected to be taking additional travel demand in any significant amount after the current "widening project". In Table A, a leeway of an additional capacity of approximately 10% for the corridor (about 40,000 vehicles per day on the Sep/FB) exists in the listed numbers. A 20% increase then would be about 80,000 more vehicles per day on the Sep/FB at each cordon line increment. This would be accommodated by going to Stage Two FB development on portions of the Sep/FB. That would entail finding those little bottlenecks and making adjustments to bring about what is essentially 1700 vehicles/lane /hour for the factored peak hours daily capacity calculation. Land use planning that helps fund that construction and begins to establish the elevated pedestrian circulation should accompany transportation development.

Another way to increase person trip capacity is to increase the BRT function on the Sep/FB. This is easily accomplished when there is the two paired one-way streets. In fact where the full width of Sepulveda south of Ohio Ave and the full width of Sawtelle south of Pico is available this could mean a fifth lane for exclusive BRT. This would actually mean that those segments of street could remain at stage One FB development for quite some time.

An important point is being made here. Due to the many different conditions in the Sep/FB; number of lanes, adjacent land use relationships and developing travel demand, there would naturally be different stages of FB development responding to those different conditions as well as the intensity of transit usage.

Sep/FB / List Of Improvements

The list is to define the needed initial construction improvements to establish the Sep/FB. The general characteristics of the number of lanes and volumes of average daily traffic (ADT) at each segment are contained in Table A and the specific alternative chosen to refer to for improvements is the Alternative B as outlined above. Synchronization of traffic signals is a given in the development of a Stage One Flow Boulevard. And lane re-striping is also assumed to be part of FB development and will not be mentioned in the "Improvement" list. New construction, reconstruction and property acquisition are the subjects of the "improvement" in the list below.

On-street parking (both sides) for the Sepulveda ROW would occur south from Ohio Avenue to the Culver Boulevard area where the initial Sep/FB facility is intended to stop. On the south bound segments of the Sep/FB from Ohio to Pico limited on-street parking is foreseen. From Pico south to Culver boulevard on the Sawtelle ROW ample on-street parking should be accommodated for most of that length. From this initial set of improvements further improvement would evolve over time in response to travel demand, relationships to adjacent land use and community needs.

Before the list is made some definitions and scope should be made clear. The letter callouts refer to the location letters made on Table A and are indicated on the 405 Corridor Map at the end of the text. Generally the subject area will be described with "given" conditions and an "objective" stated for the area. There are only a few areas of construction to be made for the initial establishment of the Sep/FB and are set off with bullet points for convenience. There will often be references to a need for future construction for the development of greater capacity so the character and benefit of the Flow Boulevard concept is understood as a facility that continues to solve for transportation and community issues over time.

LIST

A/ Tunnel: The beginning given daily trips for this three lane tunnel on Sepulveda Boulevard is assumed to be about 30,000 vehicles per day. As time goes on and greater demand through the tunnel comes about, a reversible lane responding to AM and PM commuting from the Valley could produce 80,000 ADT through the tunnel. NO Improvement at this time.

B/ Skirball: The transferring of vehicles between the 405 and the Sep/FB begins (in the morning) and ends (in the evening) at this area. The existing full set of on and off ramps are adequate at this time.

No Improvement at this time.

C/ Bridge: The bridge being referred to is the bridge of the 405 over Sepulveda. Here again is a full set of on and off ramps to provide transferring of traffic between the two transportation facilities.

NO Improvement at this time

D/ Church/Ovada and Moraga: There are two signaled intersections with Sepulveda at this location. The Moraga intersection includes an off ramp from the 405 as a part of that intersection. In time it would be best to consolidate the signaled intersections with Sepulveda into a one signal intersection that included an on ramp to the 405 having demo'ed the 405 off ramp (to build the on ramp). Access to the easterly residential area from the 405 would be made through the Sunset set of on and off ramps; then would be connected with Church to the area east of the 405. The entry of the new on ramp to the 405 would be situated towards the Church/Ovada intersection with Sepulveda so as to operate with that set of traffic signals. At that time signal coordination must be thought through so as to maintain traffic flow on the 4 lanes of Sepulveda. This should be accommodated easily for some period of time in that the 50,000 ADT divided by a 12.5 peak hour factor divided by four lanes equals just a 1000 vehicles per lane volume at this time. This is well below the 1300 vehicle per lane capacity generally expected in a Stage One FB condition. Much further off in time, maybe 20 years, in order to obtain a Stage Two volume through this area a grade separated intersection with Church/Ovada would be needed to attain the 1700 vehicles per hour per lane.

No Improvement at this time

E/ Sunset: Basically there is not an objective to have connections between the Sep/FB and Sunset Boulevard. At present there is a one way ramp like street connection from Sunset down to Sepulveda where Sepulveda goes through under Sunset. The left turn onto Sepulveda is a turning movement that would want to be eliminated as traffic volumes increase. The right turn (to go north) may be continued if interference with Sep/FB traffic flow does not occur. It should be said that since there is no connection intended between the Sep/FB and Sunset that there is no future improvement to this location anticipated as well.

No Improvement at this timeSolution to congestion in Brentwood

It should be noted here that in this study it has been evident that the commuter volumes from the Valley exchanging with the City of Santa Monica (City o'SM) produce the excessive congestion on Sunset Boulevard between the 405 and Brentwood (and beyond). This finding is an excess of 26,000 commuter trips making the "cut off" through Brentwood to the C o'SM and back in the evening. Therefore this study recommends that the southern bound AM 405 off ramp to Sunset should be closed for the morning commuting and that the Sunset on ramp north to the 405 should be closed to the PM commuter traffic. The reasoning here is that if there is no longer a failing 405 where traffic backs up from the 10 freeway interchange there will

be reasonably rapid and “as intended” connection between the Valley and the City o’SM that can be made by the freeways of the 405 and 10 without cutting through residential communities. Note that Brentwood is basically a bedroom community and that commutes to the Valley will use the open on-ramp north onto the 405 in the AM and the open off-ramp south to Sunset in the PM.

F/ Constitution: Constitution is a “T” intersection with Sepulveda at the tunnel/underpass from the west side of the 405. Some Brentwood traffic and others may find the opportunity for access to the south and the particular connections the Sep/FB affords more attractive than the south bound 405 on ramp at Sunset. Church Street south of Sunset would be the feeder to the connecting tunnel of Constitution to south bound Sep/FB. There has been discussion of a Subway station west of the 405 on the VA property. There may be need for park and ride or a BRT connection in which case a right turn off south bound Sep/FB through the tunnel would be a welcome connection. The limitation of a right turn off and a right turn onto the Sep/FB is recommended; no left turns that stop opposing traffic on the Sep/FB in other words

- No Improvement at this time other than a connection with Church Street

G/ Wilshire: The current widening improvements to the 405 will also have a complete set of ramps and make very good connections to Wilshire Boulevard. This means trips connecting the 405 and Wilshire happen through that interchange. A more limited set of turning movements are encouraged for the Sep/FB. Specifically to limit left hand turns on and off of the Sep/FB during the proposed Stage One Sep/FB development where no widening to Sepulveda is expected to take place as a part of the “405 Widening” project. These turning movement opportunities and limitations make the commuter select their approach between the 405 or the Sep/FB as they come through the pass from the Valley or from the south below the 10 freeway interchange. This is part of the need for “balancing” to make the overall corridor work.
No Improvement at this time

H/ Ohio: North of Ohio is where it is proposed to separate the south bound Sep/FB lanes from the north bound Sep/FB lanes in the Sepulveda ROW. On the north-west corner of Sepulveda and Ohio is a small park that if some of its recreation facilities were reorganized could continue to operate as a park and accommodate the south bound lanes of the Sep/FB that need to be aligned with Cotner at the intersection of Ohio and Cotner. The three main facilities in the park at present are a baseball diamond, parking lot and tennis courts. If the tennis courts were in effect moved over to the Westside Recreation Center east of Sepulveda and grouped with those tennis courts, the baseball diamond and the associated parking could be arranged to accommodate the two smooth curves of south bound lanes tight to the 405 to align with Cotner.

The Ohio Avenue traffic movements need to have study. Presently they present residential “cut through” traffic on either side of the 405. Ohio provides the exchange of traffic between Westwood and areas west of the 405. A more efficient SMB, and

Wilshire for that matter, without traffic congestion trying to get on or off the 405 could take on that travel demand. This would allow a simple right-in and right-out of the residential area to the east of Sepulveda on Ohio. No cross Sepulveda traffic on Ohio would be permitted. A similar condition for the residential area as it relates to connecting with the south bound Sep/FB lanes would be advised. The present segment of Ohio Avenue between would become a one-way street connection from Sepulveda to Cotner to facilitate a north to south direction change on the Sep/FB.

- Improvement to align south bound Sep/FB traffic to Cotner is Required.
Associated reorganization is required as well.

I/ Santa Monica Boulevard (SMB): The list now considers east and west intersections with the Sep/FB. It is important to recognize that the intersection of the Sep/FB and SMB is potentially a "corner" on a proposed LA Basin Flow Boulevard Loop. The loop around the Basin would provide needed circulation and for the distribution and collection function that is so important in the 405 corridor. More on the LA Basin loop proposal can be found at www.FlowBoulevardPlan.com.

SMB east; The wide ROW (100 ft generally) allows opportunities for special lane treatments as well as an exclusive BRT lane. What would be important for this intersection from a corridor stand point is to develop adequate distribution and collection for commuters to use the Sep/FB. This would replace the need for major 405 involvement in this function. This relates to the idea that various cross street intersections will receive specialized treatment and be part of the way commuter traffic is "balanced" between the two facilities; the 405 and the Sep/FB. Essentially at this intersection it is foreseen that 3 turning lanes (one optional) turning right from north bound Sep/FB into SMB to go east and from west bound SMB turning right to go north on Sep/FB should be provided.
No Improvement at this time

SMB west; The Cotner ROW has been imposed upon both north and south of SMB by ramping for the 405. With the corridor "balancing" concept in mind as well as the fact that there is presently congestion into SMB by traffic trying to get on and off the 405; less traffic exchanging between the 405 and SMB should be made. This means that the 405 ramping that has taken ROW from Cotner shall be given back to the original Cotner ROW. The 405 ramps shall be moved closer to the 405 and possibly room should be made for bus pockets connected to Sep/FB operation as well.

Balancing options that simplify signals directing turning movement as well as limiting turning movements should be studied to make the multiple intersection work. An example of this is for the south bound 405 off ramp not to allow a left turn onto SMB during morning commute. This clears the intersection of that turning movement and lets the 3 lanes (one optional) of south bound Sep/FB/Cotner traffic turn east onto SMB to satisfy the demand. Another concept is to coordinate turning movements from both the 405 and Sep/FB to act at the same time as if it were one facility in order to simplify the turning movements of the intersections.

- Improvement to the Cotner ROW with additional width to be made. This means reducing 405 ramp lanes and moving those lanes closer to the freeway.

J/ Olympic:

Olympic east; The intersection of Olympic Boulevard and the 405 corridor is an important one. Olympic is not a Freeway or a Flow Boulevard, but it is a major highway connecting residential communities east-west and becomes a connection from the 405 corridor to work centers beyond the corridor. There is only a north bound on-ramp to the 405 and a south bound off ramp, neither of which has direct connection with Olympic. This makes the connection of the Sep/FB all the more important for it can alleviate congestion by giving greater distribution and collection in the corridor further relieving the 405 of traffic. Multiple turning lanes on and off the Sep/FB, both east and west can be made available.

No Improvement at this time

Olympic west; Similar to the intersection with Sepulveda the Cotner intersection can have multiple turning lanes on and off going east or west on Olympic.

No Improvement at this time

K/ Pico:

Pico east; This intersection can be similar to the Olympic east intersection on Sepulveda.

No Improvement at this time

Pico west; This is where there is major improvement to provide alignment of Cotner with Sawtelle for the south bound portion of the Sep/FB. The north-west corner parcel of Cotner and Pico will need to be acquired and should be large enough to provide the smooth curve transitions desirable for aligning with the Sawtelle ROW. Study of alternative designs regarding whether to align at the Sawtelle-Pico intersection, somewhat south of that intersection (in effect enlarging it to the south) or definitely south of the intersection with a revised set of turning movements for the existing Sawtelle-Pico intersection should be made.

Along with traffic movement considerations there are considerable structural issues involving the existing overcrossing of the 405 above Pico and on down to the Exposition ROW. There are rows of columns adjacent to Pico on approximately 25 foot centers. And then there are freeway spans going south similar to the 75 foot (plus) Pico Boulevard span continuing south. Aligning the Cotner to Sawtelle ROW will need to incorporate the structural issues involved here. In that there is an approximate clear height of 28 feet from the ground to the underside of the freeway there is plenty of depth available to construct new supporting beams of the 405 to provide the larger spans to accommodate the new Cotner to Sawtelle transition ROW weaving its way below the 405.

- Improvement must be made to provide realignment of the south bound Sep/FB.

Take note; south of Pico is the proposed Expo Phase II light rail project in the Exposition ROW. The current plans provide a grade separation for the Sawtelle roadway. The Sepulveda ROW crossing is currently designed at grade, however there are alternative plans to provide a grade separated crossing if someone can find the money to make the aerial structure and station happen.

L/ 405 / 10 Freeway Interchange: The interchange is a significant part of the corridor from the stand point it is a part of the corridor that is not to be allowed to slip below LOS "C". Improvements to this area to maintain LOS C or better is on Caltran to reason how. It would be helpful however if there was more of a connection with a Sep/FB facility to relieve the freeway interchange of the turning movements that are now provided by the "directional ramps" between freeways.

No Improvement

M/ National:

National east and west; Multiple left and right turns on and off of the Sep/FB can be made available for accommodating traffic.

No Improvement at this time

N/ The triangle Area: The triangle area is not an intersection but a number of intersections from National on south to Culver Boulevard that are effected by a diagonal (north-east to south-west) travel demand that can effect the north-south 405 corridor that includes the Sep/FB. It is not a pressing issue at this time but at some time in the future it will probably made traffic pressures on the 405 corridor affecting balancing and capacity characteristics.

No improvement at this time

O/ Venice and Washington: Venice and Washington are taken together here in that it is observed that this will be the solution to the impending diagonal travel demand in the area described as the "triangle". The solution referred to is the making of a Flow Boulevard out of Venice and Washington so as to consolidation the diagonal pattern of travel demand into commercial streets that connect to the Mid-City and Downtown areas beyond. The 10 freeway that begins to parallel the potential Venice-Washington FB can solve the same kind of traffic problems that are now being discussed in the 405 corridor.

Regarding intersections of both Venice and Washington with both Sepulveda and Sawtelle figure that single or multiple turning movements can be developed according to further study at the specific intersection.

No Improvements at this time

P/ Culver Boulevard: This is the vicinity where it is proposed that the Sep/FB is to be ended and that the one-way streets of Sepulveda and Sawtelle return to operating with two way traffic. A part of the Sep/FB operation with the 405 is to provide help in sorting out the distribution and collection volumes of traffic from one facility to the other. Presently there is an on-ramp from Culver Boulevard to the north bound 405 lanes. It is more important to distribute traffic to the Sep/FB from the 405 so the ramp area should be changed from an onramp to an off-ramp. There is presently an on-ramp to the 405 south of Braddock. There may be a need to make a clearer or better connection from the Sep/FB/Sawtelle facility to the 405 on-ramp.

- Ramp improvements between the 405 and the Sep/FB.

IN CONCLUSION THE STUDY RECOMMENDS

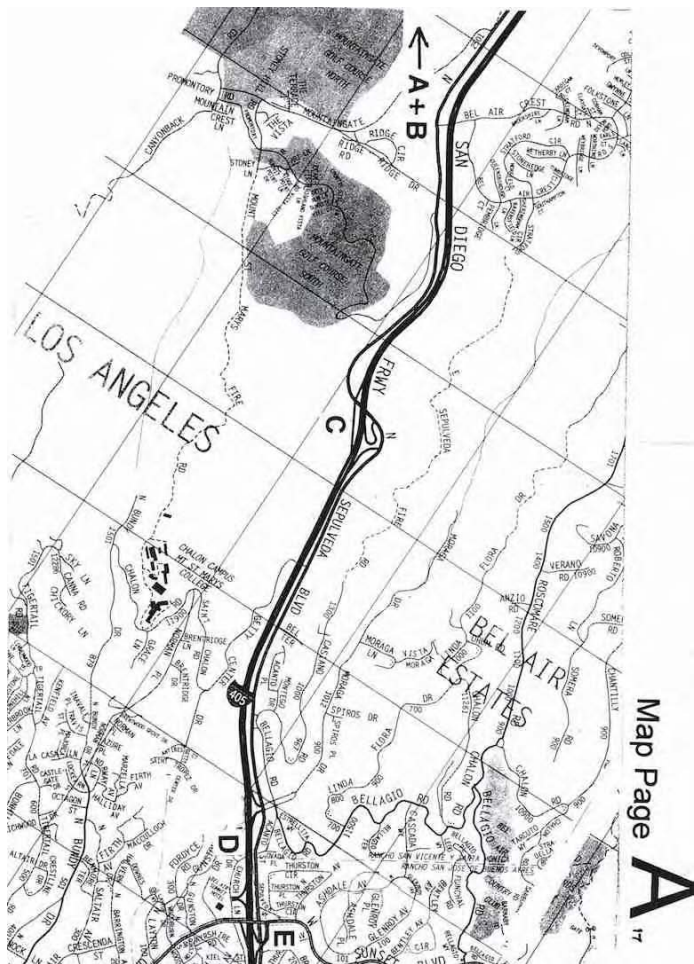
In conclusion it is worthwhile to touch upon the larger context of transportation and community planning in Los Angeles. Obviously they should occur together so as to add up well for the City and County. The 405 corridor should be a clear example of the need and kind of problem solving it can provide.

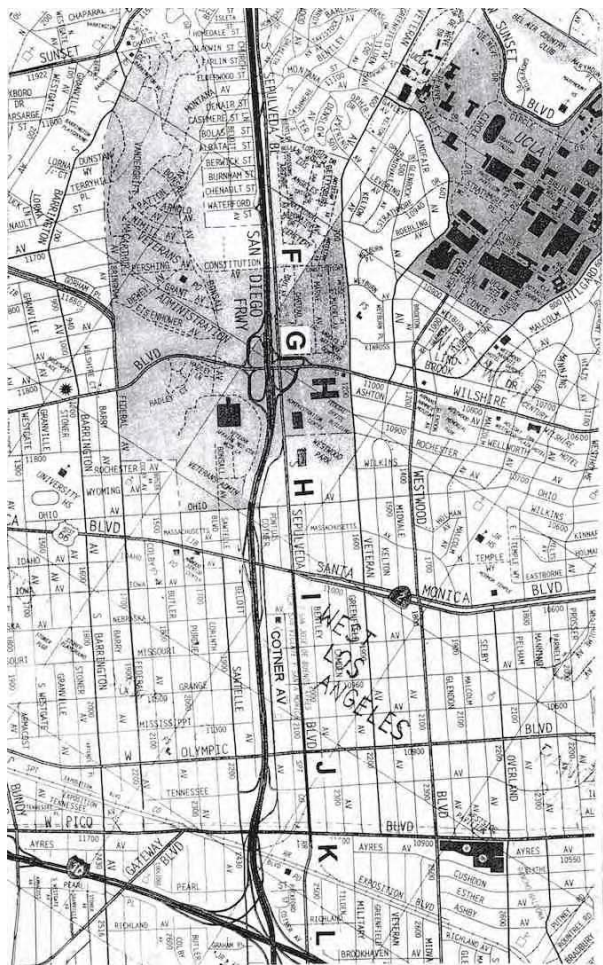
Los Angeles needs better transportation, a better economy and to become a better City. Flow Boulevards can be instrumental in making all of that happen.

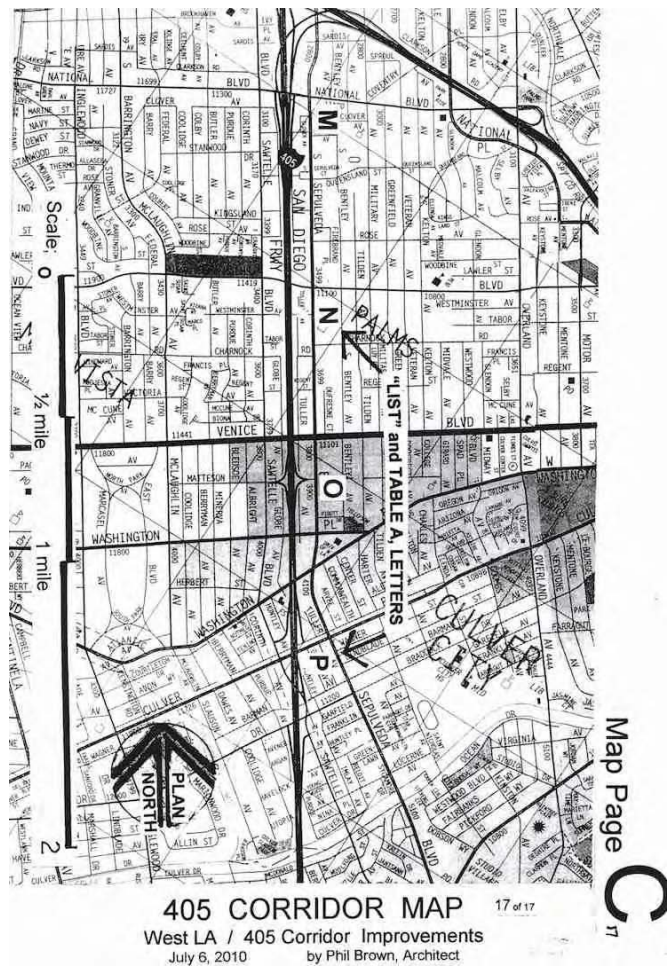
Flow Boulevards provide a growth solution to a sprawled and vulnerable city form by making strong urban transportation corridors that also include higher density land use that connect to work centers. And they become an indispensable part of a new economy. A new economy that replaces the economy of sprawl that no longer really works in Los Angeles. Shorter trip length and Bus Rapid Transit is a part of the consolidation outcome making fewer miles traveled per capita in LA County. While this new urban fabric creates new desirable residential and commercial places in a form of transportation corridors, it also protects existing communities as well by focusing the growth and change in the transportation corridor and not letting growth forces change the existing communities unless it is so desired.

Read the new FB 2010 section of www.FlowBoulevardPlan.com where subjects of a: New Economy, Vision, Objectives and Disconnects are discussed, to make a better City.

Continued with Maps Below







703-1

2010 Draft Environmental Impact Report for Westside Extension Comment

As a daily rider bus rider on the Wilshire corridor, I am looking forward to the public health and mobility benefits that the Transportation System Management (TSM) Alternative in the Westside Subway Extension Draft Environmental Impact Report could have for Wilshire Blvd. If chosen, this option could create a more robust bus system by improving upon the existing Metro Rapid Bus service and local bus service in the Westside Extension Transit Corridor study area.

I do Not Approve of this West Side Transit Train you Grade Are Building

Name: *Rose Brown*

Address: *Manchester & Inglewood Ave*

Email:

Business or organization:

Sincerely,
Rose Brown
Signature

703-1

Your preference for the TSM Alternative has been noted. On October 28, 2010, the Metro Board of Directors identified Alternative 2 (Westwood/VA Hospital Extension) as the Locally Preferred Alternative (LPA). Alternative 2 was selected as the LPA because the analysis in the Draft EIS/EIR demonstrated that the Build Alternatives would be more effective than the TSM Alternative in terms of enhancing mobility, serving development opportunities, and addressing other aspects of the Purpose and Need for the Project. Please refer to Chapter 7 of the Draft EIS/EIR and Section 2.5 of the Final EIS/EIR for information on this analysis.

Furthermore, the Project would not eliminate bus service along Wilshire Boulevard but rather would supplement it with rail. As explained in Chapter 2, Metro Local, Limited, Rapid, and Express bus service along Wilshire Boulevard will continue to operate in conjunction with the rail system, if approved and implemented. The Wilshire Boulevard Bus Rapid Transit project is also assumed to be in place. Maintenance of local bus service levels is an important component of the transit system serving the Westside Corridor. With the extension the Purple Line subway service to the Westwood/VA Hospital Station, it is estimated that one-third of demand would involve local bus access. Metro continues to seek to improve the region's transit needs and continually evaluates various transit corridors to achieve a more interconnected transportation system. To help guide design of subway stations, potential enhanced local bus service at stations was assessed and is discussed in Chapter 3 of the Final EIS/EIR.

The Project will be funded primarily through a combination of Measure R local funds and Federal New Starts funds, with some other local, State, and Federal funds. Metro will continue to use a combination of local, State, and Federal funding sources to operate and maintain the system. In addition to these funding sources, Metro relies on fare revenues to fund about one-third of its operating costs. Bus operating funds will not be used to construct the Project, and no fare increases or service reductions are proposed to cover the Project's costs. The selection of the TSM Alternative would not have resulted in lower fares. The Metro Board of Directors establishes fares. Currently, the Base Fare for each boarding is \$1.50 and the Metro Day Pass is \$5.00. A transfer is the same as the Base Fare - \$1.50.

Furthermore, the Westside Subway Extension Project will increase transit options and improve mobility for residents across Los Angeles County, including low-income and minority residents who are transit-dependent. Transit service is meant to serve where the demand is greatest, and these areas are often within neighborhoods that have Environmental Justice (EJ) populations and communities of concern. Four of the seven stations are located in, or adjacent to the Environmental Justice populations identified in Section 4.2.6 of the Final EIS/EIR. Therefore, people living in EJ populations will have the same opportunity to access the transit and mobility improvements provided by the subway.

The increased connectivity would also reduce the number of transfers which would have a

703-1

beneficial economic impact to elderly and low-income communities. The Project would also allow easier access to major employment centers. Transit user benefits associated with the LPA are anticipated both along the Project corridor as well as across the region. The transit benefits associated with the LPA are further detailed in Section 3.4 of the Final EIS/EIR.

716-1

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*I don't want the subway
Take money for the bus*

Name: *Virginia Brown*
 Address: *4879 Sepulveda Blvd*
 Email:
 Business or organization:

Sincerely,
Virginia Brown
 Signature

716-1

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