

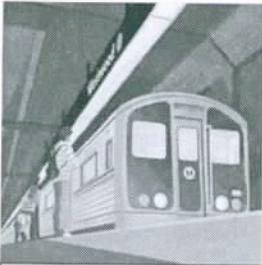


WESTSIDE SUBWAY EXTENSION

Public Participation & Community Outreach Report Appendix A – Scoping Report Part 8



August 2010



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: MICHAEL DE VILLIERS

Organization/ Organización:

Address/Dirección: S.M.

Telephone/Teléfono: Fax:

Email: mdevilliers@verizon.net

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

- 1) CRENSHAW STATION IS A WASTE OF TIME - THE CRENSHAW LINE SHOULD CONNECT AT LABREA
- 2) WESTWOOD HOMEOWNERS & POSSIBLE OPPOSITION TO TUNELLING SHOULD BE ADDRESSED EARLY TO AVOID THE KIND OF DELAYS THAT OCCURRED WITH RANCHO PARK ON EXPO LINE.
- 3) WESTWOOD STATION SHOULD INTEGRATE CONNECTION TO THE ~~LOS~~ SEPULVEDA CORRIDOR LINE TO THE VALLEY. AVOID THE KIND OF CONVOLUTED ROUTING THAT THE RAPID BUS FROM VAN NUYS TAKES AT UCLA
- 4) PLAN FOR ADDITIONAL CONNECTIVITY - CRENSHAW LINE TO HOLLYWOOD. ALSO CONSIDER A LA CIENEGA BL. ROUTE CONNECTING TO EXPO LINE IN CULVER CITY THAT COULD CONTINUE ON VENICE BL TO VENICE * (SEE MAP OPP. SIDE)
- 5) INCLUDE WILSHIRE-BUNDY STATION IN PHASE 4
- 6) WE DO NEED THE SUBWAY TO SANTA MONICA. EXPO SERVES A SPECIFIC PURPOSE ^{IT'S CONNECTING DOWNTOWN + S.M.} BUT DOESN'T ~~CONNECT~~ ADDRESS WESTSIDE CONGESTION. ~~THE~~ BY GETTING PEOPLE BETWEEN THE NODES OF HOLLYWOOD, WEST HOLLYWOOD, BEV. HILLS, CENTURY CITY ETC.

Return comment form to (Favor de regresar formulario a):

David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012

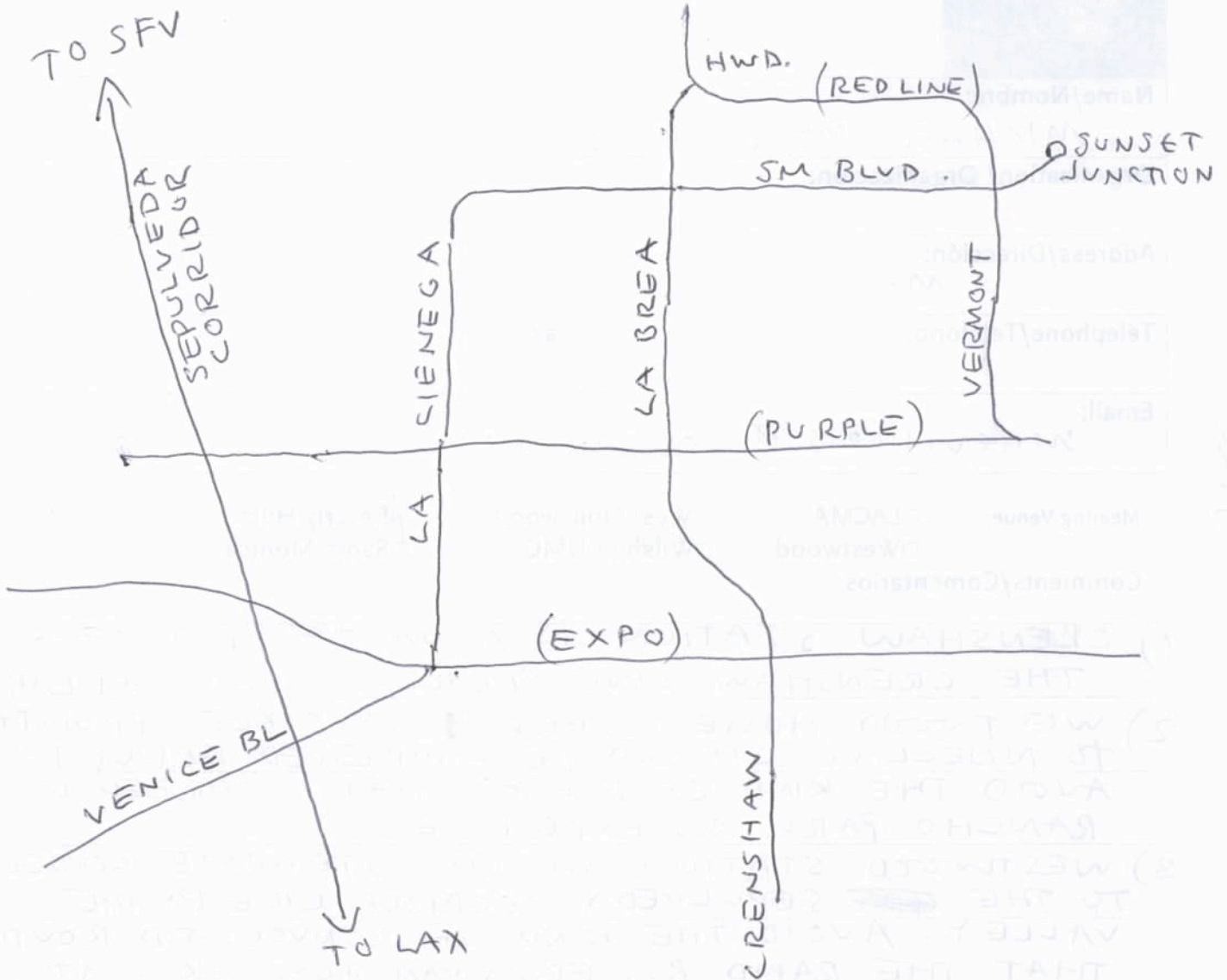


Metro

* A LA CIENEGA LINE FOLLOWING THE ROUTE OF ALT 11 N. OF WILSHIRE, COULD ~~AND~~ FOLLOW SM BL IN WEST HWD, CONNECTING TO A LABREA - S.M. BLVD. STATION ON THE CRENSHAW LINE. P.T.O. ↓

21A

WRITTEN COMMENT FORM
FORMULATING YOUR COMMENTS

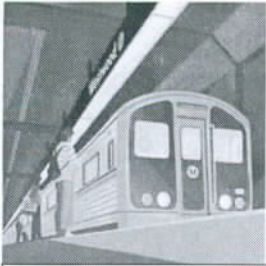


LA CIENEGA ROUTE COULD BE AN ALTERNATIVE, OR ADDITION TO, THE ~~WEST~~ WEST HWD SEGMENT OF ALT II.

ALL THESE BOULEVARDS - LA CIENEGA, SM BL IN HWD, VENICE W OF THE 405 - OFFER OPPORTUNITIES TO INCREASE DENSITY.



Metro



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: Matt Mason	
Organization/ Organización: N/A	
Address/Dirección: 11925 Goshen Avenue	
Telephone/Teléfono: 310 207-3665	Fax:
Email: mattmason999@yahoo.com	

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

I strongly urge Phase III to go at least to Berrington or Bundy. It should go to Bundy if it will not go further west as it has ~~to~~ better bus connections and Wilshire is congested until at least Bundy from the East. For this West LA station a multi-portal/entrance would be ideal. If Bundy is selected a portal should be on Wilshire to the west closer to Berrington. I don't believe a Crenshaw station is necessary or cost-effective. Instead money should be used for multi-portal stations in key locations like Westwood + West L.A.

Return comment form to (Favor de regresar formulario a):

David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012



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WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: KIRSTEN LAAGE

Organization/Organización:

Address/Dirección: 950 EUCLID STREET APT C

Telephone/Teléfono: SM, CA 90403 Fax:

310/260-2300

Email: LAAGE2004@yahoo.com

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

SKIP CRENSHAW STATION ON
WILSHIRE SUBWAY, DOES NOT SOUND
AS IT WOULD BE WORTH THE EXPENSE.
WESTWOOD STATION SHOULD BE
AT WILSHIRE/WESTWOOD WITH STAKE AT
CENTURY CITY *SHOULD BE LOCATED
AT SANTA MONICA BLVD.
WILSHIRE/16TH STOP WOULD BE GREAT
PLEASE COMPLETE ALTERNATIVE ~~ALTERNATIVE~~
NO. ~~NO.~~ AS SOON AS POSSIBLE,

Return comment form to (Favor de regresar formulario a):

David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012



Metro

DON'T BUILD ANY MONORAILS
PLEASE. THEY ARE UGLY
AND WILL RUIN THE CITY
OF SANTA MONICA



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: Michael C. Clark

Organization/ Organización: SAIF

Address/Dirección: 401 S. Cochran Ave, #401, Los Angeles, CA 90036

Telephone/Teléfono: 323 937-6970

Fax: -

Email: -

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios: my comments at the last EIR/ISS captioned, Santa Monica Venue, on April 23, 2009 were as follows:

My name is Mike Clark, this is a status update on my \$65.4 million Federal Transit Administration (FTA) grant for the "Parks District" around the Wilshire/Painbow Station and Museum Row, focusing on MTA's initial MAS west on Wilshire to this same station.

I will continue under Gordon's handwritten written Federal instructions, complete FTA's Private Station disclosure requirements, and seek return of FTA's written D.C. hand-overs for Federal processing to assure timely grant funding so that the Wilshire/Painbow Station, Distribution connection, and Beverly/Painbow Distribution Station can open simultaneously as part of the initial MAS. Both these stations can provide substantial Park and Ride facilities on site that offer outstanding "Joint Development" opportunities. I have completed a revision of Preliminary Engineering drawings I will provide you for the Beverly/Painbow Station, and the envelope provides for all grant elements, including access and grant funds for the critically important revitalization of Wilshire corridor, from Beverly to Clifton, minor modifications will be required as a 2nd phase Distribution extension to serve West Hollywood will not be precluded - most probably to a Beverly/San Vicente Distribution Station.

This Private Station initiative started with a written request to submit from the Administrator of Federal Transit. Thank you

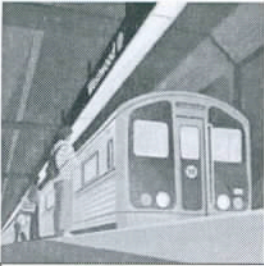
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Metro CC Carol Enge, Chief Planning Officer, MPA; Susan Schmitt, Associate Administrator, FTA, Washington, DC; Thomas Jenkins, PE, Vice President, Project Manager, FTA; Eli Brand, Trustee, LACMA; Harold S. Benson; Paul Karpov (Artistic Director); Jackson Cantor, (Contracts, Historic Buildings); Zev Yaroslavsky, Director, MPA Board

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WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: <u>Charles Folletta</u>	
Organization/ Organización:	
Address/Dirección: <u>901 3rd Street, # 406 -</u>	
Telephone/Teléfono: <u>310-395-8245.</u>	Fax: <u>Santa Monica - 90403.</u>
Email:	

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

Santa Monica desperately needs & wants the Wilshire subway - All the way to 4th Street. The subway is much preferred over the Expo line, phase 2. It serves many more people, jobs, etc. It is heavy rail, much faster than light rail, and there are almost no port construction environmental impacts. Build the subway to

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David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012



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25A

WRITTEN COMMENT FORM
FORMULARIO PARA COMENTARIOS



Name/Nombre

Organization/Organización

Address/Dirección

Telephone/Teléfono

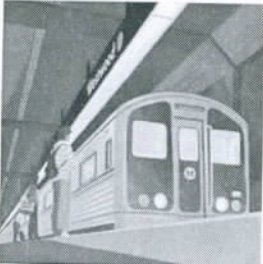
Email

Meeting/Vent

Comments/Comentarios

to Santa Monica.
to complete the
Funding (\$6.1 Billion)
I suggest this can
now be done by using
the measure R funds
(\$4.1 billion) and combine
it with the funds that
would be used for phase 2
of Expo line (\$2 billion) —
and we will have 100%
funding for the subway
all the way to
Santa Monica.





WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: Javier Hennigar

Organization/ Organización: _____

Address/Dirección: 458 20th Street, Santa Monica

Telephone/Teléfono: 310-395-1408 Fax: _____

Email: _____

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

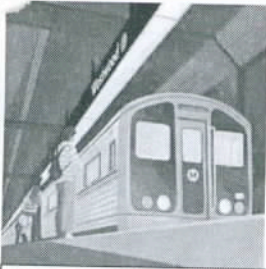
Santa Monica Needs the
Subway all the way to
4th Street.
We are \$2 billion for
Phase 2 of Expo line.
Combine it with the \$4.1 Billion
measure we will provide
and we will have the total
amount needed to build
Subway all the way to Santa Monica

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David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012



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WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: <i>Patchur White</i>	
Organization/ Organización:	
Address/Dirección:	
Telephone/Teléfono:	Fax:
Email: <i>patchur_white@yahoo.com</i>	

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

the spirit of wilshire blvd in santa monica

seems very serene and pleasant

and maybe shouldn't subject

construction workers to the possible

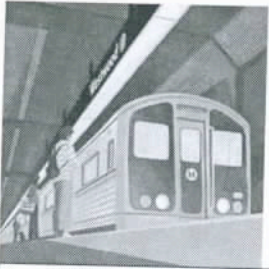
danger of installing

more subway ... !!! ???



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David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012

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WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: Jayson Warsuma

Organization/ Organización:

Address/Dirección: 1284 N Havenhurst Dr West Hollywood

Telephone/Teléfono: _____ Fax: _____

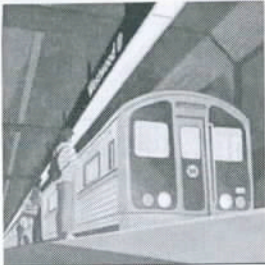
Email: _____

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

People in LA area need the
subway. Because people work in low pay
Jobs. They need the subway real bad now.
Mta New York subway reach the top of
the building. I believe that Mta LACTA
can eat the cake and ice cream.
Mta LACTA is just eating Turkey
sandwichs 24/7 many people would get
bored eating the same thing 24/7.





WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: Ken Alpern

Organization/ Organización: The Transit Coalition / CD11 Transportation Advisory Comm

Address/Dirección: 3222 Military Avenue, Los Angeles, CA 90034

Telephone/Teléfono: (310) 413-6136 Fax: (310) 231-7562

Email: SEALNBEAR@aol.com

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

① I favor MOS 3 on Wilshire to just west of 405 freeway before MOS 4 begins construction
(Wilshire/Bundy is best)

② MOS 4 is a great idea, and should be done in conjunction with planning for the north-south Crenshaw Corridor Project, because MOS 4 has both east-west and north-south components

③ MOS 3 "to the beach" is a project best diverted to other connecting projects
Is it "MOS 5"?

Kenneth D. Alpern

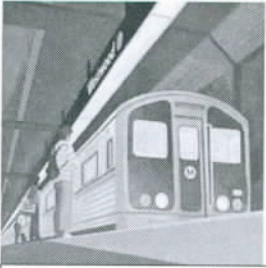
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David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012



Metro

→ Sepulveda Blvd, Crenshaw Corridor
 → Expo Line connection
 (higher priorities)



WRITTEN COMMENT FORM

FORMULARIO PARA COMENTARIOS

Name/Nombre: <i>Tom Pease</i>	
Organization/ Organización:	
Address/Dirección: <i>416 N. Maple Rd Rm C</i>	
Telephone/Teléfono: <i>310 257268</i>	Fax:
Email: <i>tmpease@yahoo.com</i>	

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

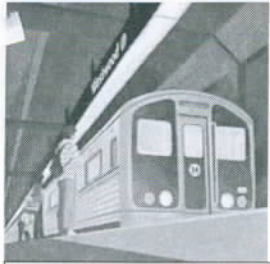
I wonder if the MTA had considered having the line skip North onto San Vicente + onto Burton Way through Beverly Hills? This would be less impactful on Fox Businesses, and there could be a stop at La Brea + SV (Beverly Center) and Santa Monica + Beverly where there's ample room for a stop



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 David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012

Metro

(31)



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: <u>MARTIN STRUDLER</u>	
Organization/ Organización: <u>WEST HOLLYWOOD WEST RESIDENTS ASSN.</u>	
Address/Dirección: <u>403 WESTBOURNE DRIVE</u>	
Telephone/Teléfono: <u>310-657-7868</u>	Fax: <u>SAME</u> <u>MSTRUDLER@AOL.COM</u>
Email: <u>MSTRUDLER@AOL.COM</u>	

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:
HISTORICALLY, LOCATION OF STATIONS HAVE CREATED
HUGE INCREASES IN CONSTRUCTION & DENSITY IN THE
SURROUNDING AREAS. (HOLLYWOOD/VINE; LANKERSHIM)
SO POSSIBLE LOCATIONS OF STATIONS IN WEST HOLLYWOOD
IS OF GREAT IMPORTANCE. ALSO - BEVERLY CENTER &
CEDAR SINAI ARE BUILT DIRECTLY ON TOP OF AN ACTIVE
FAULTLINE. LIQUIFACTION? WATER LEVEL PROBLEMS? ALSO
EXISTING SEWER, GAS, ELECTRIC, WATER LINES RELOCATION
A HUGE COST AT LACIENAGA (BEVERLY...) AND WOULD
TRANSFERS TO EXISTING BUS LINES BE FREE (AS IN N.Y.C.)?



Return comment form to (Favor de regresar formulario a):
 David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012

Metro

Anthony Curzi
1234 Wilshire Boulevard, #433
Los Angeles, CA 90017

3A

April 15, 2009

David Mieger, AICP
Metro
1 Gateway Plaza, MS 99/2/5
Los Angeles, CA 90012

Dear Mr. Mieger,

I would like to applaud you and your staff for all the work performed so far toward the development of rail improvements for the Westside. The alternative analysis process yielded two options that, I believe, are excellent candidates for study in the Environmental Impact Report/Environmental Impact Statement (EIR/EIS).

Based upon the need for improved public transit not only along the Wilshire Boulevard corridor, but in West Hollywood and along La Cienega as well, I support the second option—Alternative 11. This alternative will provide for two subways, one along Wilshire from the current terminus of the Metro Purple Line to Santa Monica and one from Hollywood/Highland to Wilshire/La Cienega, where it would join the Wilshire subway. I believe this second “West Hollywood subway” will generate a good deal of ridership.

In particular, I would like to see the EIR/EIS study the possibility of a station at La Cienega and Melrose. A station at this location would serve the numerous residents and businesses in the neighborhood. Furthermore, Metro is studying placing a station somewhere near the Beverly Center shopping mall. I believe this station should be built in between Beverly Boulevard and Third Street with portals at both ends. This is possible because these two streets are relatively close together—about 900 feet. The distance between the northern and southern portals for the Metro Red and Purple Line Civic Center station, by comparison, is 750 feet. A direct access to the Beverly Center should also be examined.

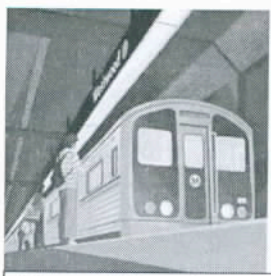
Metro should work proactively with the Cities of Los Angeles, West Hollywood, Beverly Hills, and Santa Monica toward establishing appropriate land use designations for the areas immediately on and adjacent to station locations. Furthermore, public/private partnerships for mixed-use, transit-oriented developments on station property should be utilized to the fullest extent.

Thank you for your continued work toward the realization of this critical transportation project for the Westside. I look forward to the release of the EIR/EIS.

Sincerely,



Anthony Curzi



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

Name/Nombre: MARK R. JOHNSTON

Organization/ Organización: NARP, TRAC, PRS

Address/Dirección: 4185 Van Buren st, Chino, CA. 91710

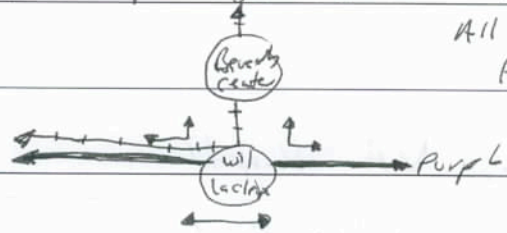
Telephone/Teléfono: 909-591-6691 Fax: _____

Email: Canammj@yahoo.com

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

① The West Hollywood Route, After leaving Beverly Center Station, must go to Wilshire/La Cienega Station, not by Passid. You have the same 45 degree angle at Wilshire/Vermont, so why not here? As almost ~~mid~~-point on the route, it would feed East/West passenger onto north route to Beverly center, West Hollywood



All directions served. otherwise, passengers have to back-track from Wilshire/Beverly which is further away

② Take the Century City stop where the developer has offered to rough in a station. All t b t are good

③ Westwood/UCLA. Take the Locante/Westwood location much more user/pedestrian friendly. Walk south to the Village. Walk north into campus. Take Westwood/Wilshire Intersection is very pedestrian unfriendly = all cars and traffic



Return comment form to (Favor de regresar formulario a):
 David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012

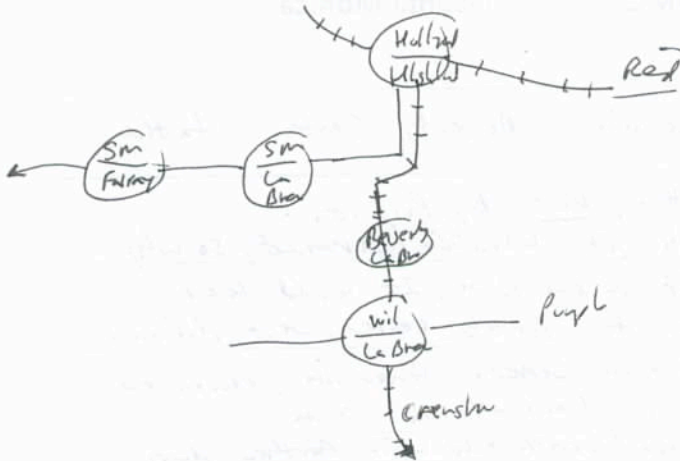
Metro

Over

33A

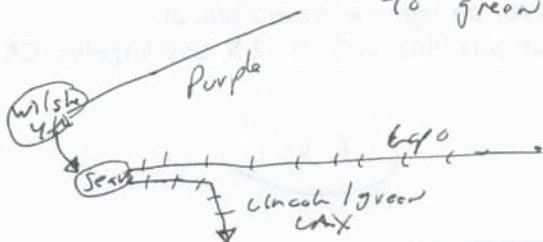
④ Wilshire/La Brea = make sure you build a station box (4 way) if the Crenshaw line comes up from the south and could possibly continue north to the Red Line

⑤ Prep / Rough-Id a potential Crenshaw line connection to the Red line at Hollywood / Highland. This creates a long north/south line (Crenshaw line) from Hollywood to LAX to Torrance (Some Day). Transfer at San Fernando Valley, Points Cal Access, Mid Wilshire, Palms, Crenshaw District, Inglewood, LAX & Torrance



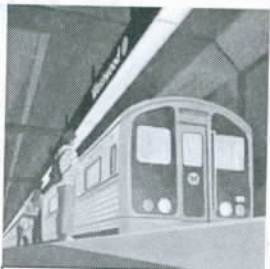
⑥ Must have a station near VA Hospital as future 4-way junction for some kind of future line along 405 from S.F. valley to LAX Area. Limit parking - mark a true transfer facility

⑦ In Santa Monica, line needs to turn after Wilshire/4th over to the Expo line terminus at Sears. Because if the green line ever comes up Lincoln from LAX, needs to be a connection - Riders from Purple line Palms, can make transfer to green and get to LAX.



✓ If Expo & green are above ground at Sears. Put Purple in Basement or better yet - continue purple down Lincoln to LAX!

Put the Tunnelling machines in the ground at Wilshire/Western, and don't have them come out until the ocean is reached. Take-Down & set up is expensive. Set up once and even if slow - go to ocean non-stop



WRITTEN COMMENT FORM FORMULARIO PARA COMENTARIOS

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

- Meeting Venue: LACMA West Hollywood Beverly Hills
 Westwood Wilshire UMC Santa Monica

Comments/Comentarios:

1) Wilshire/Crenshaw: While the area north of Wilshire Blvd. is very low density residential, this section of Wilshire Blvd is lined with 3 to 10 story buildings, (mostly office with a few residential) with a few empty lots. The area south of Wilshire, though, is zoned for 3-4 story residential. In the last five years, two 4 story and one 3 story Condo building have been built just on one block of Crenshaw just south of here. We can expect this area to grow in density over time. Also this is a major transfer point between Crenshaw buses and the Wilshire subway. It would be foolish not to put a station here.

2) Westwood: Eventually, (if not sooner) we will build a north/south rail line from the San Fernando Valley to the Southbay. The Westwood Station must be designed to connect with that line when built.

3) Beverly Center: There is a major oil production site slant drilled from behind Beverly

Return comment form to (*Favor de regresar formulario a*):

David Mieger, Project Manager, Metro, One Gateway Plaza MS 99-22-5, Los Angeles, CA 90012



Metro

center on San Vicente Blvd. Also, a major storm drain, large enough to stand up in, runs under San Vicente, from the Hollywood Hills. It will be much easier to put the station under La Cienega Blvd. This will be a busy station.

- 4) Santa Monica/San Vicente: This is the best location to serve West Hollywood's Commercial Core, as well as the Pacific Design Center which is currently being expanded with a new office building. That big storm drain however, is still a problem.
- 5) Sunset/La Cienega: This is the heart of the highly congested Sunset Strip. The highrise offices, Hotels, restaurants, nightclubs and nearby housing (with more planned) desperately needs to be served by rail transit. There should be a station here.
- 6) Santa Monica/La Brea: There are currently at least five large mix use projects being proposed within five blocks of this site in the City of West Hollywood and two more in Los Angeles. This is in addition to at least five apartment or condo buildings that have been completed in this area since the 2000 - Census. This will be a very dense area in 20 years.
- 7) Hollywood/Highland and beyond: This is a major transfer point with the red line, a major destination and has a lot of housing under construction. This should not however be the end of the line. This line should continue north to Burbank:
 - A) Hollywood Bowl: A very busy station on show nights and a large Park and Ride lot during the daytime.
 - B) Burbank Media District: Many people from the West side work in the studios and highrise office buildings of this district. There is currently a 14 story building under construction at Bob Hope Dr and Alameda, with 3 more planned.
 - C) Down town Burbank: Retail, entertainment, dining, housing all within walking distance of the Metrolink/Amtrak station. This is a logical end of the line.
- 8) Construction Phasing: M.O.S.s are a big waste of time and money. No major transit system was ever built in 3 to 5 mile segments. It is much cheaper to build it all at once now, with borrowed money, then to build in short pay as you go segments. Economy of Scale brings your cost per mile down as manufacturers spread the costs of design and production set-up over more units produced and equipment is used longer at one site. It costs the same amount of money to build a tunneling machine regardless of how many miles you bore with it. Furthermore, most of your Interest Cost is offset by inflation.

①

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 13, 2009 4:47 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Tommy
lastName: Pedrini
organization:
emailAddress: chiriko@catsonmars.com
streetAddress: 1732 1/4 Kent St
city: Los Angeles
state: CA
zipCode: 90026
Date: Monday, April 13, 2009
Time: 04:46:39 PM

comments:

I am a big supporter of the Westside subway project, and am thrilled about the so-called "Pink Line" proposal. However, I want to share a few station options that I believe should be considered in the EIR/EIS:

- Through tracks should be constructed from Hollywood/Highland to run the Pink Line into the Red Line ROW. A transfer at Hollywood/Highland would be inconvenient. This alignment would also allow for a station at La Brea and Sunset, which would serve an entirely new community.

- Stations should exist at *both* Santa Monica and La Cienega and San Vicente and Santa Monica, with a third station in between -- on the Sunset Strip, via a tunnel under Holloway drive. This L-shaped detour would serve the extremely busy Sunset Strip and take drunk drivers off the road after dark. Travel time would hardly be impacted by this shift, but the potential benefits to the region as a whole should be studied.

- The eastern section of Wilshire Blvd in Westwood is home to a number of high-density residential developments and should have a station, even (or perhaps especially) if the line curves toward UCLA on its way west. This area is cumbersome to navigate on foot at best and should have a station.

- The VA Hospital is a highly transit-dependent destination and a station should be considered.

In each of these cases, impacts on travel time would be considerably outweighed by benefits to regional destinations and local communities.

I have made a Google map with the alignment I believe best suits the extension and would like you to consider it. We will only have one chance to serve this area for the next century, and we should do it right:

<http://maps.google.com/maps/ms?ie=UTF8&hl=en&msa=0&ll=34.060624,-118.392105&spn=0.109645,0.22316&t=h&z=13&msid=109053275372697771241.00046777e3482b4b71f7c>

thank you!

2

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 13, 2009 10:30 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Karen
lastName: Gardner
organization:
emailAddress: karengardner1955@yahoo.com
streetAddress: 5173 Hollywood Blvd #303
city: LOS ANGELES
state: Ca
zipCode: 90027
Date: Monday, April 13, 2009
Time: 10:30:11 PM

comments:

I went to the Westside Subway Extension meeting at the LACMA venue on Monday April 13th. There was a gentleman who spoke at the podium about the fact that when he rides the subway at 6:30 in the morning that there are hardly any people riding the subway. That there is no need for any subway along Wilshire. Now I feel as well as some of the people in the room felt that this is not the case. For me personally, I take the 720 to go to Santa Monica and it is always full. In the summertime it is much worse. When the weather is nice you have people wanting to go to the beach. Last summer I needed to go to Wilshire and Bundy on a Sunday afternoon. The 720 broke down near Wilshire and Crenshaw. Every 720 that came by after that was jam packed, the bus drivers wasn't and couldn't let people get on. There was one gentleman who needed to be at his job and the bus driver from the broken down 720 has to plead with one of the drivers of the over crowded bus to let this person board so that he could get to his job. It took me upwards to an hour before I could finally get on board a bus. However I was an hour late to my destination and missed my appointment. I wish I had a magic wand that I could use to make the Wilshire Subway Line appear tomorrow. That's how desperately the Wilshire Line is needed.

Kristine Grillo

From: Harwood, Alexander [AHarwood@calstate.edu]
Sent: Tuesday, April 14, 2009 8:02 AM
To: Westside Extension
Subject: comments regarding last nights' presentation

I am a home owner a few blocks north of Wilshire very near San Vicente.

I fully support Alt 11. I think Alt 1 is a fine place to start but it would be very disappointing if Cedar Sinai which is so important in regards to jobs and health care wasn't serviced by the subway. Alt 11 does that but also includes other areas of high density for living working and entertaining. Just think of how much easier Halloween and Gay pride would be if people could take a subway, even if they have to drive to a subway location.

I think that we should consider putting park and rides under the 10 near exits and having dash buses that run between those and the Wilshire subway and expo line.

Don't listen (I doubt you do) to the crazy guy or the monorail woman. We aren't Disney land and neither Seattle or Las Vegas or anyone else has succeeded with a monorail. As for the nutty guy saying that no one rides the subway now.... Ridership may not be as high as we like now but that is most likely due to the fact that the line stops at Western. If you have ever taken the rapid bus on Wilshire you will know that there is no room to stand let alone sit during rush hour. I take the bus from La Cienega to Beverly Hills occasionally and it is at capacity. I think another example of how popular and heavily used this would be is demonstrated by the success of the bus line in the SF Valley.

My main hope or desire is that we can fast track all of this! I want so badly to have this near my home and I want to be able to ride it.

Alex Harwood

4

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 13, 2009 3:33 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Valerie
lastName: Edwards
organization: MPD-LAUSD
emailAddress: valerie.edwards@lausd.net
streetAddress: 1055 West 7th St., 9th Floor
city: Los Angeles
state: CA
zipCode: 90017
Date: Monday, April 13, 2009
Time: 03:33:17 PM

comments:

As a long-time user and observer of public transportation in cities around the world, my experience has taught me that the most successful public transit systems include multiple connection points that enable riders to connect with routes both horizontally (latitude) and vertically (longitude). I strongly support Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard ("Wilshire/West Hollywood Subway" or Alternative 11) because it moves LA's system closer toward that connection ideal. Thank you!

5

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 14, 2009 12:30 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: JOHN
lastName: THOMPSEN
organization:
emailAddress: jthompson@sbcglobal.net
streetAddress: 600 S. Curson Ave., #437
city: Los Angeles
state: CA
zipCode: 90036
Date: Tuesday, April 14, 2009
Time: 12:30:00 PM

comments:

I attended last nights meeting at LACMA. I wish to comment on the MOS discussion. I really think you should look at building in just two segments - one from Western to Century City, the final one from Century City to Santa Monica. If the first MOS stops at Fairfax you will create a traffic nightmare.

6

Kristine Grillo

From: eric sievering [esievering@hotmail.com]
Sent: Tuesday, April 14, 2009 11:17 AM
To: Westside Extension
Subject: RE: Westside Subway Extension Mtg. Reminder and Additional Scoping Mtg.

Last night, I gave a comment about finishing the Subway one stop at a time.

I had one more thought along those lines, even if the overall project took longer to complete I would support opening the subway one stop at a time. For example, if say it was going to take 25 years total to complete every leg of the subway, and you could open up a leg say every 5-7 years, I would support a plan that would open up one subway stop say every two years even if the whole project took a little longer like 30 years to complete.

You mentioned in your presentation last night the need to gain public support. I believe you will lose public support if say the public is told eight years from today they will be able to step onto a subway that will take them, just a few stops west. Although I think if say three years from now the first stop going west were to open and every two years past that another one could open you would capture the public's interest more. I think you could even publicize when the next stop would open which could gain local support etc..... I think this method of building would also benefit the overall plan. It seems with such large plans like this, there is always something that slows the process down like some change to the plan last minute etc..etc... A good example would be the changes the expo line phase 1 now has to do before it opens. It looks like this will stop the expo line from opening on time. I think the smaller you can build and open this the more success you will have overall.

Much thanks

Eric Sievering

Rediscover Hotmail®: Get quick friend updates right in your inbox. [Check it out.](#)



Kristine Grillo

From: Litvak, Jody Feerst [Litvakj@metro.net]
Sent: Wednesday, April 15, 2009 7:47 AM
To: Clarissa Filgioun; Kristine Grillo
Cc: Mieger, David; Martin, Roger
Subject: Fw: Comments on Metro Westside Subway Extension Meeting at Plummer Park Weho

Please include in official scoping comments.

From: Ripaldi, Carl
To: Mieger, David; Litvak, Jody Feerst
Cc: Martin, Roger; Liban, Emmanuel
Sent: Wed Apr 15 07:36:29 2009
Subject: Comments on Metro Westside Subway Extension Meeting at Plummer Park Weho
Dear Dave and Jody:

I thought last night's meeting in Weho, Plummer Park Community Center went quite well. The presentations were good, the attendance was good and I thought there were a number of good comments too.

I wanted to provide you some comments that I thought should be considered as we go forward with the DEIR/DEIS.

Regarding the comments for a station at the Hollywood Bowl. I thought this was a good suggestion. As a resident of Hollywood living near the bowl, I have always wondered why Metro didn't have a Red Line Station at that venue. The potential of a new line from Hollywood through Weho would provide an opportunity to create one. It would do much to alleviate the tremendous traffic associated with Bowl events. I have heard that the seasonal aspects of the Bowl concerts was a reason to disregard the venue, however the tremendous parking availability at the Bowl would allow commuters to park and ride at this location right of the Hollywood Freeway during off season. Something to consider! Maybe parking for commuters and a station at the Bowl would alleviate the need to provide additional parking at Universal City.

Also living in Hollywood and spending a lot of time in Weho and the vicinity, I think this City and neighborhoods offer a vibrant, dynamic and growing area vs. parts of the Wilshire Corridor which are mature, older, less dynamic areas (not a lot of dynamism here except around the museum). Locations at La Cienega/ Sunset, and San Vicente draw lots of residents and tourists more so than some other areas along the Wilshire Corridor. I think that a subway in this area would receive very high participation from locals and tourists alike. This is a very dynamic, creative and desirable area to live and visit. There are tons of restaurants and clubs that draw evening crowds. A station at the Beverly Center would also have high demand. At the least, I would suggest that we complete the environmental clearance to include this area within the EIS/EIR process. It is highly likely that the ridership numbers will only improve within this corridor. If we can't build the subway here at this time, then allow it for future expansion. Also, the creation of a station at Metro's Division 7 would only increase the value of Metro's property for future joint development. I bet that parcel of land is the most valuable piece of real estate that Metro owns. Why not enhance its value and usage? This would be a real winner

Regarding the Crenshaw station, Jody mentioned that the neighborhood might not provide enough usage to justify a station here. I believe that the greatest usage of that station would be a transfer place for riders coming from the Crenshaw corridor line to transfer to the Purple line west. This would allow them to take the subway from the Aripport, Southbay areas to Beverly Center, Hollywood, Beverly Hills, Century City, Westwood. It would open up tremendous opportunities for work center development and public transit commuting So regardless of limited local usage, I believe that a high level of transfer traffic would justify the station. I understand that the current plans for the Crenshaw Corridor do not include a subway to Wilshire, but again that could be considered and built at a later time. Why not clear it now within the current EIS/EIR process?

Finally, I have to say that I was a bit offended by the designation of the Hollywood Weho subway as the "Pink" line, as mentioned and shown in the presentation graphics. I think a lot of gays will be offended by that designation. Whose idea was this? Very poor choice in my opinion! Such a designation is very stereotypical and not at all appropriate. Having participated in the presentation and talked to many of the participants, I didn't observe anyone who fit that stereotype. It is so inappropriate! The group was very diverse including young and old, married and single, straight and gay. It would be

7a

just as appropriate to call this line the "White Line" as almost every one in this areas is white!! However, I don't think Metro would do that for fear of offending Blacks and Latinos. Maybe this designation should be reconsidered.

Regards,

Carl

8

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 14, 2009 8:36 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Makan
lastName: Mohageg
organization:
emailAddress: makan.mohageg@gmail.com
streetAddress: 19200 Nordhoff Street #802
city: Northridge
state: CA
zipCode: 91324
Date: Tuesday, April 14, 2009
Time: 08:36:24 PM

comments:

Even as a Valley resident who works in Pasadena, I still see the benefit in extending the subway to Santa Monica. Please count me among the supporters of the proposed 'two-leg' extension through Miracle Mile and West Hollywood.

If the route along Westwood blvd is selected for build, I would like to see a stop added at the intersection of Santa Monica & Westwood Blvd. Thank you

9

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 14, 2009 8:34 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Johnn
lastName: Pulver
organization:
emailAddress: urgelwolf@yahoo.com
streetAddress: 1918 Karen St
city: Burbank
state: CA
zipCode: 91504
Date: Tuesday, April 14, 2009
Time: 08:34:14 PM

comments:

I would like to see a line from Hollywood/Highland to the ocean. I think it would add value to the community.

Thank you!

10

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 14, 2009 5:27 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Tyler
lastName: Bonstead
organization:
emailAddress: eltylor@gmail.com
streetAddress:
city:
state:
zipCode:
Date: Tuesday, April 14, 2009
Time: 05:27:17 PM

comments:

I would urge that you look at a phasing options in the Westwood area that would allow for a future extension of the Purple Line over the Sepulveda Pass. That alignment is identified as a future transit route in Measure R, and it looks like the Westside Subway Extension has a weak ridership base past the 405 towards Santa Monica. A turn north could connect to Sherman Oaks and the Orange Line, and would likely have a smaller incremental cost compared to light rail since an alignment along the 405 would be mostly grade-separated anyway. Perhaps a station at Westwood / LeConte (see below) could be designed so that it could turn southwest (Wilshire Corridor) or northwest (405 Corridor).

I would also urge that you go into the hearts of major activity centers as much as possible (UCLA and Century City), instead of staying out along Wilshire and Santa Monica Blvds. TBMs will likely have fairly similar tunneling costs under an existing street or under a new alignment (unless extensive underpinning is needed), as opposed to surface or aerial alignments that have large impacts if they follow new alignments and ROWs. With the routing flexibility offered by TBMs, stations should be located where demand is highest.

Great project! Thanks for giving me the chance to give my thoughts.

-Tyler Bonstead



Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 14, 2009 3:50 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Michael
lastName: Klein
organization:
emailAddress: aq873@lafn.org
streetAddress: 12401 Wilshire Blvd., 2nd Floor
city: Los Angeles
state: CA
zipCode: 90025
Date: Tuesday, April 14, 2009
Time: 03:49:29 PM

comments:

Why not link the Santa Monica terminus of the subway to the Santa Monica terminus of the light rail?

That simple step would significantly multiply the utility of the whole system.

How so? Well, e.f., if I am at the Veteran's Administration Building in West La and want to get to Culver City by rail, I could take the subway to Santa Monica, transfer and go to Culver City.

Or, if I am at Wilshire and 20th Street, in Santa Monica, and I want to go to USC, I could ride to downtown Santa Monica, transfer and go direct.

In general, with a connection in downtown Santa Monica, each point along the light rail and subway would become accessible to each other point without having to first go to downtown Los Angeles.

Eventually, when we run another mass transit option to the airport down, e.g. Lincoln, this would complete the system.

It makes no sense to have the ends of the two lines (subway and light rail) separated by a mile or a half mile in downtown Santa Monica with no connection between them.

Thanks!!

Kristine Grillo

From: Litvak, Jody Feerst [Litvakj@metro.net]
Sent: Wednesday, April 15, 2009 3:49 PM
To: Clarissa Filgioun; Kristine Grillo
Subject: FW: Westside Subway Extension Project

Do we want to include this in the record or see if he makes it formal?

From: Litvak, Jody Feerst
Sent: Wednesday, April 15, 2009 3:47 PM
To: Monks, David; 'johnciacci@gmail.com'
Subject: RE: Westside Subway Extension Project

Mr. Ciacci:

Thanks for your interest in the Westside Subway Extension. Just by way of background, I want to make sure you know that before beginning the current Draft EIS/EIR, we completed an extensive Alternatives Analysis (AA) Study where we evaluated not only heavy rail subway but also light rail, bus rapid transit and monorail. For heavy rail we evaluated options for having it below ground (aka subway) and above ground. For light rail, we evaluated above, below and at street level. And, of course for monorail, we looked at above ground.

In short, we ruled out the light rail, bus rapid transit and monorail options, and all of the above ground options for 5 key reasons. As you know, this is a high demand corridor. The bus service on the Wilshire corridor today, without rail, is the highest anywhere in the country. There are upwards of 80,000 bus boardings/day. Only heavy rail has the person carrying capacity to meet the projected demand in this corridor. Secondly, we rejected all of the above ground options because of the already dense development here. They work in areas where streets are wider and there aren't buildings so close but would not work well here. While costs for tunneling are expensive, claims of cheaper construction for above ground options, including monorail, don't pan out in corridors as densely developed as this. In addition to construction of the actual line, you need to figure in costs for real estate and easements for station entrances, elevators, escalators, and ancillary facilities (power generation, etc.) that are otherwise included in below ground construction. In addition, any elevated structure would take out 2-3 lanes of traffic in order to accommodate the supports. The Westside Extension is supposed to provide new travel capacity and this seemed to counter that goal. Plus the costs of the required mitigation for the lost traffic capacity again make the costs higher than many people usually consider. Finally, Metro does not currently operate monorail technology. If we were to bring it in to this corridor, we would need to locate and acquire sufficient land for a maintenance facility for storage, maintenance and repair of the cars that would have to connect directly with the line. Based on the number of cars needed and the experience of other others around the world, that site would need to be 10-15 acres (I actually don't recall the exact number right now) and it would need to be on the Westside. Quite frankly, we have no idea where we could locate such a facility let alone what the cost would be or if we could get sufficient support for it.

Here is link to the presentation we gave the community last spring during the AA Study when we eliminated the "non-subway" modes. It has more information on all of this:

http://www.metro.net/projects_studies/westside/images/2008_0505_presentation.pdf

I invite you to review this information. If you still feel we should reconsider monorail for this corridor, please send us that request prior to May 7. We are currently in the "scoping period" for the EIS/EIR which is your opportunity to tell us what you want us to consider. While we welcome comments throughout the study, there has to be a deadline for scoping so we can get on with doing the work. Please go to the study web site (www.metro.net/westside) where you can find much more information from the now-completed AA, new information from the EIS/EIR underway, as well as how to contact us. At a minimum, please go to "Contact Us" at that site and fill out your information so we can keep you informed as the EIS/EIR progresses.

Thanks.

Jody Feerst Litvak
Regional Communications
Metro
1 Gateway Plaza
Los Angeles, CA 90012-2952
(213) 922-1240
LitvakJ@Metro.Net

From: Monks, David
Sent: Wednesday, April 15, 2009 11:52 AM
To: 'johnciacci@gmail.com'
Cc: Litvak, Jody Feerst
Subject: FW: Westside Subway Extension Project

Hi John –

I am forwarding your email to Jody Feerst Litvak who is the Community Relations Manager for the Westside Subway Extension project. She can respond to you inquiry.

Dave Monks
Metro Regional Communications
One Gateway Plaza, 99-8-2
Los Angeles, CA 90012
213-922-7456
monksd@metro.net

From: John ciacci [mailto:johnciacci@gmail.com]
Sent: Wednesday, April 15, 2009 5:52 AM
To: Monks, David
Subject: Westside Subway Extension Project

Dear Metro,

I have a question about the Westside Extension Project,

Why are they not considering a Monorail for Wilshire?

I've been reading a couple sites and it seems more profitable to build a monorail instead of ripping up the street and business closing.

Plus Monorails regularly operate at an amazing 99.9% reliability. No other form of transit can touch that number.

It seems to work for other cities!

http://latimesblogs.latimes.com/bottleneck/2007/05/monorail_to_the_1.html

<http://www.wilshiremonorail.com/Easy%20to%20Build.html>

<http://www.metrotransport.com.au/index.php>

<http://www.wilshiremonorail.com/The%20Wilshire%20Monorail%20Story.html>

<http://www.monorails.org/tmspages/MonoVs.html>

<http://www.wilshiremonorail.net/MonorailVsSubway.htm>

<http://www.monorails.org/tmspages/LA1963.html>

Sincerely,

John Ciacci
Metro Rider

Kristine Grillo

From: Andre Morimoto [andre.morimoto@gmail.com]
Sent: Thursday, April 16, 2009 10:19 AM
To: Westside Extension
Subject: Strong Support for Metro Purple Line to the 405 fwy

April 16, 2009

Mr. David Mieger, AICP
Metro
1 Gateway Plaza, MS 99/2/5
Los Angeles, CA 90012

Dear David,

I am a Los Angeles City Resident from the Harbor Gateway (405 fwy/Western area).
I presently work in Century City.
I read the scoping presentation for tonight's meeting in Beverly Hills and will attend.
Please include my comments in the draft/final E.I.R.
I supported and voted for Measure R.
I feel that this rail line will have a major impact on W-East traffic patterns thru the City of L.A.
In addition, I believe for the reasons stated below, the Purple Line will benefit So. Bay and LAX commuters.

After viewing the presentation, the MOS-1 to Fairfax might be the most realistic 1st segment of the subway extension.
However, if it is possible, I would like to see MOS-1 extended to include La Cienaga.
I also favor the West Hollywood segment to include a Beverly Center/Cedars Sinai station to be critical.
I am hoping a future Century City station will be either at the Westfield Mall or near the intersection of Avenue of the Stars & Constellation w/entrances that can be accessed to/from Century Park East, Century Park West, Santa Monica Blvd., and Olympic Blvd.

In addition, I'm hoping the M.T.A. can include feeder lines such as the Harbor Subdivision & Crenshaw lines sooner vs. later. Lets get Metrolink service on the Harbor Line to include LAX and get people from the So. Bay, LAX/tourists, Crenshaw corridor plugged in and see ridership grow.
I'm going on a tangent here, but, we need to get LAX linked with Union Station and the Purple Line will get visitors as well as locals to destinations in Beverly Hills/Century City and downtown L.A. and beyond w/o resorting to using a car.
Good luck and I will be staying in touch as this is my generation's legacy to our children/grandchildren.
Thank you.

Regards,

Andre Morimoto