APPENDIX 1-A **CRENSHAW NORTHERN EXTENSION SCOPING SUMMARY REPORT**

Los Angeles County
Metropolitan Transportation Authority

Scoping Summary Report

CRENSHAW NORTHERN EXTENSION



Metro

June 16, 2021
FINAL

Table of Contents

1.0 – INTRODUCTION 3

1.1 – NOTICE OF PREPARATION 4
1.2 – SCOPING REPORT ORGANIZATION 4
1.3 – PROJECT OVERVIEW 5
1.3.1 – PROJECT DESCRIPTION 5
1.3.2 – PROJECT LOCATION 6
1.3.3 – PROJECT HISTORY 6
1.3.4 – INITIAL AND ADVANCED ALTERNATIVES ANALYSIS STUDY (AA STUDY) 6
1.3.5 – PROJECT OBJECTIVES 8

2.0 – SCOPING OUTREACH 8

2.1 – SCOPING NOTIFICATION REQUIREMENTS 8
2.2 – METRO'S PUBLIC PARTICIPATION PLAN 9
2.3 – SCOPING OUTREACH TACTICS 9

3.0 – PUBLIC AGENCY SCOPING 13

3.1 – AGENCY NOTIFICATION 13
3.2 – LEAD AGENCY 13
3.3 – RESPONSIBLE AGENCIES 14
3.4 – TRUSTEE AGENCIES 14
3.5 – AGENCY SCOPING MEETING 14

4.0 – PUBLIC SCOPING MEETINGS 15

4.1 – PUBLIC ENTITIES 16
4.1.1 – CHAMBERS/BUSINESS IMPROVEMENT DISTRICTS 16
4.1.2 – COMMUNITY BASED ORGANIZATIONS (CBOS)/NEIGHBORHOOD COUNCILS/TRANSIT ADVOCACY GROUPS/HOMEOWNERS ASSOCIATIONS (HOAS) 16
4.2.3 – CULTURAL/RELIGIOUS COMMUNITY 17
4.2.4 – ADVISORY BOARDS 17
4.2.5 – PUBLIC OFFICIALS/GOVERNMENT AGENCIES 17
4.2.6 – MEDIA (INCLUDING PRINT, BROADCAST AND "NEW" MEDIA) 19

5.0 – OUTCOMES 19

5.1 – ATTENDANCE 19
5.2 – COMMENT TRACKING 24

5.3 – Government Agencies, Elected Officials, and Special Districts Participation 24
5.4 – Summary of Comments Received from the Public 25
5.5 – Themes 26
5.6 – Social Media Engagement 26

APPENDICES 28

Appendix A – Notice of Preparation (NOP) 29
Appendix B – Marketing Materials 38
Project Website 38
Overview 38
Map 39
FAQs 39
Meetings 41
Blog Posts 42
Fact Sheets 58
Social Media 96
Newspaper Advertisements 99
Flyers (Door-to-Door Distribution) 99
Map of Flyer Distribution Area 100
Appendix c – Scoping Meeting Materials 101
PPT presentation 101
Video 136
Website 136
Story Map 137
Q and A Transcripts 477
Comments Original Received 495
Comments Received After 5/28 1022
Appendix D – Tables 1042
Stakeholder List 1042
Timeline 1042

1.0 – INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) is preparing a Draft Environmental Impact Report (EIR) for the Crenshaw Northern Extension Project. The Draft EIR will inform decision makers and the general public of potential significant environmental impacts of the Project and possible ways to minimize potential impacts, as required by the California Environmental Quality Act (CEQA). Metro conducted a 45- day public scoping period between April 15, 2021, to May 28, 2021.

Scoping is the process of determining the scope, focus, and content of an EIR. For the purposes of this Scoping Summary Report, scoping comprises Metro's legally required notification and subsequent comments received related to agency scoping and public outreach conducted by Metro for the Project. Scoping is the first step in the environmental clearance process, consistent with CEQA. Since there is no federal funding associated with the project at this time, the project does not have to be environmentally cleared under the federal National Environmental Policy Act (NEPA).

The purpose of the scoping report is to collect all comments and questions about the project. The report identifies the origin of the comments and questions captured and categorizes them based on topic. It helps decision-makers organize public opinions about the project so that they may be incorporated into the project design where feasible. There are three major objectives for the three scoping meetings that were held including:

- Providing an overview of the project and alternatives under study
- Describing the draft EIR process and how it will apply to the project.
- Hearing from the public regarding the project alternatives and options, and any environmental issues of particular concern.

This report will provide an introduction to the Los Angeles County Metropolitan Transportation Authority ("Metro") and to the Crenshaw Northern Extension ("CNE") project, the communities it will serve, and the "Scoping" process entailed in delivery of transit service. The CNE line will extend the Crenshaw/LAX transit line currently under construction with expected completion this year (2021). The report will summarize the approach taken toward Scoping and the resulting outcomes of such efforts. Scoping is the gathering and analysis of information that Metro will use to establish the breadth of environmental review for the CNE project.

Notice of Preparation - The notice of preparation (NOP) is issued by the lead / responsible agency in preparation of an Environmental Impact Review (EIR) or an Environment Assessment (EA) which states significant environmental impacts of the project. Consistent with CEQA Section 15082, Metro filed a Notice of Preparation (NOP) for the Project Draft EIR on 4/15/2021, with the State of California Office of Planning and Research (OPR) State Clearinghouse (SCH) and the Los Angeles County Clerk. The NOP provided notice for responsible agencies to transmit their comments on the scope and content of the NOP, focusing on specific

information related to their own statutory responsibility, within 45 days of receiving the NOP from the Lead Agency (Metro). The NOP also invited public participation in the EIR scoping process and announced scheduled scoping meetings.

1.1 – Notice of Preparation

The notice of preparation (NOP) is issued by the lead / responsible agency in preparation of an Environmental Impact Review (EIR) or an Environment Assessment (EA) which states significant environmental impacts of the project. Consistent with CEQA Section 15082, Metro filed a Notice of Preparation (NOP) for the Project Draft EIR on 4/15/2021, with the State of California Office of Planning and Research (OPR) State Clearinghouse (SCH) and the Los Angeles County Clerk. The NOP provided notice for responsible agencies to transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 45 days of receiving the NOP from the Lead Agency (Metro). The NOP also invited public participation in the EIR scoping process and announced scheduled scoping meetings.

1.2 – Scoping Report Organization

This scoping summary report includes five main sections and several appendices:

- Section 1 - Introduction: Introduces the report, describes the purpose of the scoping process.
- Section 2 - Scoping Outreach: Provides a summary of approaches taken for outreach including tactics and notification requirements.
- Section 3 - Public Agency Scoping: Provides a summary of agency roles and Metro's meetings with responsible and trustee agencies.
- Section 4 - Public Scoping Meetings: Provides an overview of the public scoping meetings organization and coordination.
- Section 5 - Outcomes: Provides a summary of outcomes resulting from Metro's public scoping period.
- Section 6 - Appendices: Provides documentation supporting this report.

APPENDIX – NOTIFICATION MATERIALS

- A-1: Notice of Preparation (NOP)
- B-1: Advertisements, blogs, eblasts, flyers, mailers, social media posts, and website information
- B-2: Map of flyer distribution area
- C-1: Public meeting materials
    - Agendas
    - Presentations
    - Boards
    - Factsheets
    - Mail comment cards
    - Speaker cards
- C-2: Original Comments Received
    - Agency and Public Participation
    - Q & A Transcription
- C-3: Agency Meeting Sign-In Sheet
- C-4: Public Meeting Sign-In Sheet
- D-1: Stakeholder List

1.3 – Project Overview

1.3.1 – Project Description

The Crenshaw Northern Extension is a Measure M project led by Metro. Based on the Measure M schedule, construction for the project would start in the year 2041, and the transit line would be open for service in the year 2047. Measure M was approved by LA County voters in 2016. The ballot measure provides $2.24 billion (in 2015 dollars) in funding for the project. Efforts to accelerate construction of the project are being explored with the City of West Hollywood, in coordination with the City of Los Angeles and in conjunction with Metro's adopted Early Project Delivery Study to identify alternative funds that could potentially help get the project built sooner.

The project is currently moving into the state environmental analysis phase under the California Environmental Quality Act (CEQA) and the Advanced Conceptual Engineering (ACE) phase. Both phases are being led by Connect Los Angeles Partners, a joint venture between WSP USA, Inc. and AECOM Technical Services, Inc. During this time, the team will collect and review key community concerns that must be addressed within the Environmental Impact Report (EIR). The EIR will inform the public of significant environmental effects of the project, identify

possible ways to minimize those effects, and describe reasonable alternatives to the portions of the project impacted by those effects.

1.3.2 – Project Location

The project will extend the Crenshaw/LAX transit line, currently under construction, to the north connecting the South Bay, LAX area, South Los Angeles, Inglewood and Crenshaw corridor to Mid-City, Central Los Angeles, West Hollywood and Hollywood, allowing for further connections to points north in the San Fernando Valley via the Metro Red Line. The project would link four Metro rail lines (C (Green), E (Expo), D (Purple), and B (Red)) and five of the top ten busiest bus lines in the country.

The alignments extending from Exposition Blvd.(S) to Hollywood Blvd.(N) under consideration during the scoping period include: La Brea, Fairfax and Fairfax / San Vicente (Hybrid).

1.3.3 – Project History

From as far back as 2003, planning studies for the Crenshaw/LAX Line have explored opportunities to extend the Crenshaw Line to Wilshire Blvd and the Purple Line, and even further north to Hollywood. Because of funding constraints, however, any segment of the line north of the E Line was eliminated from the Crenshaw/LAX Line project in 2009. At roughly the same time, the Westside Subway Extension Draft EIS/EIR studied a potential heavy rail transit extension from Hollywood through West Hollywood and Mid-City West to the Purple Line Extension along Wilshire Blvd.

In February 2016, the Crenshaw Northern Extension project was included on the CEO's "Operation Shovel Ready Initiative" list of projects for advancement through early stages of project planning. The CNE Feasibility Study was initiated in May 2016. Following the passage of Measure M in November 2016, the feasibility study was further expanded to include an Initial Alternatives Analysis Study that was completed in 2018 followed by an Alternatives Screening Study last year in 2020. The Scoping period is the next step in the process.

1.3.4 – Initial and Advanced Alternatives Analysis Study (AA Study)

The Crenshaw Northern Extension Initial and Advanced Alternatives Screening Studies were completed in 2018 and 2020 respectively, to determine alternatives to be carried into the environmental review process for the purpose of soliciting public input to be incorporated into project planning and design. In addition to soliciting public input, the outreach opportunities created by conducting the study have been and will continue to be used to educate the public on the potential benefits of the extension as an added resource to the communities it will service. When combined with the Crenshaw/LAX line, the Crenshaw Northern Extension will create a vital north-south transit corridor that improves and enhances efficiency of transit connectivity via four Metro rail lines and interfaces with five of the heaviest bus lines in Los Angeles County.

Outreach efforts conducted during these studies yielded robust and varied public comments and participation levels. Outreach efforts were focused around four community meetings held within the CNE study area. In anticipation of the four initial community meetings, one elected official briefing and one media briefing were conducted prior to the start of the community meetings. Ample participation by elected officials, local press, community leaders and members of the public further demonstrated the desire and need to accelerate completion of this project. Though comments and questions were diverse and varied, the following common themes stood out:

- Acceleration of the project was frequently asked about and advocated for.
- The desire to explore innovative accelerated funding sources through partnerships with real estate developers was frequently asked about and advocated for.
- Specific alignment preferences were articulated and advocated for with Alignment A most frequently cited due to the alignment's close proximity to job centers.
- Grade separation concerns were articulated with strong advocacy for not completing this project with at-grade alignments.
- Gentrification and displacement issues were cited as concerns.
- The issue of parking and neighborhood parking impacts in locations near stations were frequently cited as areas of concern.
- Rail transit line connectivity was frequently cited as a concern when studying connecting rail transit lines.
- Expeditious completion of the Crenshaw/LAX line was often asked about and advocated for.
- Equity in Metro hiring and contracting was mentioned as a concern.

Crenshaw Northern Extension Project



Metro

This map shows the initial 5 alternatives that were explored in the Alternatives Analysis Study. From west to east, they were: San Vicente, La Cienega, Fairfax, La Brea and Vermont. The AA Study showed that all proposed alternatives to Hollywood would attract significant ridership, with approximately 90,000 boardings or more on a daily basis. The

LaBrea alternative is the shortest, fastest, and most cost-efficient alignment. It's the most direct route between Mid - City and Hollywood, with a minimum total of 6 new stations over approx. 6-and-a-half miles.

1.3.5 – Project Objectives

The project aims to satisfy multiple objectives, including:

- Closure of the regional transit network gap
- Provision of a fast and reliable transit alternative to congested roadways and highways
- Improvement of mobility and accessibility throughout the county and region-wide
- Cultivation of a transit-friendly environment and maximization of the potential for "smart" population and job growth.

Upon completion, this project will greatly improve mobility and access to jobs and opportunities for all county residents, especially transit dependent residents in equity focused communities from the South Bay and South LA, and north to the San Fernando Valley.

2.0 – SCOPING OUTREACH

Once the Notice of Preparation (NOP) was issued, Metro conducted a 45-day scoping period from April 15, 2021 to May 28, 2021 using a variety of methods to communicate with the public an opportunity to comment on the project.

Due to the COVID-19 pandemic and social distancing requirements, public comments were collected via email, scoping and community meetings on Zoom, and other virtual public engagement channels.

2.1 – Scoping Notification Requirements

Per CEQA (Title XIV, 15082), a Lead Agency is required to provide an NOP for preparation of a Draft EIR to potential responsible and trustee agencies (see below for more information about responsible and trustee agencies). To expedite consultation with the responsible and trustee agencies, the Lead Agency may hold an agency meeting to determine the scope and content of the environmental information that the responsible or trustee agency may require. Metro conducted one agency scoping meeting (described below). Per CEQA requirements, Metro notified county and city agencies within and adjacent to the project corridor, as well as responsible agencies and public agencies that have legal jurisdiction with respect to the project, and other organizations or individuals that requested notice.

Although not required by CEQA, Metro conducted three public scoping meetings to solicit input on the Draft EIR scope from interested organizations, stakeholders, and members of the public. Additional details on those meetings are provided below.

2.2 – Metro's Public Participation Plan

In alignment with Metro's Public Participation Plan, Title IV, Environmental Justice and Limited English Proficiency (LEP), accommodations were made to expand participation during the Public Scoping process.

Scoping notices were developed and distributed through several methods including mail delivery, e-mail, social media, posts on the Project website, and direct door-to-door outreach. All materials were developed in English and Spanish, and other communication materials were also developed in Russian. The opportunity to request translation assistance was available at each of the scoping meetings to ensure all language needs were met. Additionally, scoping meeting notices included the Metro LEP phone number, which gives stakeholders the ability to make Metro aware of any language and/or Americans with Disabilities Act (ADA) accommodations required for attendance at any of the scoping meetings. Wheelchair access and parking accommodations were provided at each meeting. No specific requests were made for language or ADA accommodations, however a Spanish and Russian language interpreter with simultaneous interpretation options was present at each of the virtual meetings.

2.3 – Scoping Outreach Tactics

Diverse noticing methods were employed in advance of the scoping meetings to maximize public awareness. Scoping notices were developed and distributed through door-to-door flyer distribution, e-mail, social media and via the dedicated project website. All materials were developed in English and Spanish languages. All forms of notices provided meeting details (dates, times, meeting link/ID and in-language services), along with contact information for accessing additional project details. Each notice also provided information on the public comment period deadline and the various ways the public could submit comments for consideration in the Draft EIR. Examples of notices can be seen in Appendix B.

The various outreach methods employed by Metro include the following:

- Posting meeting information and materials, project information, and comment form to the Metro website (http://www.metro.net/crenshawnorth)
- Posting the NOP and notification of scoping meetings to the Metro website project page (http://www.metro.net/crenshawnorth)
- Distributing electronic notices via email (e-blast) to the project's distribution list
- Hand distributing 130,000 flyers via a third-party flyer distribution vendor in the following neighborhoods (see map in Appendix B):

    - 23
- Purchasing geo-targeted Facebook advertisements to provide public meeting notifications. Public responses to these Metro Facebook posts were not considered as official scoping comments, but are documented for reference in Appendix B. Facebook advertisements targeted the following communities:
- Metro Marketing efforts included:
    - Creating Facebook event pages for the three virtual scoping meetings for people to RSVP
    - Creating a YouTube video providing a project overview
    - Creating and distributing 130,000 public scoping meeting flyers to households
    - Producing English, Spanish and Russian fact sheets
- Social Media:
    - Here are the results reports for each of those ad sets:
- Campaign: FY21 | Crenshaw Northern Extension | Video Views
    - Target Audience: A13+ along the 1 mile radius of the CNE Study Area
    - Objective: Video Views
    - Budget: $1,000
    - Flight Date: April 19, 2021 – May 21, 2021
    - Views: 14,285
    - Ad Reach (total unique people who saw the ad): 8,153
    - Frequency (how many times each person saw the ad): 6.57
    - Impressions (how many times the ads were visible to targets): 53,619
    - Cost Per View: $0.07
- Campaign: FY21 | Crenshaw North Virtual Scoping Meeting 4/29 | Registration Clicks
    - Target Audience: 13+ along the 1 mile radius of the CNE study area
    - Objective: Link Clicks
    - Cost: $450.97
    - Flight Date: April 20, 2021 – April 28, 2021
    - Ad Reach (total unique people who saw the ad): 13,733
    - Frequency (how many times each person saw the ad): 2.74
    - Impressions (how many times the ads were visible to targets): 37,660
    - Link Clicks: 400
    - Cost Per Link Click: $1.13
- Campaign: FY21 | Crenshaw North Virtual Scoping Meeting 5/6 | Registration Clicks
    - Target Audience: 13+ along the 1 mile radius of the CNE study area
    - Objective: Link Clicks
    - Cost: $609.53
    - Flight Date: April 26, 2021 – May 6, 2021
    - Ad Reach (total unique people who saw the ad): 4,550
    - Frequency (how many times each person saw the ad): 5.13
    - Impressions (how many times the ads were visible to targets): 23,337
    - Link Clicks: 87
    - Cost Per Link Click: $7.00

- Campaign: FY21 | Crenshaw North Virtual Scoping Meeting 5/8 | Registration Clicks
    - Target Audience: 13+ along the 1 mile radius of the CNE study area
    - Objective: Link Clicks
    - Cost: $1,461.35
    - Flight Date: April 28, 2021 – May 7, 2021
    - Ad Reach (total unique people who saw the ad): 6,479
    - Frequency (how many times each person saw the ad): 8.09
    - Impressions (how many times the ads were visible to targets): 52,426
    - Link Clicks: 160
    - Cost Per Link Click: $9.13
- Newspaper Advertisements - As part of Metro's outreach efforts, notification of public scoping meetings was conducted in areas potentially affected by the project. Metro published notices of scoping meetings in newspapers in general circulation within the affected areas as required by California Government Code Section 6061. These newspapers were selected because they had the highest circulation in the communities located within and adjacent to the project area. Additionally, news stories regarding project details, scoping meetings, and where to send comments for the project were published within the following outlets on April 15, 2021:

    - Asian Journal
    - Beverly Press
    - Chinese Daily World
    - City of West Hollywood website
    - Engineering New Record
    - Korea Times
    - LA Opinion
    - LA Watts Times
    - Larchmont Buzz
    - Los Angeles Daily News
    - Los Angeles Sentinel
    - Los Angeles Times (Justify)
    - Passenger Transport
    - Press Enterprise, Riverside
    - Press Telegram, Long
    - Progressive Railroading
    - Rafu Shimpo
    - Railway Age
    - San Bernardino Sun
    - Southwest Wave
    - The Daily Breeze
    - The Register, Orange
    - The Wave
    - Urbanize LA
    - WeHoVille

Below are examples of such articles:

- On April 16, 2021, the Urbanize LA article "Metro launches environmental review for Crenshaw Line northern extension" explained that three alternatives are being analyzed and informed readers of scoping meeting dates, times, and links to the virtual scoping meetings. https://urbanize.city/la/post/metro-los-angeles-crenshaw-line- extension-eir

- On April 20, 2021, the Larchmont Buzz's article, "Metro to Hold Scoping Meetings for Crenshaw Line Northern Extension," summarized Metro's public outreach to date and reposted information for Metro's upcoming scoping meetings.

https://www.larchmontbuzz.com/featured-stories- larchmont-village/metro-to-hold-scoping-meetings-for- crenshaw-line-northern-extension/

- In an April 22, 2021 article titled "Virtual scoping meetings for Crenshaw Northern Extension," the Beverly Press details upcoming scoping meetings, summarizes the routes being studied and touches on Measure M funding. https://beverlypress.com/2021/04/virtual-scoping-meetings- for-crenshaw-northern-extension/

- On April 29, 2021, the Beverly Press published an article, "WeHo residents encouraged to attend scoping meetings," that documented the City of West Hollywood's efforts to amplify Metro's scoping meetings and boost attendance. https://beverlypress.com/2021/04/weho-residents- encouraged-to-attend-scoping-meetings/

- The City of West Hollywood posted an article on April 26, 2021, "City Encourages Residents and Community Members to Attend an Upcoming Virtual Metro Scoping Meeting about Metro Light Rail through West Hollywood," that detailed the City's engagement with Metro projects and encouraged residents to attend scoping meetings. https://www.weho.org/Home/Components/News/News/9758/ 23

- In Progressive Railroading's April 16, 2021 article, "L.A. Metro slates scoping meetings for Crenshaw Northern Extension project," scoping meeting details and potential routes were briefly summarized. https://www.progressiverailroading.com/passenger_rail/news/LA-Metro-slates-scoping-meetings-for-Crenshaw-Northern- Extension-project--63236

- On April 23, 2021, WeHoVille's article, "Share your thoughts on Metro Light Rail in WeHo," shared the details for upcoming scoping meetings and promoted the positive impact of the CNE extension on communities across the County. https://wehoville.com/2021/04/23/share-your-thoughts-on- metro-light-rail-in-weho/

- In a May 6, 2021 article titled "WeHo seeks public input on rail line expansion route," The Wave Publication emphasizes that the CNE extension is a rare opportunity for West Hollywood to be included in the region's rail network, debriefs the project's history and highlights scoping meeting information. http://wavepublication.com/weho-seeks-public-input-on-rail-line-expansion-route/

- Blog posts - Metro published articles about the project through their blog sites The Source and El Pasajero as an additional notification method. The Source is a blog that shares articles to inform the riders and motorists of Metro's service about projects that are being funded by fares, tolls, and taxpayer dollars. Similarly, Metro's El Pasajero provides similar articles to Spanish language readers. The following summarizes each blog article about the project.

- The Source article, “Three upcoming virtual scoping meetings for Crenshaw Northern Extension project,” provided project details, information about the scoping process including scoping period dates, and scoping meeting details including dates, times, Zoom meeting links and meeting IDs.

- The El Pasajero article, “Próximas tres reuniones comunitarias sobre el proyecto Crenshaw Northern Extension,” provided scoping meeting details and project details in Spanish.

During the scoping period, in addition to holding scoping meetings, distributing flyers, and other notification methods, Metro conducted targeted outreach to specific groups and interested stakeholders, including presentations to various power institutions, government councils, elected officials in and around the general project vicinity.

3.0 – PUBLIC AGENCY SCOPING

3.1 – Agency Notification

Pursuant to CEQA (Title XIV, 15082), if a Lead Agency determines that an EIR is required for a project, the Lead Agency shall immediately send notice of that determination by certified mail or an equivalent procedure to each responsible agency, Office of Planning and Research (OPR), and those public agencies having jurisdiction by law over natural resources affected by the project that are held in trust for the people of the State of California.

Once notified, these entities are asked to provide the Lead Agency with specific detail about the scope and content of the environmental information related to the responsible or trustee agency’s area of statutory responsibility that must be included in the Draft EIR. The information shall be specified in writing and shall be communicated to the Lead Agency by certified mail or equivalent procedure no later than 30 days after the date of receipt of the notice of the Lead Agency’s determination. The Lead Agency shall request similar guidance from appropriate federal agencies (Title XIV, 15082).

CEQA (Title XIV, 15082) requires the Lead Agency provide notice of at least one scoping meeting to any county or city that borders on a county or city within which the project is located, unless otherwise designated annually by agreement between the Lead Agency and the county or city.

3.2 – Lead Agency

A Lead Agency, as defined in CEQA (Title XIV, 15367), is the public agency that has the principal responsibility for carrying out or approving a project. The Lead Agency will decide whether an EIR or a negative declaration will be required for the project and is responsible for preparation of the appropriate environmental review document. Metro is the Lead Agency under CEQA for the Project.

3.3 – Responsible Agencies

A Responsible Agency, as defined in CEQA (Section 15381) is a public agency that has responsibility for carrying out or approving a project for which a Lead Agency is preparing an EIR. The Project identified the following potential responsible agencies, each of which is anticipated to be required to process various permits or approvals following completion of the EIR:

- United States Army Corps of Engineers (USACE) (Federal)
- California Department of Fish and Wildlife (State)
- Regional Water Quality Control Board (State)
- California Department of Transportation District 7 (State)
- California State Lands Commission (State)
- Los Angeles County Department of Public Works (Local, including Los Angeles County
- Flood Control District)

Responsible agencies are charged with responding to an NOP by identifying the significant environmental effects that it believes could result from the project. The responsible agency should specify the scope and content of the environmental information that is germane to the Responsible Agency's statutory responsibilities in connection with the project.

3.4 – Trustee Agencies

A Trustee Agency is a state agency that has jurisdiction by law over natural resources affected by a project that is held in trust for the people of the State of California. A Trustee Agency may also be a Responsible Agency if it has discretionary authority over a project. The Project includes the following trustee agencies:

- California Department of Fish and Wildlife
- California State Lands Commission
- California Department of Parks and Recreation

3.5 – Agency Scoping Meeting

An agency scoping meeting was held on April 28, 2021 via Microsoft Teams. The meeting provided responsible agencies, trustee agencies, and other stakeholder agencies or special jurisdictions (interested agencies who are not responsible or trustee agencies) an opportunity to receive Project updates and provide comments regarding scope and content of the environmental information related to the responsible or trustee agency's area of statutory responsibility. 39 agencies were invited to the meeting (see Appendix E). A total of 2 representatives from 2 agencies participated in the scoping meeting including: Clare Eberle, City of Los Angeles and David Fenn, City of West Hollywood.

4.0 – PUBLIC SCOPING MEETINGS

Throughout the scoping comment period, interested parties were given the opportunity to provide input via US mail, email and voicemail in addition to live verbal comments during each of the public scoping meetings. Public scoping meetings were conducted virtually on April 29, May 6, and May 8, 2021. The meetings were conducted via the Zoom Webinar platform. The first meeting was held from 11:30 a.m. to 1:30 p.m., the second meeting was held from 6:30 p.m. to 8:30 p.m., and the third meeting was held from 10 a.m. to 12 p.m. The meetings took place at different times to provide more accessible meeting options to the public. All meetings used identical agenda and presentation information. Meetings were accessed via the following Zoom links:

- Thursday, April 29, 11:30 AM – 1:30 PM
  Zoom link: https://us02web.zoom.us/j/87500507019
  Meeting ID: 875 0050 7019

- Thursday, May 6, 6:30 PM – 8:30 PM
  Zoom link: https://us02web.zoom.us/j/82996680178
  Meeting ID: 829 9668 0178

- Saturday, May 8, 10 AM – Noon
  Zoom link: https://us02web.zoom.us/j/84880363069
  Meeting ID: 848 8036 3069

Interested parties were able to provide their input at the public scoping meetings orally, as transcribed by a court reporter, and by using the Q&A function. No questions or comments were responded to by Metro during the meetings. Attendees were informed that Metro would only be collecting comments and questions which would be noted in the scoping report.

The following outlets were offered to the public to gain information, to provide input or to ask questions about the three alternative alignments resulting from the Advanced Alternative Screening Study:

- Dedicated website
- Fact sheets
- Eblasts
- Scoping meetings
- Story Map
- Hotline
- Spanish and Russian translation/interpretation

All meetings were fully supported by staff. Responsibilities for scoping meeting facilitation included: an emcee and an assistant emcee, language translation (Spanish / Russian), a scribe, a court reporter, a technical assistance monitor, a Q&A monitor, a PowerPoint presentation

facilitator, and Story Map support. A Spanish-language interpreter and a Russian-language interpreter attended each of the three scoping meetings along with Spanish-speaking staff.

4.1 – Public Entities

The study area consists of the following public entities that were engaged during the public scoping process. All districts were invited to participate in the scoping meetings.

4.1.1 – Chambers/Business Improvement Districts

- Beverly Hills Chamber of Commerce
- Black Business Association
- Crenshaw Chamber of Commerce
- Greater Los Angeles African American Chamber of Commerce
- Hollywood Chamber of Commerce
- Korean American Chamber of Commerce of Los Angeles
- Los Angeles Business Council
- Mid Cities Association
- Mid-City Chamber of Commerce
- Miracle Mile Chamber of Commerce
- West Hollywood Chamber of Commerce

4.1.2 – Community Based Organizations (CBOs)/Neighborhood Councils/Transit Advocacy Groups/Homeowners Associations (HOAs)

- All on Board Coalition - Advocates for Metro Rail (West Hollywood)
- Alliance for Community Transit LA
- Biddy Mason Foundation
- Carthay Circle Neighborhood Association
- Cherrywood-Leimert Block Club
- Connector Community Coalition
- Empowerment Congress West
- Eco-Rapid Transit
- Gateway Cities Council of Governments
- Greater Wilshire Neighborhood Council
- LA County Bicycle Coalition
- Mid-City Neighborhood Council
- Mid-City West Neighborhood Council
- Miracle Mile Democratic Club
- Move LA
- Rampart Village Neighborhood Council
- Southern California Transit Advocates
- United Neighborhoods neighborhood Council
- West Hollywood/Beverly Hills Democratic Club
- Whitley Heights Civic Association
- Wilshire Center Koreatown Neighborhood Council

- Westside Cities Council of Governments
- South Bay Council of Governments
- San Fernando Valley Council of Governments

4.2.3 – Cultural/Religious Community

- Beverly Cultural Center
- Christian Association for Social Services
- Community Arts Resources
- Congregation Kol Ami
- First AME Church
- Jewish Family Service of LA
- Holman United Methodist Church
- House of Lebanon
- JQ International
- Korean Churches for Community Development
- Korean Cultural Center Los Angeles
- Koreatown Immigrant Workers Alliance
- Koreatown Youth Community Center
- La Brea-Willoughby Coalition Neighborhood Association
- Labor Community Strategy Center
- Little Ethiopia Cultural and Resource Center
- Los Angeles LGBT Center
- Movement of Spiritual Inner Awareness
- SoCal Arbeter Ring/Workmen's Circle
- The Community College Foundation
- West Adams Foursquare Church
- West Angeles Church of God in Christ
- Wilshire Boulevard Temple and Religious School

4.2.4 – Advisory Boards

- Metro's Citizens Advisory Council
- Metro's Westside/Central Service Council
- West Hollywood Advisory Boards

4.2.5 – Public Officials/Government Agencies

- California Assemblymember Miguel Santiago
- California Assemblymember Reggie Jones-Sawyer
- California Assemblymember Richard Bloom
- California Assemblymember Sydney Kamlager-Dove
- California Assembly Speaker Anthony Rendon
- California Assemblymember Autumn Burke
- California Senator Ben Allen
- California Senator Maria Elena Durazo

- Los Angeles Councilmember Nythia Raman
- Los Angeles Councilmember Mark Ridley-Thomas
- Los Angeles Councilmember Mitch O'Farrell
- Los Angeles Councilmember Paul Koretz
- Los Angeles County Supervisor Holly Mitchell
- Los Angeles County Supervisor Sheila Kuehl
- Los Angeles County Supervisor Janice Hahn
- Los Angeles County Supervisor Hilda Solis
- Los Angeles Mayor Eric Garcetti
- U.S. Representative Adam Schiff
- U.S. Representative Jimmy Gomez
- U.S. Representative Karen Bass
- U.S. Representative Ted Lieu
- U.S. Representative Maxine Waters
- U.S. Representative Lucille Roybal-Allard
- U.S. Representative Linda T. Sanchez
- U.S. Senator Dianne Feinstein
- West Hollywood Mayor Lindsey Horvath
- West Hollywood Councilmember John D'Amico
- West Hollywood Councilmember John Erickson
- West Hollywood Councilmember Lauren Meister
- West Hollywood Councilmember Sepi Shyne
- Federal Highway Administration, California Division
- CA Department of Toxic Substances Control
- CA Department of Water Resources
- CA Highway Patrol
- CA Integrated Waste Management Board
- CA Office of Historic Preservation
- CA Public Utilities Commission
- CA Resources Agency
- Governor's Office of Emergency Services
- State Clearinghouse
- State Water Resources Control Board
- State Water Resources Control Board – Los Angeles Region
- Los Angeles Unified School District
- Metropolitan Water District of Southern California
- South Coast Air Quality Management District
- Southern California Association of Governments
- City of Los Angeles Department of City Planning
- City of Los Angeles Department of Public Works
- City of Los Angeles Department of Recreation and Parks
- City of Los Angeles Department of Transportation
- City of Los Angeles Office of Historic Resources
- City of West Hollywood Department of City Planning

- Los Angeles Department of Water and Power
- Los Angeles World Airports
- Los Angeles County Department of Public Works
- Los Angeles County Department of Public Health
- Los Angeles County Fire Department
- Los Angeles County Sanitation District
- Los Angeles County Sheriff's Department

4.2.6 – Media (including print, broadcast and "new" media)

- City Council Newsletters
- Curbed LA
- The Eastsider
- Korea Daily
- Korea Times
- Kurier Russian
- LAist
- La Opinion
- LA Sentinel
- LA Weekly
- Larchmont Buzz
- Larchmont Chronicle
- Los Angeles Times
- Los Feliz Ledger
- Park La Brea News/Beverly Press
- Russian Afisha
- Streetsblog LA
- The Argonaut
- The Source
- The Wave
- Urbanize LA
- Wehoville

5.0 – OUTCOMES

5.1 – Attendance

The three public scoping meetings were well attended with a grand total of 421 attendees including:

- Public Scoping Meeting #1 - 202
- Public Scoping Meeting #2 – 143
- Public Scoping Meeting #3 – 76

Figures:

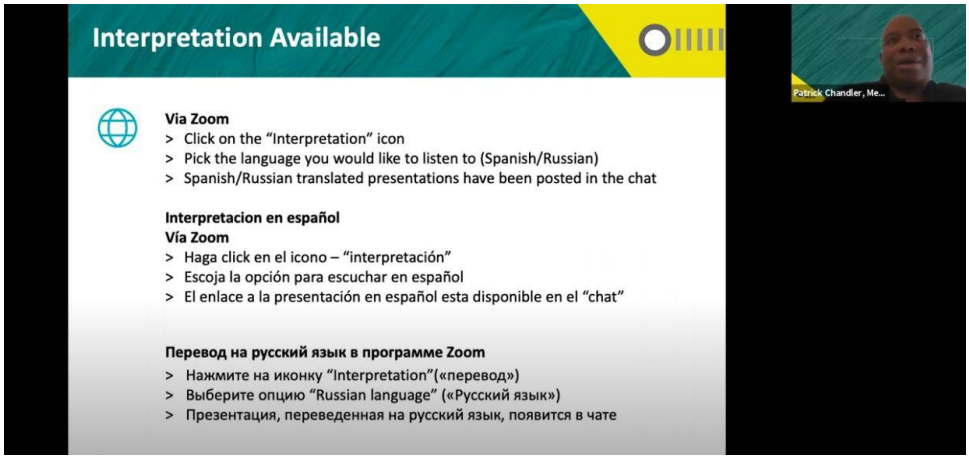


Figure 1: Scoping Meeting #1, Patrick Chandler

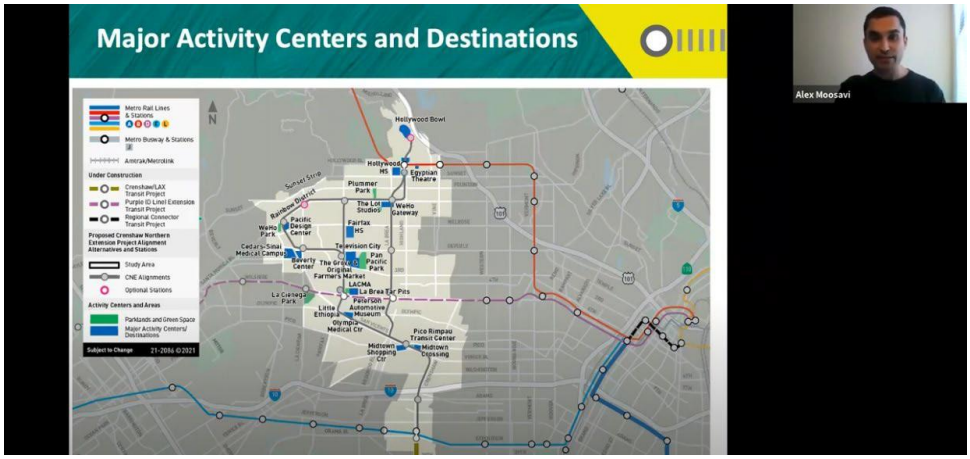


Figure 2: Scoping Meeting #1, Alex Moosavi

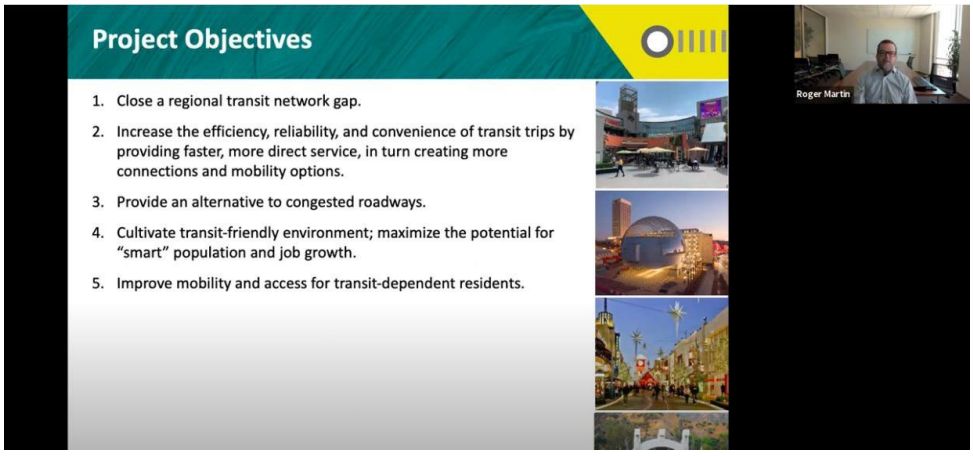


Figure 3: Scoping Meeting #1, Roger Martin

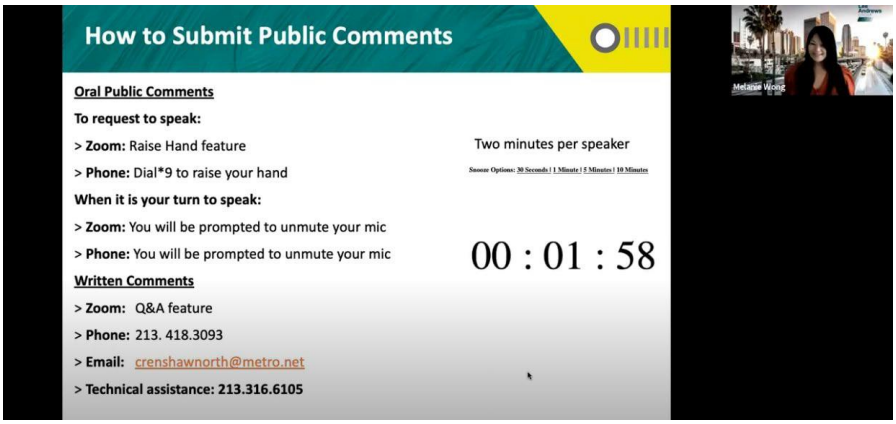


Figure 4: Scoping Meeting #1, Melanie Wong

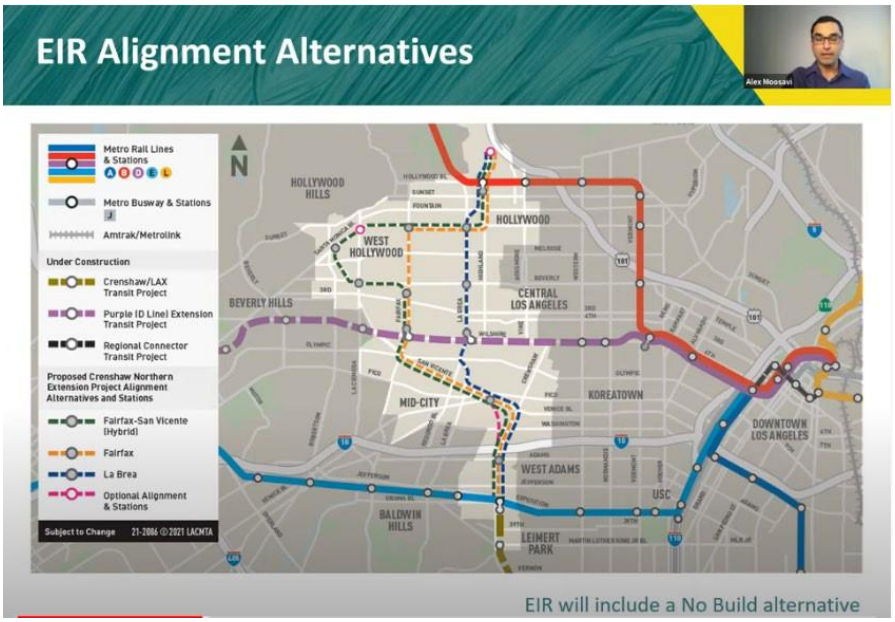


Figure 5: Scoping Meeting #2, Alex Moosavi

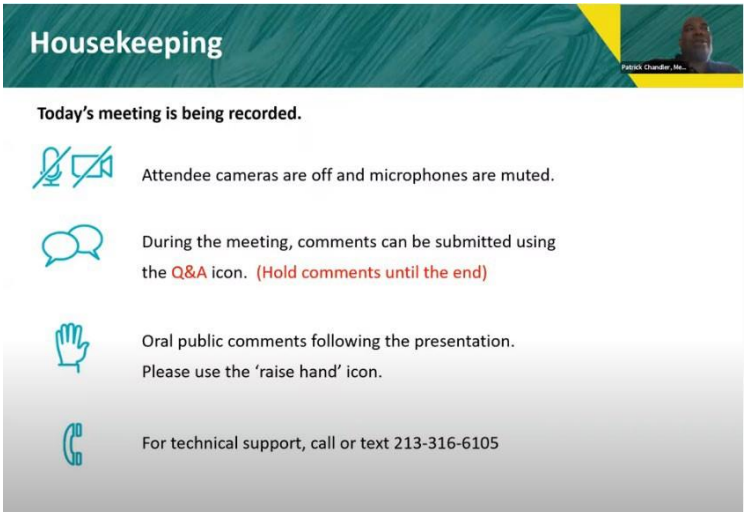


Figure 6: Scoping Meeting #2, Patrick Chandler

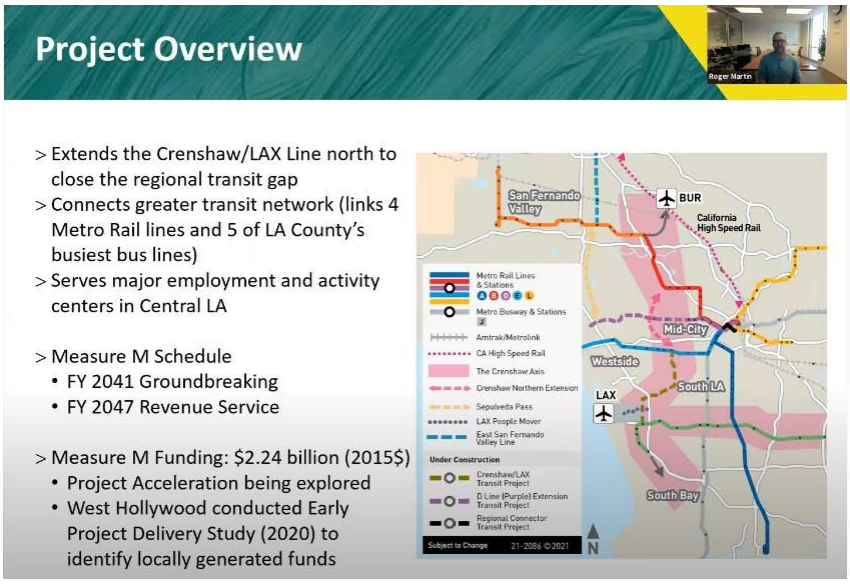


Figure 7: Scoping Meeting #2, Roger Martin

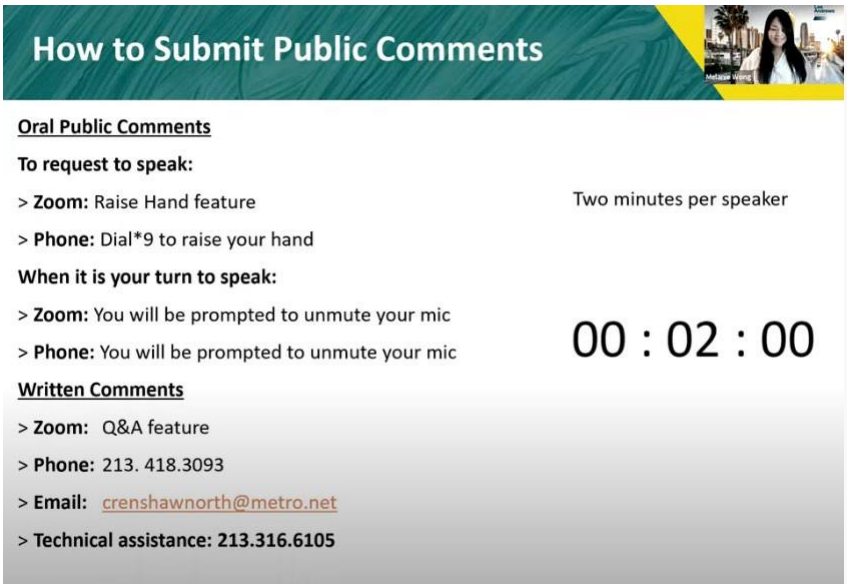


Figure 8: Scoping Meeting #2, Melanie Wong



Figure 9: Scoping Meeting #3, Roger Martin

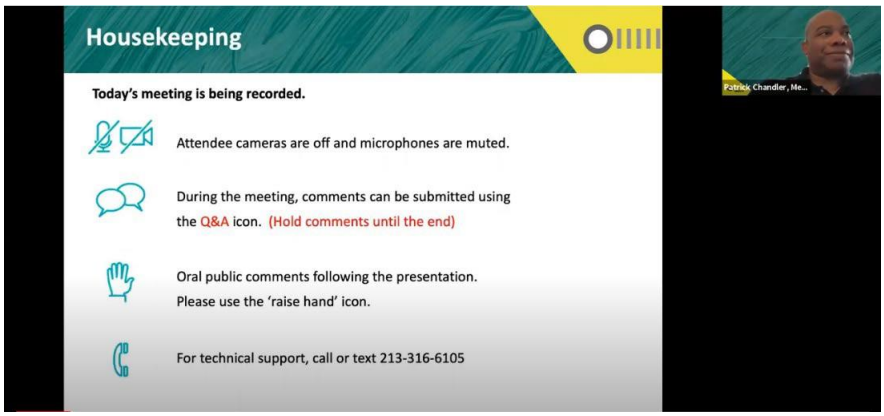


Figure 10: Scoping Meeting #3, Patrick Chandler

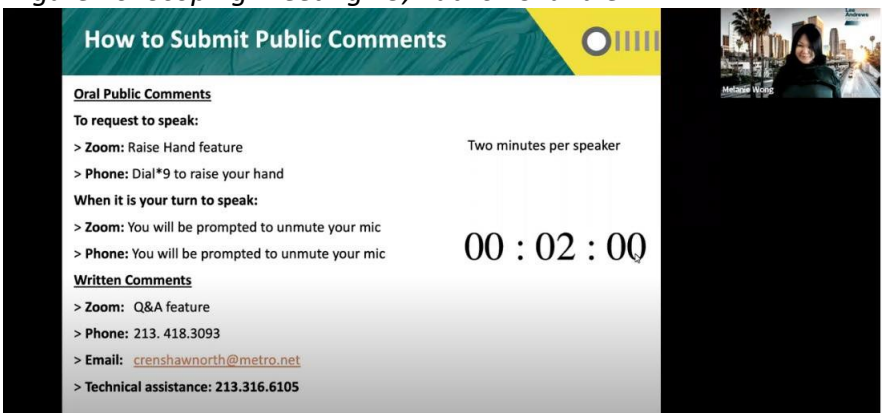


Figure 11: Scoping Meeting #3, Melanie Wong

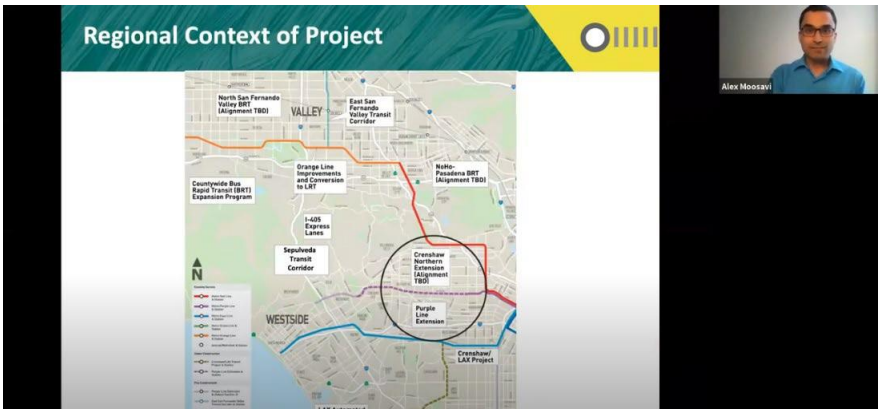


Figure 12: Scoping Meeting #3, Alex Moosavi

5.2 – Comment Tracking

To track comments, Metro established a dedicated email address for the project. Emails from this address were captured during the scoping period using Smartsheet software which allowed for sorting, categorization and analysis. Smartsheet also allows for the attachment of documents to specific rows. This feature was used to attach each emailed comment to its corresponding row. Details for these comments can be found in Appendix E.

5.3 – Government Agencies, Elected Officials, and Special Districts Participation

A total of 114 comments were received via email from public agencies and stakeholder groups including: area residents, businesses, neighborhood councils, government staff, community interest groups and higher education institutions. Detailed comments from these stakeholders can be found in Appendix D. The following is a list of those stakeholders.

Government Staff

- David Kriske, Assistant Community Development Director, City of Burbank
- Francisco Contreras, City of West Hollywood
- Michael Wacht, Board Member, Pico
- Josh Kurpies, Office of Assemblymember Richard Bloom
- John Keho, Director, City Of West Hollywood
- Annaleigh Ekman, Assistant Regional Planner, Southern California Association of Governments (SCAG)
- Rongsheng Luo, Acting Manager, Compliance and Performance Monitoring, Southern California Association of Governments (SCAG)
- Daren Gilbert, State of California Gavin Newsom, Public Utilities Commission

Businesses

- KFA Los Angeles
- Delta V Productions
- PSRS
- Davinci LA
- WNM Realty
- MRB Productions
- Fordham
- Holloway Partners
- Greater Los Angeles Realtors
- Collier

Higher Education

- UCLA

Public Agencies

- The Los Angeles County Sanitation Districts
- California Department of Transportation
- Metro Public Safety Advisory Committee

Neighborhood Councils

- P.I.C.O. Neighborhood Council Land Use committee
- President and Land Use Chair

Community Interest Groups

- West Hollywood Advocates for Metro Rail
- All on Board Coalition Advocates for Metro Rail
- Los Angeles Conservancy

5.4 – Summary of Comments Received from the Public

The public scoping meetings produced the following metrics for oral and written comments during the meetings. Below is a summary of data for verbal and written (Chat/Q&A) comments yielding a grand total of 218 comments resulting from the three scoping meetings.

	Date	Oral	Written	Total
Public Scoping Meeting #1	April 29	25	16	41
Public Scoping Meeting #2	May 6	45	62	107
Public Scoping Meeting #3	May 8	33	37	70
		78	115	218

Comments were also solicited via email and a dedicated telephone hotline.

The greatest number of emailed comments were received during the month of May. A total of 414 emailed comments were received during the scoping period spanning the following categories:

- Support for the Fairfax/San Vicente alignment -198
- Support for the Fairfax alignment - 11
- Support for the Fairfax or Fairfax/San Vicente - 5
- Support for the LaBrea alignment - 28
- Alternative suggestions which did not fall under any of the proposed alignments – 88
    - La Brea alignment with a Santa Monica spur - 18
- Unspecified consisted of general feedback or indifferent views towards the project but no expressed preference towards a particular alignment - 51
- Opposition - 39

There were a total of nine comments submitted via the telephone hotline. The following summarizes the outcomes.

- Opposition to the Fairfax/San Vicente (Hybrid) alignment - 3
- Support for the La Brea alignment - 1
- General support for the project (West Hollywood Advocates for Metro Rail (WHAM)- 2
- Support towards the Fairfax/San Vicente alignment (Carthay Circle) - 3

5.5 – Themes

This section summarizes comments provided by members of the public by theme. Themes were identified based on the number of times keywords were mentioned within the comments submitted. Themes include:

- *Cost/Funding* - Several comments mentioned being opposed to the hybrid line because of higher costs. Many highlighted the importance of benefit to cost ratio and how that needs to be factored into the decision making process. People also made it known that some of the proposed alternative suggestions would require additional funding.
- *Travel Time* - Some people said the hybrid alignment is too long. There were several who mentioned that the Hybrid's longer travel time would discourage people from using the extension in general. Most people who supported the The La Brea alignment said that it would allow for faster, more efficient travel.
- *Project Acceleration* - Many members of the public want the project to take place now. They feel that this project is long overdue and that Metro should do everything possible to expedite the process.
- *Grade Separations* - People want the project to be built underground, especially if the alignment chosen ends up being the Fairfax/San Vicente Hybrid option. Reasons mentioned were lack of consideration for area residents, the idea of an above ground alignment destroying much needed greenspace, and devaluation of properties.
- *Stations* - People expressed the need for stations at specific locations.
- *Access to Jobs* - People addressed the importance of job accessibility. Some would like to see an increase in job opportunities upon completion of the project.
- *Environment* - Most people think this project will benefit the environment. Very few felt that it would impact the environment negatively.
- *Traffic Impacts* - Some people think construction will cause a lot of traffic considering the number of years it will take to complete. Few think the train itself will cause traffic. Most think the project will alleviate current traffic problems once it's built.

5.6 – Social Media Engagement

This section summarizes metrics for social media efforts on Facebook and YouTube.

- Facebook
    - CNE Project Update Video: 861,000 views
    - TheSource.Metro.Net article: 35 shares, 26 comments, 159 likes
    - Scoping meetings:

        - Scoping Meeting #1: 19 interested or attending
        - Scoping Meeting #2: 13 interested or attending
        - Scoping Meeting #3: 14 interested or attending
- YouTube
    - CNE Project Update Video: 8,206 views; 72 comments; 217 likes; 5 dislikes

APPENDICES

Appendix A – Notice of Preparation (NOP)

MEMORANDUM

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE:	Thursday, April 15, 2021
TO:	AGENCIES, ORGANIZATIONS, AND INTERESTED PARTIES
FROM:	LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO) ONE GATEWAY PLAZA, LOS ANGELES, CA 90012 ATTN: ROGER MARTIN, MAILSTOP 99-22-6
SUBJECT:	NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT
PROJECT TITLE:	METRO CRENSHAW NORTHERN EXTENSION

PROJECT INITIATION

The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated a Draft Environmental Impact Report (EIR) for Crenshaw Northern Extension (the Project) pursuant to the California Environmental Quality Act (CEQA). Metro is the lead agency for the Project. The Draft EIR willbe prepared in accordance with CEQA Public Resources Code (PRC) Section 21000 et seq. and the CEQAGuidelines (Section 15000 et seq.), as promulgated by the California Resources Agency and the
Governor's Office of Planning and Research.

The Crenshaw Northern Extension is a proposed northern extension of the Metro Crenshaw/Los Angeles International Airport (LAX) light rail transit (LRT) line, currently under construction, from the Metro E Line(Expo) to the Metro D Line (Purple) and B Line (Red) heavy rail lines with an optional terminus station at the Hollywood Bowl. The alternatives under consideration are described in more detail in the following sections of this NOP and illustrated in Figure 1 through Figure 3.

The purpose of this Notice of Preparation (NOP) is to notify interested agencies and parties, local jurisdictions, community organizations, and interested residents (collectively, interested parties) of thepreparation of the Draft EIR for the Project. With this NOP, Metro seeks to solicit comments as to the scope and content of the Draft EIR and potential environmental effects from the Project; invite public participation in the Draft EIR scoping process; and announce the public scoping meetings.

PROJECT LOCATION AND ENVIRONMENTAL SETTING

The Project Study Area is a 16-square-mile area encompassing the entire City of West Hollywood and thefollowing neighborhoods in the City of Los Angeles (Figure 2):

- West Adams
- Jefferson Park
- Arlington Heights
- Koreatown
- Mid-City
- Miracle Mile/Mid-Wilshire
- Hancock Park
- Windsor Square
- Larchmont
- Carthay
- Beverly Grove
- Mid-City West/Fairfax District
- Hollywood
- Hollywood Hills

The Study Area includes a variety of land uses, including single-family and multi-family residential neighborhoods and dense commercial and retail corridors. From the Metro E Line (Expo) in the south to Hollywood in the north, the character of the communities changes dramatically. The southern portion of the project area (south of Wilshire Boulevard) consists of low-rise but fairly dense housing with small- scale commercial uses, while the northern portion of the project area (north of Wilshire Boulevard) is characterized by regional activity centers, dense retail development, hotels, and significant employment centers and tourist attractions, as well as high-density, multi-family residential development. Some of themajor regional activity and employment centers within the Study Area include the Los Angeles County Museum of Art (LACMA), the Original Farmers Market, the Grove, Cedars-Sinai Medical Center, the Beverly Center, West Hollywood Rainbow District, Hollywood Walk of Fame, and the Hollywood Bowl.

In addition, a maintenance and storage facility (MSF) is proposed in the immediate vicinity of the Southwestern Yard Maintenance Facility near LAX as shown in Figure 3. The MSF would be located eitherin the City of Los Angeles or in the City of Inglewood.

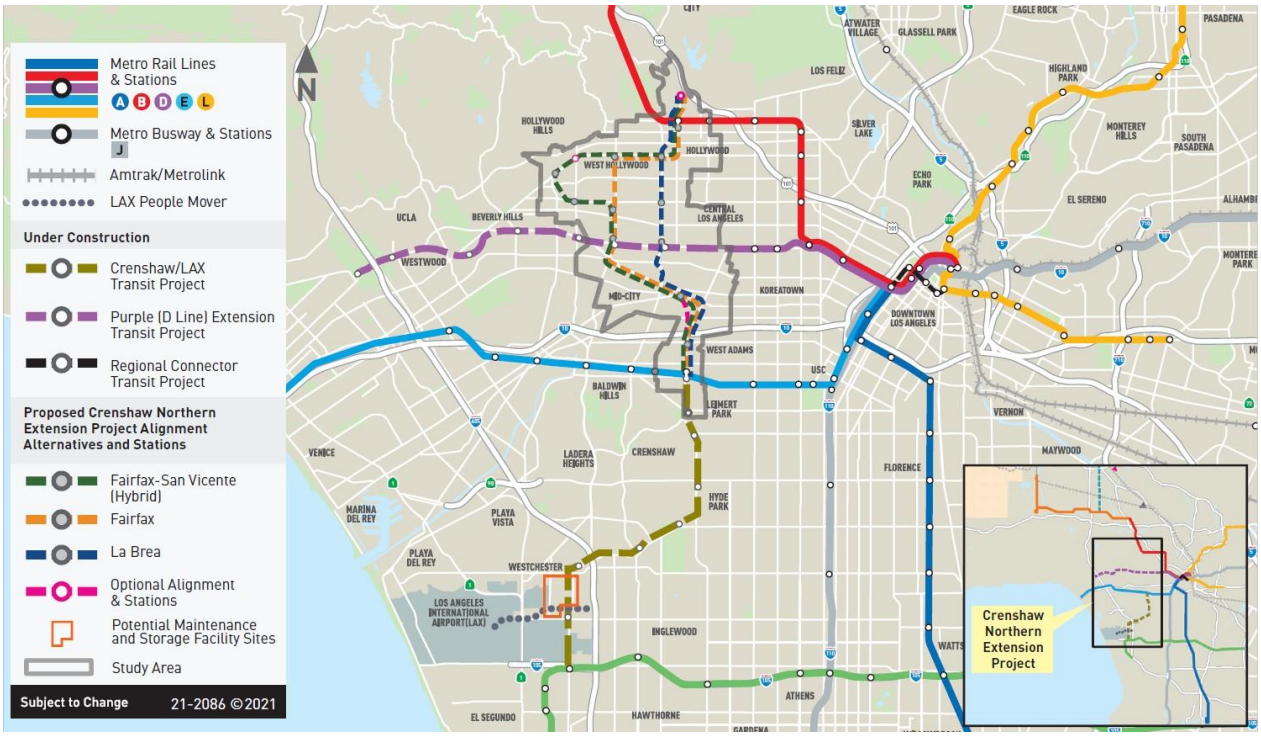


Figure 1 Project Location



Figure 2 Project Alignment Alternatives and Stations



Figure 3 Area of MSF Location

PROJECT BACKGROUND

Over the past decade, Metro has documented the clear need for a north-south rail line in the Central LosAngeles vicinity to connect east-west rail lines and studied the feasibility of various alignments and modes. In 2009, Metro prepared the *Wilshire/La Brea LRT Extension Feasibility Study*, which considered alignments along La Brea Avenue, Fairfax Avenue, La Cienega Boulevard, and San Vicente Boulevard. TheSan Vicente and La Cienega alignments were further studied in the *Westside Subway Extension Alternatives Analysis and Draft Environmental Impact Statement/Report (2010)* as a potential branch of the Purple Line Extension but were ultimately dropped from further consideration due to funding constraints at the time.

In 2016, Metro initiated an Alternatives Analysis Study to further consider the feasibility of extending theCrenshaw/LAX LRT Line (currently under construction) to the north. In 2018, Metro published the Crenshaw Northern Extension Feasibility/Alternatives Analysis Study, which presented the relative performance and cost of five alternatives—Vermont, La Brea, Fairfax, La Cienega, and San Vicente. To further refine the alternatives, Metro prepared the Crenshaw Northern Extension Advanced Alternatives Analysis Study (2020) with the intent to

share information with and garner information from the public. Two rounds of outreach meetings were conducted in spring and fall 2019. Input received throughout thisprocess informed refinements to project alternatives and recommended three alternatives which were suggested for further study: Fairfax–San Vicente (Hybrid), Fairfax, and La Brea Alternative (Figure 1 Project Location). In 2020, the Metro Board of Directors (Metro Board) provided direction to prepare theDraft EIR for the Project for the three recommended alternatives

PROJECT OBJECTIVES

The Project objectives are:

- Close a regional transit network gap.
- Increase the efficiency, reliability, and convenience of transit trips by providing faster, moredirect service, in turn creating more connections and mobility options.
- Provide an alternative to congested roadways.
- Cultivate transit-friendly environment; maximize the potential for "smart" population and jobgrowth.
- Improve mobility and access for transit-dependent residents.

ALTERNATIVES

As approved by the Metro Board, the Crenshaw Northern Extension Draft EIR will consider threealignment alternatives (Figure 1 Project Location):

- Fairfax–San Vicente (Hybrid)
- Fairfax
- La Brea

All three alternatives would extend the Crenshaw/LAX line north from the existing Metro E Line (Expo) Crenshaw/Expo Station to the Metro D Line (Purple) and the Metro B Line (Red) at the Hollywood/HighlandStation. The alternatives would primarily operate underground and potentially include an alternate northernterminus station at the Hollywood Bowl. The Project may be constructed in one or more phases. The design of each alignment and station locations will be further refined following the Draft EIR scoping process.

Fairfax-San Vicente (Hybrid)

The Fairfax-San Vicente (Hybrid) alternative would travel north from the existing Metro E Line (Expo) Crenshaw/Expo Station before heading northwest on San Vicente Boulevard below), with a connection tothe future Metro D Line (Purple)

Wilshire/Fairfax Station. It would continue north on Fairfax Avenue before turning west along Beverly Boulevard to rejoin San Vicente Boulevard. The alignment would then continue east on Santa Monica Boulevard, connecting to the Metro B Line (Red) at the Hollywood/Highland Station with an optional terminus station at the Hollywood Bowl. The Fairfax-San Vicente (Hybrid) alternative would be entirely underground (with the option of being aerial/at-grade along San Vicente Boulevard) and would include the following stations:

- Expo/Crenshaw
- Crenshaw/Adams
- Midtown Crossing
- Wilshire/Fairfax
- Fairfax/3rd/Beverly
- La Cienega/Beverly

- San Vicente/Santa Monica
- La Cienega/Santa Monica (optional)
- Fairfax/Santa Monica
- La Brea/Santa Monica
- Hollywood/Highland
- Hollywood Bowl (optional)

Fairfax

The Fairfax alternative would travel north from the existing Metro E Line (Expo) Crenshaw/Expo Station before heading northwest on San Vicente Boulevard and north on Fairfax Avenue, where it would connect with the future Metro D Line (Purple) Wilshire/Fairfax Station. It would continue north on FairfaxAvenue and turn east on Santa Monica Boulevard, connecting to the Metro B Line (Red) at the Hollywood/Highland Station with an optional terminus station at the Hollywood Bowl. The Fairfax alternative would be entirely underground (with the option of being aerial/at-grade along San Vicente Boulevard) and would include the following stations:

- Expo/Crenshaw
- Crenshaw/Adams
- Midtown Crossing
- Wilshire/Fairfax
- Fairfax/3rd/Beverly
- Fairfax/Santa Monica
- La Brea/Santa Monica
- Hollywood/Highland
- Hollywood Bowl (optional)

La Brea

The La Brea alternative would travel north from the existing Metro E Line (Expo) Crenshaw/Expo Station before heading northwest on San Vicente Boulevard and north on La Brea Avenue, where it would connect with the future Metro D Line (Purple) Wilshire/La Brea Station. From there, it would continue north on La Brea Avenue to connect with the Metro B Line (Red) at the Hollywood/Highland Station withan optional terminus station at the Hollywood Bowl. The La Brea alternative would be entirely underground and would include the following stations:

- Expo/Crenshaw
- Crenshaw/Adams
- Midtown Crossing
- Wilshire/La Brea

Maintenance and Storage Facility

- La Brea/Beverly
- La Brea/Santa Monica
- Hollywood/Highland
- Hollywood Bowl (optional)

A maintenance and storage facility (MSF) would be constructed as a stand-alone facility capable of supporting full-service maintenance of the vehicles. The MSF would be located in the immediate vicinityof the Southwestern Yard Maintenance Facility near LAX.

ENVIRONMENTAL EFFECTS

The purpose of the EIR process is to disclose, in a public setting, the effects of the proposed project and its alternatives on the physical, human, and natural environment. Metro will evaluate all significant environmental impacts of the construction and operation of the Project. Key CEQA environmental factorsto be addressed include:

- Aesthetics
- Air Quality
- Biological Resources
- Climate Change and Greenhouse Gases
- Communities, Population and Housing
- Construction Impacts
- Cultural Resources (Historic, Archeological, and Paleontological)
- Cumulative Impacts
- Energy and Utilities/Service Systems
- Geology and Soils
- Growth Inducing Impacts
- Hazards/Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Parks and Recreation
- Public Services/Wildfire
- Transportation
- Tribal Cultural Resources

Project design features and mitigation measures to reduce potentially significant impacts duringconstruction and operation will be identified in the Draft EIR.

VIRTUAL SCOPING MEETINGS

As part of the EIR scoping process, project information will be made available to the public online througha virtual scoping meeting. The purpose of the virtual scoping meeting is to provide an overview of the proposed Project, an overview of the CEQA process, and the project timeline for environmental review period. Public scoping meetings to accept both written and oral comments on the scope of the Draft EIR will be held on the following dates and times:

- Thursday, April 29, 2021: 11:30 a.m. – 1:30 p.m.
  Zoom link: https://us02web.zoom.us/j/87500507019
  Meeting ID: 875 0050 7019

- Thursday, May 6, 2021: 6:30 p.m. – 8:30 p.m.
- **Zoom link:** https://us02web.zoom.us/j/82996680178
- **Meeting ID:** 829 9668 0178

- Saturday, May 8, 2021: 10:00 a.m. – noon
- **Zoom link:** https://us02web.zoom.us/j/84880363069
- **Meeting ID:** 848 8036 3069

The scope of the Draft EIR, including the goals and objectives, Project area and description, and the potential environmental impacts to be evaluated will be presented at the public scoping meetings. Metro invites all interested individuals and organizations, public agencies, and Native American Tribes to participate and comment. (Participants will be able to join the meetings online or call in and will have the opportunity to provide public comment.) Spanish and Russian translation and Spanish-speaking and Russian-speaking staff will be provided at all scoping meetings. Americans with Disabilities Act (ADA) accommodations and other translations are available by calling (323) 466-3876 or California Relay at 711 at least 72 hours in advance of the meeting. For those unable to attend the meetings, a video recording of the formal presentation will be made available on the project website within one week of the conclusion of the meeting series. The NOP and a fact sheet will also be available in Spanish and Russian atMetro's website. For this and additional project information, please visit www.metro.net/crenshawnorth.

COMMENT DUE DATE

Written comments on the scope of the Draft EIR, including the proposed Project's objectives, Project Study Area and description, the alternatives to be considered, potential impacts to be evaluated, and themethodologies to be used in the evaluations, will be accepted during the comment period beginning on April 15, 2021 through May 28, 2021. Comments will be accepted at the public scoping meetings and written or electronic (email) comments may be sent to Metro on or before May 28, 2021 at the address below.

ADDRESS

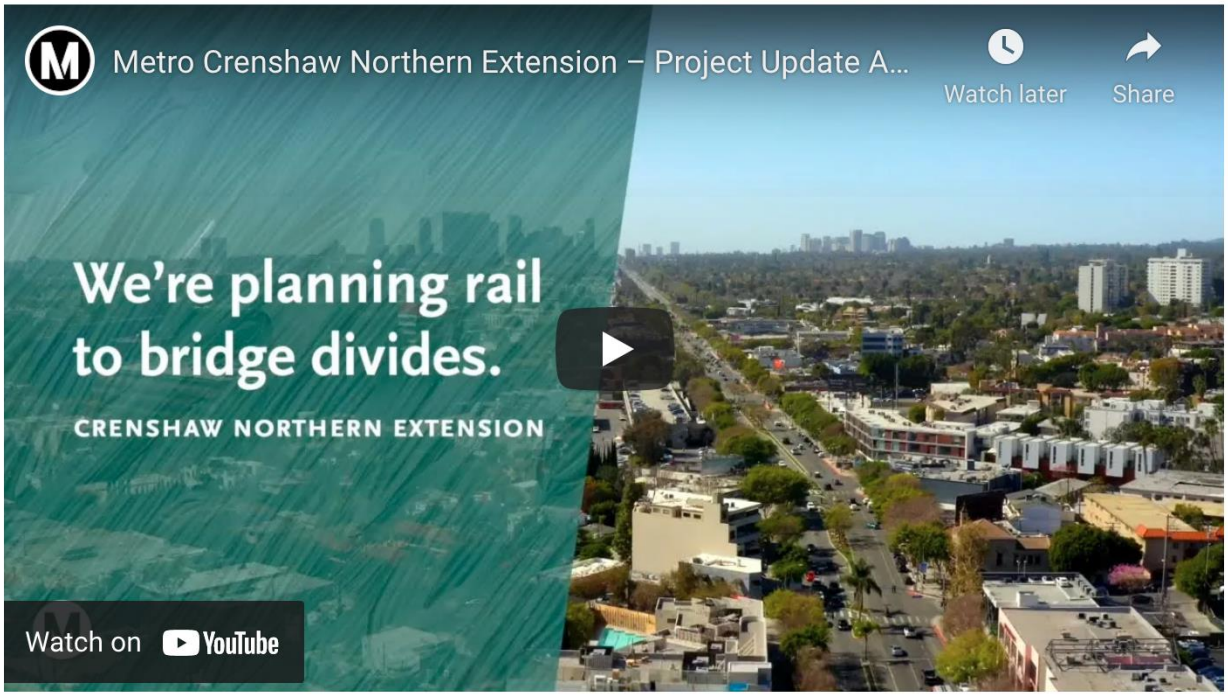
Written or electronic (email) comments may be sent to the following addresses: Roger Martin, Project Manager, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Mail Stop 99-22-6, Los Angeles, CA 90012, or via email at crenshawnorth@metro.net.

Appendix B – Marketing Materials

Project Website

Overview

Crenshaw Northern Extension



The Crenshaw Northern Extension project has the potential to create a reliable, high performing regional north-south rail transit corridor. It will extend the Crenshaw/LAX Transit Project, currently under construction, to the north and will connect the South Bay, LAX area, South Los Angeles, Inglewood and Crenshaw corridor to Mid-City, Central Los Angeles, West Hollywood and Hollywood, allowing for further connections to points north in the San Fernando Valley via the Metro Red Line. Further, the project would link four Metro Rail lines (C (Green), E (Expo), D (Purple), and B (Red)) and five of the top ten busiest bus lines in the country.

Based on earlier studies, the Metro Board of Directors selected three alignments for further analysis in the environmental study stage. This analysis is expected to be complete in 2023. Additional opportunities for public engagement will occur throughout the study.

Measure M, approved by LA County voters in 2016, allocates $2.24 billion to the project, with a groundbreaking date of 2041 and project completion date of 2047. Metro is conducting this study at this time as there are local efforts underway to identify funding to deliver this project earlier.

Map



FAQs

1. What is the Crenshaw Northern Extension?

The Crenshaw Northern Extension is a rail transit project that was identified in Measure M. When combined with the Crenshaw/LAX line currently under construction, the Crenshaw Northern Extension will connect the South Bay, LAX area, Inglewood, South LA and Crenshaw District to Mid-City, Central Los Angeles, West Hollywood and Hollywood as well as points north in the San Fernando Valley via the Metro B Line (Red).

2. What is Measure M?

Measure M is a half-cent sales tax that was approved by Los Angeles County voters in 2016. The funds generated are designated for specific transportation purposes including several new transit and highway projects around the County, as well as bus and rail operations. Measures M also provides funding to cities in Los Angeles County for local transportation purposes.

3. What was the purpose of the Crenshaw Northern Extension Advanced Alternatives Screening Study?

The purpose of the study was to inform and educate the public as well as solicit public input on proposed routes for this project to determine which alternatives would move on to the environmental review process.
The goals of the study were:

- Inform the public about possible alignments and grade separations along with financial and timing implications of these alternatives.
- Collect public input to inform this study process including community priorities, preferences and questions for this project.
- Provide realistic timelines to the public on the completion of this project based on currently planned funding as well as what would need to occur for the project to be completed sooner.

4. Is this project a subway, an above-ground railway or a rail project that runs on the street?
A variety of factors will go into making this determination including existing street width and infrastructure. This will be evaluated as a part of this environmental analysis.
5. Where are the stations going to be located?
Station locations will be studied and identified as a part of this environmental analysis. In general, The Feasibility Study identifies general station locations, including connection points with other Metro Rail lines such as the Crenshaw/LAX, E Line (Expo), D Line (Purple) and B Line (Red), as well as at major intersections to allow for bus connections and proximity to major destinations.
6. How many people will use this rail line on a daily basis?
Depending on the route chosen, the project is anticipated to serve between 87,000 and 91,000 daily boardings.
7. How much will the Crenshaw Northern Extension project cost?
The final selected route and how much of it is below-ground, above-ground (aerial) or at street-level (at-grade) will affect the overall cost.
8. When is this project slated to begin?
Based on the current Measure M funding schedule, this project would break ground in 2041 and begin operations in 2047. However, Metro is conducting this study now to ensure the project is shovel ready (ready for the construction stage). The cities of West Hollywood and Los Angeles are exploring ways to accelerate the timeline of this project.
9. How can I be involved in providing public input on the proposed routes?
Public input is an important part of this study. Metro will provide opportunities to help shape the project beginning with conducting scoping during 2021. Due to COVID-19 social distancing requirements, we will provide ways for residents, riders, businesses and other stakeholders to virtually engage with us. We encourage you to follow us on Facebook, Instagram and Twitter. Project and event information can be found at metro.net/crenshawnorth .
10. When did this study take place and what happens after this screening study?
Metro conducted the screening study from December 2018 to February 2020. Information from this study will be used to identity the route option(s) that will be studied in a formal environmental process that will begin in late 2020.
11. What are the route options currently under consideration in the environmental analysis?

There are three major route options that are currently being explored. Beginning from the northern terminus of the Crenshaw/LAX line at Crenshaw/Expo they all follow Crenshaw Boulevard north to San Vincente and proceed as follows:

- ***San Vincente Alternative*** : This option heads northwest on San Vincente Blvd, then north on Fairfax Avenue, connecting to the future Metro D Line (Purple) station at Wilshire/Fairfax. The alignment continues north on Fairfax Avenue, west on Beverly Blvd, north on San Vincente Blvd east on Santa Monica Blvd, and turns north to connect to the Metro B Line (Red) at Hollywood/Highland, with a potential Hollywood Bowl terminus.
- ***Fairfax Alternative*** **:** This option heads northwest on San Vincente Blvd and north on Fairfax Ave where it will connect with the future Metro Purple Line station at Wilshire/Fairfax. It continues north on Fairfax Ave, east on Santa Monica Boulevard, and turns north to connect to the Metro B Line (Red) at Hollywood/Highland, with a potential Hollywood Bowl terminus.
- ***La Brea Alternative*** **:** This option heads northwest on San Vincente Blvd and north on La Brea where it will connect with the future Metro D Line (Purple) station at Wilshire/La Brea. From there, it continues north on La Brea Avenue to connect with the Metro B Line (Red) at Hollywood/Highland, with a potential Hollywood Bowl terminus.

Meetings

Metro is hosting three virtual meetings to provide the public with a project overview and to capture stakeholder input and feedback on alignment alternatives. The meetings will be held on the following days and times:

Thursday, April 29,
11:30 AM – 1:30 PM
Zoom link: https://us02web.zoom.us/j/87500507019
Meeting ID: 875 0050 7019

Thursday, May 6,
6:30 PM – 8:30 PM
Zoom link: https://us02web.zoom.us/j/82996680178
Meeting ID: 829 9668 0178

Saturday, May 8,
10 AM – Noon
Zoom link: https://us02web.zoom.us/j/84880363069
Meeting ID: 848 8036 3069

Learn more about the Crenshaw Northern Extension by visiting the online presentation at your convenience. This presentation has interactive maps of the alternatives, information on the environmental process and more about the project.
También puede ver una versión en español de la presentación en este enlace: https://arcg.is/0uyvTe

Comments will be accepted between April 15 and May 28. Comments may be sent by email to crenshawnorth@metro.net or by visiting metro.net/crenshawnorth or call us at 213.418.3093.

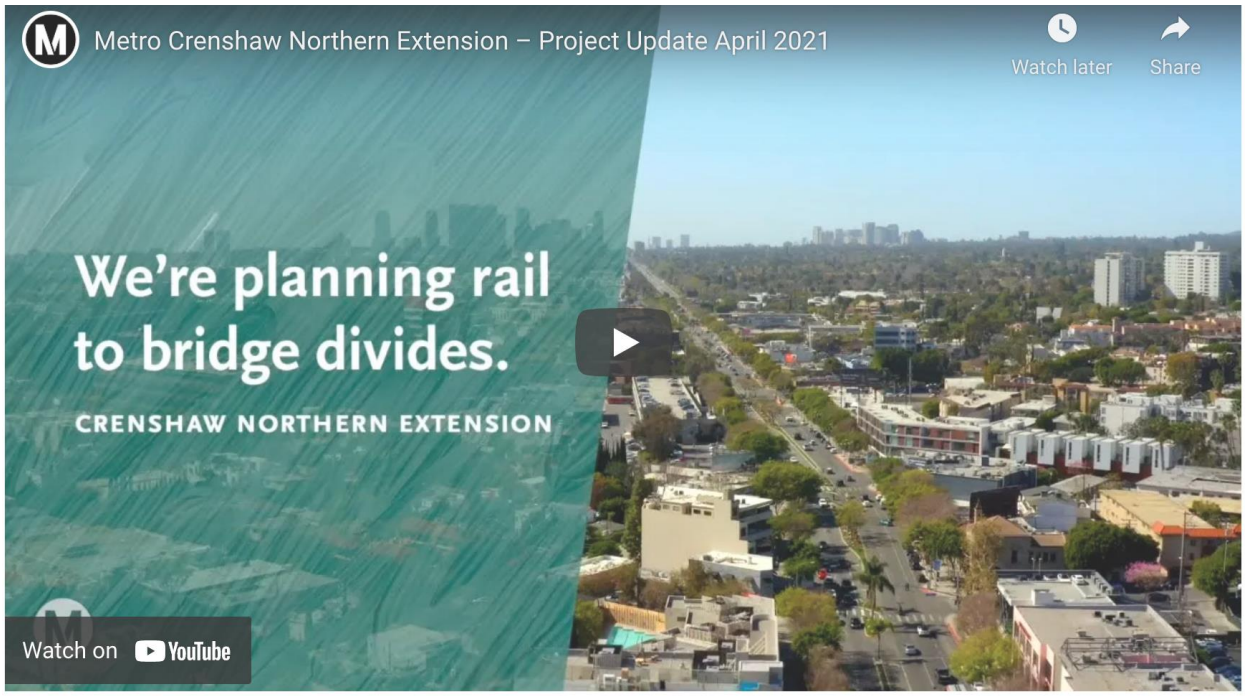
Blog Posts

6/15/2021 Three upcoming virtual scoping meetings for Crenshaw Northern Extension project | The Source

Three upcoming virtual scoping meetings for Crenshaw Northern Extension project

BY STEVE HYMON , APRIL 15, 2021





.wp.com/thesource.metro.net/wp-content/uploads/2021/04/NewMap.jpg?ssl=1)

When we last checked (https://thesource.metro.net/2020/08/17/three-routes-recommended-for-further-study-on-crenshaw-northern-extension-project/) on the Crenshaw Northern Extension last summer, the Metro Board was selecting three potential routes for further study in the project's Draft Environmental Impact Report.

The 45-day scoping period for the project begins today (Thursday, April 15) and ends Friday, May 28. This is the time when Metro gathers public input on what to study during the project's upcoming Draft Environmental Impact Report (DEIR). For those who don't speak planning, the DEIR is a legally-required study that determines why the project is needed, what impacts it might have and what Metro can do about any impacts.

The Crenshaw/LAX Line that is currently under construction will end at the E Line (Expo) Station at Crenshaw and Exposition boulevards. This project will extend the Crenshaw/LAX Line north to the D Line (Purple) and continue to the B Line (Red) at the Hollywood/Highland station, with a potential last station at the Hollywood Bowl.

On a big picture level, this project would forge a light rail connection between the South Bay and Hollywood. The project would connect with five of Metro's busiest bus lines and also offer transfers to Metro Rail stations in the LAX area, South L.A., Inglewood, Crenshaw corridor, Mid-City, Central L.A. and West Hollywood. Riders would be able to transfer to the E Line, C Line (Green), D Line and B Line — meaning riders could continue to places including downtown L.A, Santa Monica, UCLA and USC, to name a few.

In other words, the project is a big deal that would serve a lot of destinations and make our growing local rail network even more useful for many people. This is important to understand: under the Measure M plan, the project would not be built until the 2040s. But Metro — working with the cities of West Hollywood and Los Angeles — is exploring ways to secure funding to accelerate construction.

Metro Crenshaw Northern Extension – Project Update April 2021

https://thesource.metro.net/2021/04/15/three-upcoming-virtual-scoping-meetings-for-crenshaw-northern-extension-project/ 2/9

6/15/2021 Three upcoming virtual scoping meetings for Crenshaw Northern Extension project | The Source

As part of the scoping period, Metro will host three virtual meetings to provide the public with a project overview and to capture stakeholder input and feedback on alignment alternatives. The meetings will be held on the following days and times:

Thursday, April 29, 11:30 AM – 1:30 PM
Zoom link: https://us02web.zoom.us/j/87500507019 (https://us02web.zoom.us/j/87500507019)
Meeting ID: 875 0050 7019

Thursday, May 6, 6:30 PM – 8:30 PM
Zoom link: https://us02web.zoom.us/j/82996680178 (https://us02web.zoom.us/j/82996680178)
Meeting ID: 829 9668 0178

Saturday, May 8, 10 AM – Noon
Zoom link: https://us02web.zoom.us/j/84880363069 (https://us02web.zoom.us/j/84880363069)
Meeting ID: 848 8036 3069

Comments will be accepted between April 15 and May 28. Comments may be sent by email to crenshawnorth@metro.net (mailto:crenshawnorth@metro.net) or by visiting metro.net/crenshawnorth or call us at 213.418.3093.

6/15/2021 Three upcoming virtual scoping meetings for Crenshaw Northern Extension project | The Source

21 replies ›

This is really a choice between the Fairfax alignment and the Hybrid.

The LaBrea alignment would be a mistake. It misses all the key ridership destinations in the area. There are tons of working class jobs at The Grove, Television City, the Beverly Center, and Cedar Sinai. The LaBrea alignment would be like running the A (Blue) Line on Alameda and bypassing downtown.

La Brea makes the most sense connectivity-wise – it will enable the fastest and the most streamlined way to get from the Valley and Hollywood to Purple / Expo / South Bay. Plus, LaBrea corridor is densifying quickly – there is a ton of new construction in the area.

Fairfax could be a sensible compromise, but the “hybrid” version is an absolute abomination that would kill the usability of this line.

P.S. In the perfect Los Angeles of dreams, the LaBrea-running line would be supplemented with an EW-running rail line on Santa Monica, and BRTs on Sunset, Beverly, and San Vicente. Now THAT would be a transit system that serves all the key ridership destinations, and does it well.

La Brea will never densify enough to justify putting the alignment there. There is no conceivable project at Beverly and La Brea that Hancock Park would allow to be built that will compare with The Grove / Television City or Beverly Center / Cedar Sinai.

Compromise is the way to go. This one line has to balance those who primarily care about "speed" and those who primarily care about "access". There won't be multiple rail lines in this area. Fairfax could be the unifying choice here.

Given the 3 choices, Fairfax alignment makes the most sense. Though I hope WeHo also gets a BRT line dow the rest of Santa Monica Blvd to Century City.

For West Hollywood to have BRT on Santa Monica, they'd have to take out street parking and remove all the bulb outs. Simply not feasible. Since WeHo has determined to calm traffic on Melrose, there's no alternative to SMB for car traffic. Simply no room for BRT.

when should we expect the initial Crenshaw LAX line to open, so we can better gauge how the southern section of the line will affect travel patterns going forward?

Hi Phil;

Date of the opening is to be determined. The big thing that must happen first is the contractor turning over the project to Metro. We're hoping that happens soon. The project is 98 percent complete but there is some significant work to complete.

Steve Hymon Editor, The Source

Fairfax, enough said. Build it right or don't build it at all.

La Cienega? Sure if you wanna go west beyond that. Sorry but this gets a D- cause of the routing. Yes it connects to a hospital, shopping center and a nightlife district but slow train no-no.

La Brea gets a Zero because it's literally just a connector train with only one service much less destinations OVERALL from Torrance to Hollywood compared to the other 2. Not to mention having fun convincing Hancock Park residents to put up with this.

"Oh but La Brea has good bus ridership!" So does Fairfax and La Cienega. La Brea couldn't even keep its all day Limited Stop service before the bus service overhaul.

A meandering line through West Hollywood is not best for ALL the region.
West Hollywood deserves a line, not just this one. It deserves a line starting at Hollywood /Highland, heading west out Santa Monica Blvd to La Cienega, then south to Wilshire (use the existing study material from early Purple Line route selections). Then in the future that line can

continue down La Cienega with a stop at Pico to Venice and then to the Expo Culver City station. This creates yet another north -south line in this area.

La Brea is best (and I believe that is what Metro will pick)
-Shortest route- on such a long line (Hollywood to either Torrance or Norwalk) needs some speed
-Lower build cost- budgets are always an issue

But do it right, tunnel not elevated and with the Hollywood Bowl Extension Perfect place for a mid week park and ride with all the parking lots and build a decent turn around facility with 3rd platform/track that will also handle the bowl crowds. (and then the true fantasy, it could head to Burbank in the future

La Brea misses all of the ridership destinations and was the least popular option from the community meetings. "Best" is a relative judgement. For people who only care about speed between Hollywood/Highland and LAX and not about access to the area, perhaps La Brea seems "best" to them, but not those people needing traveling to/from/within the destinations within this area.

This is not an "ideal" world. There won't be multiple rail lines in this area. This one rail line has to serve varying needs, both speed and access. That the La Brea alignment hits so few destinations is disqualifying. Fairfax seems like a reasonable compromise between those who's primary concern is speed and those who's primary concern is access. An extra three minutes for the Fairfax alignment is worth the extra access to the area it brings. Even the hybrid alignment is still much faster than traveling above ground in mixed traffic.

Why not all of them? They all serve great places and will connect people to where they need to go and places they might not have ever been to because of other factors.

Money. . . That's why. The feds (nor even the state or even some local residents) are not gonna say yes to dumping money in WeHo if not everyone benefits from it.

Hybrid is best! Adding five minutes to a line will not deter people going from the Valley to LAX. But it will bring the train into a walkable distance of so many areas full of jobs and money. Which also means density will increase in those job areas, with current zoning laws. The La Brea option makes zero sense: just trying to skip over the region without serving it. Only Valley and Ventura people like the La Brea option.

Environmental Impact Report will be released on 2024 and won't break ground until 2041. That's an amazing 17 year gap. A lot of things can change in 17 years. The money might not be there. Most people working on this project will not be employed by Metro when ground is broken. The routes are totally ridiculous. It shouldn't be designed for tourism. Hitting those major museums and shopping centers is not the goal. Metro should be designed for commuters to get to work from home. People holding bags of expensive clothing from Beverly Center are targets for robbery. The circuitous route is not ideal for commuters. Instead, they should add more parallel lines or street cars to reach those tourist spots.

So the tens of thousands of workers employed at Cedars Sinai campus, Beverly Center, Grove, Pacific Design Center, all the hotels, Farmers market, CBS, Museum Row, etc all don't matter because they work in "wealthier" destinations? Just because the line would *also* be useful to tourists, does not make it a poor choice. Tourism accounts for a considerable amount of our local

and regional traffic each day, especially in Central LA, where trips from so many different areas all converge, due to the density and number of jobs and opportunities alone.

Thank you for pointing all this out. For a few months I worked at 3rd/Fairfax. It was only about 6 miles away from home, compared to my old 15 mile commute, but even during rush hour it would still take about 45-55 min door to door because the car and foot traffic in the area is ridiculous.

Fairfax was clearly not designed to handle this kind of traffic at all, the street is narrow and so are the sidewalks. Expecting people to travel from Purple Line or Melrose to simply walk to the Grove because "it's only a tourist trap" won't exactly help anyone in the long run.

the routes are "totally ridiculous" and yet this line is projected to be one of the busiest in the entire system, if not CA, with 90,000 boardings a day. Already see those numbers on the major north-south buses that have to crawl through this central area. With fast and reliable rail (subway) those numbers could easily double if not triple.

That's only if it's fully funded by Measure M (worst case scenario). Other state, federal, local and even private resources may arise WAY before 2041.

I agree with you 100%. They should also delay the environmental impact report. The environment can also change in 17 years. The report that comes out in 2024 may not be a truly valid, or suitable report by 2041. My opinion about grade level trains along San Vicente is this.....DON'T DO IT. Grade level trains along San Vicente Blvd. will only lead to more pedestrian deaths. Just take a look at the other grade level trains that exist in Los Angeles. These above ground trains share space with streets, crosswalks, cars, etc. All of them have had pedestrian deaths. Do the research. You can find the fatalities reported. A very bad idea.

Fairfax may be the best middleground option here for speed an access and is also the original planned route of the red line in the 80s before it was changed to Vermont. However, the importance of having some level of dedicated service to those key destinations west of there like Pac Design Center area, close access to the Sunset Strip, Cedars (don't forget people work there too, it's not just medical appointments), as well as other density should be taken seriously as an alternative service (perhaps BRT or Streetcar with median running) that compliments the more direct north south routing of the Fairfax or LA Brea alternatives.

In any case, I seriously doubt this line would be anything but underground north of Olympic (for Fairfax and LA Brea alternatives) given the density and traffic (maybe elevated or open cut along some of San Vicente up to Melrose but no at-grade street crossings as that won't be desirable and would slow the line down), so the line should allow a pretty quick trip regardless of any meandering it may make.

The only way the LA Brea option would be best is if there were to be another dedicated east west metrorail line connecting it to West Hollywood but it doesn't seem to be planned right now, but it should be. Perhaps an extension of WSAB could do this. And I'm sure some people remember metro's proposed West Hollywood heavy rail extension plan from Wilshire / LA Cienega to Hollywood / Highland before measure J (2012) was defeated... oh boy wouldn't that be nice to have.

Estudio explora posibles rutas para la Extensión al Norte de Crenshaw

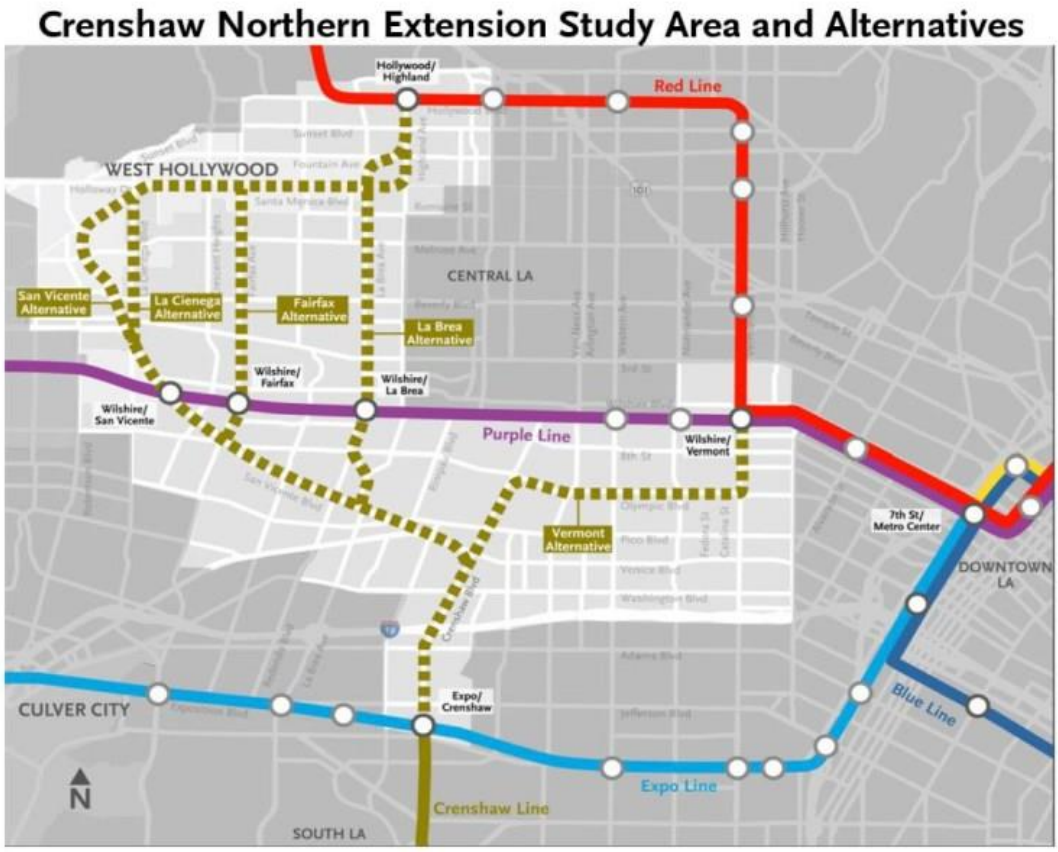
Attachment C

Crenshaw Northern Extension Alternatives Performance Table

	SAN VICENTE	LA CIENEGA	FAIRFAX	LA BREA	VERMONT
Key Map					
Distance	9.5 mi	9.2 mi	8.1 mi	6.5 mi	10.2 mi 4.8 mi*
# Stations	9	9	7	6	5
Travel Time	19.0 min	18.4 min	15.7 min	12.4 min	26.8 min 9.8 min*
Daily Ridership	90,800	90,800	88,700	87,200	77,700

*To Wilshire/Vermont Station only

Attachment A



Del informe del personal:

Ha habido un interés de larga data entre los funcionarios locales electos y las partes interesadas de West Hollywood para acelerar la entrega de la Extensión al Norte de Crenshaw. Con las disposiciones permitidas en la Medida M, el personal de Metro se ha comprometido a explorar un camino viable para acelerar el proyecto, consistente con la política adoptada por la Junta Directiva: una estrategia de entrega temprana del proyecto.

Un hallazgo significativo que surge del Estudio de Factibilidad / Análisis de Alternativas realizado hasta la fecha es el hecho de que el costo de las cinco alternativas excede aproximadamente al doble las asignaciones de fondos de la Medida M. Cualquier estrategia de aceleración potencial en esta coyuntura tendría que abordar ese factor, ya sea mitigando costos, asegurando nuevos ingresos, o una mezcla de ambos. Para enfocarse mejor en las opciones de entrega de proyectos y una estrategia de financiamiento, es necesario llevar a cabo una amplia difusión pública y

potencial estudio técnico adicional para prepararse para una próxima etapa de revisión ambiental.

El personal consultará con las ciudades de Los Ángeles y West Hollywood para desarrollar una estrategia de los próximos pasos a seguir y los calendarios correspondientes para los análisis de la próxima etapa. El personal de Metro tiene como objetivo regresar a la Junta en septiembre, dependiendo del proceso de consulta de la ciudad.

¿Qué piensan de las alternativas, lectores? Comenten por favor También vale la pena agregar que Metro llevará a cabo una gran cantidad reuniones públicas sobre el proyecto a medida que avance.

A continuación se encuentran las páginas del Análisis de Viabilidad / Alternativas en cada una de las diferentes rutas. Una diapositiva sobre los costos está en la parte inferior.


Executive Summary

SAN VICENTE ALTERNATIVE

LA CIENEGA ALTERNATIVE



Figure ES-2 La Cienega Alternative Alignment Map

Station Locations & Adjacent Land Uses/Destinations

- **Crenshaw/Adams** – Neighborhood retail, commercial, and residential
- **San Vicente/Venice/Pico**. Midtown Crossing retail/commercial and Pico-Rimpau bus transfer center
- **San Vicente/Fairfax**. Neighborhood retail, commercial and residential, Little Ethiopia
- **San Vicente/Wilshire**. High-rise office and medical commercial and strip retail and connection to Metro Purple Line La Cienega station
- **La Cienega/3rd Street**. Beverly Center, Cedars Sinai Medical Center, office and commercial
- **La Cienega/Santa Monica**. Santa Monica Boulevard neighborhood retail and entertainment district, Sunset Strip
- **Santa Monica/Fairfax**. neighborhood commercial/retail
- **Santa Monica/La Brea**. West Hollywood Gateway retail/commercial, large multifamily residential complexes, The Lot Studios
- **Hollywood/Highland**. Regional retail and entertainment district and connection to Metro Red Line

Key Alignment Features

- From existing Crenshaw/Expo station in subway under Crenshaw Blvd., transitioning to aerial guideway in Venice Blvd.
- Opportunity for mixed-use redevelopment of strip retail center(s) with aerial station at Midtown Crossing
- Potential "complete street" reconfiguration of San Vicente Boulevard along median running alignment through residential neighborhoods to Wilshire Boulevard
- Aerial guideway from Wilshire Boulevard along San Vicente and La Cienega Boulevards through Cedars Sinai and Beverly Center regional medical, office, professional, and retail center
- Transition from aerial to subway on La Cienega Boulevard just south of Santa Monica Boulevard
- Subway under Santa Monica Boulevard and Highland Avenue through neighborhood retail and commercial areas in West Hollywood and Hollywood
- Underground terminus at Metro Red Line Hollywood/Highland Station

ES-10

FAIRFAX ALTERNATIVE



Figure ES-3 Fairfax Alternative Alignment Map

Station Locations & Adjacent Land Uses/Destinations

- **Crenshaw/Adams** – Neighborhood retail, commercial, and residential
- **San Vicente/Venice/Pico**. Midtown Crossing retail/commercial and Pico-Rimpau bus transfer center
- **Fairfax/Wilshire**. Miracle Mile high-rise office commercial, strip retail, LACMA and Petersen Automotive Museum, Park La Brea multifamily complex, and connection to Metro Purple Line
- **Fairfax/Beverly**. The Grove, Original Farmers Market, and neighborhood retail, CBS Television City
- **Santa Monica/Fairfax**. neighborhood commercial/retail
- **Santa Monica/La Brea**. West Hollywood Gateway retail/commercial, large multifamily residential complexes, The Lot Studios
- **Hollywood/Highland**. Regional retail and entertainment district and connection to Metro Red Line

Key Alignment Features

- From existing Crenshaw/Expo station in subway under Crenshaw Blvd., transitioning to aerial guideway in Venice Blvd.
- Opportunity for mixed-use redevelopment of strip retail center(s) with aerial station at Midtown Crossing
- Potential "complete street" reconfiguration of San Vicente Boulevard along median running alignment through residential neighborhoods to underground transition just east of Fairfax Avenue
- Subway under Fairfax Avenue through major regional cultural and retail districts and Park La Brea multifamily residential complex
- Subway under Santa Monica Boulevard and Highland Avenue through neighborhood retail and commercial areas in West Hollywood and Hollywood
- Underground terminus at Metro Red Line Hollywood/Highland Station

ES-11



Figure ES - 24 La Brea Alternative Alignment Map

Station Locations & Adjacent Land Uses/Destinations

- **Crenshaw/Adams** – Neighborhood retail, commercial, and residential
- **San Vicente/Venice/Pico**- Midtown Crossing retail/commercial and Pico-Rimpau bus transfer center
- **La Brea/Wilshire**- Miracle Mile mixed office, multifamily residential, commercial, strip retail, and connection to Metro Purple Line
- **La Brea/Beverly**- Low-rise neighborhood retail, multifamily residential, commercial, strip retail
- **Santa Monica/La Brea**- West Hollywood Gateway retail/commercial, large multifamily residential complexes, The Lot Studios
- **Hollywood/Highland**- Regional retail and entertainment district and connection to Metro Red Line

Key Alignment Features

- From existing Crenshaw/Expo station in subway under Crenshaw Blvd., transitioning to aerial guideway in Venice Blvd.
- Opportunity for mixed-use redevelopment of strip retail center(s) with aerial station at Midtown Crossing
- Continue aerial guideway from San Vicente Boulevard over La Brea Avenue
- Aerial guideway along La Brea through neighborhood commercial/residential area adjacent to Miracle Mile, Park La Brea, and Hancock Park
- Opportunity for mixed-use redevelopment of strip retail or light industrial properties to accommodate a station at Santa Monica Boulevard and potential transition from aerial to subway
- Options for underground, aerial, or at-grade terminus at Metro Red Line Hollywood/Highland Station approached from Highland Avenue or Hollywood Boulevard



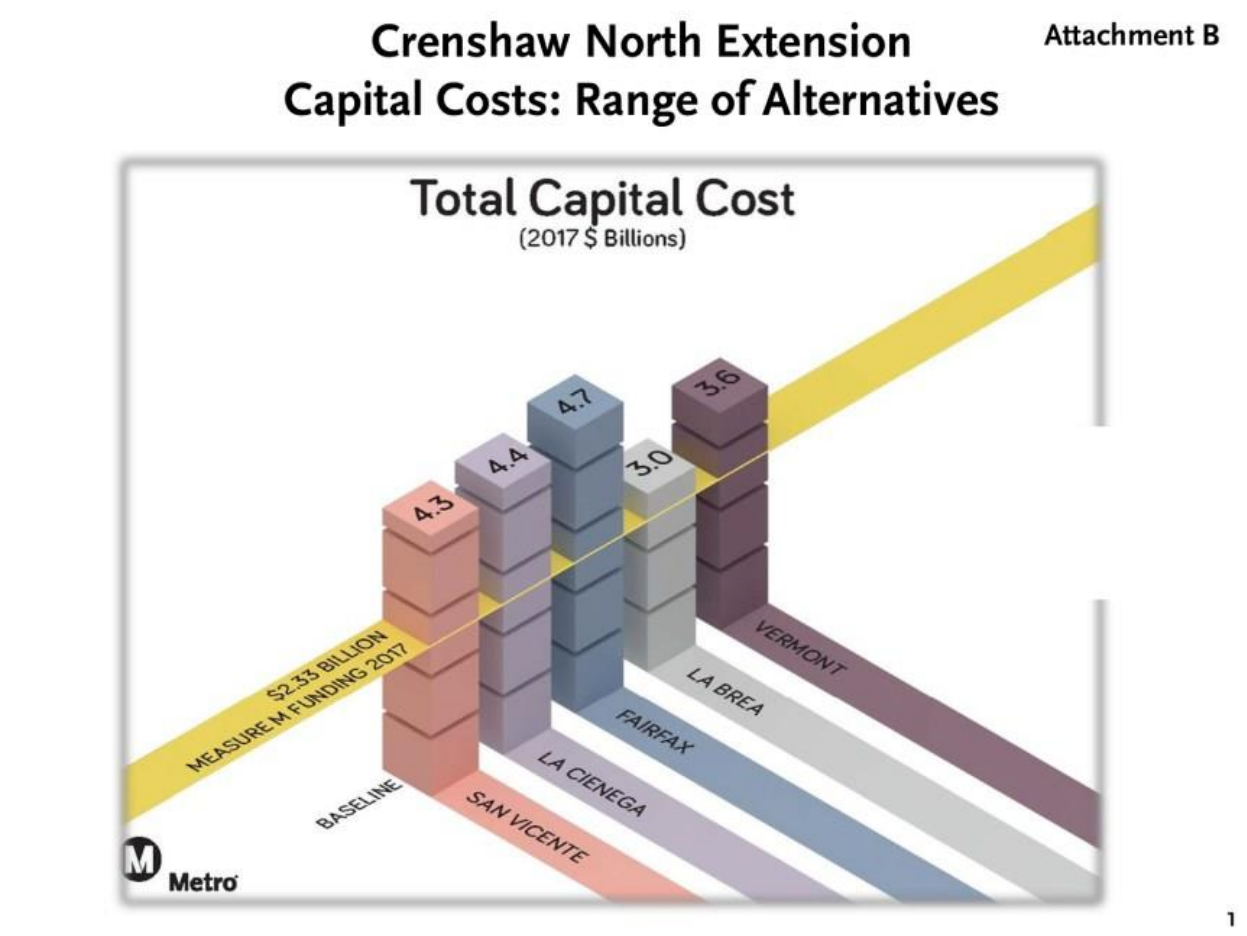
Figure ES - 25 Vermont Alternative Alignment Map

Station Locations & Adjacent Land Uses/Destinations

- **Crenshaw/Adams** – Neighborhood retail, commercial, and residential
- **Crenshaw/Venice** - Mid-City neighborhood retail, commercial, and residential
- **Olympic/Western** - Galleria Market, medium-density residential, commercial, and retail, Koreatown
- **Olympic/Normandie** - Medium-density residential, commercial, and retail, Koreatown
- **Vermont/Wilshire** - Connection to Metro Purple and Red Lines

Key Alignment Features

- From existing Crenshaw/Expo station in subway under Crenshaw Blvd. low/medium-density residential neighborhoods to Olympic Boulevard
- Subway along Olympic Boulevard under increasing commercial and residential density into Koreatown district
- Terminus on Vermont Avenue in the heart of Koreatown with deep station and tail-tracks required under existing Metro Purple/Red Line station box





[Nuevo video: construcción de la Crenshaw/LAX Line]

https://youtu.be/BgDqv1QWQng El video de arriba es el primero de tres que se presentarán en las próximas semanas para destacar los proyectos

de Metro que están bajo construcción: la Crenshaw/LAX Line, el Regional Connector y la Extensión de la Purple Line. Empezamos con la Crenshaw/LAX Line porque es el proyecto que va...

March 28, 2019

In "Go Metro"



La Crenshaw/LAX Line desde adentro

Urbanize LA publicó un artículo sobre la futura Crenshaw/LAX Line con muy buenas fotos de dos estaciones: Expo/Crenshaw (subterránea) y Downtown Inglewood. En la sección de comentarios, hay un reclamo para acelerar el proyecto hacia el norte de la línea con la idea de que sea más útil. La...

January 19, 2018

In "Go Metro"



Recomiendan estudiar tres rutas para el proyecto de la Extensión de Crenshaw al Norte

Este mes, la Junta Directiva de Metro considerará avanzar en tres posibles rutas para el proyecto de Extensión al Norte de la Crenshaw, así como un contrato de $ 50.3 millones para análisis ambiental e ingeniería conceptual avanzada del proyecto. Las tres rutas se muestran en el mapa de arriba...

August 17, 2020

In "Proyectos"

metro.net/crenshawnorth

We're planning rail to bridge divides.

CRENSHAW NORTHERN EXTENSION
Fact Sheet



Metro

Metro has a plan to make it easier to get around, which includes dozens of projects to improve the public transportation network in LA County.

The Crenshaw/LAX Northern Extension Project will create an important north-south rail connection to create more access to opportunity for all.

Overview

The Crenshaw/LAX Northern Extension Project will extend transit service from the Metro Expo/Crenshaw Station north to the Metro B Line (Red) Hollywood/Highland Station and potentially to the Hollywood Bowl, serving many communities from the LAX area, South Los Angeles, Inglewood, the Crenshaw Corridor to Mid City, Central Los Angeles, West Hollywood and Hollywood.

This project will create more connectivity in Metro's rail and bus network by linking four Metro Rail lines and five of the busiest routes in LA County.

The project study area is approximately 16 square miles and includes portions of the cities of Los Angeles and West Hollywood, an area with more than 170,000 jobs and many destinations of regional interest.

The Crenshaw/LAX Northern Extension Project is a Measure M Project with a groundbreaking date of FY 2041 and project completion date in FY 2047. $2.24 billion in Measure M funds ($2015) were allocated for this project. Metro is conducting this study now because there are efforts underway to identify funding to accelerate this schedule.

Project Update

Metro is currently preparing an Environmental Impact Report (EIR), or environmental study, that will analyze three potential alignments to determine which route will be built, as well as locations for a maintenance and storage facility to support eventual rail operations of this project.

The three route alternatives all begin at the Metro Expo/Crenshaw Station and end at the Hollywood/Highland Station, with a potential extension to the Hollywood Bowl. The options head north along Crenshaw Bl and then continue as follows:

> **La Brea Alternative:** This alternative heads northwest on San Vicente Bl and north on La Brea Av where it will connect with the future Metro D Line (Purple) station at Wilshire/La Brea. From there it continues north on La Brea Av to connect with the Metro B Line (Red).

> **Fairfax Alternative:** This alternative heads northwest on San Vicente Bl and north on Fairfax Av where it will connect with the future Metro D Line (Purple) station at Wilshire/Fairfax. It continues north on Fairfax Av, east on Santa Monica Bl, and turns north to connect to the Metro B Line (Red).

> **Fairfax-San Vicente Alternative (Hybrid):** This alternative heads northwest on San Vicente Bl, then north on Fairfax Av connecting to the future Metro D Line (Purple) station at Wilshire/Fairfax. The alignment continues north on Fairfax Av, west on Beverly Bl, north on San Vicente Bl, east on Santa Monica Bl and turns north to connect to the Metro B Line (Red).

Potential locations for a maintenance and storage facility could include expanding the Southwest Rail Yard (Division 16), or identifying other areas adjacent to the Metro C Line (Green) or the Crenshaw/LAX Transit Project.

Virtual Public Outreach

Due to the COVID-19 pandemic and social distancing requirements, public comments will be collected via email, scoping and community meetings on Zoom, and other virtual public engagement opportunities.

CRENSHAW NORTHERN EXTENSION PROJECT







Study Schedule

Early public outreach for the EIR, called the "scoping period," is expected to start in Spring 2021. During this stage, Metro will engage communities to learn about priorities and preferences, and answer any questions, while conducting further technical analysis to inform the environmental study.

Metro is scheduled to publish a Draft Environmental Impact Report (DEIR) in Winter 2023, which will recommend a Locally Preferred Alternative (LPA) to move forward as the final project in the Final Environmental Impact Report (FEIR), which is scheduled for Summer 2024.

2021	2023	2024
Scoping	Draft Environmental Impact Report (DEIR)	Final Environmental Impact Report (FEIR)

ONGOING PUBLIC PARTICIPATION

CONTACT US

Metro invites you to stay involved and share your feedback.

213.418.3093
crenshawnorth@metro.net
metro.net/crenshawnorth
@metrolosangeles
losangelesmetro

metro.net/crenshawnorth

Superando las divisiones y planificando más ferrocarriles.

extensión de crenshaw hacia el norte

Hoja Informativa



Metro

Metro tiene un plan para hacer más fácil moverse, que incluye docenas de proyectos para mejorar la red de transporte público en el condado de Los Angeles.

El Proyecto de Extensión de Crenshaw/LAX hacia el Norte creará una importante conexión ferroviaria norte-sur para crear más acceso a oportunidades para todos.

Resumen

El Proyecto de Extensión de Crenshaw/LAX hacia el Norte extenderá el servicio de tránsito desde la estación Metro Expo/Crenshaw hacia el norte hasta la estación Hollywood/Highland de la Metro B Line (Red) y potencialmente hasta el Hollywood Bowl, sirviendo a muchas comunidades desde el área de LAX, el sur de Los Angeles, Inglewood, el Corredor Crenshaw hasta Mid-City, El centro de Los Angeles, West Hollywood y Hollywood.

Este proyecto creará más conectividad en la red ferroviaria y de autobuses de Metro mediante la vinculación de cuatro líneas ferrovías de Metro y cinco de las rutas más transitadas del condado de Los Angeles.

El área de estudio del proyecto es de aproximadamente 16 millas cuadradas e incluye partes de las ciudades de Los Angeles y West Hollywood, un área con más de 170,000 empleos y muchos destinos de interés regional.

El proyecto de Extensión de Crenshaw/LAX hacia el Norte es un Proyecto de Medida M con una fecha de estreno del año fiscal 2041 y fecha de finalización del proyecto en el año fiscal 2047. Se asignaron $2.240 millones en fondos de la Medida M ($2015) para este proyecto. Metro está llevando a cabo este estudio ahora porque hay esfuerzos en marcha para identificar fondos para acelerar este proyecto.

Actualización del proyecto

Metro está preparando actualmente un Informe de Impacto Ambiental (EIR), o estudio ambiental, que analizará tres alineaciones potenciales para determinar qué ruta se construirá, así como ubicaciones para una instalación de mantenimiento y almacenamiento para apoyar eventuales operaciones ferroviarias de este proyecto.

Las tres alternativas de ruta comienzan en la estación Expo/Crenshaw y terminan en la estación Hollywood/Highland, con una posible extensión al Hollywood Bowl. Las opciones se dirigen hacia el norte a lo largo de Crenshaw Bl y luego continúan de la siguiente manera:

> **Alternativa La Brea:** Esta alternativa se dirige al noroeste en San Vicente Bl y al norte en La Brea Av, donde se conectará con la futura estación de Metro D Line (Purple) en Wilshire/La Brea. Desde allí continúa hacia el norte por La Brea Av para conectar con la Metro B Line (Red).

> **Alternativa Fairfax:** Esta alternativa se dirige al noroeste en San Vicente Bl y al norte en Fairfax Av, donde se conectará con la futura estación de D Line (Purple) en Wilshire/Fairfax. Continúa hacia el norte en Fairfax Av, al este en Santa Monica Bl, y gira hacia el norte para conectarse a Metro B Line (Red).

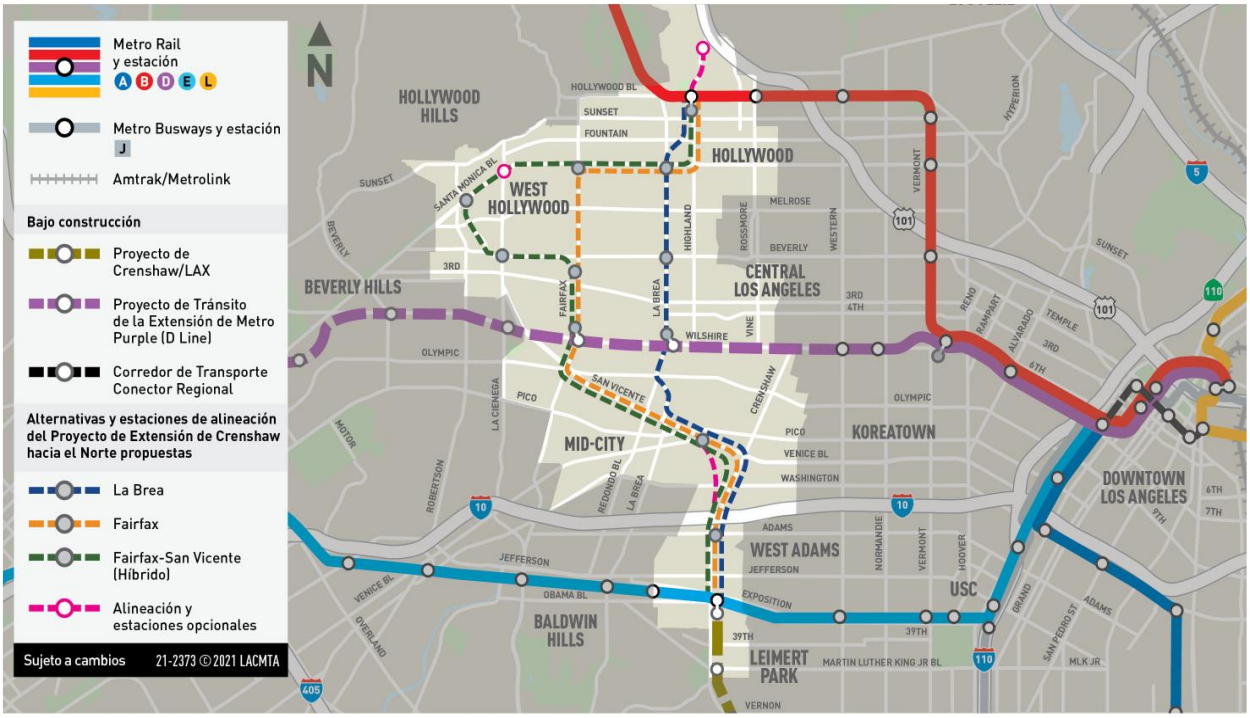
> **Alternativa Fairfax-San Vicente (Hibrido):** Esta alternativa se dirige al noroeste en San Vicente Bl, luego al norte en Fairfax Av conectando con la futura estación de Metro D (Purple) en Wilshire/Fairfax. La alineación continúa hacia el norte en Fairfax Av, al oeste en Beverly Bl, al norte en San Vicente Bl, al este en Santa Monica Bl y gira hacia el norte para conectar con la Metro B line (Red).

Las ubicaciones potenciales para una instalación de mantenimiento y almacenamiento podrían incluir la ampliación del Suroeste Rail Yard (División 16), o la identificación de otras áreas adyacentes a Metro C line (Green) o el Proyecto de Tránsito Crenshaw/LAX.

Participación pública virtual

Debido a la pandemia de coronavirus y los requisitos de distanciamiento social, los comentarios públicos se recopilarán a través de correo electrónico, alcance publico y reuniones comunitarias en Zoom y otras oportunidades virtuales de participación pública.

EXTENSIÓN DE CRENSHAW HACIA EL NORTE







Calendario de Estudio

Se espera que el primer alcance público para el EIR, llamado "período de alcance," comience en la primavera de 2021. Durante esta etapa, Metro involucrará a las comunidades para conocer las prioridades y preferencias, y responder cualquier pregunta, mientras realiza más análisis técnicos para informar el estudio ambiental.

Metro publicará un Proyecto de Informe de Impacto Ambiental (DEIR, en ingles) en el invierno de 2023, que recomendará una Alternative Preferente Local (LPA, en ingles) para avanzar como el proyecto final en el Informe Final de Impacto Ambiental (FEIR, en ingles), que está programado para el verano de 2024.

2021	2023	2024
Reunion de Examinacion	Proyecto de Informe de Impacto Ambiental (DEIR)	Informe Final del Impact Ambiental (FEIR)

PARTICIPACIÓN PÚBLICA CONTINUA

CONTÁCTENOS

Metro le invita a mantenerse involucrado y compartir sus comentarios.

213.418.3093
crenshawnorth@metro.net
metro.net/crenshawnorth
@metrolosangeles
losangelesmetro

metro.net/crenshawnorth

Наши железные дороги объединяют.

северная ветка crenshaw

Информационный бюллетень



Metro

План Metro предусматривает реализацию десятков проектов, призванных сделать общественный транспорт в LA County более удобным и доступным.

Проект строительства северной ветки линии Crenshaw/LAX предусматривает создание важной железнодорожной хорды в направлении «север-юг», которая откроет всем пассажирам массу новых возможностей.

Общие сведения

Проект строительства северной ветки линии Crenshaw/LAX предусматривает организацию железнодорожного сообщения между станциями Expo/Crenshaw на юге и Hollywood/Highland на севере (красная линия Metro B Line) с возможным продлением до Hollywood Bowl. Этот чрезвычайно востребованный маршрут соединит окрестности аэропорта LAX, район South Los Angeles, город Inglewood и транспортный коридор Crenshaw с районами Mid-City и Central Los Angeles и городами West Hollywood и Hollywood.

Проект позволит углубить интеграцию железнодорожного и автобусного сообщения Metro, связав четыре железнодорожные линии Metro Rail с пятью наиболее загруженными автобусными маршрутами в LA County.

Участок предварительных изысканий охватывает около 16 квадратных миль и затрагивает города Los Angeles и West Hollywood. На этой территории имеется более 170 000 рабочих мест и множество достопримечательностей регионального значения.

Строительство северной ветки линии Crenshaw/LAX финансируется из средств программы Measure M. Строительные работы начнутся в 2041 году, сдача проекта намечена на 2047 год, а объем финансирования из средств Measure M составит 2,24 млрд долл. (в ценах 2015 года). Metro проводит данное исследование уже сейчас в надежде ускорить реализацию проекта за счет привлечения дополнительных средств.

Что нового

В настоящее время Metro готовит отчет о воздействии на окружающую среду (Environmental Impact Report, EIR), или экологическое исследование, в котором будет представлен анализ трех возможных маршрутов и нескольких вариантов расположения железнодорожного депо для нужд новой ветки.

Все маршруты начинаются на станции Expo/Crenshaw и заканчиваются на станции Hollywood/Highland с возможностью продления до Hollywood Bowl. Во всех случаях ветка пойдет на север вдоль Crenshaw Bl, а затем продолжится следующим образом:

- **Вариант La Brea.** Этот вариант предусматривает, что ветка пойдет на северо-запад по San Vicente Bl и повернет на север по La Brea Av до новой станции на фиолетовой линии Metro D Line в Wilshire/La Brea. Оттуда маршрут пойдет дальше на север по La Brea Av и выйдет к красной линии Metro B Line.
- **Вариант Fairfax.** Этот вариант также предусматривает, что ветка пойдет на северо-запад по San Vicente Bl и на север по Fairfax Av до новой станции на фиолетовой линии Metro D Line в Wilshire/Fairfax. Маршрут продолжится в северном направлении по Fairfax Av, повернет на восток по Santa Monica Bl и снова на север до красной линии Metro B Line.
- **Вариант Fairfax — San Vicente (гибридный).** Этот вариант предусматривает, что ветка пойдет на северо-запад по San Vicente Bl и повернет на север по La Brea Av до новой станции на фиолетовой линии Metro D Line в Wilshire/La Brea. Оттуда маршрут пойдет дальше на север по La Brea Av и выйдет к красной линии Metro B Line.

Депо можно устроить за счет расширения уже существующего Southwest Rail Yard (Division 16) или построить с нуля на зеленой линии Metro C Line или на проектируемой линии Crenshaw/LAX.

Виртуальные встречи с общественностью

Из-за пандемии COVID-19 и требований по соблюдению дистанции опрос общественного мнения и прием замечаний будут осуществляться по электронной почте, в ходе совещаний по определению объема работ и встреч с общественностью на платформе Zoom, а также по другим виртуальным каналам связи.

проект северной ветки CRENSHAW





Предварительные изыскания

Ожидается, что предварительная информационно-разъяснительная работа для отчета EIR («определение объема работ») начнется весной 2021 г. На этом этапе Metro привлечет к участию общественность, чтобы узнать приоритеты и предпочтения и ответить на любые вопросы, продолжив заниматься техническим анализом с целью сбора исходных данных для экологического исследования.

Зимой 2023 г. Metro планирует опубликовать предварительный отчет о воздействии на окружающую среду (Draft Environmental Impact Report, DEIR) с рекомендациями относительно предпочтительного варианта маршрута (Locally Preferred Alternative, LPA), для которого к лету 2024 г. будет составлен окончательный отчет о воздействии на окружающую среду (Final Environmental Impact Report, FEIR).

2021	2023	2024
Определение объема работ	Предварительный отчет о воздействии	Окончательный отчет о воздействии на

ПОСТОЯННОЕ ВЗАИМОДЕЙСТВИЕ С ОБЩЕСТВЕННОСТЬЮ

обратная связь

Metro приглашает вас принять участие и сообщить нам свое мнение.

213.418.3093
crenshawnorth@metro.net
metro.net/crenshawnorth
@metrolosangeles
losangelesmetro

E-blasts

Alan Rodriguez

From: Melanie Wong
Sent: Tuesday, June 15, 2021 10:13 AM
To: Aria Catano; Alan Rodriguez
Subject: Fwd: Submit Your Scoping Comments for Crenshaw North!

FYI

MELANIE WONG
Senior Account Executive | Lee Andrews Group, Inc.
700 S. Flower Street, Suite 1275 | Los Angeles, CA 90017
Office: 213.891.2965 x 103 | Cell: 650.245.2897
www.leeandrewsgroup.com

Begin forwarded message:

> **From:** "Chandler, Patrick" <ChandlerP@metro.net>
> **Date:** May 18, 2021 at 4:41:26 PM PDT
> **To:** Krista Phipps <kphipps@leeandrewsgroup.com>, Melanie Wong <MWong@leeandrewsgroup.com>
> **Subject: Fwd: Submit Your Scoping Comments for Crenshaw North!**
>
> FYI
>
> Sent from my iPhone
>
> Begin forwarded message:
>
> > **From:** "West Hollywood Advocates for Metro Rail (WHAM)" <info@whamrail.com>
> > **Date:** May 18, 2021 at 3:59:25 PM PDT
> > **To:** "Chandler, Patrick" <ChandlerP@metro.net>
> > **Subject: Submit Your Scoping Comments for Crenshaw North!**
> > **Reply-To:** West Hollywood Advocates for Metro Rail <info@whamrail.com>



Reminder that Metro is Still Accepting Written Comments on Crenshaw North until May 28, 2021!

If you missed the virtual scoping meetings earlier this month, you can watch the meeting recording below and/or visit the online presentation.

You can still submit comments! Let Metro know what routes, destinations, and concerns matter to you by May 28, 2021 at 11:59pm so they can include them in their environmental study.



Metro posted a recording of the first meeting if you want to catch up.

Now's the time to let Metro know your thoughts on the different route alignments!

We previously shared why we support the Fairfax-San Vicente Hybrid alignment. Click here to see our reasons or to unpack some common arguments we've heard. If you agree that the Hybrid alignment serves this area the best, let Metro know by clicking here to submit a pre-filled email to Metro, then customize it! Copy us in your email and we'll follow-up to send you a free WHAM branded face mask!

Whatever your thoughts, Metro welcomes your comments via email, mail, or voicemail:
Email: crenshawnorth@metro.net
Mail: Roger Martin

Metro
One Gateway Plaza
Mail Stop 99-22-6
Los Angeles, CA 90012
Phone: 213.418.3093

We will be at the Out on Robertson street closure this Sunday, May 23 from 10:00am - 2:00pm! Stop by to learn more about the Crenshaw North project and receive a free branded face mask.

Let's #FinishTheLine!

As always, stay safe and thank you so much for your continued support.



Copyright © 2021 West Hollywood Advocates for Metro Rail, All rights reserved.

Want to change how you receive these emails?
You can update your preferences or unsubscribe from this list.

Alan Rodriguez

From: Melanie Wong
Sent: Tuesday, June 15, 2021 10:15 AM
To: Aria Catano; Alan Rodriguez
Subject: Fwd: Last Chance! Submit Your Scoping Comments for Crenshaw North Today!

FYI

MELANIE WONG
Senior Account Executive | Lee Andrews Group, Inc.
700 S. Flower Street, Suite 1275 | Los Angeles, CA 90017
Office: 213.891.2965 x 103 | Cell: 650.245.2897
www.leeandrewsgroup.com

Begin forwarded message:

> **From:** "Chandler, Patrick" <ChandlerP@metro.net>
> **Date:** May 28, 2021 at 9:43:23 AM PDT
> **To:** "Martin, Roger" <MartinR@metro.net>, Krista Phipps <kphipps@leeandrewsgroup.com>, Melanie Wong <MWong@leeandrewsgroup.com>
> **Cc:** "De Loza-Gutierrez, Lilian" <DeLozaGutierrezL@metro.net>, "Swift, Karen" <SwiftK@metro.net>
> **Subject: Fwd: Last Chance! Submit Your Scoping Comments for Crenshaw North Today!**
>
> FYI
>
> Sent from my iPhone
>
> Begin forwarded message:
>
> > **From:** "West Hollywood Advocates for Metro Rail (WHAM)" <info@whamrail.com>
> > **Date:** May 28, 2021 at 9:06:14 AM PDT
> > **To:** "Chandler, Patrick" <ChandlerP@metro.net>
> > **Subject: Last Chance! Submit Your Scoping Comments for Crenshaw North Today!**
> > **Reply-To:** West Hollywood Advocates for Metro Rail <info@whamrail.com>



1

Last Chance! The Deadline to Submit Written Comments on Crenshaw North is Today!

Let Metro know what routes, destinations, and concerns matter to you by 11:59pm today (Friday, May 28) so they can include them in their environmental study.

If you support the Fairfax-San Vicente Hybrid alignment, click the button below to submit a pre-filled email to Metro, then customize it! Make sure to copy us and we'll send you a WHAM face mask.

Submit Support Comment

Whatever your thoughts, Metro welcomes your comments via email, mail, or voicemail:
Email: crenshawnorth@metro.net
Mail: Roger Martin
Metro
One Gateway Plaza
Mail Stop 99-22-6
Los Angeles, CA 90012
Phone: 213.418.3093

To learn more about the project visit Metro's online presentation with interactive maps of the alternatives, information on the environmental process and timeline. If you missed the virtual scoping meetings, you can watch them here.

Let's #FinishTheLine!

As always, stay safe and thank you so much for your continued support.

Copyright © 2021 West Hollywood Advocates for Metro Rail, All rights reserved.

Want to change how you receive these emails?

2

You can update your preferences or unsubscribe from this list.

3

Alan Rodriguez

From: Melanie Wong
Sent: Tuesday, June 15, 2021 10:19 AM
To: Aria Catano; Alan Rodriguez
Subject: Fwd: REMINDER: Upcoming Scoping Meetings for the Crenshaw Northern Extension

MELANIE WONG
Senior Account Executive | Lee Andrews Group, Inc.
700 S. Flower Street, Suite 1275 | Los Angeles, CA 90017
Office: 213.891.2965 x 103 | Cell: 650.245.2897
www.leeandrewsgroup.com

Begin forwarded message:

> **From:** "Chandler, Patrick" <ChandlerP@metro.net>
> **Date:** April 22, 2021 at 11:06:17 AM PDT
> **To:** "Moosavi, Alex" <MOOSAVIA@metro.net>, "Martin, Roger" <MartinR@metro.net>, Krista Phipps <kphipps@leeandrewsgroup.com>, Melanie Wong <MWong@leeandrewsgroup.com>, "Sandiford, Saroya" <SandifordS@metro.net>
> **Subject: Fwd: REMINDER: Upcoming Scoping Meetings for the Crenshaw Northern Extension**
>
> FYI
>
> Sent from my iPhone
>
> Begin forwarded message:
>
> > **From:** "West Hollywood Advocates for Metro Rail (WHAM)" <info@whamrail.com>
> > **Date:** April 22, 2021 at 10:59:56 AM PDT
> > **To:** "Chandler, Patrick" <ChandlerP@metro.net>
> > **Subject: REMINDER: Upcoming Scoping Meetings for the Crenshaw Northern Extension**
> > **Reply-To:** West Hollywood Advocates for Metro Rail <info@whamrail.com>



1

Join Us at Metro's Upcoming Virtual Scoping Meetings for the Crenshaw Northern Extension.



Metro released a short video with project updates and information about the scoping process. Note: Metro's materials list the Measure M groundbreaking date of 2041 but the City of West Hollywood is working with Metro, the City of Los Angeles, and the County of Los Angeles to identify funding to accelerate that timeline which is why this study is happening now.

Metro is starting the formal environmental process for the Northern Extension of the Crenshaw/LAX line, the project that will bring Metro rail service to key destinations in Mid City, West Hollywood, and Hollywood. As part of that process, the project is in a 45-day public comment period from April 15 - May 28, 2021.

During that time, Metro is holding three virtual scoping meetings to determine what to include in their analysis which will ultimately help them select the final route and get the project shovel-ready for construction. Join us at one of Metro's three upcoming virtual meetings to let Metro know what issues and design considerations matter to you as well as what destinations and route alternatives should be studied in Metro's Draft Environmental Impact Report (DEIR)!

- ***April 29, 2021:*** *11:30 am - 1:30 pm*
  - *Zoom Link: https://us02web.zoom.us/j/87500507019*
  - *Meeting ID: 875 0050 7019*

- ***May 6, 2021:*** *6:30 pm - 8:30 pm*
  - *Zoom Link: https://us02web.zoom.us/j/82996680178*
  - *Meeting ID: 829 9668 0178*
- ***May 8, 2021:*** *10:00 am - 12:00 pm*
  - *Zoom Link: https://us02web.zoom.us/j/84880363069*
  - *Meeting ID: 848 8036 3069*

Can't make it to the virtual meetings? You can email comments to Metro directly at **crenshawnorth@metro.net** or call Metro's project hotline at **(213) 418-3093**.

Let's #FinishTheLine!

As always, stay safe and thank you so much for your continued support.



Copyright © 2021 West Hollywood Advocates for Metro Rail, All rights reserved.

Want to change how you receive these emails?
You can update your preferences or unsubscribe from this list.

Alan Rodriguez

From: Melanie Wong
Sent: Tuesday, June 15, 2021 10:25 AM
To: Aria Catano; Alan Rodriguez
Subject: Fwd: Metro to Hold Three Virtual Scoping Meetings for Crenshaw Northern Extension Rail Project

I think this is the eblast.

MELANIE WONG
Senior Account Executive | Lee Andrews Group, Inc.
700 S. Flower Street, Suite 1275 | Los Angeles, CA 90017
Office: 213.891.2965 x 103 | Cell: 650.245.2897
www.leeandrewsgroup.com

Begin forwarded message:

> **From:** Krista Phipps <kphipps@leeandrewsgroup.com>
> **Date:** April 16, 2021 at 9:16:11 AM PDT
> **To:** Melanie Wong <MWong@leeandrewsgroup.com>
> **Subject: RE: Metro to Hold Three Virtual Scoping Meetings for Crenshaw Northern Extension Rail Project**
>
> Hi! I want to make sure that I understand what the expectation is. I'm thinking that we just use the emails from the list that I sent out yesterday. Your thoughts?
>
> Thanks,
>
> KRISTA PHIPPS
> **Senior Account Executive | Lee Andrews Group, Inc.**
> M: 213-434-4293 | kphipps@leeandrewsgroup.com
>
> ---
>
> **From:** Martin, Roger <MartinR@metro.net>
> **Sent:** Friday, April 16, 2021 8:52 AM
> **To:** Chandler, Patrick <ChandlerP@metro.net>; Moosavi, Alex <MOOSAVIA@metro.net>; Krista Phipps <kphipps@leeandrewsgroup.com>; Melanie Wong <MWong@leeandrewsgroup.com>
> **Subject:** RE: Metro to Hold Three Virtual Scoping Meetings for Crenshaw Northern Extension Rail Project
>
> Good morning,
>
> What's the status on getting a list of emails together for Agency Scoping, scheduled for April 28? We need to reach out to them asap please... My initial thoughts we send an email invite (I already have the language prepared) and the Fact sheet.
>
> Thanks,
>
> Roger

1

From: Chandler, Patrick <ChandlerP@metro.net>
Sent: Thursday, April 15, 2021 4:28 PM
To: Martin, Roger <MartinR@metro.net>; Moosavi, Alex <MOOSAVIA@metro.net>; Krista Phipps <kphipps@leeandrewsgroup.com>; Melanie Wong <mwong@leeandrewsgroup.com>
Subject: Fw: Metro to Hold Three Virtual Scoping Meetings for Crenshaw Northern Extension Rail Project

For your awareness and files.

From: Metro Media Relations <mediarelations@metro.net>
Sent: Thursday, April 15, 2021 6:05 AM
To: Ubaldo, Jose <UbaldoJ@metro.net>
Subject: Metro to Hold Three Virtual Scoping Meetings for Crenshaw Northern Extension Rail Project

View this email online

Zoom link: https://us02web.zoom.us/j/87500507019

Meeting ID: 875 0050 7019

- **Thursday, May 6, 2021**

6:30 – 8:30 p.m.

Zoom link: https://us02web.zoom.us/j/82996680178

Meeting ID: 829 9668 0178

- **Saturday, May 8, 2021**

10 a.m. – Noon

Zoom link: https://us02web.zoom.us/j/84880363069

Meeting ID: 848 8036 3069

The three routes under study would follow busy travel corridors, serve major destinations and employment centers, and create more connectivity in Metro's rail and bus network by linking four Metro rail lines and five of the busiest bus routes in Los Angeles County. Two of the routes would follow San Vicente Boulevard and Fairfax Avenue, with one providing additional access west of Fairfax Avenue. The third route would mostly follow La Brea Avenue.

The Crenshaw/LAX Northern Extension Project is a Measure M Project with a groundbreaking date of FY 2041 and a project completion date of FY 2047. Metro is conducting this study now because there are efforts underway to identify funding to accelerate this schedule.

Comments will be accepted between April 15 and May 28 and may be sent by email to Roger Martin, Project Manager, at crenshawnorth@metro.net or by visiting metro.net/crenshawnorth or call the project at (213) 418-3093. Regular mail: One Gateway Plaza, Mail Stop 99-22-06, Los Angeles, CA 90012. Recordings of the meetings will be posted afterwards on the project website: metro.net/crenshawnorth.

In light of public health and safety concerns related to COVID-19, all public meetings are still being held virtually at this time. Individuals who require ADA accommodations and translations to participate in the public information meetings should contact (213) 326-1787 at least 72 hours in advance of the meeting.

About Metro

The Los Angeles County Metropolitan Transportation Authority (Metro) is currently providing lifeline service for essential trips and frontline workers. Metro continues building the most ambitious transportation infrastructure program in the United States and is working to greatly improve mobility through its Vision 2028 Plan.

Metro has proudly pledged to the American Public Transportation Association (APTA) Health and Safety Commitment Program to help ensure the safe return of transit riders as the U.S. recovers from the COVID-19 pandemic.

Stay informed by following Metro on The Source and El Pasajero at metro.net, facebook.com/losangelesmetro, twitter.com/metrolosangeles and twitter.com/metroLAalerts and instagram.com/metrolosangeles.

To view this email as a web page, go here.

Alan Rodriguez

From: Melanie Wong
Sent: Tuesday, June 15, 2021 10:17 AM
To: Aria Catano; Alan Rodriguez
Subject: Fwd: Weekly Newsletter: Community Grants Application Closes Tonight, Emergency Rental Assistance Applications Due, Urging the Sale of Rancho LPG Tanks for Alternative Use and More...

MELANIE WONG
Senior Account Executive | Lee Andrews Group, Inc.
700 S. Flower Street, Suite 1275 | Los Angeles, CA 90017
Office: 213.891.2965 x 103 | Cell: 650.245.2897
www.leeandrewsgroup.com

Begin forwarded message:

> **From:** "Martin, Roger" <MartinR@metro.net>
> **Date:** April 30, 2021 at 2:50:45 PM PDT
> **To:** "Chandler, Patrick" <ChandlerP@metro.net>, "Moosavi, Alex" <MOOSAVIA@metro.net>, "Roybal, Dolores" <ROYBALD@metro.net>
> **Cc:** Krista Phipps <kphipps@leeandrewsgroup.com>, Melanie Wong <MWong@leeandrewsgroup.com>
> **Subject: RE: Weekly Newsletter: Community Grants Application Closes Tonight, Emergency Rental Assistance Applications Due, Urging the Sale of Rancho LPG Tanks for Alternative Use and More...**
>
> Way to go, Patrick and LAG!
>
> Enjoy your weekend,
>
> Roger
>
> ---
>
> **From:** Chandler, Patrick <ChandlerP@metro.net>
> **Sent:** Friday, April 30, 2021 2:47 PM
> **To:** Martin, Roger <MartinR@metro.net>; Moosavi, Alex <MOOSAVIA@metro.net>; Roybal, Dolores <ROYBALD@metro.net>
> **Cc:** Krista Phipps <kphipps@leeandrewsgroup.com>; Melanie Wong <mwong@leeandrewsgroup.com>
> **Subject:** Fwd: Weekly Newsletter: Community Grants Application Closes Tonight, Emergency Rental Assistance Applications Due, Urging the Sale of Rancho LPG Tanks for Alternative Use and More...
>
> Good reach for CNE!
>
> LAG folks please capture for your outreach records.
>
> Thanks
>
> Sent from my iPhone

Begin forwarded message:

From: "Brideau, Ginny" <BrideauG@metro.net>
Date: April 30, 2021 at 2:36:28 PM PDT
To: "Chandler, Patrick" <ChandlerP@metro.net>
Subject: FW: Weekly Newsletter: Community Grants Application Closes Tonight, Emergency Rental Assistance Applications Due, Urging the Sale of Rancho LPG Tanks for Alternative Use and More...

FYI

From: Joe Buscaino, 15th Council District <info@la15th.com>
Date: Friday, April 30, 2021 at 1:51 PM
To: Brideau, Ginny <BrideauG@metro.net>
Subject: Weekly Newsletter: Community Grants Application Closes Tonight, Emergency Rental Assistance Applications Due, Urging the Sale of Rancho LPG Tanks for Alternative Use and More...



Ginny --

LAST CHANCE: APPLY TO THE BUSCAINO COMMUNITY GRANTS PROGRAM!



What is the Buscaino Community Grants Program?

The purpose of this program is to assist our local non-profit organizations in improving the community by provi with a one-time grant. The goal is that this reinvestment program empowers our local nonprofits to enact the cl neighborhoods need to make the most impact.

Councilmember Buscaino is looking for bold ideas for project proposals in the communities of Watts, Wilmingt City, Harbor Gateway, and San Pedro. Organizations can apply for grant amounts between $10,000 and $100 MORE...

Phase 1: Non-Profits Apply - 9 AM, April 12, 2021 to **11:59 PM, April 30, 2021**

Non-profit organizations submit their proposals for consideration. Grant amounts requested can range from $1 $100,000. Proposals must address at least one of the following: Homelessness, Racial Disparities, City Services/Beautification, Economic Development, Non-profit/Community Investment, Recreation/Youth Progran Reimagining Public Safety. APPLY NOW...

LAST DAY TO APPLY: EMERGENCY RENTAL ASSISTANCE

3

CITY OF LOS ANGELES
HOUSING + COMMUNITY
INVESTMENT DEPARTMENT

Behind on rent?

2021 EMERGENCY RENTERS ASSISTANCE PROGRAM

For City of Los Angeles tenants and landlords.



APPLICATION OPEN THROUGH APRIL 30, 2021

Applications can be filed by tenants, or tenants' landl

Requirements Apply!

Are you a tenant or a landlord of a residential dwelling in the City of Los Angeles? Have you been economica by the COVID-19 pandemic? Help is here! The City of Los Angeles Emergency Renters Assistance application April 30th! Requirements apply. ERAP hotline (833) 373-0587, or click to learn more: hcidla.lacity.org.

- Apply online 24/7 until the close of application on April 30th (tonight!) at 11:59 PM.

4

- Or by phone: **833-373-0587** from 8 AM or 8 PM, and on April 30th the hotline is available from 8:00 A PM.

Helpful Tips!

- For online applications, use of the latest version of Chrome, Firefox, and Safari browsers is recommend
- Documentation upload is optional at the time of applying, and can be submitted later or upon request fo verification.
- Questions with (*) must be filled in.
- A successful application will give a reference number that starts with "EN" or "LL".

READ: COUNCILMEMBER URGES SALE OF RANCHO LPG TANKS FOR ALTERNAT



By Emily Alpert-Reyes, *Los Angeles Times*

Los Angeles City Councilman Joe Buscaino is urging the owners of a San Pedro site that handles millions of g liquid butane to sell it for another use, saying it "would bring a huge sense of relief to an entire community."

5

Neighbors have long been alarmed by the Rancho LPG site on Gaffey Street, which includes two 12.5-million-
refrigerated tanks and five 60,000-gallon horizontal storage tanks.

The facility, which sits close to homes, schools and stores, handles the largest amount of butane of any facility
according to a database maintained by the Right-to-Know Network. Propane is also stored on the Gaffey Stree

In a recent letter, Buscaino said he had learned that the San Pedro property might be up for sale and urged th
sell it to a "non-petroleum" or "alternative use buyer" in order to end the anxiety over the facility. CONTINUE R

COCO DELIVERY PILOT UPDATE



"The Coco platform has made it easy for us to reduce delivery costs. We're happy solutions like Coco are now available to businesses like ours in San Pedro."

James Brown, Owner San Pedro Brewing Company

24 min
Average delivery time

1/2 mi
Average delivery distance

$5
Average savings for local businesses per delivery

5
Average numb of vehicles pe delivery partn

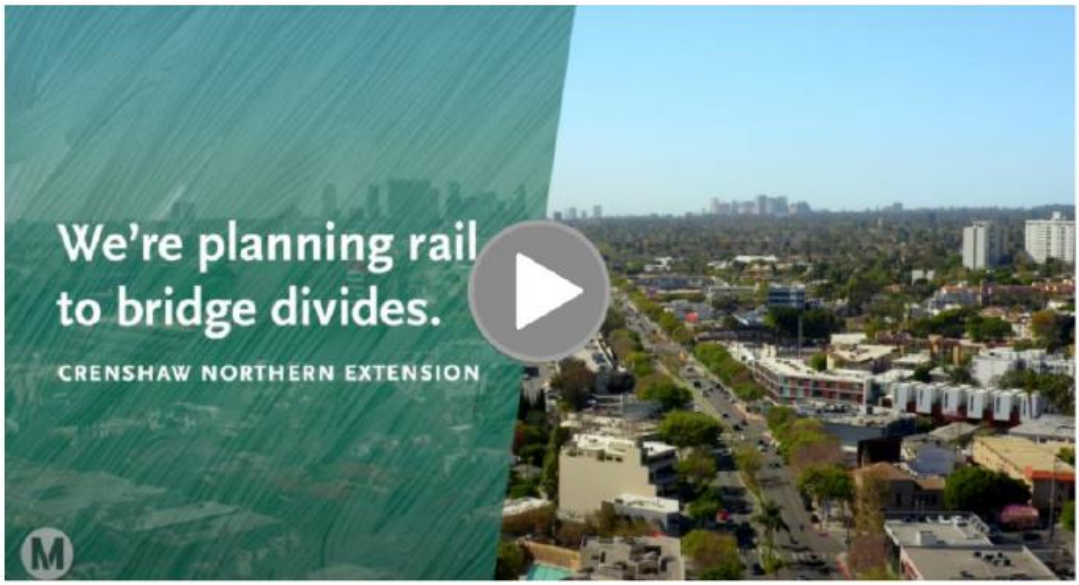
411g CO2
Average emissions reduced per delivery

Almost 100 mi
Distance traveled for deliveries

0
Accidents

On February 3, 2021, in partnership with Councilmember Joe Buscaino and the San Pedro Chamber of Comm launched a delivery pilot in Downtown San Pedro with San Pedro Brewing Company and A-1 Imported Grocer The program uses human-piloted robots to make food deliveries. If you are a business interested in learning m the pilot please contact aksel.palacios@lacity.org.

WATCH: CRENSHAW LINE EXTENSION SCOPING MEETINGS BEGIN



The Crenshaw Northern Extension EIR Project will extend the Crenshaw/LAX Line north to the D (Purple) Line continue to the B (Red) Line at the Hollywood/Highland station, with a potential terminus station at the Hollywo

This project will connect communities in the South Bay, LAX area, South Los Angeles, Inglewood, and Crensh to Mid-City, Central Los Angeles, West Hollywood, and Hollywood, and allow for further connections to points i San Fernando Valley via the Metro B (Red) Line.

The 45-day scoping period starts on **Thursday, April 15,** and ends **Friday, May 28**.

Scoping meetings: To gain further feedback and input from residents, communities, businesses, cities, and s scoping meetings will be held on the following days and times:

Thursday, May 6, 6:30 PM – 8:30 PM, Zoom link: https://us02web.zoom.us/j/82996680178
Meeting ID: 829 9668 0178

Saturday, May 8, 10 AM – Noon, Zoom link: https://us02web.zoom.us/j/84880363069
Meeting ID: 848 8036 3069

Check out The Source Blog and video about the Crenshaw Northern Extension here.

COMPLETE THE SURVEY: UNARMED CRISIS RESPONSE MODEL

8



On October 14, 2020, the Los Angeles City Council adopted a report from the Ad Hoc Committee on Police Re to developing an unarmed model of crisis response (C.F. 20-0769). This report directed the Office of the City A Officer (CAO), with the assistance of the Los Angeles Police Department (LAPD), Chief Legislative Analyst (CI Attorney, to develop and issue a Request for Proposals (RFP) seeking one or more non-profit partners to impl program for mobile crisis response modeled after the Crisis Assistance Helping Out On The Streets (CAHOOT in Eugene, Oregon (https://whitebirdclinic.org/cahoots/).

The CAO is also soliciting feedback from residents who live or work in Los Angeles, community organizations, non-governmental entities to help inform the parameters of an unarmed crisis response program within the Cit submit responses through this form no later than Sunday, May 9, 2021. COMPLETE THE SURVEY...

COMMUNITY EVENTS


FREE!
Drop Off
Wilmington
Clean-Up Day
NO
Electronics
Appliances
Hazardous Materials
Furniture
Metal
Mattresses
Carpets
Location:
544 N. Avalon Blvd. Wilmington, CA
Date/Time:
May 15th, 2021
(9:00AM - 1:00PM)
Brought to you by:
sharefest
Entrega de basura Gratis!
Wilmington
Dia de limpieza
NO
Aparatos electronicos
Materiales peligrosos
muebles, metal, colchones, alfombras
Lugar:
544 N. Avalon Blvd. Wilmington, CA
Fecha y horario
Mayo 15, 2021
(9:00AM - 1:00PM)
sharefest


SPARK
Get to know the City of Los Angeles Department of Cannabis Regulation (DCR) through a new program, SPARK! Enter the new Virtual Meeting Room to RSVP for a SPARK Session (first one is April 28), take a SPARK Survey, leave a SPARK Comment, or visit the SPARK Resource Station. Attend the 1st SPARK Session on April 28, 2021. RSVP now!
WWW.CANNABIS.LACITY.ORG


SEED
SEED Grant Program is Now Available!
Learn more about the SEED Grant Program during a Social Equity Program Webinar on May 4, 2021. Visit the website to RSVP!
WWW.CANNABIS.LACITY.ORG


Come Work with LA's BEST!
Work in your community and be a role model for kids!
Now Hiring Across LA
To apply please email your resume to HR@LASBEST.LAUSD.NET
Subject line: Your Region
www.lasbest.org


LAUSD ANNOUNCES JOB OPPORTUNITIES ON OUR CLEANING CREWS AS OUR SCHOOLS BEGIN TO OPEN
WHAT WILL YOU DO?
Assist with cleaning and sanitizing campuses to ensure a safe and healthy environment at all sites.
WHEN WILL WORK BEGIN?
We have immediate openings as our schools are opening. We urge you to apply now and join our team.
SCHOOL FACILITIES ATTENDANT
Sanitizing and Cleaning Attendant
$16.20/HOUR
These are temporary 90-day assignments which may be extended
Employees will work up to 8 hours a day, 5 days a week
Candidates meeting our hiring standards will be placed on an interest list and assigned from there.
TO LEARN MORE AND APPLY TO BE ON OUR INTEREST LIST VISIT:
www.lausdjobs.org
and look for the School Facilities Attendant Job Posting





PHOTO OF THE WEEK



"All the News That's Fit to Print"

The New York Times

Lat

VOL. CLXX ... No. 59,043 © 2021 The New York Times Company NEW YORK, THURSDAY, APRIL 29, 2021

BIDEN MAKES (TO VASTLY EX GOVERNMENT

$1.8 Trillion Aid Plan Invok 'In America, We Never St

By PETER BAKER

President Biden laid out an ambitious agenda on Wednesday night to rewrite the American social compact by vastly expanding family leave, child care, health care, preschool and college education for millions of people to be financed with increased taxes on the wealthiest earners.

Invoking the legacy of Franklin D. Roosevelt, Mr. Biden unveiled a $1.8 trillion social spending plan to accompany previous proposals to build roads and bridges, expand other social programs and combat climate change, representing a fundamental reorientation of the role of government not seen since the days of Lyndon B. Johnson's Great Society and Roosevelt's New Deal.

"We have to prove democracy still works, that our government still works and we can deliver for our people," Mr. Biden said in his first nationally televised address to a joint session of Congress.

Taken together, the collection of initiatives that Mr. Biden has introduced in his first 100 days in office suggest a breathtaking scope of change sought by a 78-year-old president who spent a lifetime as a more conventional lawmaker. After presenting himself during last year's campaign as a "transition candidate" to follow the volatile tenure of Donald J. Trump, Mr. Biden has since his inauguration positioned himself as a transformational president.

But the succession of costly proposals amounts to a risky gamble that a country deeply polarized along ideological and cultural lines is ready for a more activist government and the sort of redistribution of wealth long sought by progressives. Mr. Biden's Democrats have only the barest of majorities in the House and Senate to push through the most sweeping of legislation and, successful or not, he may have framed the terms of the debate for the next election.

"Our best future won't come

from Washi
cialist drea
Scott, Repul
olina, said in
official respo
vance excer
you — the A
For Mr. I
such speech
president fo
tary, it was
the micro
agenda for
tional equiv
Union addre
back," he sa
makers.
But comin
the corona
less than fou
of Trump su

Security wa
around the

Capitol, the
other presid
Biden faced
ber.
On the a
physician,
Congress an
invited inste
all wearing
seats at leas
president,
way down t
tighter secu
streets arou
and patrolle

Contin

President Biden, with Vice President Kamala Harris and Speaker Nancy Pelosi on Wednesday night, became the first president to address Congress with two women behind him as the next officials in the line of succession. "Our government still works," he said.

Betting a Country Tested by Crisis Is Ready to Invest in Itself

By JIM TANKERSLEY

NEWS ANALYSIS

WASHINGTON — President Biden's $4 trillion economic agenda might have seemed unthinkable as the United States was emerging from its last recession, when austerity politics still ruled the Capitol and even a Democratic president was reluctant to push huge tax increases on corporations and the rich.

But Mr. Biden has a significant chance of signing at least a large chunk of his plans into law this year, partly because of a pandemic that reminded many Americans that big government could deliver money to help sustain them and speed efforts to end the crisis.

What the president is promising from the government in the years to come is a long list of tangible improvements in Americans' daily lives: smoother roads, cheaper child care, cleaner and more reliable electricity, more years of free schooling for toddlers and young adults, paid leave for workers whose lives are upended by illness and faster internet service in rural areas and elsewhere.

Those sweeping spending plans, which Mr. Biden made the centerpiece of his first address to a joint session of Congress on Wednesday, would be paid for by raising $4 trillion in tax revenue from high earners and corporations. While Republicans have begun complaining about that price tag, they have yet to galvanize a public backlash like the Tea Party movement that engulfed President Barack Obama's

Continued on Page A15

This week the nation witnessed a historic address by the President of the United States to a joint session of Co
the first time in US history, two women sat behind the President of the United States as Vice President and Sp
House. The President also unveiled a bold agenda including a robust infrastructure package and a families firs

Joe Buscaino, 15th Council District
http://www.la15th.com/

LA 15th Council District · United States
This email was sent to BrideauG@metro.net. To stop receiving emails, click here.
You can also keep up with Joe Buscaino, 15th Council District on Twitter or Facebook.

Created with NationBuilder, the essential toolkit for leaders.

14

Social Media

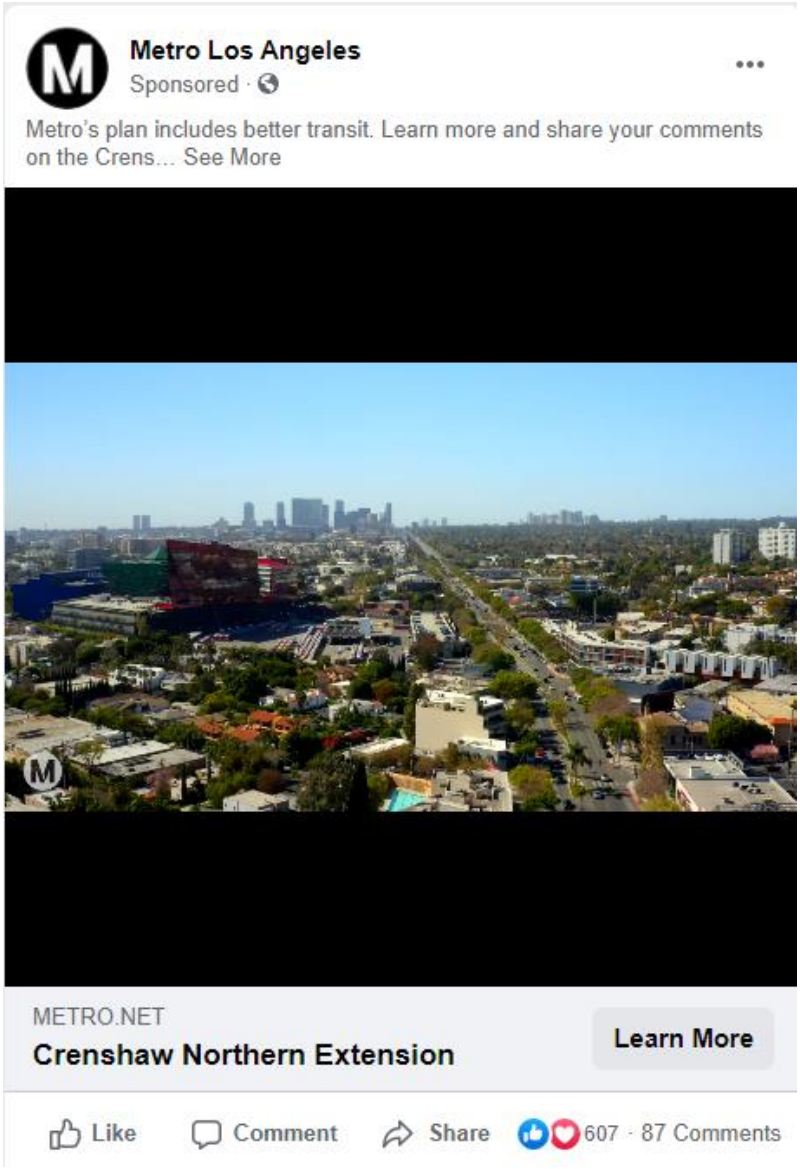


Figure 1 Social Media Advertisement

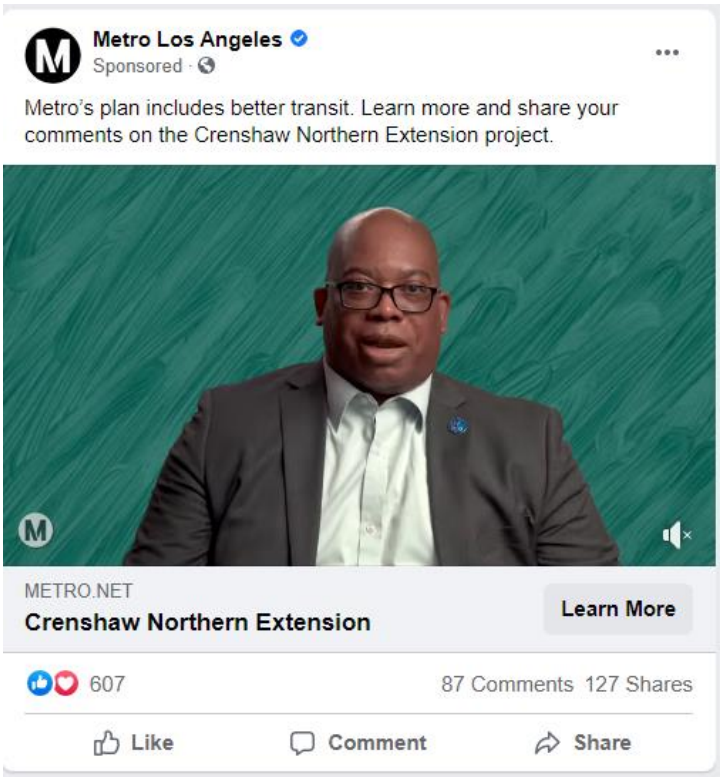


Figure 2 Social Media Advertisement

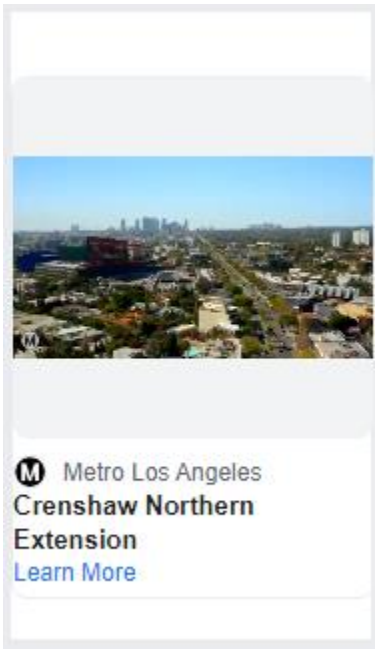


Figure 3 Social Media Advertisement

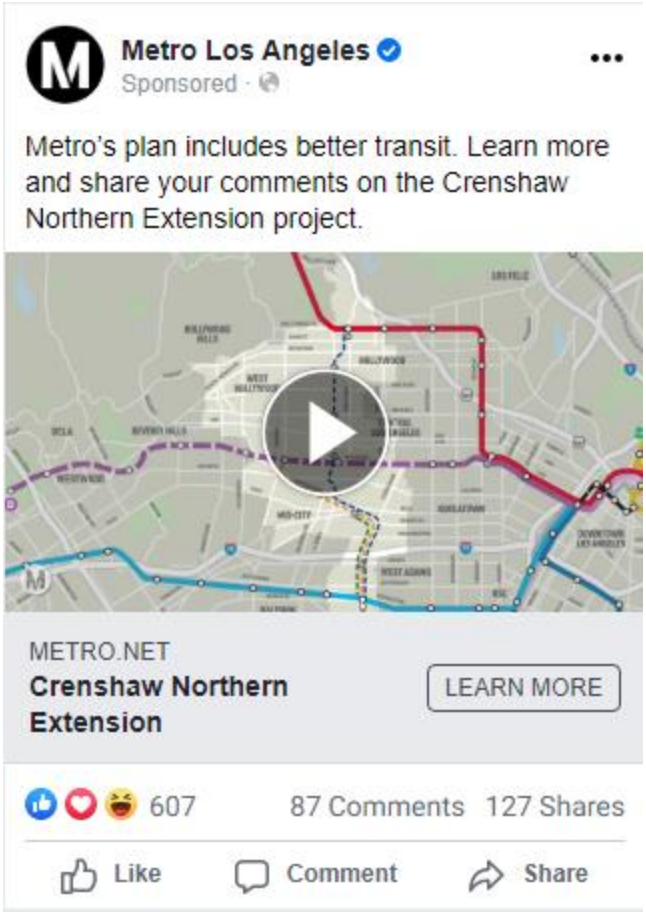


Figure 4 Social Media Advertisement

Newspaper Advertisements

Flyers (Door-to-Door Distribution)



We want to hear from you

Metro's Rail is moving west, but Central LA is still not directly served. Metro has a plan to make it easier to get around, with dozens of public transit projects. The Crenshaw Northern Extension will connect the Metro B, D and E Lines between the Crenshaw District and Hollywood to better connect many regional destinations and major employment centers. This project will link communities in the South Bay, LAX area, South LA, Inglewood and Crenshaw corridor with Mid-City, Central LA, West Hollywood and Hollywood, and allow for further connections to northern points in the San Fernando Valley via the Metro B Line.

Metro is kicking off the environmental review process with a "scoping" period, during which Metro takes public comment to help identify issues the project will address. Learn more about the potential routes for this project and provide your comments at a public scoping meeting.

Join us for a community meeting on Zoom:

Thursday, April 29th, 2021 11:30 AM - 1:00 PM
Zoom link: https://bit.ly/3sXvlFS
Meeting ID: 875 0050 7019

Thursday, May 6th, 2021 6:30 PM - 8:00 PM
Zoom link: https://bit.ly/3a1UkAD
Meeting ID: 829 9668 0178

Saturday, May 8th, 2021 10:00 AM - 11:30 AM
Zoom link: https://bit.ly/39K6r5b
Meeting ID: 848 8036 3069

A self-guided presentation on the project, as well as video recordings of the scoping meetings, will also be available at metro.net/crenshawnorth.

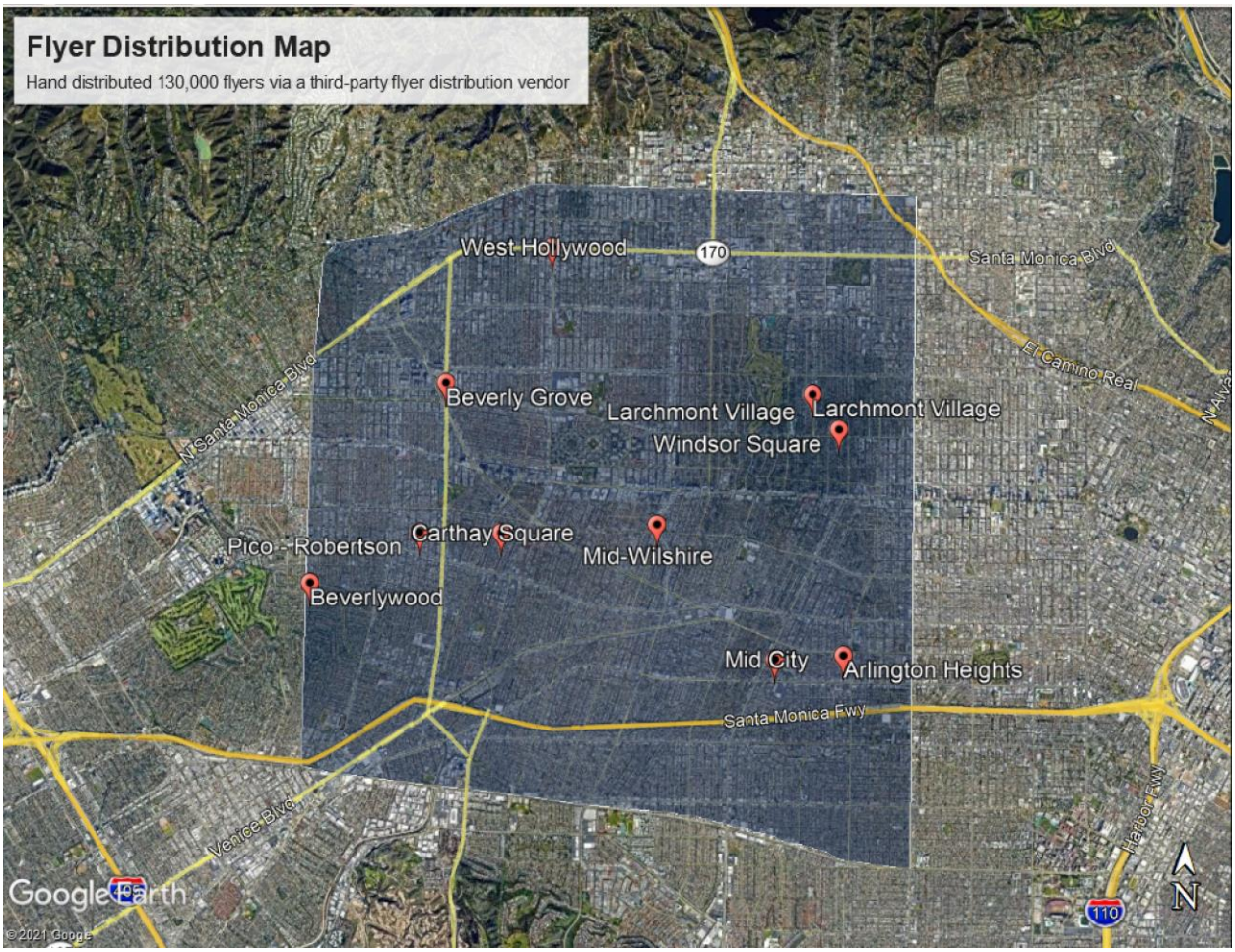
The public scoping comment period is April 15 to May 29, 2021. Official comments will be accepted during this time via email, phone or Metro's website.

All Metro meetings are accessible to persons with disabilities. Other ADA accommodations and translations available by calling (213)418-3093 at least 72 hours in advance.

Metro

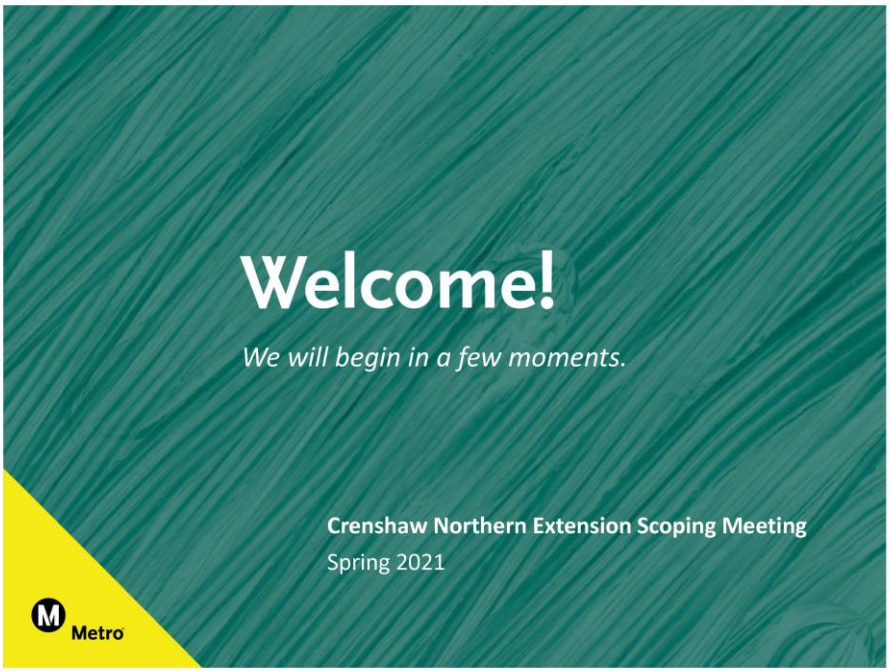
(213)418-3093
crenshawnorth@metro.net
metro.net/crenshawnorth
@crenshawnorth
crenshawnorth

Map of Flyer Distribution Area



Appendix C– Scoping Meeting Materials

PPT presentation



Interpretation Available

MA5

Via Zoom

> Click on the “Interpretation” icon
> Pick the language you would like to listen to (Spanish/Russian)
> Spanish/Russian translated presentations have been posted in the chat

Interpretacion en español

Vía Zoom

> Haga click en el icono – “interpretación”
> Escoja la opción para escuchar en español
> El enlace a la presentación en español esta disponible en el “chat”

Перевод на русский язык в программе Zoom

> Нажмите на иконку “Interpretation”(«перевод»)
> Выберите опцию “Russian language” («Русский язык»)
> Презентация, переведенная на русский язык, появится в чате

Metro

2

Slide 2

MA5 possible to display this in Russian?
Moosavi, Alex, 4/27/2021

Housekeeping

Today's meeting is being recorded.



Attendee cameras are off and microphones are muted.



During the meeting, comments can be submitted using the Q&A icon. (Hold comments until the end)



Oral public comments following the presentation.
Please use the 'raise hand' icon.



For technical support, call or text 213-316-6105

Metro

3

Code of Conduct

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments, and concerns about this project. To provide a safe and equitable process, we are asking for your help.

During this meeting, please:

> Respect the format of the meeting and allow everyone an opportunity to comment

> Turn off cell phones and background noise when speaking

> Treat fellow community members, agency representatives, Metro staff, and others with respect

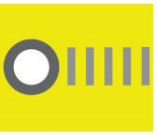
> Address all comments to Metro staff and consultants – not to other attendees

> Maintain a conversational tone

Metro

4

Thanks for joining us!



Agenda

- **Presentation (30 Minutes)**
  - Scoping Meeting Objectives
  - Project History and Background
  - Project Goals and Objectives
  - Project Overview and Environmental Impact Report (EIR) Alternatives
  - Draft EIR Process
  - Schedule and Next Steps
- **Scoping Period Comments (90 minutes)**

Metro

5

Scoping Meeting Objectives

First Step in the Environmental Clearance Process

> Consistent with California Environmental Quality Act (CEQA)

> No federal funding/National Environmental Policy Act (NEPA)

Scoping Meeting Objectives

> Provide an overview of the Project

> Describe the Draft EIR Process

> We want to hear from you on the alternatives, design options and environmental issues to be evaluated in the Draft EIR

> Questions will be addressed at future meetings and informed by upcoming analysis

Metro

6


HOLLYWOOD
Metro Rail
We're planning rail to bridge divides.
Metro
CRENSHAW NORTHERN EXTENSION

MA1

Project Update Video



Metro

8

Slide 8

MA1 make larger if full screen option not available?
Moosavi, Alex, 4/16/2021

Project Overview

> Extends the Crenshaw/LAX Line north to close the regional transit gap
> Connects greater transit network (links 4 Metro Rail lines and 5 of LA County's busiest bus lines)
> Serves major employment and activity centers in Central LA

> Measure M Schedule
- FY 2041 Groundbreaking
- FY 2047 Revenue Service

> Measure M Funding: $2.24 billion (2015$)
- Project Acceleration being explored
- West Hollywood conducted Early Project Delivery Study (2020) to identify locally generated funds



Metro

Project Objectives

1. Close a regional transit network gap.
2. Increase the efficiency, reliability, and convenience of transit trips by providing faster, more direct service, in turn creating more connections and mobility options.
3. Provide an alternative to congested roadways.
4. Cultivate transit-friendly environment; maximize the potential for "smart" population and job growth.
5. Improve mobility and access for transit-dependent residents.



Metro

Regional Context of Project



Metro

11

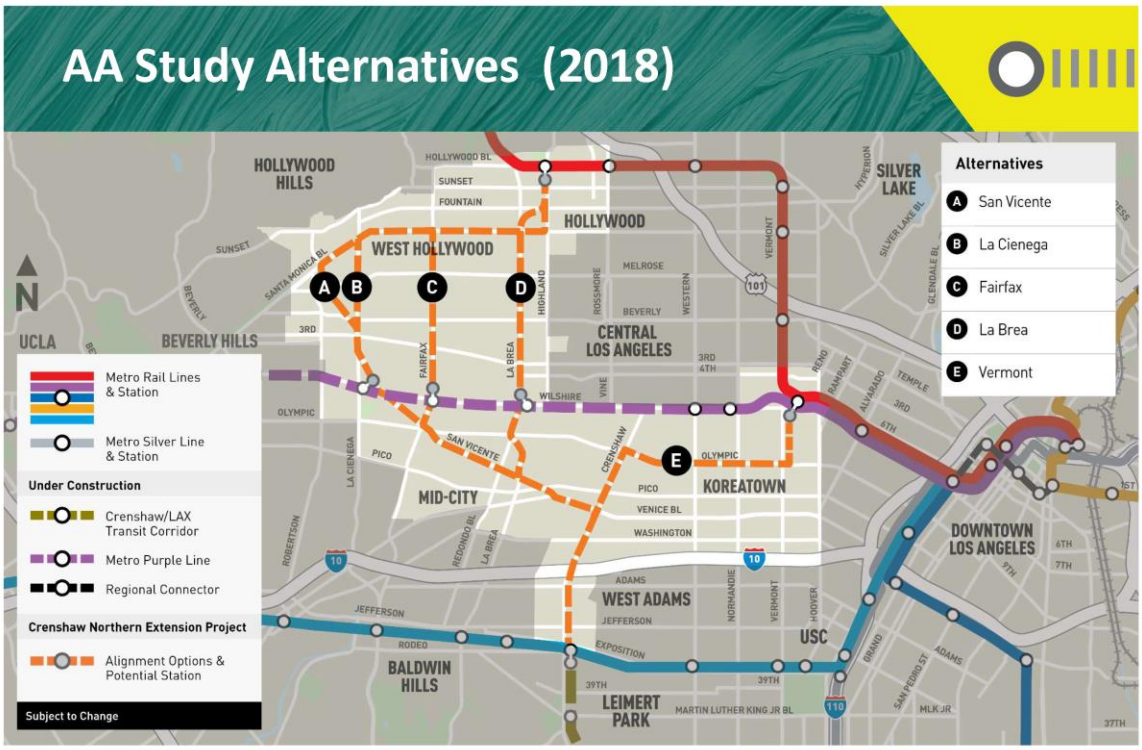
Overview of Project History

Metro has completed numerous studies in the last 20 years aimed at addressing regional and local transit system connectivity in Central Los Angeles and the Westside. Related studies in the Project Study Area include:

2003-2009	2009-2010	2016-2018	2018-2020
Crenshaw-Prairie Corridor Major Investment Study	Westside Subway Extension Draft EIS/EIR	Crenshaw Northern Extension Feasibility/Alternatives Analysis Study	Crenshaw Northern Extension Advanced Alternatives Screening Study
Wilshire/La Brea LRT Extension Feasibility Study			
Crenshaw/LAX Transit Project Draft EIS/EIR			

Metro

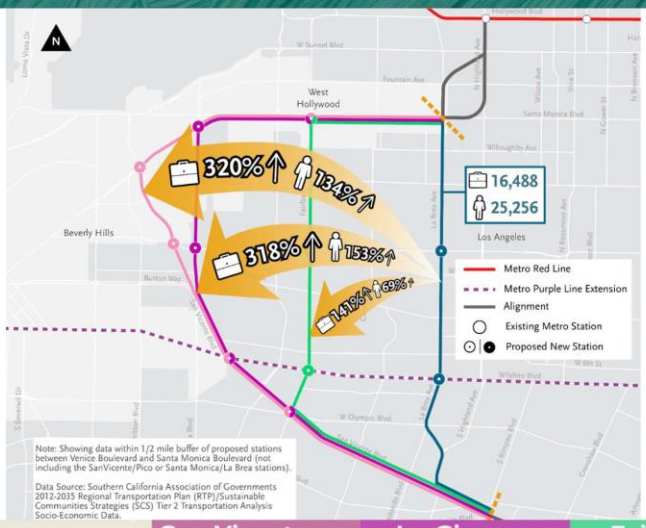
12


AA Study Alternatives (2018)
Alternatives
A San Vicente
B La Cienega
C Fairfax
D La Brea
E Vermont
Metro Rail Lines & Station
Metro Silver Line & Station
Under Construction
Crenshaw/LAX Transit Corridor
Metro Purple Line
Regional Connector
Crenshaw Northern Extension Project
Alignment Options & Potential Station
Subject to Change
HOLLYWOOD HILLS
WEST HOLLYWOOD
HOLLYWOOD
SILVER LAKE
CENTRAL LOS ANGELES
BEVERLY HILLS
UCLA
MID-CITY
KOREATOWN
DOWNTOWN LOS ANGELES
WEST ADAMS
USC
BALDWIN HILLS
LEIMERT PARK

Metro

13

Comparison of Alternative Routes: Existing Residents and Jobs



	San Vicente	La Cienega	Fairfax	La Brea
Length (Miles)	6.2	5.9	4.8	3.2
Total Jobs	69,296	68,970	39,731	16,488
Jobs/Mile	11,177	11,690	8,277	5,153
Total Population	59,123	63,895	42,748	25,256
Population/Mile	9,546	10,845	8,906	7,893

14

Summary of Outreach and Feedback

- **Meetings: Eight Spring & Fall 2019 Community Meetings** with over **400 attendees** and comments submitted; **Over 30 additional stakeholder meetings** with neighborhood groups and major property owners
- **Strong support for project acceleration**
- **Concerns:** Displacement and HPOZ impacts
- **Alignment Preferences:** San Vicente/ La Cienega, followed by Fairfax
- **Desire to combine alternatives** or build more than one (San Vicente-Fairfax Hybrid)
- **Desire to extend further north** to serve Hollywood Bowl





EIR Alignment Alternatives



EIR will include a No Build alternative

Metro

16

Major Activity Centers and Destinations

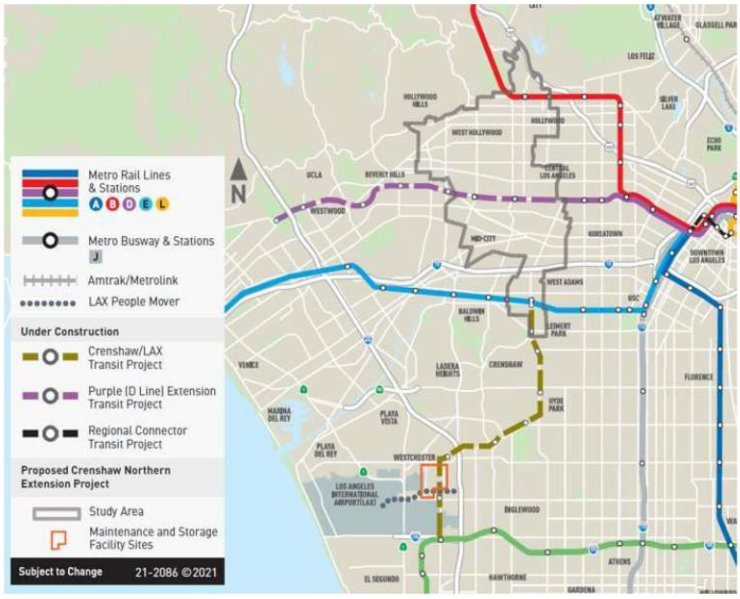


Maintenance and Storage Facility (MSF)

> MSF to be identified as part of Project near LAX

> Requires 13 - 19 acres to serve extended Crenshaw line

> Will be evaluated as part of the Draft EIR for the Crenshaw Northern Extension Project



Metro

Peak Travel Time Comparisons (AA Study)

Between	And	Auto (MINUTES)	Transit - WITHOUT Project (MINUTES)	Transit – WITH Project (MINUTES)
Hollywood	LAX (Metro Connector)	40-80	55-90	32-40
Hollywood	West Adams	20-45	40-65	10-19
Hollywood	Cedars-Sinai*	14-35	30-45	8
Hollywood	Downtown Inglewood	28-75	65-90	27-35
West Adams	Cedars Sinai*	16-40	40-55	10
West Adams	Westwood	26-65	55-70	19-20
Leimert Park	Westwood	30-65	60-75	25-26
Leimert Park	Downtown Beverly Hills	24-65	55-65	21-22
Leimert Park	Grove/CBS*	20-55	50-65	17
LAX (Metro Connector)	Miracle Mile	25-65	60-80	27-29
LAX (Metro Connector)	Grove/CBS*	28-65	60-75	31
Downtown Culver City	Hollywood	24-55	55-70	24-32
Downtown Inglewood	Miracle Mile	20-60	50-70	22-27
LAX (Metro Connector)	West Hollywood Park*	30-70	80-100	34

Metro *subject to alignment alternative

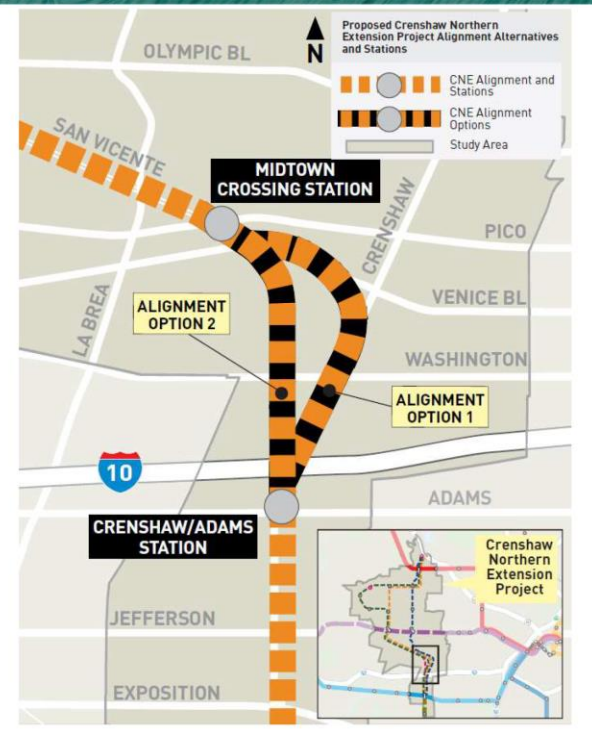
19

EIR Design Options Proposed for Evaluation



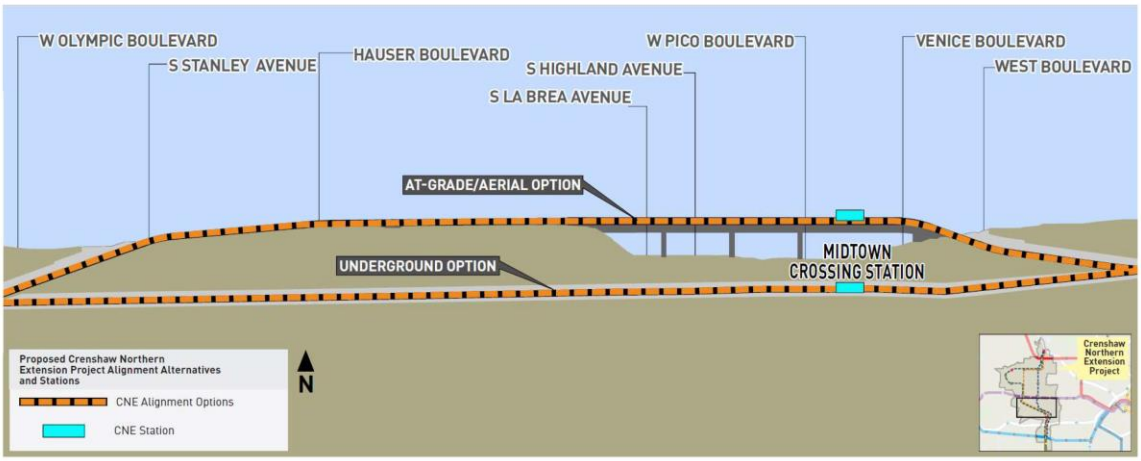
Metro

Design Options between Crenshaw/Adams and Midtown Crossing Stations



Metro

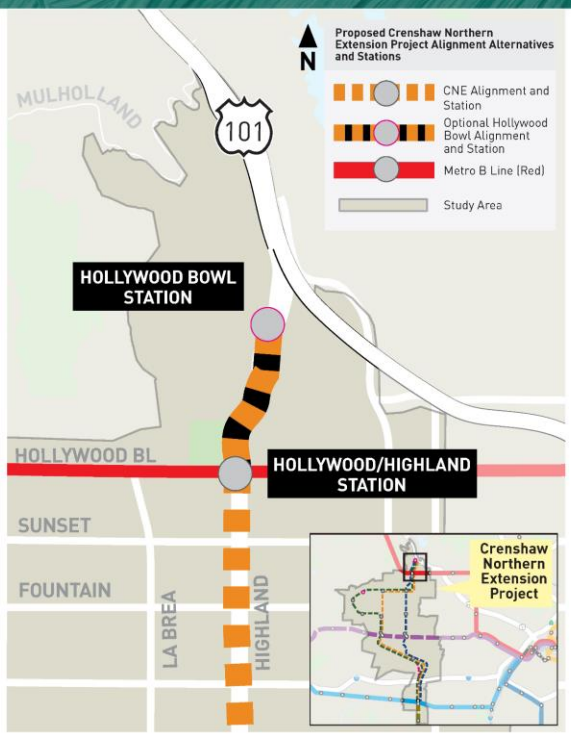
San Vicente Corridor Design Options



Metro

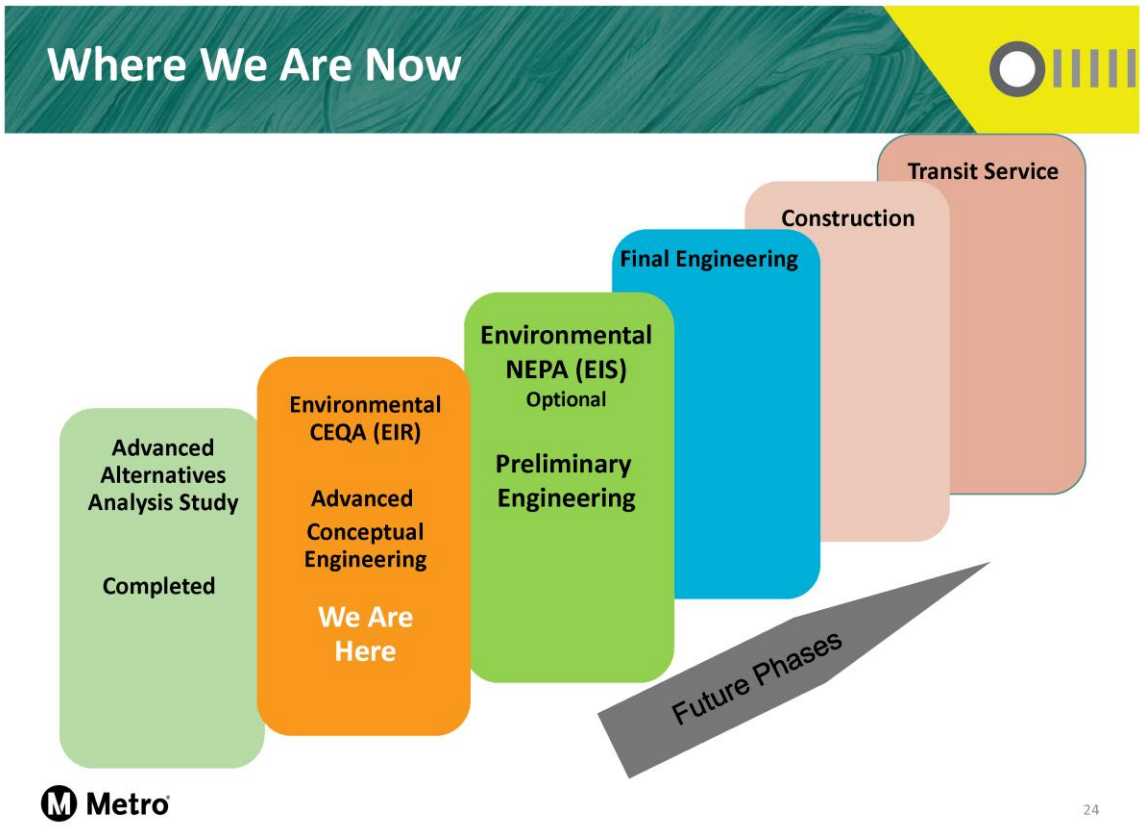
22

Hollywood Bowl Station (Optional)



Metro

23


Where We Are Now
Transit Service
Construction
Final Engineering
Environmental NEPA (EIS)
Optional
Preliminary Engineering
Environmental CEQA (EIR)
Advanced Conceptual Engineering
We Are Here
Advanced Alternatives Analysis Study
Completed
Future Phases
Metro
24

Environmental Review



Metro

25

Draft EIR Environmental Categories

Study potential effects of construction & operation of project, and evaluate measures to avoid, minimize & mitigate adverse impacts. Examples of impacts to be studied include:

- > Aesthetics
- > Air Quality
- > Biological Resources
- > Communities, Population and Housing
- > Climate Change & Greenhouse Gas Emissions
- > Construction Impacts
- > Cultural Resources
- > Cumulative Impacts
- > Energy
- > Geology/Soils
- > Growth Inducing Impacts
- > Hazards/Hazardous Materials
- > Land Use and Planning
- > Noise and Vibration
- > Public Services/Wildfire
- > Recreation
- > Transportation
- > Tribal Cultural Resources
- > Utilities/Services Systems
- > Water Resources/Hydrology

Metro

26

Assessing Construction Impacts

While Preparing the EIR

> Explain, evaluate and identify

- Tunnel and station construction processes
- Hauling and other traffic considerations
- Construction staging and earth removal locations
- Air, noise, other
- Possible mitigations

Future Update Meeting to Focus on This Topic



Renderings of typical street decking construction

Metro

27

Funding Considerations

> Potential range of project costs from Advanced AA Study (2020)
- La Brea - $ 4.3 billion
- Fairfax - $ 5.4 billion
- San Vicente-Fairfax (Hybrid) - $ 6.6 billion

> Measure M Allocation
- $2.24 Billion for Crenshaw Northern Extension (2041-2047)

> Other sources
- Federal reauthorization
- State funding
- Local funding
- Public/Private partnerships
- Value Capture

Metro

Draft EIR Process

> Listen to community input

> Further refine alternatives

> Assess impacts of alternatives

- During construction
- Once in operation

> Identify possible mitigation measures

> Identify a proposed project as confirmed by the Metro Board



Metro

Next Steps/Engagement Opportunities

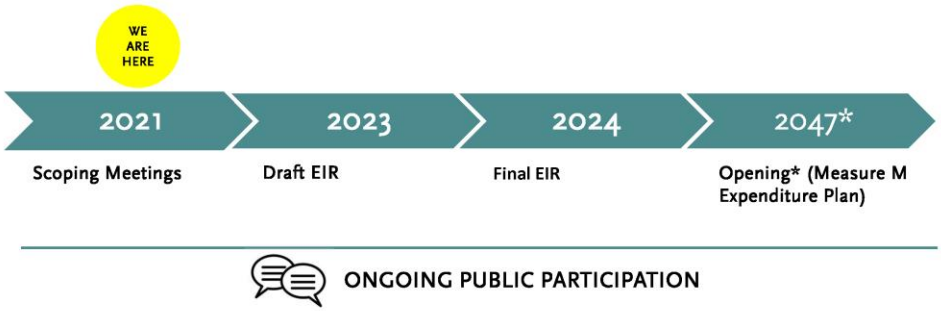
Scoping is the first step in the environmental process, will be followed up by extensive public outreach

> Prepare Scoping Report

> Future Community Meetings

> Project Information/Metro Project Webpage

> Public Hearings



Metro

*Potential Project Acceleration through Metro's Measure M Early Project Delivery Strategy, including identification of additional funding sources and financing strategies

30

We want to hear from you...



Key topics we want to hear about

> Environmental issues to be evaluated in the EIR

> Alternatives under consideration and design options

> Potential station locations

Comments

> Please restrict comments to two minutes

> Metro team will be listening to your comments, not answering questions in this forum

Metro

Code of Conduct

Metro is committed to ensuring that all participants can fairly and clearly share ideas, comments, and concerns about this project. To provide a safe and equitable process, we are asking for your help.

During this meeting, please:

> Respect the format of the meeting and allow everyone an opportunity to comment

> Turn off cell phones and background noise when speaking

> Treat fellow community members, agency representatives, Metro staff, and others with respect

> Address all comments to Metro staff and consultants – not to other attendees

> Maintain a conversational tone

Metro

32

How to Submit Public Comments

Oral Public Comments

To request to speak:

> **Zoom:** Raise Hand feature

> **Phone:** Dial*9 to raise your hand

When it is your turn to speak:

> **Zoom:** You will be prompted to unmute your mic

> **Phone:** You will be prompted to unmute your mic

Two minutes per speaker

00 : 02 : 00



Written Comments

> **Zoom:** Q&A feature

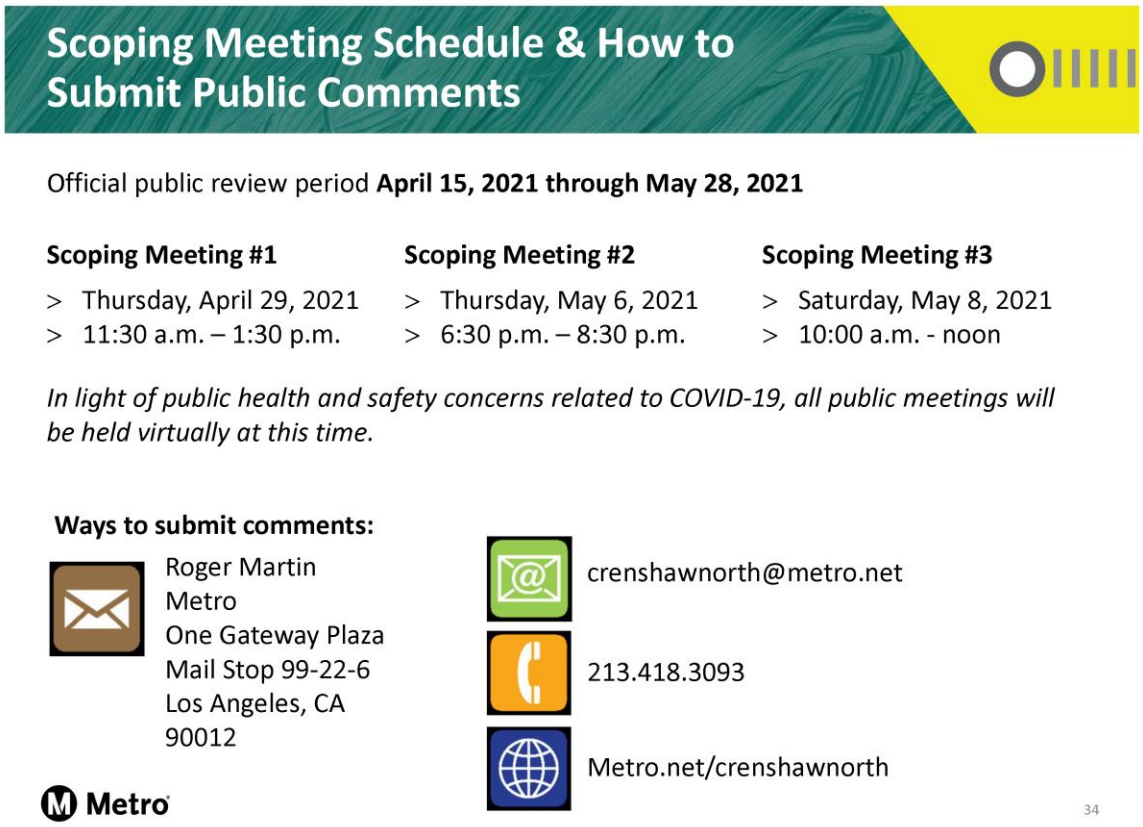
> **Phone:** 213. 418.3093

> **Email:** crenshawnorth@metro.net

> **Technical assistance: 213.316.6105**

Metro

33



Video

Website

Story Map

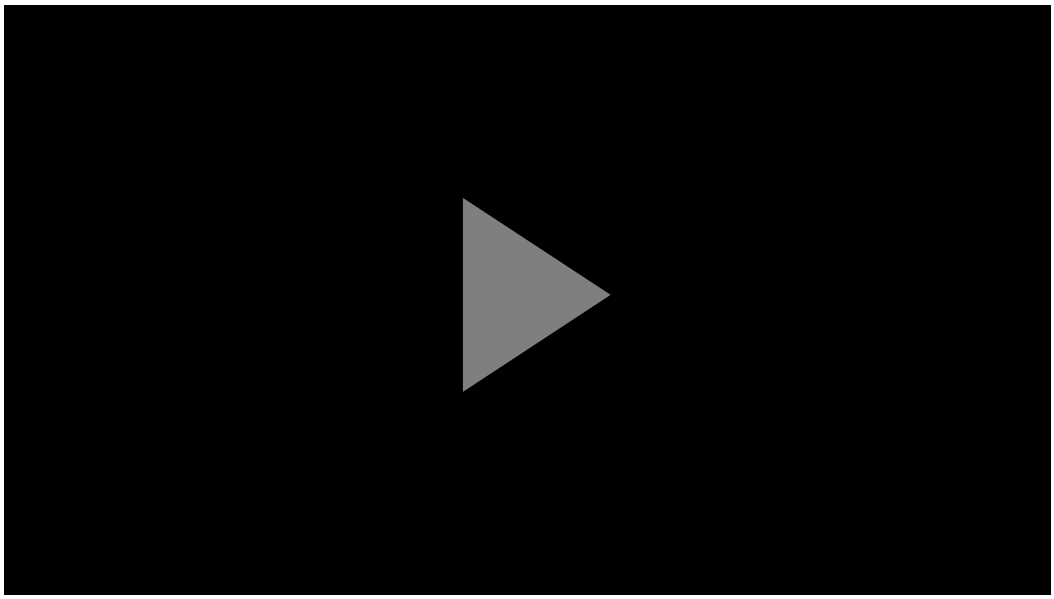


Crenshaw Northern Extension

Metro's rail network is expanding, but Central LA is still not directly served. Metro has a plan to make it easier to get around, which includes dozens of projects to improve public transit. The Crenshaw Northern Extension will fill

this gap to better connect many regional destinations and major employment centers to LA's transportation network.

Catch up on the project by watching our status update video:



Project Overview

The Crenshaw Northern Extension project will extend the Crenshaw/LAX Transit Project, currently under construction, north tothe Metro B (Red) and D (Purple) Lines.

Once the project is complete, it will connect the Crenshaw District, West Adams, Mid City, Central Los Angeles and West Hollywood to theMetro Rail network, providing a fast and reliable transportation option to neighborhoods, key employment centers, medical centers and other destinations — which means more access to jobs, housing and services.

Project Goals:

- Close regional transit network gap.
- Increase the efficiency, reliability and convenience of transit trips by providing faster, more direct service, creating more connections and mobility options.
- Provide an alternative to congested roadways by providing high-capacity, reliable rail service to meet existing and growing demand.
- Cultivate a transit-friendly environment; maximize potential for"smart" population and job growth.
- Improve mobility and access for transit-dependent residents.



Timeline

This project is currently in the environmental review stage.



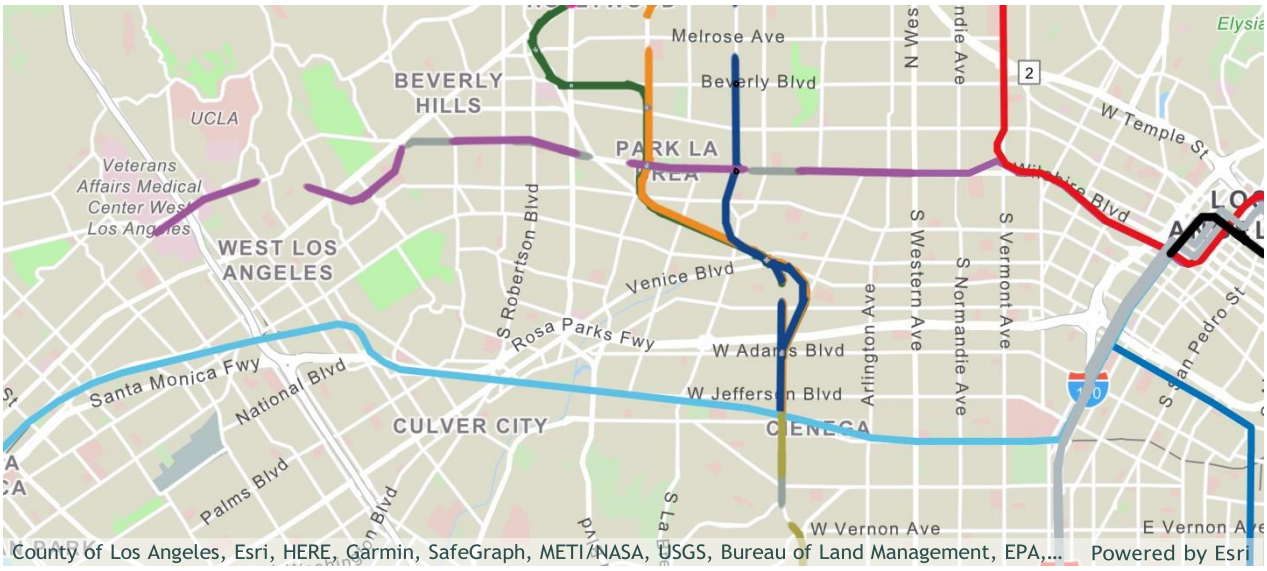
Environmental Review

Environmental Review is the process to prepare an Environmental Impact Report (EIR), which determines and analyzes a project's significant environmental effects and how to mitigate or avoid them.

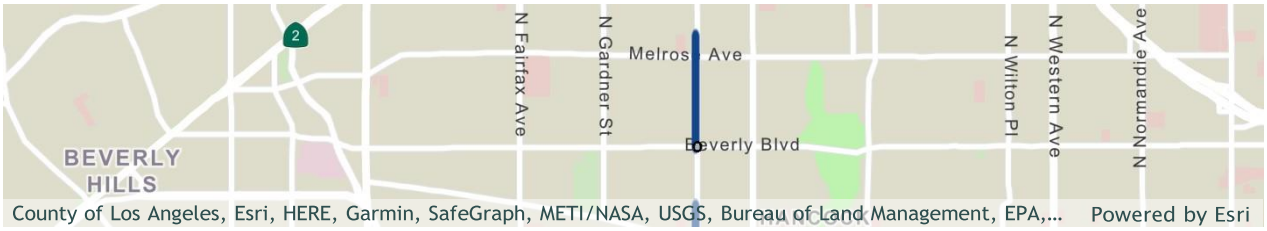
The first stage in this process includes "scoping," during which planners identify issues the project will address and alternatives to be considered.

After scoping, Metro will develop a Draft EIR, followed by a Final EIR. This will be done in accordance with the California Environmental Quality Act.

Alternatives Being Considered



Based on public feedback and additional study, we've refined our alternatives to three potential routes for this project, which are:

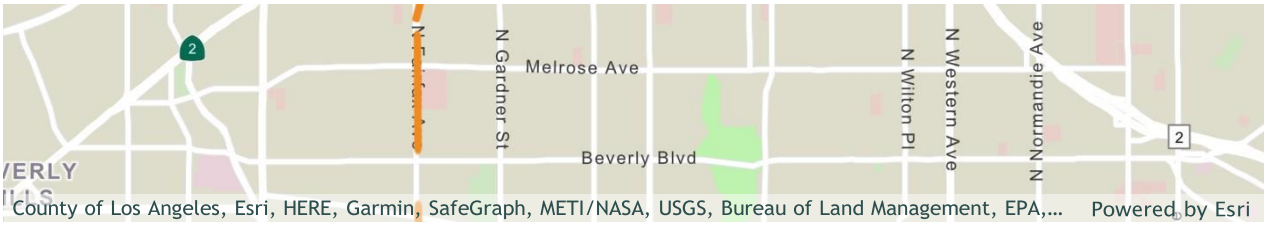


Alternative 1: La Brea

Proposed Stations

- Crenshaw/Adams
- Midtown Crossing
- Wilshire/La Brea
- Beverly Blvd/La Brea
- Santa Monica/La Brea

- Hollywood/Highland
- Hollywood Bowl



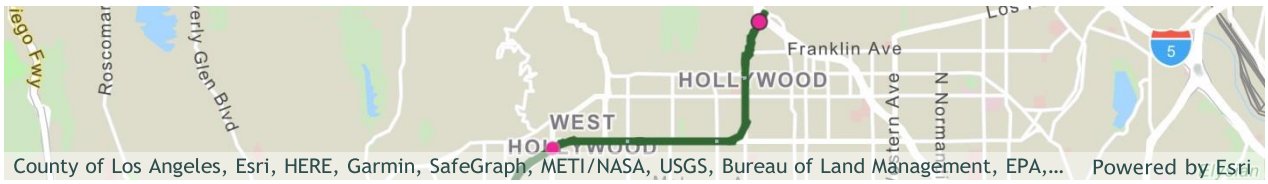
Alternative 2: Fairfax

Proposed Stations:

- Crenshaw/Adams
- Midtown Crossing
- Wilshire/Fairfax
- Fairfax/3rd/Beverly
- Santa Monica/Fairfax
- Santa Monica/La Brea
- Hollywood/Highland Optional
- Optional Proposed Stations

Proposed Stations

- Hollywood Bowl



Alternative 3: Fairfax-San Vicente Alternative (Hybrid)

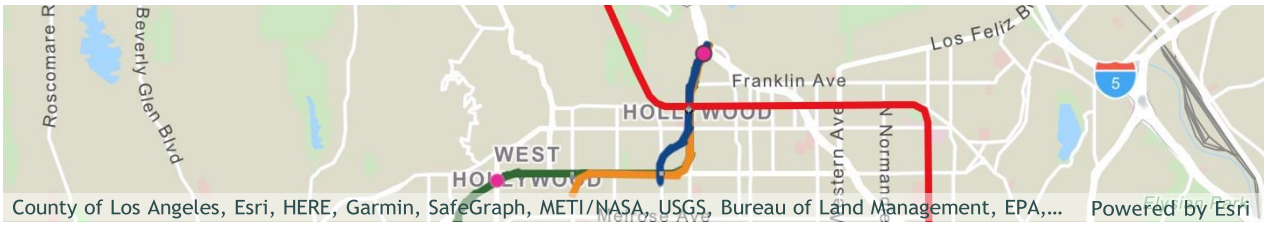
Proposed Stations:

- Crenshaw/Adams
- Midtown Crossing
- Wilshire/Fairfax
- Fairfax/3rd/Beverly
- Beverly/La Cienega
- Santa Monica/San Vicente
- Santa Monica/Fairfax
- Santa Monica/La Brea
- Santa Monica/La Brea

Hollywood/Highland Optional

Proposed Stations

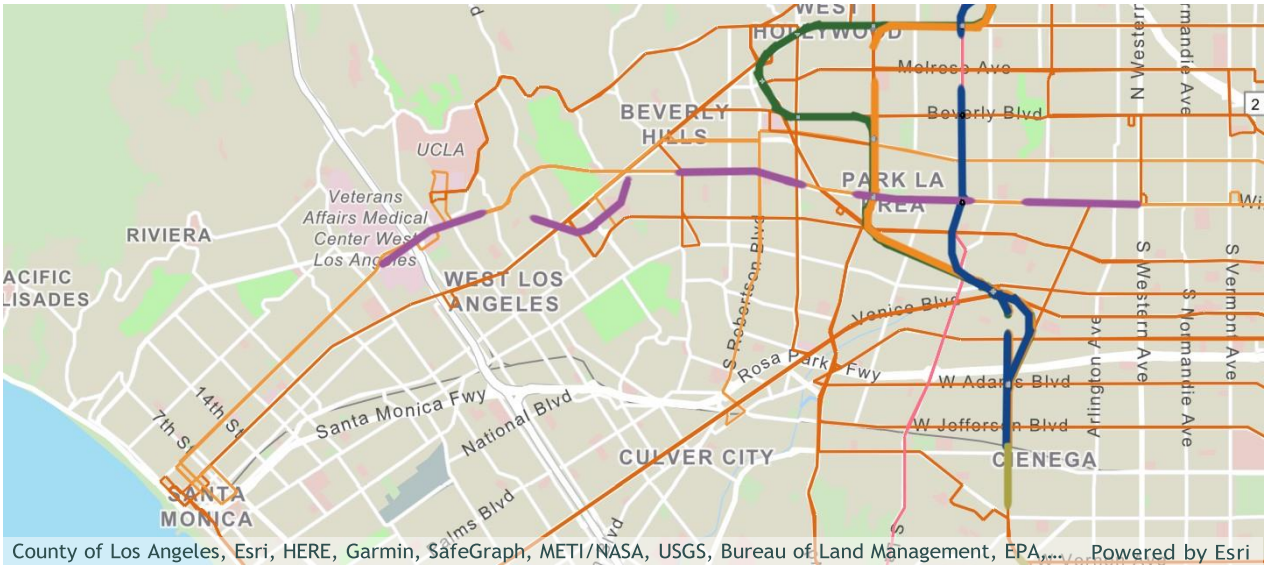
- Santa Monica/La Cienega
- Hollywood Bowl



Potential Transit Connections

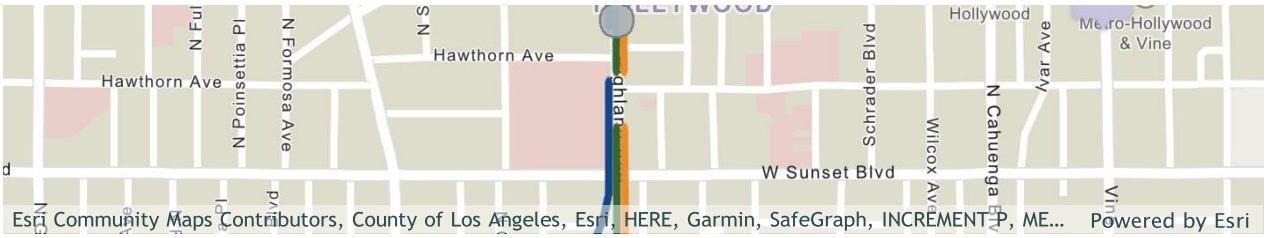
Rail

- Metro B Line (Red)
- Metro C Line (Green)
- Metro D Line (Purple)
- Metro E Line (Expo)



There are potential connections to:

- Metro bus lines
- LADOT Commuter Express and DASH
- Big Blue Bus
- Multiple Bus Lines



Potential Destinations

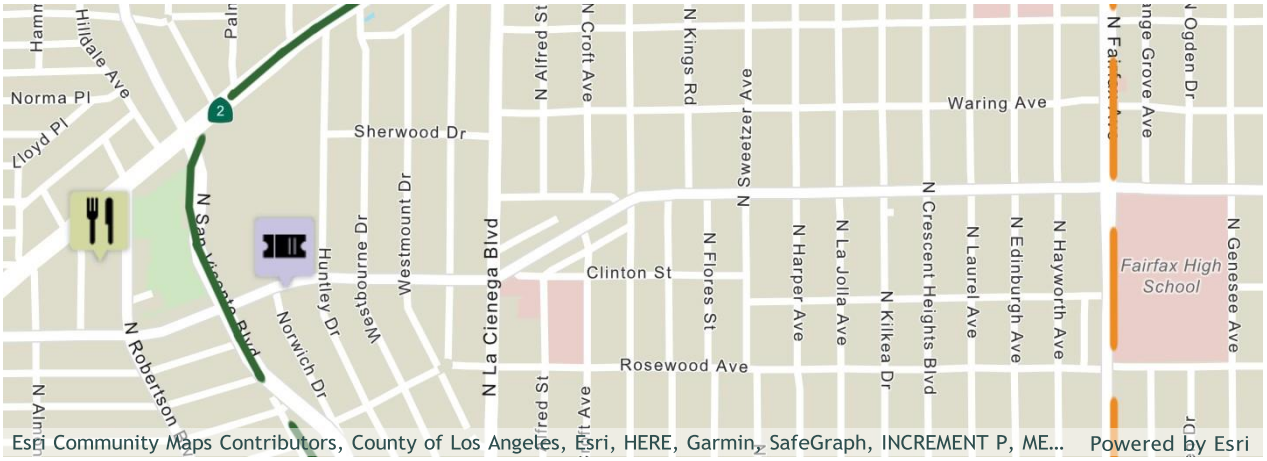
The following points of interest would be directly accessible byproposed routes:



Hollywood



Hollywood and Highland





Sunset Strip



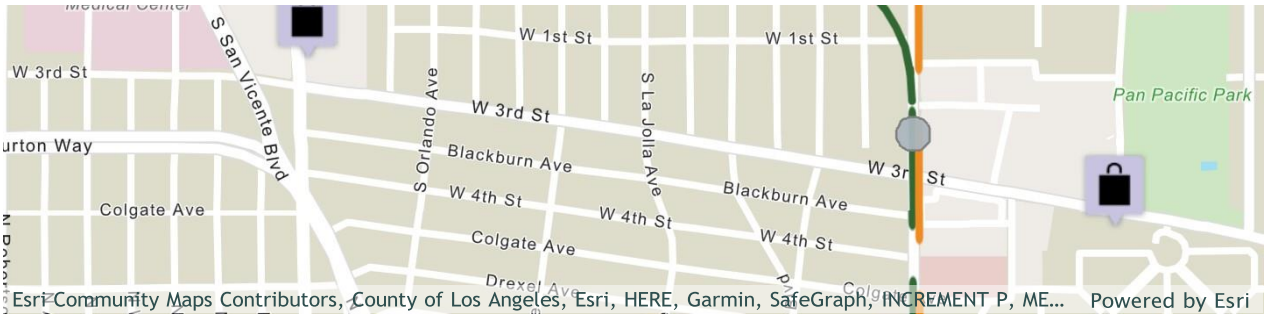
Rainbow District



Pacific Design Center

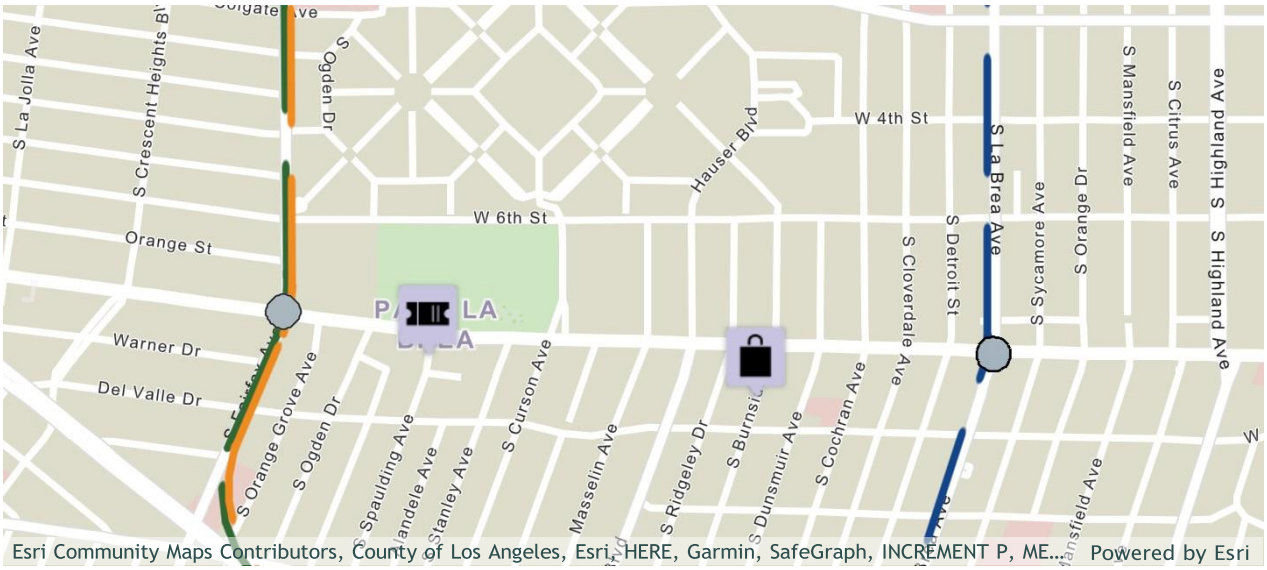


Cedar Sinai Medical Center





Beverly Center





The Grove and Original Farmers Market



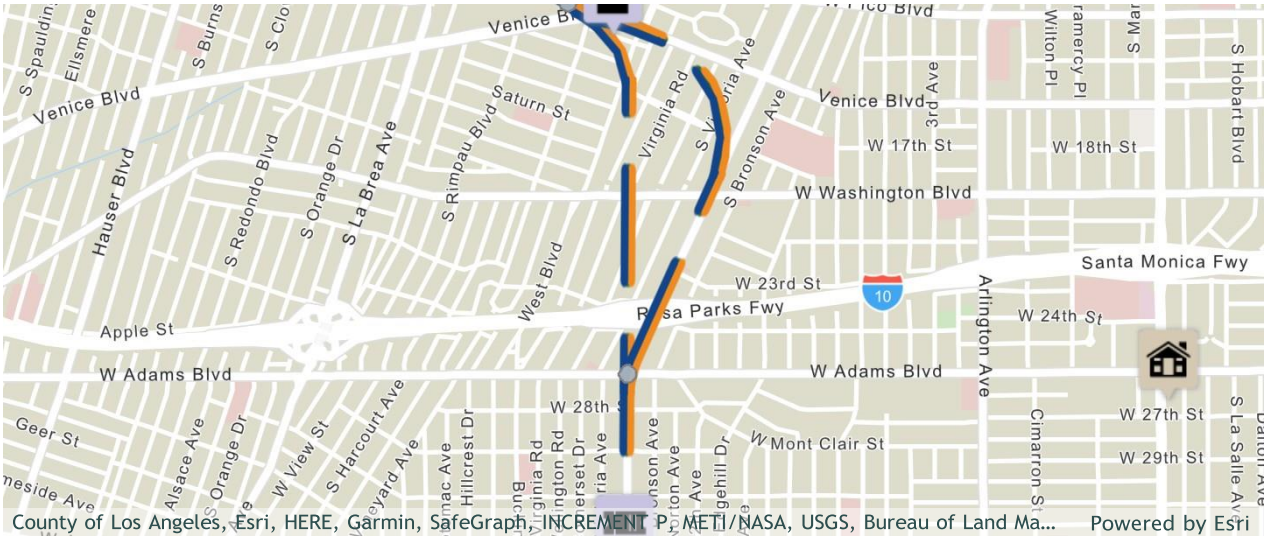
Museum Row



Miracle Mile



Little Ethiopia





Midtown Crossing





West Angeles Church

What is Light Rail?

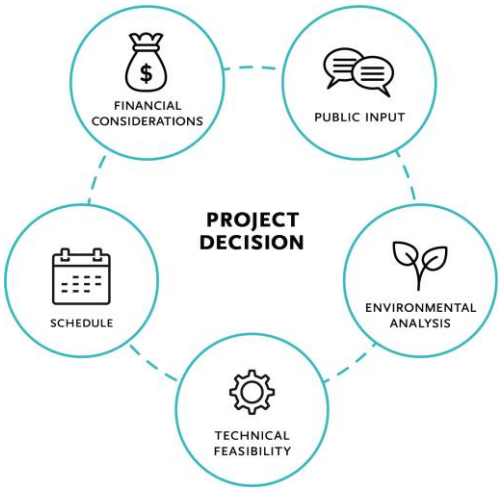



Metro Blue Line
7th St/Metro Center
Thank you for 25 years of Metro Rail


Metro Rail
Metro Rail
Metro Rail


EAST LA

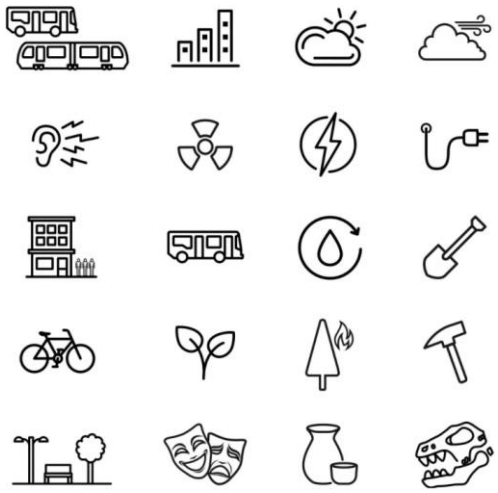

Vermont Av
Metro Rail



What is Scoping?

At this early step, criteria are identified that will be used to evaluate theproject alternatives. During the first stage of the environmental process,Metro will:

- Identify project goals and objectives
- Present project purpose
- Define alternatives and options being considered
- Obtain input from other public agencies



Potential topics for environmental study include:

- Noise
- Traffic
- Construction
- Health
- Other quality of life concerns

Metro will also hosts public scoping meetings to present this information. During the scoping period, the public can comment on:

- Alternatives being considered
- How alternatives might be enhanced or modified
- Other alternatives that should be evaluated
- Issues and concerns with project plans or stations
- Questions to be answered as part of the study

Next Steps

How can you get involved?

- Provide comments to help inform studies in Draft Environmental Impact Report (DEIR)
- Visit the project website for more information
- Join Metro's project mailing list to receive project updates

We want to hear from you.

Tell Metro your thoughts, concerns, comments and ideas regarding the three proposed alternatives. This will inform further study and evaluation in the EIR.

Provide official comments via official scoping meetings on April 29, May 6 and May 8; e-mail; US mail; telephone or Metro's website during public comment period, April 15 to May 28, 2021.

For more information, visit *metro.net/crenshawnorth*

Email us your comments

Roger Martin
Project Manager
213.418.3093

Superando las divisiones y planificando más ferrocarriles.

Extensión Crenshaw hacia el Norte

May 7, 2021



La red ferroviaria de Metro se está expandiendo, pero todavía no tiene servicio directo en el Centro de Los Angeles. Metro tine un plan para facilitar los desplazamientos, que incluye docenas de proyectos para mejorar el transporte público. La Extensión Crenshaw hacia el Norte llenará este vacío para conectar la red de transporte de Los Angeles con varios destinos regionalesy centros de empleo.

Póngase al día con el proyecto viendo nuestro video de actualizaciónde estado:

Visión general del proyecto

El proyecto Extensión de Crenshaw hacia el Norte extenderá el Proyecto de Transporte Crenshax/LAX, actualmente en construcción, alnorte de las líneas Metro B (Red) y D (Purple).

Una vez completado el proyecto, conectará el distrito de Crenshaw, West Adams, Mid City, el centro de Los Angeles y West Hollywood con la red de riel Metro, proporcionando una opción de transporte rápida y

confiable a vecindarios, centros de empleo, centros médicos y otros destinos, lo que significa más acceso a empleos, vivienda y servicios.

Objetivos del proyecto:

- Cerrar la brecha de la red de tránsito regional.
- Aumente la eficiencia, fiabilidad y comodidad de los viajes de tránsito proporcionando un servicio más rápido y directo, creandomás conexiones y opciones de movilidad.
- Proporcionar una alternativa a las carreteras congestionadas proporcionando un servicio ferroviario confiable y de alta capacidad para satisfacer la demanda existente y creciente.
- Cultivar un ambiente favorable al tránsito; maximizar el potencialde crecimiento "inteligente" de la población y el empleo.
- Mejorar la movilidad y el acceso de los residentes dependientes del tránsito



Cronologia

Este proyecto se encuentra actualmente en fase de revisión ambiental.



Revisión ambiental

Revisión Ambiental es el proceso para preparar un Informe de Impacto Ambiental (EIR), que determina y analiza los efectos ambientales significativos de un proyecto y cómo mitigarlos o evitarlos.

La primera etapa de este proceso incluye el "alcance", durante el cual los planificadores identifican los problemas que abordará el proyecto ylas alternativas a considerar.

Después de la búsqueda, Metro desarrollará un Borrador EIR, seguido de un EIR final. Esto se hará de acuerdo con la Ley de Calidad Ambiental de California.

Alternativas Bajo Consideracion

Powered by Esri

Basándonos en comentarios del público y estudios adicionales, hemos refinado nuestras alternativas a tres rutas potenciales para este proyecto, que son:

Alternativa 1: La Brea

Estaciones Propuestas:

- Crenshaw/Adams
- Midtown Crossing
- Wilshire/La Brea
- Beverly Bl/La Brea
- Santa Monica/La Brea
- Hollywood/Highland

Estaciones Opcionales:

- Hollywood Bowl

Alternativa 2: Fairfax

Estaciones Propuestas:

- Crenshaw/Adams
- Midtown Crossing
- Wilshire/Fairfax
- Fairfax/3rd/Beverly
- Santa Monica/Fairfax
- Santa Monica/La Brea
- Hollywood/Highland

Estaciones Opcionales:

- Hollywood Bowl

Alternativa 3: Fairfax-San Vicente (Hibrido)

Estaciones Propuestas:

- Crenshaw/Adams
- Midtown Crossing
- Wilshire/Fairfax
- Fairfax/3rd/Beverly
- Beverly/La Cienega
- Santa Monica/San Vicente
- Santa Monica/Fairfax
- Santa Monica/La Brea
- Santa Monica/La Brea
- Hollywood/Highland

Estaciones Opcionales:

- Santa Monica/La Cienega
- Hollywood Bowl

Posibles Conexiones de Tránsito

Riel

- Metro B Line (Red)
- Metro C Line (Green)
- Metro D Line (Purple)
- Metro E Line (Expo)

Powered by Esri

Hay conexiones potenciales a:

- Lineas de Autobus Metro
- LLADOT Commuter Express and DASH
- Big Blue Bus
- Varias Lineas de Autobus

Powered by Esri

Destinos potenciales

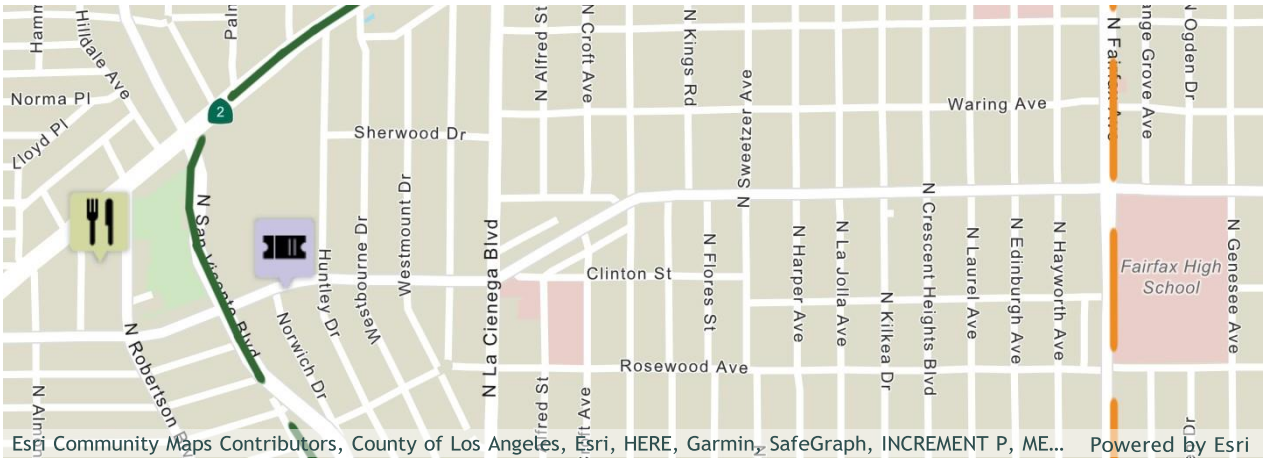
Los siguientes puntos de interés serían directamente accesibles por lasrutas propuestas:



Hollywood



Hollywood and Highland





Distrito Rainbow



Pacific Design Center



Centro Medico Cedar Sinai



Beverly Center



The Grove y Original Farmers Market



Museum Row



Miracle Mile



Little Ethiopia



Midtown Crossing



West Adams



Iglesia West Angeles

¿Qué es el tren ligero?

El tren ligero puede funcionar por encima, por debajo, o a nivel de la calle y generalmente es mucho más silencioso que el tren pesado.



El tren ligero puede funcionar por encima, por debajo o a nivel de la calle y generalmente es mucho más silencioso que el tren pesado.


Metro Blue Line
7th St/Metro Center
Thank you for 25 years of Metro Rail


Metro Rail
Metro Rail
Metro Rail


EAST LA


Vermont Av
Metro Rail

¿Qué es una Reunión de alcance?

En este primer paso, se identifican criterios que se utilizarán para evaluar las alternativas del proyecto. Durante la primera etapa del proceso ambiental, Metro:

- Identificará objetivos y metas del proyecto
- Presentara el propósito del proyecto actual
- Definirá alternativas y opciones que se están considerando
- Obtendrá aportes de otras agencias públicas



Los temas potenciales para el estudio ambiental incluyen:

- Ruido
- Tráfico
- Construcción
- Salud
- Otras preocupaciones de calidad de vida

Metro también organizará reuniones públicas de búsqueda para presentar esta información. Durante el período de búsqueda, el públicopuede comentar:

- Alternativas que se están considerando
- Cómo se pueden mejorar o modificar las alternativas
- Otras alternativas que deben evaluarse
- Problemas e inquietudes con los planes o estaciones del proyecto
- Preguntas que deben responderse como parte del estudio

Próximos pasos

¿Cómo puede involucrarse?

- ·Proporcionar comentarios para ayudar a informar los estudios enel Proyecto de Informe de Impacto Ambiental
- Visite el sitio web del proyecto para obtener más información
- Únase a la lista de correo del proyecto de Metro para recibiractualizaciones del

proyecto

Queremos óir de usted.

Dígale a Metro sus pensamientos, preocupaciones, comentarios e ideas con respecto a las tres alternativas propuestas. Esto informará denuevos estudios y evaluaciones en el EIR.

Proporcionar comentarios oficiales a través de reuniones oficiales de búsqueda los días 29 de abril, 6 de mayo y 8 de mayo; correo electrónico; Correo estadounidense; teléfono o sitio web de Metro durante el período de comentarios públicos, del 15 de abril al 28 demayo de 2021.

Para obtener más información, visite metro.net/crenshawnorth

Mandanos tus comentarios

Roger Martin *Gerente del Proyecto*
213.418.3093

PUBLIC SCOPE MEETING FOR THE)
CRENSHAW NORTHERN EXTENSION PROJECT)
)
)
)
)
)
)
)
_____)

CERTIFIED COPY

TRANSCRIPTION OF VIDEOCONFERENCED PUBLIC MEETING

THURSDAY, APRIL 29, 2021

Reported by:

BRYWN WHATFORD,
CSR No. 14234

Job No.:
316424LEE

PUBLIC SCOPE MEETING FOR THE)
CRENSHAW NORTHERN EXTENSION PROJECT)
)
)
)
)
)
)
)
_____)

TRANSCRIPTION OF VIDEOCONFERENCED PUBLIC SCOPE MEETING FOR THE CRENSHAW NORTHERN EXTENSION PROJECT, taken via videoconference, commencing at 11:35 a.m. and concluding at 1:30 p.m. on Thursday, April 29, 2021, reported by Brywn Whatford, CSR No. 14234, a Certified Shorthand Reporter in and for the State of California.

THURSDAY, APRIL 29, 2021

11:35 a.m.

MR. CHANDLER: Okay. It's 11:35. Thank you for joining us today. This is the first public scope meeting for the Crenshaw Northern Extension project. As a reminder to everyone, we will be taking comments at the end of the presentation.

At this stage during this initial scoping period, we will not be answering questions but rather encourage comments regarding the project and proposals and options. We also want you to tell us what is important to study during the draft EIR process, which might include key destinations that you think are important to serve, what makes this an important transportation service for you, or what concerns do you have about construction projects, which all this will be released later and should ultimately answer any questions you may have regarding the project and potential impacts and mitigations.

We'll talk more about that and the logistics later, but please note that the chat function has been disabled for this meeting. Instead, all comments during today's meeting should be submitted either in writing or during the oral comments period following our

presentation.

Of course, you can always comment outside today's meeting, meaning through our project website at Metro.net/CrenshawNorth or our project E-mail CrenshawNorth@Metro.net and our project hotline at 213-418-3093. Comments will be accepted until Friday, May 28th, 2021.

Additionally, we will post recordings of the scope meetings on our project page as all of these meetings will be recorded. The draft EIR, which will be released later, should ultimately answer questions you have regarding the project and potential impacts of mitigations.

Before we begin, I'd like to take a moment to introduce our -- any elected officials' offices that might be attending this morning. Please let us know, and thank you for joining us today.

Next slide.

So some quick housekeeping items. We have both Spanish and Russian translation available for this and all of our project scope meetings. For other interpretation, just click on the word -- on the world or globe icon and pick the language you would like to listen to and follow along as we move forward in the presentation.

Go ahead, Alan.

(Spanish interpreter speaks in Spanish)

MR. CHANDLER: Alex?

Well, for housekeeping, please note that today's meeting is being recorded and that all attendees' cameras are off with microphones muted until the comment period, which will immediately follow Metro's presentation.

If you have any technical issues accessing the meeting or presentation, please call our technical support hotline at 213-316-6105. That's 213-316-6105.

Code of conduct: To ensure a fair and equitable process by all participants, we ask that you please follow these rules and respect the meeting format and everyone's opportunity to comment. Please turn off your cell phones and the background noise when speaking. Treat all community members, agency representatives, Metro staff, and others with respect. Address all comments to Metro staff and consultants, not other attendees. And please maintain a conversational tone.

Agenda: Here is today's agenda. We'll start with a 30-minute presentation on the project, which will include a brief history and background, project goals and objectives, and alternatives currently under study. We will then give an overview of the EIR, the environmental process, and the next steps of the project. After we finish the presentation, we'll be here until 1:30 to allow

enough time to provide comments.

And with that, I'll turn it over to our Project Manager Roger Martin and Deputy Project Manager Alex Moosavi will take us through the presentation. Thank you.

MR. MARTIN: Hey. Good afternoon, Patrick and everyone else out there. Thank you very much for joining us today.

Scoping is the first step in the environmental clearance process consistent with the California Environmental Quality Act, as you may have heard the term "CEQA" before. Since there's no federal funding associated with this project at this time, we will not be doing NEPA, which identifies the National Environmental Policy Act. So no NEPA at this point. Only CEQA.

During this meeting, we have three major objectives. Of course, one is to provide an overview of the project and alternatives under study. Two is to describe the draft EIR process and how it will apply to the project. And third and mostly, of course, we want to hear from you on the project, including the project alternatives and options -- so there's alternatives and options -- and any environmental issues of particular concern to you.

So before we go forward, we'd like to share with everyone a short video that the Marketing here at Metro

made along with the community relations team. And if we can share that video at this time, it would be -- there we go. Thanks.

(Video played)

MR. CHANDLER: Crenshaw is planning a rail bridge to lives. We want to provide you the latest information on the Crenshaw Northern Extension, which will create an important north/south connection in the heart of LA.

MR. MOOSAVI: Some of the biggest employment centers and destinations in Southern California are also the hardest to get to. Central LA has some of the worst traffic in the entire county. And while Metro's rail network is expanding west, this area is still not directly served by high capacity transit.

MR. MARTIN: Metro has a plan to make it easier to get around, with dozens of projects to improve public transportation, including the Crenshaw Northern Extension.

MR. CHANDLER: This project will help to fill in key parts of Metro's network to connect more people to more places and create more access to opportunity by connecting areas that have been historically separated by the I-10 freeway and uneven amounts of investment.

MR. MOOSAVI: We're preparing the next phase of planning on this project. But before we get into the latest updates and next steps, we'll give a quick recap of

how we got here.

MR. MARTIN: During the planning of the Crenshaw/LAX project, Metro identified the need to fill the gap between LAX, the E Line, D Line, and the B Line. The Crenshaw Northern Extension was included as a project to be funded by Measure M, the half-cent sales tax measure that passed in 2016.

MR. MOOSAVI: While Measure M has this project slated for the future, Metro is planning it now because there are exploratory efforts that could make funding available sooner.

MR. MARTIN: In summer of 2018, Metro finished an initial feasibility study and alternatives analysis for this project which identified five potential routes or alternatives. In the fall of 2020, Metro completed an advanced alternative screening study which further studied these routes.

MR. CHANDLER: During the alternatives analysis study, public comments included preferences on routes as well as transit connections and destinations to be served, including the Hollywood Bowl, the need for pedestrian safety and having a relative different level than the street, concerns about neighborhood preservation, and access to stations.

MR. MOOSAVI: Based on public feedback and additional

study, we further refined our alternatives to three potential routes for this project, which are the La Brea alternative, the Fairfax alternative, and the Fairfax/San Vicente highbred alternative.

MR. MARTIN: From the E Line, all alternatives go north of Crenshaw Boulevard to a proposed station at Crenshaw Adams and the core of West Adams. From there, all go north to a proposed station at the Midtown Shopping Center with connections to Pico/Rimpau transit center.

MR. MOOSAVI: The La Brea alternative goes up La Brea Avenue connecting to the future Metro D Line at Wilshire/La Brea and then to Highland Avenue to link up to the Metro B Line at Hollywood/Highland station.

MR. MARTIN: The Fairfax alternative goes up Fairfax Avenue, connecting to the future Metro D Line station at Wilshire/Fairfax with a station at Museum Row. From there, it heads north with a proposed station near The Grove. It turns east at Santa Monica Boulevard before connecting to the Metro B Line at Hollywood/Highland station.

MR. MOOSAVI: The Fairfax/San Vicente alternative also goes north on Fairfax Avenue with proposed stations to serve Museum Row and The Grove before veering west on Beverly Boulevard to serve Cedars-Sinai Medical Center and the Beverly Center. It then turns north on San Vicente

with the proposed station to serve West Hollywood's nightlife district and the Pacific Design Center before turning east to link up to the Metro B Line at the Hollywood/Highland station.

MR. CHANDLER: Based on public input, we've also added an optional Hollywood Bowl terminus to each of these alternatives. A station at the Hollywood Bowl could improve the travel options to this major regional destination while serving up to a million trips there each year.

MR. MARTIN: These are the alternatives that we will be taking into the environmental process. Environmental review is a formal regulated process where Metro will study various aspects of each alternative, including benefits, costs, feasibility, community impacts, and any necessary mitigations.

MR. CHANDLER: There are several points of community input during this process as Metro develops an environmental report, which will recommend a proposed project to the Metro Board of Directors for approval.

MR. MARTIN: We are now embarking on the first step in this process, which is called scoping. At this stage, we want to hear from you about what Metro should consider and study as we prepare the environmental impact report for the Crenshaw Northern Extension.

MR. CHANDLER: Possible comments might include input on destinations that you think are important to serve, what would make this a good transportation service for you, or concerns you might have about construction impacts.

MR. MOOSAVI: We will be conducting formal scoping meetings where we can hear your comments. We'll also have information about the project online for you to browse on your own time.

MR. CHANDLER: We can also take formal comments via mail, phone, E-mail, and our website during this scoping comment period. Thank you for all of your input along the way that has helped to shape this project. And as always, if you have questions, please get in touch.

(End of video)

MR. MARTIN: Perfect. I really enjoy that video.

So it's Roger back here with you. So as noted in the video, the Crenshaw Northern Extension project would extend the Crenshaw/LAX Line, which is currently under construction, north from the E or the Expo Line connecting to the D Line, the Purple Line, of course, coming up further to the B or the Red Line in Hollywood.

If you're not familiar with this map over here, the Green Line on the bottom of it, that's the east/west, that, of course, is the Green Line coming up. Just above

that is the LAX connector right through there. And then if you go up to that next line, which is that blue Expo Line, of course, that's the Expo Line right there, the east/west line followed by purple dashed line, of course, if the Metro Purple Line scheduled to open up here in a couple more years. And that pink hybrid line that's pointing to the Hollywood/Highland station right there. There we go. So with that. Perfect.

So by closing the gap in the regional north/south transit network, the project would directly link to four of Metro's rail lines and five of our heaviest bus lines in the county, allowing a seamless one-seat ride from the South Bay, South LA, LAX, all the way up to Mid-City, Central Los Angeles, West Hollywood, and Hollywood and further connections to the San Fernando Valley through the Red Line through the Metro B Line up there.

In fact, the project would allow future Crenshaw/LAX line riders to access the entire Metro rail system, including all Metro rail stations and, at most, with just a single transfer. So, additionally, the project could provide service to some of the busiest and most densest employment and activity centers in Southern California. So it's a pretty good little deal.

Based on the Measure M schedule, which was approved by LA County voters in 2016, construction for the

project would start in the year 2041 and open for service in 2047.

Measure M provides 2.24 billion dollars for this project. However, efforts to accelerate the project are being explored and the city of west -- with the City of West Hollywood in coordination with the City of Los Angeles, of course, to conducting early project delivery study in 2020 to identify alternative funds that could potentially help build this project sooner.

And with that, the next slide, of course, the project objectives here. It aims to satisfy multiple objectives, including, of course, one we talked about, closing the regional transit network gap; two, to provide a fast and reliable transit alternative to the congested roadways. And -- let me see here real quick here.

As most of you know, it's pretty congested out there. It's really, really tight. The area is extremely congested due to concentration of jobs, residents, and major destinations in this particular area. So it's quite a -- quite a thing out there right now.

At the same time, of course, travel within through this area is greatly constrained due to high demand for travel coupled with the limited runway capacity. It's a struggle, for sure, over there. But what we also want to do, of course, is improve mobility

and accessibility, not just when the project not -- within the project area in the central area itself but throughout the county and in the wider region as a whole.

And last, of course, is kind of cultivate a transit-friendly environment and maximize the potential for smart population and job growth.

So if this project were to be constructed, the project would greatly improve mobility and access to jobs and opportunities for all county residents, especially transit-dependent residents with limited auto access from South Bay, South LA, all the way to the San Fernando Valley.

So with that, I think Alex Moosavi is going to take you through a few slides, and I'll see you in a few minutes. Thank you.

MR. MOOSAVI: Thank you, Roger. This map here shows how the project fits into the overall transportation network and other Measure M projects underway in this general area, including, of course, the Purple Line extension, which will open the Beverly Hills in just three years and ultimately all the way to Westwood and the VA hospital by 2027. This project would, of course, directly connect to the Purple Line in the Miracle Mile area.

To the north, we have the North Hollywood/Pasadena bus rapid transit project. And on the

west side, there's the Sepulveda transit corridor, which will link the San Fernando Valley to the west side primarily along the Sepulveda Boulevard/405 Freeway corridor and ultimately all the way down to LAX.

Before we get into the specific alternatives for the project, here's a brief history of some of the past studies that are related to our current efforts. From as far as back as 2003, planning studies for the Crenshaw/LAX line have explored opportunities to extend the line all the way to Wilshire and the Purple Line and even farther north to Hollywood.

Due to funding constraints, however, any segment of the line north of the Expo or E Line was eliminated from the Crenshaw/LAX Line project back in 2009. At roughly that same time, the west side subway extension EIR was studying a potential heavy rail transit extension from Hollywood through West Hollywood at Mid-City West to the Purple Line along Wilshire Boulevard.

The current studies for a Northern Extension of the Crenshaw/LAX Line began in 2016 with the passage of Measure M and Metro's Board commitment to bring this project along with others to a shovel-ready status in case of potential funding opportunities for project acceleration. An initial alternatives analysis study was completed in 2018, followed by an alternative screening

study last year in 2020.

This next map shows the initial five alternatives that were explored in the alternatives analysis study. From west to east, they were San Vicente, La Cienega, Fairfax, La Brea, and Vermont. All alternatives would attract significant ridership with approximately 90,000 boardings or more on a daily basis based on the AA study. The La Brea alternative, of course, is the shortest, fastest, and most cost-effective alignment as it's the most direct route between Mid-City and Hollywood with a minimum total of six new stations over about six and a half miles.

On the next slide, part of the original alternatives analysis study looked at existing jobs and residents within just a half-mile walking distance of all the alternatives that extend to Hollywood. This analysis showed that while all of the alternatives serve a significant number of jobs and residents, the Fairfax and Fairfax/San Vicente alternatives and stations serve the most jobs and residents by far by directly serving some of the biggest job centers in the region, including places like The Grove, Farmers Market, CBS Television City, the Pacific Design Center, and Cedars-Sinai Medical Center.

The jobs and residents analysis showed that compared to the La Brea alternative, the Fairfax

alternative would serve more than twice the number of jobs in La Brea, and the San Vicente alternative would serve more than quadruple the number of jobs in La Brea, or more than double that of Fairfax.

Even when broken down by distance, the longer Fairfax and San Vicente alternative would serve significantly more residents and especially jobs per mile than La Brea. And, of course, in line with this analysis, existing transit ridership near potential project stations also reflects the heavy activity and congestion near some of those major job centers in the western portion of the study area. Transit ridership near the Fairfax alternative stations is roughly three times that of the La Brea alternative stations, while transit ridership near the Fairfax/San Vicente alternative stations is over four times that of the La Brea alternative stations.

And this has largely been reflected in the comments we have received to date regarding the project. We've had several opportunities so far for public meetings throughout the previous studies and have collected a significant number of comments so far, many of which have shaped the current alternatives and options under study.

Overall, we have heard strong support for the project and accelerating it and opening it sooner than the Measure M scheduled date of 2047. We've also heard

preferences for the project to serve some of the major destinations and job centers in the western half of the project area, including a desire to combine alternatives or build more than one or even all.

We've also heard considerable support for extending the line further north than Hollywood/Highland to serve the Hollywood Bowl.

So based on public feedback and additional analysis, we have refined the project alternatives to the three routes shown on this map for further study during this EIR environmental process. All of these alternatives would be entirely underground and is a subway configuration with the potential possible extension -- exception of a small section along San Vicente Boulevard between Stanley Avenue in the west and Midtown Crossing in the east, which I'll get to shortly.

But before we go through each of these alternatives, I'd just like to emphasize that all alternatives have the same station locations both in the north and in the south. In the south, all the alternatives extend the Crenshaw Line north from it's terminus at Crenshaw/Expo under Crenshaw Boulevard to a station at the Crenshaw/Adams intersection in West Adams. They all then continue north to a station at Midtown Crossing in the Pico/Rimpau transit center in the heart of

Mid-City along San Vicente Boulevard between Venice and Pico.

Similarly in the north, all the alternatives have a station at Santa Monica/La Brea in eastern West Hollywood and at Hollywood/Highland to connect to the Metro B or Red Line with an additional optional station at the Hollywood Bowl.

So the primary difference between the alternatives is between the Midtown Crossing station in the south and the Santa Monica/La Brea station in the north. The La Brea alternative would use La Brea Avenue as a more direct route to connect Mid-City with Hollywood with two additional interim stations at Wilshire/La Brea to connect to the D or Purple Line and Beverly/La Brea near the neighborhood of Hancock Park.

Like all the alternatives, it would also include potential stations at Santa Monica/La Brea and Hollywood/Highland with an optional extension north to the Hollywood Bowl.

As mentioned before, this La Brea alternative would have a minimum of six stations over six and a half miles with a total travel time between the Expo Line and Crenshaw/Expo all the way to Hollywood/Highland of just over 12 minutes.

This next map gives some more context to the

La Brea alternative as well as the other two longer alternatives, which I'll go through now.

The Fairfax alternative would follow San Vicente Boulevard from Mid-City's Midtown Crossing station, then Fairfax Avenue north through Miracle Mile and Mid-City west to serve several major activity centers and areas of high population and job density. This alternative would have additional stations at Wilshire/Fairfax to connect to the Metro D or Purple Line and on Fairfax between 3rd and Beverly near The Grove and CBS Television City. It would then continue north to a station at Santa Monica/Fairfax in central West Hollywood and proceed just like La Brea and all the alternatives to Santa Monica/La Brea and Hollywood/Highland with an optional extension, of course, to the Hollywood Bowl.

This alternative would have a minimum of seven stations over eight miles with a total end-to-end travel time to Hollywood/Highland of about 15 minutes, or 3 minutes longer than La Brea.

And, finally, the Fairfax/San Vicente, or hybrid alternative, would follow the exact same route and stations as the Fairfax alternative north to a station at Wilshire/Fairfax and Museum Row and a station under Fairfax between Beverly and 3rd near The Grove and CBS Television City.

From there, it would veer west under Beverly Boulevard to a station at Beverly/La Cienega near the Beverly Center and Cedars-Sinai Medical Campus. It would then head north to a station at Santa Monica/San Vicente to serve the Pacific Design Center, West Hollywood's Rainbow District, and the Sunset Strip. It would then continue east under Santa Monica Boulevard with stations at Santa Monica/Fairfax and, like all the alternatives, Santa Monica/La Brea and Hollywood/Highland with an optional extension to the Hollywood Bowl.

This alternative includes a potential optional additional station at Santa Monica/La Cienega as well, though it may be possible to serve western West Hollywood with a single station, including possibly somewhere between San Vicente and La Cienega. Also, it's important to note that this Fairfax/San Vicente hybrid alternative would serve all of the same stations and destinations as the Fairfax alternative, plus additional destinations along the San Vicente corridor.

This Fairfax/San Vicente alternative would have a minimum of nine stations over just under ten miles, with a total travel time of about 20 minutes all the way to Hollywood/Highland, so between four to five minutes longer than the Fairfax alternative from end to end and up to eight minutes longer than the La Brea alternative from end

to end.

This alternative was introduced as a result of public feedback we've received on the project. It provides a much easier connection for riders transferring between this new line and the Purple Line by moving that connection to Wilshire/Fairfax. The previous connection at Wilshire/San Vicente would have required riders to walk up to a third of a mile to transfer between these two lines.

The new Fairfax/San Vicente alternative as shown on the map could potentially serve several major active centers while still offering a fast, reliable, and competitive travel option for regional riders and trips that traverse the area.

While this alternative has several curves in the northern half of the project area, this type of curvature is quite common on mass transit system around the globe. By being entirely below ground in subway tunnels, these types of alignments can directly link major activity centers and areas of significant transit ridership together while maintaining fast travel speeds and avoiding areas that may not generate much ridership and in a more cost-effective manner than building multiple separate lines and projects in a particular geographic area and given heavily constrained resources.

Also, all of the curves in accordance with Metro's rail design criteria would have wide radii and are located directly adjacent to potential stations where the trains are already stopping and slowing anyways, thereby greatly minimizing any travel time delay for riders.

A great way to experience what these curves would be like today is to actually ride the Metro Red or B Line subway through East Hollywood. If you ride it between the Hollywood/Western and Sunset/Vermont stations, you'll notice there's a wide curve there from Vermont to Hollywood. Because of its adjacency to the Vermont/Sunset station, though, it's nearly impossible to notice any significant slowdown or time delay due to the curve itself.

Next slide.

Regardless of alternative, the project will, of course, require a maintenance and storage facility for the additional light rail vehicles that will be needed to operate the full line from South LA and LAX all the way to Hollywood.

The draft EIR will explore several potential sites for this facility adjacent to and near the current southwest yard that is being constructed for the current Crenshaw/LAX line, which is located just to the northeast of LAX, around the intersections of Aviation and Arbor

Vitae.

This next slide shows peak period travel time comparisons between some major points throughout the county and project area. The first two columns are origins and destinations. The third column is typical peak period or rush-hour travel times by auto. The next column or fourth column shows typical peak-period travel times on the existing and future transit network but without this project. These times incorporate other Measure M transit projects that are scheduled to open before this project but do not include the project itself.

And, finally, the last column shows the travel times with the Crenshaw Northern Extension project in place. For example, a trip from Hollywood to Cedars-Sinai could be reduced from over 30 minutes during rush hour to just 8 minutes every time, regardless of traffic or time of day.

Cedars-Sinai to West Adams could be reduced from almost an hour to just ten minutes every time, regardless of traffic or time of day. And Leimert Park to Westwood could go from over an hour today to just 26 minutes. And LAX all the way to Miracle Mile or The Grove could go from over an hour to just half an hour, regardless of traffic.

In addition to the three different alternatives, there are several design options that we would like your

input on, which are shown on this map. I'll go through each one, starting in the south with the alignment options between West Adams and Mid-City.

As you can see on this next map, we have two route options that would link the Crenshaw/Adams station in West Adams and the Mid-Town Crossing station in Mid-City. Alignment Option 1 would primarily run below the major roadways of Crenshaw and Venice Boulevard while Alignment Option 2 would follow a shorter, more direct route between the two stations.

Immediately to the north, we previously shared an option that included at grade in the median of San Vicente Boulevard between approximately Stanley Avenue just east of the San Vicente/Fairfax/Olympic intersection and La Brea Avenue where it transitioned up to an aerial structure to serve an aerial station at Midtown Crossing before going back underground near the West Boulevard bridge.

Based on feedback we've heard from the community, we have added a fully underground design option for this section, including an underground station at Midtown Crossing.

It should be noted that the rest of the project, regardless of alternative or options, would run in a subway or underground configuration due to a variety of

major factors, including heavy traffic volumes and congestion, existing limited roadway widths and capacities, adjacent land uses, and, of course, the need to be grade separated at major intersections and crossings.

And finally, at the northern end of the project, we've added an option to extend the line further north from Hollywood and Highland, with a potential northern terminus station at the Hollywood Bowl near Highland and the 101 Freeway.

And now, Roger will take us through the EIR process and next steps for the project.

MR. MARTIN: Perfect. Thank you, Alex.

So as we mentioned, we are currently in the state environmental clearance phase of the project. We're actually doing CEQA, not NEPA at this point. So with the draft environmental impact report and advanced conceptual engineering, advanced conceptual engineering is what's used to support the draft environmental report with regards to that. So following the advanced conceptual engineering, which we'll call ACE, the project would need to go through further engineering and design work, including possible federal environmental clearance if any federal funds were to be identified for this project. And after that, the final engineering or design construction

can begin followed by the service of the line, which is further up there.

So the EIR process, the current environmental clearance phase of the project will analyze the project and its potential impacts and benefits from a variety of standpoints, including construction feasibility and potential mitigations that can lessen or even avoid any adverse impacts for the project during construction over here.

The EI categories -- this is a list of -- I think there's about 20, 23 of them here listed above here. These are also found in Appendix G of the CEQA guidelines, but these are normal areas of resources we clear under CEQA.

For you on the next slide here coming up is the assessing the construction impacts.

The EIR analysis will include a full assessment of impacts during construction of the project as well. Station construction generally is where we have our biggest impacts because that is where we have the excavation going on for the stations right there. So in between, of course, the tunnel boring machine go under streets or under properties, so it's a pretty easy deal to do that. And so we generally may close the intersection several weekends where we go into and excavate about ten

feet down or so, and then we put cross beams across the street and then put a concrete deck over that.

So for the next several years, we're actually building under the deck of the station itself, and then we leave the decking in place for the cars to travel through so there's no impacts with regards to travel through that, anyway.

So in the end, of course, we come back and we take the concrete decking out and build a street on top of the subway station. So the EIR will evaluate and identify the tunnel and station construction processes for all the proposed alternatives, including truck hauling routes and other traffic considerations as well as things like air quality and air noise levels during specific construction activities. The renderings here on the right of this map on the scene up here, they kind of give you an idea of the concrete decking and that we would still continue to construct below. This system (indiscernible) what's done on the Metro Purple Line right now on Sections 1, 2, and 3 and respectively over there.

So for funding considerations, the EIR will also include a detailed analysis of costs for the project alternatives building off the initial estimates from the previous studies. All alternatives will cost significantly more than what Measure M is providing, so

other potential funding sources would and could, of course, be crucial to the project feasibility. These sources could include unidentified federal, state, or local funding as well as value capture mechanisms and potential public/private partnerships that could help shoulder some of the cost for the project.

Over here on the next slide. So, Patrick, you want to take on this slide, sir, about the EIR process?

MR. CHANDLER: Thanks, Roger.

For the next steps of the EIR process, we will be gathering and documenting all community input at this and other scope meetings as well as through mail, E-mail, and our project hotline. We will then use that feedback to further refine alternatives and assess the full spectrum of the impacts of each alternative, both during construction once in operation, including possible mitigation measures to reduce these impacts to a less significant level or even avoid or eliminate certain impacts.

By the end of the draft EIR process, we hope to identify proposed projects to bring back to the Metro Board for their approval.

I want to give you a rundown of the next steps before we start taking comments and some of you leave after sharing your comments.

After we receive all of your comments during this scoping period, we'll prepare a scoping report which summarizes all of the comments, and we'll use that information as we go forward in the environmental process, including future community meetings, to provide periodic updates for the community.

Right now, we are at the end of April, and we have two more meetings coming up in early May. I assume we would be back in the fall with an update on all the comments we've heard, what the next steps are, and an update on how we are proceeding with the analysis. Metro will post all information on the project page. You can go there to get information about meetings, status reports that are available. We will notify everyone who came to this meeting who signed in. We will add your information to our stakeholder list about future meetings. And, again, we will post the recordings of the scoped meetings on our project page.

We want to hear from you. We strongly encourage everyone to provide feedback however they can, whether it's today or through E-mail, mail, or et cetera. Some key topics you may want to include are what environmental issues you may be concerned about. Do you have a preference regarding alternatives or design options under consideration, including potential station locations?

We ask that you'll limit your comments today to two minutes to allow everyone who would like to participate a chance to provide feedback.

We will be listening and documenting all of your comments, but we will not be answering questions at this time or in this forum.

And just a reminder of the code of conduct, we want to give everyone a chance to speak.

How to submit your public comments: In order to submit oral comments today, please use the "raise hand" feature on Zoom. And if you are on a phone, dial star 9 on your phone. When we have announced it's your turn to speak, you will be prompted to unmute your mic both on Zoom or on your phone. You will have two minutes to comment. You can also submit written comments today using the Zoom Q&A feature, as many of you have, and, of course, you can always submit comments to our project hotline at 213-418-3093 or by E-mailing us at CrenshawNorth@Metro.net.

And we will also conduct another two scope meetings. The second one will be on Thursday, May 6th, from 6:30 p.m. to 8:30 p.m. The third, Saturday, May 8th, from 10:00 a.m. to noon, and they will be all be Zoom. And you see how to mail, E-mail, and phone in your comments and also the project website.

MS. WONG: Our first three speakers will be Henry Morgan, Zennon Crow, and Johnathan Strauss.

Henry, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Thank you very much. Can you hear me?

MR. CHANDLER: Yes.

THE WITNESS: Great. So I want to thank you very much for what looks like the hybrid route that looks like it's probably the best of all the possible combinations I've seen so far on this. So that looks fabulous. I realize, of course, it's the most expensive.

So one of the questions I have is -- and I know you're not answer right now but to address as part of your presentation -- how you expect the ridership to be able to pay that back over time. I would expect since it's a much more dense area with much higher likely ridership that it will pay for itself in about the same amount of time as going one of the other routes that doesn't do as much for you as far as riders go, but you probably need to make that point.

And then the other thing is I really appreciate the all-underground approach. I live in that general area where it would be partially above ground, and I think, as somebody has already said in the QA, that that would

really impact the neighborhood in a very negative way, blocking off, you know, simple walking across paths that we have on San Vicente and all kinds of other stuff. So staying underground is really ideal. The only disadvantage of this new approach that I see is that I'd have to walk a little further up Fairfax to catch -- to catch the -- the entrance instead of at San Vicente. I'll live with that problem. And I think this actually gives me an excellent way to get around town.

The problem is, of course, I don't know if I'll still be living here by the time this starts unless you can start way earlier than 2041.

Oh, and one last question I had to address is is it possible to do a phased opening like you are on the Purple Line? Perhaps get this segment from the south up through, let's say, Cedars-Sinai up and running and then finish up the rest of it so that it's already started to pay for itself a little bit along the way.

Okay. That's all I have to share.

MS. WONG: Great. Thank you very much.

Our next three speakers will be Zennon Crow, Johnathan Strauss, and John Erickson.

Zennon, you will be now be prompted to unmute your mic. Please begin speaking.

PUBLIC CALLER: Hi. Thank you, guys, so much for

preparing all this and coming out thus to hear the community concerns today.

I really wanted to focus in on the branch alternative, which I know you guys haven't studied but has been generating a lot of buzz, especially in online transit circles. I don't -- is there any sort of, in the study scope, precluding the idea of having this study of alternatives be split into two lines? So what I mean by that is the hybrid option, the La Brea option, all these options are kind of -- the hybrid option is basically trying to meet a bunch of different needs at once. You have a need to go from the south to the north; right? And that's just direct connections -- Red Line to Expo Line -- and you have a need to hit all the job centers and the occupational centers along West Hollywood, along La Cienega and all of those areas.

So is there any possible way that in this alternative study, it could be split into different lines? Basically, one line, which is the La Brea alignment, which allows for a speedy transition of people going from the south to the north. And looking at the ridership statistics you guys came up with, I think there was only about, like, 2000 people difference between doing the straight La Brea and doing the hybrid option.

And then, two, not only having just that La Brea

option but having La Brea plus a branch that goes from the Hollywood/Highland station down Santa Monica into West Hollywood and then down La Cienega to the Purple Line. And so this two-line approach would get the both of best worlds because you get that quick north/south, you know, transit connection that you really need to facilitate good bus travel while also simultaneously having another line that serves the actual job centers. And you can operate the -- with the current funding that you'd save by using the La Brea option, you could allocate what would have been other funding for the hybrid option to then build a spur at least from Santa Monica and Highland -- Hollywood and Highland all the way over to Santa Monica and La Cienega. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be Johnathan Strauss, John Erickson, and Mehmet Berger.

Johnathan, you will now be prompted to unmute your mic. Please begin speaking.

PUBLIC CALLER: Thank you very much. I'm a resident of West Hollywood. More specifically, I live very close to the Pacific Design Center, and I would like to vehemently advocate for the hybrid option. I thank all of you for all the work that has gone into this over the years, and I trust that the experts at Metro have studied

many of the alternatives and the three being proposed are the best available options.

I would also like to -- would love to have the extension up to the Hollywood Bowl. We would -- our family would go there much more often if we could access it easier.

And finally, the biggest environmental concern that I have with this project is how long it's going to take and the amount of air pollution and traffic that we're going to have to endure in the time while we wait. So I advocate for whatever measures we can to speed the construction of the hybrid line -- the completion of the hybrid line as quickly as possible. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be John Erickson, Mehmet Berger, and Dan Wetzel.

John, you will now be prompted to unmute your mic. Please begin speaking.

PUBLIC CALLER: Thank you very much. My name is John Erickson. I'm a council member here in the City of West Hollywood, and I live on the east side. I want to advocate strongly for the hybrid route. I'm coming through our city, as many residents and people know that are on this call, West Hollywood, like many people across Los Angeles, overwhelmingly have voted for public

transportation to come through and open up our city to the rest of the region. The hybrid route not only serves our major job centers but also will help get people out of cars into public transportation and better improve our infrastructure and make more access to people in West Hollywood but in our surrounding west side city's area as well as our entire region over here more accessible to get into a train, get out of their cars, improve the environmental qualities, and be able to get around the county and city more easily. And who wouldn't like to go from West Hollywood to LAX in the amount of time that we are able to on this route?

This is a critical improvement for our region, for our environment, and for our investment in the future as well as for our children's future and our society's future.

I too would love to see it end up at the Hollywood/Highland stop. I frequently will walk home from Hollywood and Highland, but how amazing would it be if I can get on a train and get home just as easily.

I want to thank Metro staff as well as everyone who's been calling in to advocate for the continued expansion of Metro and really looking forward to getting some shovels in the ground and getting this going for so many of us here in West Hollywood and in the surrounding

region. Thank you so much.

MS. WONG: Thank you very much. Our next three people --

MR. CHANDLER: Melanie, I just want to jump in and just recognize that Jay Greenstein with Councilman Koretz' office is joining us today.

Take it away.

MS. WONG: Thank you.

The next three speakers will be Mehmet Berger, Dan Wetzel, and Lizzy Manler.

Mehmet, you will now be prompted to unmute your mic. Please begin speaking.

PUBLIC CALLER: Hey. Hi. Thanks for staff for this presentation. My first concerns are about the presentation itself. First of all, in past meetings, I have asked Metro how they are serving actual riders, not just community members that live around a potential line. What do the riders of the 212, 217, 780, 705, and other north/south buses think? What do they want? Because their voices are not being talked about.

I'm also disappointed in this presentation, one, acting like the bus system doesn't exist. Metro is undergoing the NextGen process to improve our bus network, and you're acting like if a rail line doesn't go directly to the front door of something, it's inaccessible. And

that's completely against the entire point of making our network better.

I'd also just like to point out that we're talking about a hybrid line that is about -- what? -- 6.6 billion dollars of an estimation. And according to the survey -- the report commissioned by WeHo itself, WeHo can, at most, raise a billion dollars, but you've created an even bigger hole by accepting that money. So in a sense, it's a poisoned pill.

I also don't understand why the scoping doesn't include an option of creating branch lines, as an earlier caller brought up to me. If we're going to spend 6.6 billion dollars, we're already going way past Measure M anyways, and we may as well build a very fast and efficient north/south completion to our network, enabling faster transportation across the network, paired with an east/west high capacity transit option along one of our major transit corridors as it exists now.

I've taken the 704 for ten years, getting off and on at Vista and Santa Monica. And an east/west connection is important there as well. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be Dan Wetzel, Lizzy Manler, and Terence Mylones.

Dan, you will now be prompted to unmute your mic.

Please begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. My name is Dan Wetzel, and I am a transit advocate living in West Hollywood and a member of the transportation commission. I want to thank Metro for this presentation and for scoping and for this project.

We enthusiastically support this project. West Hollywood and Mid-City West voted 85 percent for Measure R in 2008 and 85 percent for Measure M in 2016. We want Metro rail.

Also, there are tons of working class jobs at The Grove and Television City, which is expanding, the Beverly Center, Cedars-Sinai, West Hollywood, all the hotels and restaurants in our area. You know, this area -- this line will serve people day and night.

And now with -- if I heard correctly, it's only an extra three minutes of time difference to ride up La Brea -- I mean, ride up Fairfax than La Brea and only ten minutes on the hybrid. It completely blows the speed alignment for La Brea out of the water.

So please do not skip and bypass our neighborhoods with a line on La Brea. There's just -- there's nothing there. It skips all of our major ridership destinations. Please pick Fairfax or the hybrid.

Thank you for taking comments, and thank you for

listening about how it's going to be built. And, you know, it will be nice for Metro to work with gimbies (phonetic) people, yes, in my back -- yes, here. Build here. It will be a wonderful event, and I look forward to it. Yes. More Metro rail and soon.

Thank you very, very much.

MS. WONG: Thank you very much.

Our next three speakers will be Lizzy Manler, Terence Mylones, and Corentin Leydis.

Lizzy, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. First of all, I'd like to thank you guys for the presentation. This is wonderful. I would say that we did a council meeting like last year and heard a similar presentation. And I think the hybrid line or the lines that reach The Grove and Cedars are incredibly important.

That being said, I own a house that is in that stretch, the only stretch that's at grade. And it's incredibly shortsighted and unfair to just do that one stretch at grade. It's going to make my property value completely plummet as my house faces San Vicente. So I'm not someone who lives like a block away. I have to sell my house if this goes through because my house is facing

the Metro rail.

You're going to destroy beautiful trees that go down that median that the people in my neighborhood love. That median could be utilized as a park for the community and create a better environment in that little median rather than putting a Metro rail, which is going to cause incredible noise pollution as well as -- just, I mean, that's it for the houses that go along San Vicente in that grade.

Again, I'm completely in support of this. I think it's really important, but I think it's crucial that this goes underground the entire way. I think it's really shortsighted to think of the money that it would cost to take that section underground in comparison to the cost of the entire project and, you know, alternatively, run it down Pico, which is completely -- which is not residential. It's all businesses, where it would benefit for it to be at grade. But in a residential neighborhood, to run it at grade -- when in Beverly Hills, they were able to fight to get it underground -- is incredibly unfair.

So I'm just here to really advocate for the property owners of the neighborhood to say that there would be such huge detriment if you guys run this at grade on this strip of San Vicente.

But thank you so much for taking the time and listening to us. I'm sure you'll be hearing a lot from our community. And looking forward to have Metro in the neighborhood, just hopefully underground.

MS. WONG: Thank you very much.

Our next three speaks will be Terence Mylones, Corentin Leydis, and Samuel Leyv.

Terence, you will now be prompted to unmute your mic. Please begin speaking.

PUBLIC CALLER: Hi. Can you hear me?

MS. WONG: Yes, we can.

PUBLIC CALLER: Okay. Great. So, actually, I'll be pretty fast because I think that literally, the previous speaker hit on all the points I wanted to hit on but just from a different angle. I think we know from the Expo Line and the Crenshaw Line experience, even though that's not open yet, that the at-grade is suboptimal. I think if we all had unlimited funds, we wouldn't have the at-grade or above-grade portion between Midtown Crossing and Fairfax.

So I just want to be a strong advocate. This is a project that's going to make, you know, a huge impact -- tons of impact on Los Angeles, and let's just take the funds and put them towards putting the best train possible, and I think that means making it a subway the

entire way, preserving the community that it's going to be going through, you know.

And, again, we're kind of starved, you know, to echo the previous caller's comments, we're starved for open space. And San Vicente is a very beautiful street with, you know, some epic trees. It would be a shame to actually tear them down and replace it with an at-grade rail that divides the community and takes away open space that we're starved for.

So I just strongly advocate trying to find the funds to actually make it a subway for the entire spur.

Thanks. That's it.

MS. WONG: Thank you very much.

Our next three speakers will be Corentin Leydis, Samuel Leyv, and Brandon Kaplan.

Corentin, you will now be prompted to unmute your mic. Please begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. Hi, everyone. Can you hear me?

Hi, everyone. Thank you for presenting these new presentation of the proposal. With a three-year-old, first, I want to say I'm a strong supporter of more Metro line, more subway. I believe Los Angeles needs it. As a European, I grew up taking the metro every day, and I think it's an amazing way to travel, and it's a great way to create more fairness also between the community and

access to every part of the city.

Now, living around the San Vicente area, I've got to say, just thinking -- seeing that above-grade route was studied seems to me completely surreal. This is the only area that is residential of the whole route, and this is the only place where it was thought that it would be a possibility to put something that would is at grade. And to me, from a environmental standpoint, this is surreal. This is a lack of -- yeah. I don't know. It's just crazy to me. It's going to create, like, visual pollution, sun pollution. It's going to destroy trees. It's going to destroy property value. I mean, on every level, this is a complete catastrophe.

And as someone mentioned in the chat, like, thinking about in the next 40, 60, 70 years, there is no way it's a good idea to have a above-ground or at-ground rail. So yeah. That's about it.

I support the whole project, but please do not create, like, an at-grade rail on the residential area. This is -- this would be a nightmare. Thank you.

MR. CHANDLER: All right. Thank you.

Just wanted to briefly recognize Andrew Koenig with Council Member Raman's office and also Mayor Horvath with the City of West Hollywood.

MS. WONG: Thank you. Our next three speakers will be

Samuel Leyv, Brandon Kaplan, and Mike Williams.

Samuel, you will now be prompted to unmute your mic. Please begin speaking. You will have two minutes.

PUBLIC CALLER: Hi, everybody. I just want to thank Metro for having these meetings, for one. And I would just like to express a bit of disappointment that, you know, the -- that, you know, that none of the alternatives include spur lines, that it's kind of just like jammed in all in one hybrid or something that kind of will leave people feeling left out.

I -- personally, I feel the best option is the one that will be the fastest. Rail is, you know, faster than buses because it's separated from traffic. And if you have it wind everywhere and go slower, it defeats the purpose of spending all this money for a faster mode of traffic to begin with.

So I'd really feel that the review should, as other people have mentioned, include spur lines and extensions and other options so that people living in West Hollywood don't feel, you know, excluded from the project. I know it's kind of probably too late to add it, but I would like to air my grievance that, you know, that everything was kind of jammed into one instead of recognizing that we can have several projects that serve everybody. You know, we don't need to sacrifice speed

just to get a couple of places. We can have other projects that will reach Cedars-Sinai and West Hollywood.

So, yeah, that's all I have to say. I know there's extra time, but, yeah. Thank you again.

MS. WONG: Thank you very much. Our next three speakers will be Brandon Kaplan, Mike Williams, and Aaron Steinchester.

Brandon, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will two minutes.

PUBLIC CALLER: Hello. Thank you so much for the opportunity. I'm a constituent in Beverly Hills. Super excited about this. I'm, like, trying to restrain myself from jumping out of excitement.

But I just would like to start off with that Hollywood Bowl station, I think, is critical because, I mean, I myself have never been, but I can tell you, I've sat in that traffic at like 11:30 at night on a Saturday, and I think a transit option there is crucial.

I'd also just like to point out, you know, I know -- I've learned a lot about the history of this, and, you know, we had a line down Santa Monica. We had a line up San Vicente that branched off Venice and the Venice line and then, you know, the one that ran through the 101. So it's just interesting to me. But, yeah, this idea of

branching lines is fascinating. This is a critically difficulty and critically important project area. And I know it would create also a hefty price tag.

But branching lines, it's interesting to me. And I also laud and applaud the pretty much all-underground option. I mean, I know that's a big ask. That is a big ask for y'all because it's so expensive. But thank you for that. And this is exciting.

And construction-wise, it's -- you have a difficult path ahead, and I'm very curious to hear more about that because this is a unique area. It's not like the Purple Line where you have Wilshire where it's less dense, but there's more density. So I would love to hear more about construction. And this idea of branching -- yeah -- branching lines, phased openings -- I think the phased opening can be very helpful.

And thank you so much for your time. I really appreciate all the work you do.

MS. WONG: Thank you very much.

Our next three speakers will be Mike Williams, Aaron Steinchester, and Steve Lance.

Mike, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Thank you. This is Mike Williams, and

I would like to -- like Brandon, I'm very excited for the hybrid route and the Metro rail coming in our neighborhoods.

I was wondering if there might be some money in the upcoming American jobs bill that the president is proposing, especially since Pete Buttigieg is our new transportation director. I would assume he's going to be a big advocate for rail, so I'm hoping that might happen.

I would also like to advocate for a Hollywood Bowl stop, as I usually park at Hollywood/Highland and take the Metro bus up there. Taking a Metro line right from West Hollywood up to the Bowl would be amazing as well as getting to LAX so quickly.

In addition, I was -- no one's spoken about this. I know we talked about the less possible stop at La Cienega, and I know I've read that Metro is looking at a bus line that would be a high-speed line or, you know, fast line, whatever, down La Cienega.

But I was also asking how do people get up to the Sunset Strip? I mean, there are thousands of employees that work up there and as well as thousands of visitors. I think it might be a good idea to figure out a way to get people up to the Sunset Strip. I was thinking maybe you don't have to have a separate stop, but if you could basically connect -- put a station up at -- not a station

but an entrance to the subway up at the Sunset Strip and then, you know, put an escalator down and then like a people mover or one of those moving walkways like they have at airports. That might be an option.

Anyways, I'm taking a lot of time here. Thank you. Thank you so much for this. I look forward to it and hopefully can be started in time for the 2028 Olympics. Thanks.

MS. WONG: Thank you very much.

Our next three speakers will be Aaron Steinchester, Steve Lance, and Dylan Gera.

Aaron, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. Thanks for having this meeting and taking my comment.

I just wanted to echo some of the other commenters about the branch lines. I think that it acknowledges that this is part of a regional in bus -- in an already existing bus network that we're looking to improve. It seems like the hybrid option is an attempt to sort of reconcile two competing, like, huge needs that we have in the network, which is a quick north/south spine, and to serve Santa Monica, which is already a super busy bus line. I used to take it every day through West

Hollywood. It was getting super busy.

And West Hollywood should have its own -- you know, it's a destination. It's an important part of our region. So it should be covered by good transit in its own right and be considered -- and we should also be -- but, really, I think the thing that I feel like the hybrid option misses is that this is part of a already existing bus network that we're trying to improve and -- yeah.

So I really would love to see Metro study the branch options and see what -- how that pans out. I also would like to then put a plus one for the Hollywood Bowl station. I think that would be really great.

Thanks very much.

MS. WONG: Thank you very much.

Our next three speakers will be Dylan Gera, Steven Roussey, and Leslie Carliss.

Dylan, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. I work in LA and I'll be moving in October. I just wanted to echo my support for the previous speakers who voiced support for the spur option. You know, one in La Brea and then one to continue to West Hollywood from Hollywood/Highland to link up with the D line, Wilshire, and La Cienega. If not that, then I think

probably the best would be the La Brea line and do a heavy rail spur through West Hollywood and connect to Hollywood and Highland, you know, just to at least have Metro study that. I think it would be critical.

I would echo that we need to speed this up as well. This is probably the most critically important Metro project in the pipeline, in my opinion.

I would also like to echo support for the Hollywood Bowl stop. You know, that seems to be the overlooked part of this project, but I think it would be very critical and would get a lot of cars off the road and help with that, you know, infamously bad traffic.

And lastly, just wanted to say I really support Metro staff and appreciate all you guys do. I know your jobs are not easy dealing with all these comments and all these people, but you folks are changing the city for the better, so I appreciate it. Thank you.

MS. WONG: Thank you very much.

Our next two speakers will be Steven Roussey and Leslie Carliss.

Steven, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will two minutes.

PUBLIC CALLER: Hi. Thank you for having me speak. I just wanted to voice my support for the West Hollywood

hybrid version of the line and also support of the, you know, as much undergrounding along the San Vicente as possible. There is a lot of sort of cross traffic on small streets that prevent yet even more traffic on the larger ones. That's really important. And that neighborhood, while I don't live in it, I know it doesn't have much parks. And sort of removing a park is never a good thing for a neighborhood.

Also, love the idea of going up to the Hollywood Bowl and, you know, aleving (phonetic) that traffic sounds like a wonderful plan. Thank you.

MS. WONG: Thank you very much.

Our next speaker will be Leslie Carliss.

Leslie, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. I'm Leslie Carliss, the president of the West Hollywood West Residence Association.

Metro's advanced alternatives analysis study final screening report executive summary dated August 2020 indicates the hybrid line runs at grade or aerial on San Vicente between Beverly and Santa Monica Boulevard.

We've also been told the line would be underground. We'd like clarification as we have concerns that an at-grade or aerial route between Beverly and

Santa Monica would cut an established neighborhood in half and would be mere feet from residential front doors on San Vicente. We're also concerned about the impact at-grade or aerial configuration would have on noise, air quality, and the quality of life in our neighborhood.

West Hollywood also incorporates San Vicente between Melrose and Santa Monica Boulevard in its Pride and Halloween celebrations, which will take place at the park on San Vicente.

If it's going to be an above-ground configuration, whether it's at grade or aerial, it makes more sense to have it on La Cienega as it would also serve Cedars-Sinai and the Beverly Center, and it would be a short walk from the station at La Cienega and Beverly or 3rd to the PDC, which has basically been sitting empty for years.

Thank you.

MS. WONG: Thank you very much.

Our next speaker will be Andrew Herman.

Andrew, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. Thank you very much for this Zoom meeting and the presentation.

I'm generally a very big proponent of Metro, and

I feel like the -- these large projects for the -- all the subways being built, they're big but they're definitely going to be worth it in the long term.

I'm a resident and a property owner in the section that is sort of partway between the currently construction -- currently in construction Wilshire and La Brea stop and also kind of equidistant from that to where is essentially San Vicente Boulevard -- lower section of San Vicente Boulevard. And while I'm not right on San Vicente, I do believe that doing -- having that line at grade would be a big mistake long term for the -- essentially, the same reasons previous people have mentioned. I believe that doing a -- creating the line below grade in that section of San Vicente is -- will be very, very vital to the neighborhood.

Other than that, looking at this presentation, I think that the general consensus is that Metro is trying to kind of serve two masters as they're kind of debating the different line possibilities. And I -- I generally think that, you know, having multiple lines or spurs or a loop or something that will serve multiple areas of the city will be best, even if that is potentially a longer project and obviously much more expensive. But considering what is at stake within the area, right in the immediate area of the city right here and also the greater

areas that Metro serve, I think a combination of both either the La Brea and the hybrid line or some sort of spurs or loops would be ideal.

I see my time running is out, so I'll end with saying, you know, there are new -- there's new possibilities for infrastructure funding on a federal level, which seems to be the new climate right now. And I hope Metro is considering that when they consider the costs of these endeavors. Thank you.

MS. WONG: Thank you very much. That was actually our last speaker. Patrick?

MR. CHANDLER: Yeah. Just wanted to recognize that Josh Kurpies and Sebastian Lozano with Richard Bloom's office is here. And we are going to keep this open until 1:30, so if there's other callers or other comments, we're going to be here until 1:30. So we'll just hang out until then.

But, also, if you were able to see in the chat, we posted the story map, which is basically kind of like a recreation of this presentation. The story map, if you go to Metro.net/CrenshawNorth and go under the meetings tab, you'll see -- scroll down, you'll see where there is a story map there where you can kind of follow along.

MS. WONG: We actually have a speaker. So Steve Lance, we will now prompt you to unmute your mic. Please

begin speaking, and you will have two minutes.

PUBLIC CALLER: Okay. Can you hear me now?

MS. WONG: Yes, we can.

PUBLIC CALLER: Great. It's a question, actually. You've been showing financial numbers for the cost of each the routes. Are those numbers assuming that the line will be finished in 2043 or -7 or whatever you're talking about? And if it was completed earlier, would those numbers drop dramatically?

That's my question. I'm done.

MR. CHANDLER: Thank you, Steve.

Are there any other callers in the queue, Melanie?

MS. WONG: No, there are not.

Oh, we actually -- now we do. There are two speakers lined up. James Okazake -- I see the hand just went down.

Ann Rubin will be our next speaker.

Ann, we will now prompt you to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. My name is Ann Rubin. I live in Carthay Circle, south of Wilshire. I'm very intrigued by the comments from Mehmet Brooker and this idea that WeHo kicks in a chunk of money but it digs a bigger hole for

funds. And I'm mostly concerned about gentrification and zoning.

I drove the whole route the other day. And I can see where there's potential for more of these market rate luxury buildings that are part of the density plan but does nothing to solve our affordable housing crisis. And I think the subway -- well, it's not really a subway. I guess it's a light rail underground -- will be all about up-zoning and luxury housing and that's how we would fill that funding gap with the EIFD, the taxing zone.

And I'd like to know how Metro works with zoning and planning so that we can get transit without gentrification. Thank you.

MS. WONG: Thank you very much.

Our next speaker will be James Okazake.

James, we will now prompt you to unmute your mic. Please unmute your mic and begin speaking.

PUBLIC CALLER: Thank you very much. Can you hear me?

MS. WONG: Yes, we can.

PUBLIC CALLER: Well, you know, given that you only have 2.25 billion dollars in Measure M and you're talking about a much greater -- double, almost tripling of the cost for the various options, why decide not to include a NEPA study? I presume you're going to have to go after some federal funding. So why not include not just the

CEQA but a NEPA-related environmental study to take care of the need for the federal funding in the future -- at this time rather than, you know, modifying it later. Why can't you do a NEPA study now?

Thanks.

MR. CHANDLER: Thank you.

Melanie, are there any other callers in the queue?

MS. WONG: Yes, actually, a hand just raised right now.

David Fenn, we will now prompt you to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi, everyone. My name is David Fenn. I'm just speaking for myself, just reacting to some of the comments I'm seeing in the chat here from some of the speakers.

Just to let you know, I think the spur option being discussed is completely unrealistic, thinking about regional politics and Measure M is scheduled out to the 2060s, 2070s. There's a number of other parts of the region that look at projects in other, you know, in various parts as competition with their own with the suggestion that you can just add in another line and have it solve this problem just doesn't feel realistic in the

world we live in.

The hybrid is really our best chance to get something done before 2047 with acceleration and local funds and, you know, building a big coalition that can get this done.

I'd also like to point out that West Hollywood isn't the only potential source of funds outside of Metro. There's state funding. There's federal funding. There's the potential for LA and the County to participate in an infrastructure financing district. Something like that could also include funding for affordable housing. It could be include -- it could become a boundary that could serve as a mechanism for anti-displacement measures. It could really solve a lot of the problems that are being discussed here.

And, finally, the discussion about ridership estimates being similar between the three alternatives really sticks more to the limitations of Metro's modeling than what we might expect, you know, in reality between the three lines.

We know that Metro's modeling is heavy on peak-hour long-distance commute trips, essentially convincing people who drive long distance to convert to transit, and that's something that we've seen challenged with things like the Expo Line where you have additional

midday tourism, weekend, and off-peak trip, something that Metro's NextGen study is really trying to capture with the bus system. That's also something that we could see on the rail system, and I would hope that Metro will refine their model and take that into account given the destinations in this area.

Thanks so much. Bye.

MR. CHANDLER: Melanie, any callers in the queue?

MS. WONG: There are currently no callers in the queue.

MR. CHANDLER: Okay. Yeah. It looks like our -- people -- looks like our numbers have dropped off a little bit. Maybe there's still someone who might join later during the lunch hour to provide a comment, so we will stay here until 1:30.

MS. WONG: I actually see a couple hands just went up right now.

So our next three speakers will be Zennon Crow, Thomas Dorsey, and Brandon Kaplan.

Zennon, we will now prompt you to unmute your mic. Please unmute your mic and begin speaking.

PUBLIC CALLER: Hi. Sorry. I feel like I've been here forever now. We've just been talking in the chat.

I just dropped a question in the chat to you, Patrick. I was wondering if you're allowed to respond to

a couple comment. Because, like, there have been a few questions raised, but I understand, like, if you're not. So I just wanted to get some clarification if there's any way we could actually reach out to you by E-mail or something like that so we could -- if you're Metro's official -- or not Metro's official but at least your input on some of the things we're saying.

MR. CHANDLER: Yes. Sure. Just E-mail CrenshawNorth@Metro.net and -- but for this forum, we are -- we're just listening, really, so. But if, you know, need any information or anything else we provide, please E-mail CrenshawNorth@Metro.net.

MS. WONG: Thank you very much. Our next two speakers will be Thomas Dorsey and Brandon Kaplan.

Thomas, we will now prompt you to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Oh, I apologize for arriving a little late to this forum, but my question is to what extent is Metro weighting the risk of more difficult alignment options? Meaning the alignment options that would curve and go over towards La Cienega or to San Vicente up to Santa Monica Boulevard.

Clearly -- or at least from a non-geo-technical engineering perspective, the Fairfax and the La Brea

options would seem to be more certain, easier to execute, and, therefore, less subject to higher costs. So I'd like to see some representation addressing that. That's all.

MS. WONG: Thank you very much. Next speaker will be Brandon Kaplan.

Brandon, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hello again. I just wanted to elaborate further on a construction -- my construction comment because I'm just -- I'm thinking ahead to just -- adjusting the Hollywood and Highland station and that being heavy-rail transit by subway, and we'd have a light-rail option coming in.

I'm very, very curious about the construction aspect and how these things will be placed, where they will be placed, how that -- as to the cost, because we're in very thorny territory here as even the comments have illuminated. But it's difficult and to quote Metro from last year, a physically fully built-out environment, the station placement and how that will work. Because, you know, when you talk about The Grove, for example, where is that going to go? And, I mean, I can think of places, obviously, but I'm -- sadly, I'm not an engineer.

So I just wanted to elaborate on that further.

I'm just very curious to see how this project will be executed in construction because it is -- we have such a built-out environment.

And, again, I applaud you because this is a -- this is a massive undertaking. And, yeah, just very curious to see about it. And thank you so much for letting me speak again. And I look forward to hearing more soon.

MS. WONG: Thank you very much. That was our last speaker in the queue.

MR. CHANDLER: Okay.

MS. WONG: A hand just went up.

MR. CHANDLER: Okay. Well, we'll definitely stay on for people who have not commented before. And, like I said, we'll stay here until 1:30.

MS. WONG: Thank you. So Marilouise Morgan, we will now prompt you to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Thank you. Thank you very much.

I feel strongly that a major transit line should run along commercial quarters, not cut through residential areas. And as somebody has already pointed out, the leg going through San Vicente is the only one that is not on the commercial corridor. So I am pleading for you to please take that off the table.

Remember that rail lines and highways have cut through many communities and have created the inequities that we live with today -- many of them.

Additionally, destroying San Vicente with an up-grade at-grade line would destroy the very little green space that we have in this park-staved area. And it would -- it would bring an end to not just the green space but to the trees that are there. And we need, obviously, those trees are essential if we are going to have any chance of surviving climate change.

Clearly then, to me, the extension should run along La Brea Avenue rather than through San Vicente -- rather than along San Vicente. Thank you very much. And I appreciate these webinars. Thank you.

MS. WONG: Thank you very much.

The next speaker will be Michael Diaz.

Michael, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Barring the Crenshaw and the LAX Line being as Phase 1, will the Northern Extension be split up into two phases?

And also, I know the Green Line is going to link -- the Green or C Line is going to link up towards the K Line in the future. Will that have any effects

running from Norwalk all the way towards Hollywood and eventually towards Hollywood Bowl? That's it.

MR. CHANDLER: Thank you, Michael.

Melanie, any new folks ready to comment?

MS. WONG: No new hands as of right now. No new hands.

MR. CHANDLER: Okay. All right. Thanks.

MS. WONG: Oh, I see a hand just went up. Oh, okay. It went back down.

I see a hand just went up. Zennon Crow, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: I'm back. I can't seem -- I was essentially going to submit a lot of the comments that I was making in the chat in an E-mail to the E-mail you guys provided, but I can't seem to actually copy/paste any of the things in the chat. So I was wondering if the chat will be submitted as part of the public comment? Because I guess it still technically counts as giving, you know, input in the public forum. I just was curious if it will be counted in public comment or not.

MS. WONG: Next speaker will be Connie McCurdy.

Connie, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Thank you for taking my call.

I'm opposed to the transit authority putting a subway down San Vicente Boulevard. I live not too far from that in walking distance. And like the previous caller said that it would take away the green spaces that we have along that avenue and also both homes that are in Wilshire to the west are part of the -- they're on the National Register of Historic Places. So it would certainly not be a welcome sight for the rail to be on top of the ground going through San Vicente.

So I would want you to rethink putting it on San Vicente completely and maybe do one of the more busier streets like Pico or Wilshire Boulevard that already have businesses on it and not go through the residential community. Thank you.

MR. CHANDLER: Thank you, Ms. McCurdy.

Melanie, any other folks in the queue?

MS. WONG: That was our last speaker in the queue, Patrick.

MR. CHANDLER: Okay. So what we'll do is we will, like I said, we'll stay here until 1:30, and we will -- for new people that have not had a chance to comment or who just arrived, they will be given the opportunity to speak here. Just going to keep it to new people who will comment, so.

MS. WONG: Next speaker will be Bill Lam.

Bill, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. Thank you for giving me this opportunity to speak. Well, I guess this is my first time here. I just want to comment I'm, like, tending to lean to supporting the San Vicente option going through north West Hollywood. But, one, my question is if one of the alternatives have been -- have been chosen, will there be, like, any impact on the bus routes serving in that area where the Crenshaw line is going to -- going to happen between -- between Crenshaw and Hollywood?

So that's -- that's my question. So thank you.

MR. CHANDLER: Thank you.

Well, we still have about just under 20 minutes, so if there is other new callers, non-repeat callers or attendees who would like to comment, maybe you would like to comment before we shut down at 1:30, please do so.

Looks like there's just a little over ten minutes left, so any new callers, attendees, participants would like to comment or question, please do so. Otherwise, we'll shut down at 1:30.

Well, there's just a little over five minutes left, so we'll be here until 1:30. Any new commenters,

please raise your hand.

Well, we're down to our last minute, so just wanted to thank all those who were able to comment and participate today. Also want to recognize Mayor Horvath of West Hollywood and Mr. Bloom and staff that did attend, Jay Greenstein with Councilman Koretz' office, and any other offices that were able to attend that maybe weren't able to catch you and recognize you for your attendance, but thank you for coming.

Please be sure to E-mail us at CrenshawNorth@Metro.net. Also visit the website: Metro.net/CrenshawNorth. There's a lot of information there for the meetings as well as the story map and other documents and past studies and past meetings and maps and everything you might need there, so. If you also want to call us, the hotline number is there as well. And we thank you for coming out and providing your input and feedback on this project.

And, again, the scoping period for this project for the study will end on May 28th. Started April 15th and will end Friday, May 28th, 2021. Thank you.

We can close it out, Melanie.

(Public Meeting concluded at 1:30 p.m.)

REPORTER'S CERTIFICATION

I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth; that any witnesses in the foregoing proceedings, prior to testifying, were duly sworn; that a record of the proceedings was made by me using machine shorthand, which was thereafter transcribed under my direction; that the foregoing transcript is a true record of the testimony given.

Further, that if the foregoing pertains to the original transcript of a deposition in a federal case, before completion of the proceedings, review of the transcript was not requested.

I further certify I am neither financially interested in the action nor a relative or employee of any attorney or party to this action.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: MAY 13, 2021

Brywn Whatford,
CSR No. 14234

-

-7 57:7

1

1 25:7 28:19 65:21
101 26:10 47:24
10:00 31:23
11:30 47:18
11:35 3:2,5
12 19:24
15 20:18
1:30 5:25 56:15,16 61:15 64:15 67:21

2

2 25:9 28:19
2.24 13:3
2.25 58:21
20 21:22 27:11
2000 34:23
2003 15:8
2008 40:8
2009 15:14
2016 8:7 12:25 15:20 40:8
2018 8:12 15:25
2020 8:15 13:8 16:1 53:20
2021 3:1 4:7
2027 14:22
2028 50:7
2041 13:1 33:12
2043 57:7
2047 13:2 17:25 60:3
2060s 59:21
2070s 59:21
212 38:18
213-316-6105 5:9
213-418-3093 4:6 31:18
217 38:18
23 27:11
26 24:21
28th 4:7
29 3:1

3

3 20:18 28:19
30 24:15
30-minute 5:20
3rd 20:9,24 54:15

4

40 45:15

6

6.6 39:4,12
60 45:15
6:30 31:22
6th 31:21

7

70 45:15
704 39:19
705 38:18
780 38:18

8

8 24:16
85 40:7,8
8:30 31:22
8th 31:22

9

9 31:11
90,000 16:6

A

a.m. 3:2 31:23
AA 16:7
Aaron 47:6 48:21 50:10,12
above-grade 43:19 45:3
above-ground 45:16 54:10
accelerate 13:4
accelerating 17:24
acceleration 15:24 60:3
accepted 4:6
accepting 39:8
access 7:20 8:24 12:18 14:8,10 36:5 37:5 45:1
accessibility 14:1
accessible 37:7
accessing 5:7
accordance 23:1
account 61:5
ACE 26:21
acknowledges 50:19
Act 6:10,14
acting 38:22,24
active 22:11
activities 28:15
activity 12:22 17:10 20:6 22:19
actual 35:8 38:16
Adams 9:7 18:23 24:18 25:3,6
add 30:15 46:21 59:24
added 10:5 25:20 26:7
addition 24:24 49:14
additional 8:25 18:8 19:6,13 20:8 21:12,18 23:18 60:25
additionally 4:8 12:20 65:4
address 5:16 32:14 33:13
addressing 63:3
adjacency 23:11
adjacent 23:3,22 26:3
adjusting 63:12
advanced 8:16 26:17,18,20 53:19
adverse 27:8
advocate 35:23 36:11,22 37:22 40:3 42:22 43:21 44:10 49:8,9
aerial 25:15,16 53:21,25 54:4,11
affordable 58:6 60:11
afternoon 6:5
agency 5:15
agenda 5:19
ahead 4:25 48:10

63:11

aims 13:11

air 28:13,14 36:9 46:22 54:4

airports 50:4

Alan 4:25

aleving 53:10

Alex 5:2 6:3 14:13 26:13

alignment 16:9 25:2,7,9 34:19 40:19 62:20,21

alignments 22:19

all-underground 32:23 48:5

allocate 35:10

allowed 61:25

allowing 12:12

alternative 8:16 9:3,4,10,14,21 10:14 13:8,14 15:25 16:8,25 17:1,2,6,13,14,15, 16 19:11,20 20:1, 3,7,16,21,22 21:11,16,18,20, 24,25 22:2,10,15 23:16 25:24 29:15 34:4,18

alternatively 42:15

alternatives 5:22 6:17,21 8:13,15, 18 9:1,5 10:7,11 15:5,24 16:2,3,5, 14,16,17,19 17:22 18:3,9,11,18,19, 21 19:3,9,16 20:2, 13 21:8 24:24 28:12,23,24 29:14 30:24 34:8 36:1 46:7 53:19 60:17

amazing 37:19 44:24 49:12

American 49:5

amount 32:18 36:9 37:11

amounts 7:22

analysis 8:13,18 15:24 16:3,14,16, 24 17:8 18:9 27:17 28:22 30:11 53:19

analyze 27:4

Andrew 45:22 54:19,20

Angeles 12:14 13:7 36:25 43:23 44:22

angle 43:15

Ann 57:18,19,22

announced 31:12

answering 3:11 31:5

anti-displacement 60:13

apologize 62:18

Appendix 27:12

applaud 48:5 64:4

apply 6:18

approach 32:23 33:5 35:4

approval 10:20 29:22

approved 12:25

approximately 16:6 25:13

April 3:1 30:7

Arbor 23:25

area 7:13 13:17, 19,22 14:2,19,23 17:12 18:3 22:14, 16,24 24:4 32:17, 23 37:6 40:13 45:2,5,19 48:2,11 55:24,25 61:6 65:6

areas 7:21 20:6 22:20,22 27:13 34:16 55:21 56:1 64:22

arrived 67:23

arriving 62:18

aspect 63:16

aspects 10:14

assess 29:14

assessing 27:16

assessment 27:17

Association 53:18

assume 30:8 49:7

assuming 57:6

at-grade 43:17,18 44:7 45:19 53:25 54:3 65:5

at-ground 45:16

attempt 50:21

attendees 5:17

attendees' 5:4

attending 4:16

attract 16:6

August 53:20

authority 67:2

auto 14:10 24:6

avenue 9:11,12, 15,22 18:15 19:11 20:5 25:13,15 65:12 67:6

Aviation 23:25

avoid 27:7 29:18

avoiding 22:21

B

back 11:17 15:8, 14 25:17 28:8 29:21 30:9 32:16 41:3 66:9,13

background 5:14,21

bad 52:12

Barring 65:20

based 8:25 10:5 12:24 16:7 18:8 25:19

basically 34:10, 19 49:25 54:15 56:19

basis 16:7

Bay 12:13 14:11

beams 28:1

beautiful 42:2 44:5

began 15:20

begin 4:14 27:1 32:4 33:24 35:19 36:18 38:12 40:1 41:11 43:9 44:17 46:3,16 47:9 48:23 50:13 51:18 52:22 53:15 54:21 57:1,20 58:17 59:12 61:21 62:16 63:7 64:18 65:18 66:12,24

benefit 42:17

benefits 10:15 27:5

Berger 35:17 36:16 38:9

Beverly 9:24,25 14:20 20:10,24 21:1,3 40:11 42:19 47:12 53:22,25 54:13,14

Beverly/la 19:14 21:2

big 48:6 49:8 54:25 55:2,11 60:4

bigger 39:8 57:25

biggest 7:9 16:21 27:20 36:7

bill 49:5

billion 13:3 39:5, 7,13 58:21

bit 33:18 46:6 61:13

block 41:24

blocking 33:2

Bloom's 56:13

blows 40:18

blue 12:2

Board 10:20 15:21 29:22

boardings 16:7

boring 27:22

bottom 11:24

Boulevard 9:6, 18,24 15:18 18:14,22 19:1 20:4 21:2,7 25:8, 13,17 53:22 54:7 55:8,9 62:23 67:3, 13

Boulevard/405 15:3

boundary 60:12

Bowl 8:21 10:6,7 18:7 19:7,19 20:15 21:10 26:9 36:4 47:16 49:10, 12 51:11 52:9 53:10 66:2

branch 34:3 35:1 39:11 50:18 51:10

branched 47:23

branching 48:1, 4,14,15

Brandon 44:15 46:1 47:6,8 49:1 61:19 62:14 63:5, 6

Brea 9:2,10,12 16:5,8,25 17:2,3, 8,14,16 19:4,10, 11,13,14,17,20 20:1,12,13,19 21:9,25 25:15 34:9,19,24,25 35:1,10 40:17,19, 21 51:23 52:1 55:7 56:2 62:25 65:12

bridge 7:5 25:18

briefly 45:22

bring 15:21 29:21 65:7

broken 17:5

Brooker 57:24

brought 39:12

browse 11:8

build 13:9 18:4 28:9 35:11 39:14 41:3

building 22:23 28:4,23 60:4

buildings 58:5

built 41:1 55:2

built-out 63:20 64:3

bunch 34:11

bus 12:11 14:25 35:7 38:22,23 49:11,17 50:19, 20,25 51:8 61:3

buses 38:19 46:13

busier 67:12

busiest 12:21

businesses 42:17 67:14

busy 50:24 51:1

Buttigieg 49:6

buzz 34:5

Bye 61:7

bypass 40:20

C

California 6:9 7:10 12:23

call 5:8 26:21 36:24 67:1

called 10:22

caller 32:6 33:25 35:20 36:19 38:13 39:12 40:2 41:13 43:10,12 44:18 46:4 47:11 48:25 50:15 51:20 52:24 53:17 54:23 57:2, 4,22 58:18,20 59:14 61:22 62:18 63:9 64:19 65:20 66:13 67:1,5

caller's 44:4

callers 56:15 57:12 59:7 61:8,9

calling 37:22

cameras 5:4

Campus 21:3

capacities 26:3

capacity 7:14 13:24 39:17

capture 29:4 61:2

care 59:1

Carliss 51:16 52:20 53:13,17

cars 28:5 37:4,8 52:11

Carthay 57:23

case 15:22

catastrophe 45:13

catch 33:6,7

categories 27:10

CBS 16:22 20:10, 24

Cedars 41:17

Cedars-sinai 9:24 16:23 21:3 24:14,18 33:16 40:12 47:2 54:13

celebrations 54:8

cell 5:13

center 9:9,24,25 10:2 16:23 18:25 21:3,5 35:22 40:12 54:13

centers 7:9 12:22 16:21 17:11 18:2 20:6 22:12,20 34:14,15 35:8 37:3

central 7:11 12:14 14:2 20:12

CEQA 6:11,14 26:16 27:12,14 59:1

cetera 30:21

challenged 60:24

chance 31:3,8 60:2 65:10 67:22

CHANDLER 3:5 5:2 7:5,18 8:18 10:5,17 11:1,10 29:9 32:7 38:4 45:21 56:12 57:11 59:6 61:8,11 62:8 64:11,13 66:3,7 67:16,20

change 65:10

changing 52:16

chat 3:22 45:14 56:18 59:16 61:23,24 66:15,17

children's 37:15

chunk 57:25

Cienega 16:4 21:2,12,15 34:16 35:3,14 49:16,18 51:25 54:12,14 62:22

Circle 57:23

circles 34:6

city 13:5,6 16:22 20:10,25 36:20,23 37:1,10 40:11 45:1,24 52:16 55:22,25

city's 37:6

clarification 53:24 62:3

class 40:10

clear 27:13

clearance 6:9 26:15,23 27:4

click 4:22

climate 56:7 65:10

close 27:24 35:21

closing 12:9 13:13

coalition 60:4

code 5:10 31:7

collected 17:20

column 24:5,7,12

columns 24:4

combination 56:1

combinations 32:10

combine 18:3

comment 4:2 5:5, 13 11:12 31:15 50:16 61:14 62:1 63:11 66:4,18,21 67:22,25

commented 64:14

commenters 50:18

comments 3:8, 12,23,25 4:6 5:16 6:1 8:19 11:1,7,10 17:18,21 29:24,25 30:1,3,10 31:1,5, 9,10,15,17,25 40:25 44:4 52:15 56:15 57:24 59:16 63:18 66:14

commercial 64:21,24

commission 40:4

commissioned 39:6

commitment 15:21

common 22:17

communities 65:2

community 5:15 7:1 10:15,17 25:19 29:11 30:5, 6 34:2 38:17 42:4 43:3 44:1,8,25 67:15

commute 60:22

compared 16:25

comparison 42:14

comparisons 24:3

competing 50:22

competition 59:23

competitive 22:13

complete 45:13

completed 8:15 15:25 57:8

completely 39:1 40:18 41:23 42:10,16 45:4 59:19 67:12

completion 36:12 39:15

concentration 13:18

conceptual 26:17,18,20

concern 6:23 36:7

concerned 30:23 54:3 58:1

concerns 3:17 8:23 11:4 34:2 38:14 53:24

concrete 28:2,9, 17

conduct 5:10 31:7,20

conducting 11:6 13:7

configuration 18:13 25:25 54:4, 11

congested 13:14, 16,18

congestion 17:10 26:2

connect 7:19 14:23 19:5,12,14 20:8 49:25 52:2

connecting 7:20 9:11,15,19 11:20

connection 7:8 22:4,6 35:6 39:20

connections 8:20 9:9 12:15 34:13

connector 12:1

Connie 66:22,23

consensus 55:17

considerable 18:5

consideration 30:25

considerations 28:13,21

considered 51:5

consistent 6:9

constituent 47:12

constrained 13:22 22:25

constraints 15:12

construct 28:18

constructed 14:7 23:23

construction 3:17 11:4,20 12:25 26:25 27:6, 8,16,18,19 28:11, 14 29:16 36:12 48:14 55:6 63:10, 15 64:2

construction-wise 48:9

consultants 5:17

context 19:25

continue 18:24 20:11 21:7 28:17 51:23

continued 37:22

conversational 5:18

convert 60:23

convincing 60:23
coordination 13:6
copy/paste 66:16
core 9:7
Corentin 41:9 43:7 44:14,16
correctly 40:15
corridor 15:1,4 21:19 64:24
corridors 39:18
cost 28:24 29:6 42:13,14 57:5 58:23 63:17
cost-effective 16:9 22:23
costs 10:15 28:22 56:9 63:2
council 36:20 41:15 45:23
Councilman 38:5
counted 66:21
counts 66:19
county 7:12 12:12,25 14:3,9 24:4 37:10 60:9
couple 12:6 47:1 61:16 62:1
coupled 13:23
covered 51:4
crazy 45:9
create 7:7,20 42:5 44:25 45:10,19 48:3
created 39:7 65:2
creating 39:11 55:13
Crenshaw 3:7 7:5,7,17 8:4 9:6,7 10:25 11:18 18:21,22 24:13 25:8 43:16 65:20
Crenshaw/ adams 18:23 25:5
Crenshaw/expo 18:22 19:23
Crenshaw/lax 8:2 11:19 12:18 15:8,14,20 23:24
Crenshawnorth @metro.net 4:5 62:9
Crenshawnorth @metro.net. 31:19 62:12
crisis 58:6
criteria 23:2
critical 37:13 47:16 52:4,11
critically 48:1,2 52:6
cross 28:1 53:3
Crossing 18:15, 25 19:9 20:4 25:6, 16,22 43:19
crossings 26:5
Crow 32:2 33:21 61:18 66:10
crucial 29:2 42:11 47:19
cultivate 14:4
curious 48:10 63:15 64:1,6 66:20
current 15:7,19 17:22 23:22,23 27:3 35:9
curvature 22:16
curve 23:10,13 62:21
curves 22:15 23:1,6
cut 54:1 64:21 65:1

D

daily 16:7
Dan 36:16 38:10 39:23,25 40:2
dashed 12:4
date 17:18,25
dated 53:20
David 59:11,14
day 24:17,20 40:14 44:23 50:25 58:3
deal 12:23 27:23
dealing 52:15
debating 55:18
decide 58:23
deck 28:2,4
decking 28:5,9,17
defeats 46:14
delay 23:5,13
delivery 13:7
demand 13:23
dense 32:17 48:13
densest 12:22
density 20:7 48:13 58:5
Deputy 6:3
describe 6:18
design 10:2 16:23 21:5 23:2 24:25 25:20 26:22,25 30:24 35:22
desire 18:3
destination 10:9 51:3
destinations 3:15 7:10 8:20 11:2 13:19 18:2 21:17,18 24:5 40:23 61:6
destroy 42:2 45:11,12 65:5
destroying 65:4
detailed 28:22
detriment 42:24
develops 10:18
dial 31:11
Diaz 65:16
difference 19:8 34:23 40:16
difficult 48:10 62:20 63:19
difficulty 48:2
digs 57:25
direct 16:10 19:12 25:9 34:13
directly 7:13 12:10 14:22 16:20 22:19 23:3 38:24
director 49:7
Directors 10:20
disabled 3:23
disadvantage 33:5
disappointed 38:21
disappointment 46:6
discussed 59:19 60:15
discussion 60:16
distance 16:15 17:5 60:23 67:4
district 10:2 21:6 60:10

divides 44:8
documenting 29:11 31:4
dollars 13:3 39:5, 7,13 58:21
door 38:25
doors 54:2
Dorsey 61:19 62:14
double 17:4 58:22
dozens 7:16
draft 3:14 4:10 6:18 23:21 26:17, 19 29:20
dramatically 57:9
drive 60:23
drop 57:9
dropped 61:12,24
drove 58:3
due 13:18,22 15:12 23:13 25:25
Dylan 50:11 51:15,17

E

E-MAIL 4:4 11:11 29:12 30:21 31:24 62:4,8,12 66:15
E-MAILING 31:18
earlier 33:12 39:11 57:8
early 13:7 30:8
easier 7:15 22:4 36:6 63:1
easily 37:10,20
east 9:18 10:3 16:4 18:16 21:7 23:8 25:13 36:21
east/west 11:24 12:4 39:17,20
eastern 19:4
easy 27:23 52:15
echo 44:4 50:17 51:21 52:5,8
effects 65:25
efficient 39:15
efforts 8:10 13:4 15:7
EI 27:10
EIFD 58:10
EIR 3:14 4:10 5:23 6:18 15:15 18:11 23:21 26:11 27:3, 17 28:10,21 29:8, 10,20
elaborate 63:10, 25
elected 4:15
eliminate 29:18
eliminated 15:13
embarking 10:21
emphasize 18:18
employees 49:20
employment 7:9 12:22
empty 54:15
enabling 39:15
encourage 3:11 30:19
end 3:9 11:15 21:24,25 22:1 26:6 28:8 29:20 30:7 37:17 56:4 65:7
end-to-end 20:17
endeavors 56:9
endure 36:10
engineer 63:24
engineering 26:18,21,22,25 62:25
enjoy 11:16
ensure 5:10
enthusiastically 40:6
entire 7:12 12:18 37:7 39:1 42:12, 15 44:1,11
entrance 33:7 50:1
environment 14:5 37:14 42:5 63:20 64:3
environmental 5:23 6:8,10,13,22 10:12,19,24 18:11 26:15,17,19,23 27:3 30:4,22 36:7 37:9 45:8 59:1
epic 44:6
equidistant 55:7
equitable 5:10
Erickson 33:22 35:17 36:15,20
escalator 50:2
essential 65:9
essentially 55:8, 12 60:22 66:14
established 54:1
estimates 28:23 60:17
estimation 39:5
European 44:23
evaluate 28:10
event 41:4
eventually 66:2
everyone's 5:12
exact 20:21
excavate 27:25
excavation 27:21
excellent 33:9
exception 18:14
excited 47:13 49:1
excitement 47:14
exciting 48:8
excluded 46:20
execute 63:1
executed 64:2
executive 53:20
exist 38:22
existing 16:14 17:9 24:8 26:2 50:20 51:7
exists 39:18
expanding 7:13 40:11
expansion 37:23
expect 32:15,16 60:19
expensive 32:12 48:7 55:23
experience 23:6 43:16
experts 35:25
exploratory 8:10
explore 23:21
explored 13:5 15:9 16:3
Expo 11:20 12:2,3 15:13 19:22 34:13 43:15 60:25
express 46:6
extend 11:19 15:9 16:16 18:21 26:7
extending 18:6
extension 3:7

7:7,17 8:5 10:25 11:18 14:20 15:15,16,19 18:13 19:18 20:14 21:10 24:13 36:4 65:11, 21

extensions 46:19

extent 62:19

extra 40:16 47:4

extremely 13:17

F

fabulous 32:11

faces 41:23

facilitate 35:6

facility 23:17,22

facing 41:25

fact 12:17

factors 26:1

fair 5:10

Fairfax 9:3,14,22 16:5,18,25 17:4,6, 12 20:3,5,9,22,24 21:18,24 33:6 40:17,23 43:20 62:25

Fairfax/san 9:3, 21 16:19 17:15 20:20 21:16,20 22:10

fairness 44:25

fall 8:15 30:9

familiar 11:23

family 36:5

Farmers 16:22

farther 15:10

fascinating 48:1

fast 13:14 22:12, 21 39:14 43:13 49:18

faster 39:16 46:12,15

fastest 16:9 46:12

feasibility 8:13 10:15 27:6 29:2

feature 31:11,16

federal 6:11 26:23,24 29:3 56:6 58:25 59:2 60:8

feedback 8:25 18:8 22:3 25:19 29:13 30:20 31:3

feel 46:11,17,20 51:6 55:1 59:25 61:22 64:20

feeling 46:10

feet 28:1 54:2

Fenn 59:11,14

Fernando 12:15 14:11 15:2

fight 42:20

figure 49:22

fill 7:18 8:3 58:9

final 26:25 53:20

finally 20:20 24:12 26:6 36:7 60:16

financial 57:5

financing 60:10

find 44:10

finish 5:25 33:17

finished 8:12 57:7

fits 14:17

focus 34:3

folks 52:16 66:4 67:17

follow 4:23 5:6,11 20:3,21 25:9 56:23

forever 61:23

formal 10:13 11:6, 10

format 5:12

forum 31:6 62:9, 19 66:20

forward 4:24 6:24 30:4 37:23 41:4 43:3 50:6 64:7

found 27:12

fourth 24:7

freeway 7:22 15:3 26:10

frequently 37:18

Friday 4:6

front 38:25 54:2

full 23:19 27:17 29:14

fully 25:20 63:20

function 3:22

funded 8:5

funding 6:11 8:10 15:12,23 28:21 29:1,4 35:9,11 56:6 58:10,25 59:2 60:8,11

funds 13:8 26:24 43:18,24 44:11 58:1 60:4,7

future 8:9 9:11,15 12:17 24:8 30:5, 16 37:14,15,16 59:2 65:25

G

gap 8:3 12:9 13:13 58:10

gathering 29:11

general 14:19 32:23 55:17

generally 27:19, 24 54:25 55:19

generate 22:22

generating 34:5

gentrification 58:1,13

geographic 22:24

Gera 50:11 51:15

gimbies 41:2

give 5:23 7:25 28:16 29:23 31:8

giving 66:19

globe 4:22 22:17

goals 5:21

good 6:5 11:3 12:23 35:6 45:16 49:22 51:4 53:8

grade 25:12 26:4 41:20,22 42:9,18, 19,24 45:7 53:21 54:11 55:11,14

great 23:6 32:8 33:20 43:12 44:24 51:12 57:4

greater 55:25 58:22

greatly 13:22 14:8 23:5

green 11:24,25 65:5,7,23,24 67:5

Greenstein 38:5

grew 44:23

grievance 46:22

ground 22:18 32:24 37:24 67:10

Grove 9:18,23 16:22 20:10,24 24:22 40:11 41:17 63:22

growth 14:6

guess 58:8 66:19
guidelines 27:12
guys 33:25 34:4, 22 41:14 42:24 52:14 66:15

H

half 16:12 18:2 19:21 22:16 24:23 54:1
half-cent 8:6
half-mile 16:15
Halloween 54:8
Hancock 19:15
hand 31:10 57:16 59:9 64:12 66:8, 10
hands 61:16 66:5, 6
hang 56:16
happen 49:8
hardest 7:11
hauling 28:12
head 21:4
heads 9:17
hear 6:20 10:23 11:7 30:19 32:6 34:1 43:10 44:18 48:10,13 57:2 58:18
heard 6:10 17:23, 25 18:5 25:19 30:10 40:15 41:16
hearing 43:2 64:7
heart 7:8 18:25
heaviest 12:11
heavily 22:25
heavy 15:16 17:10 26:1 52:1 60:21
heavy-rail 63:13
hefty 48:3
helped 11:13
helpful 48:16
Henry 32:1,3
Herman 54:19
Hey 6:5 38:13
high 7:14 13:22 20:7 39:17
high-speed 49:17
highbred 9:4
higher 32:17 63:2
Highland 9:12 26:8,9 35:12,13 37:19 52:3 63:12
highways 65:1
Hills 14:20 42:19 47:12
Historic 67:8
historically 7:21
history 5:21 15:6 47:21
hit 34:14 43:14
hole 39:8 57:25
Hollywood 8:21 10:6,7 11:22 12:14 13:6 15:11, 17 16:10,16 18:7 19:5,7,12,19 20:12,15 21:10,13 23:8,11,20 24:14 26:8,9 34:15 35:3, 12,21 36:4,21,24 37:6,11,19,25 40:3,7,12 45:24 46:20 47:2,16 49:9,12 51:1,2,11, 24 52:2,9,25 53:9, 18 54:6 60:6 63:12 66:1,2
Hollywood's 10:1 21:5
Hollywood/ highland 9:13,19 10:4 12:7 18:6 19:5,18,23 20:14, 18 21:9,23 35:2 37:18 49:10 51:24
Hollywood/ pasadena 14:25
Hollywood/ western 23:9
home 37:18,20
homes 67:6
hope 29:20 56:8 61:4
hoping 49:8
Horvath 45:23
hospital 14:22
hotels 40:12
hotline 4:5 5:9 29:13 31:17
hour 24:15,19,21, 23 61:14
house 41:19,23, 25
housekeeping 4:19 5:3
houses 42:8
housing 58:6,9 60:11
huge 42:24 43:22 50:22
hybrid 12:6 20:20 21:16 32:9 34:9, 10,24 35:11,23 36:12,13,22 37:2 39:4 40:18,24 41:16 46:9 49:2 50:21 51:6 53:1, 21 56:2 60:2

I

I-10 7:21
icon 4:22
idea 28:16 34:7 45:16 47:25 48:14 49:22 53:9 57:24
ideal 33:4 56:3
identified 8:3,14 26:24
identifies 6:13
identify 13:8 28:10 29:21
illuminated 63:19
immediately 5:6 25:11
impact 10:24 26:17 33:1 43:22, 23 54:3
impacts 3:20 4:12 10:15 11:5 27:5,8, 16,18,20 28:6 29:15,17,19
important 3:13, 15,16 7:8 11:2 21:15 39:21 41:18 42:11 48:2 51:3 52:6 53:5
impossible 23:12
improve 7:16 10:8 13:25 14:8 37:4,8 38:23 50:21 51:8
improvement 37:13
inaccessible 38:25
include 3:14 5:21 11:1 19:16 24:11 27:17 28:22 29:3 30:22 39:11 46:8, 18 58:23,25 60:11,12
included 8:5,19 25:12
includes 21:11

including 6:20 7:17 8:21 10:14 12:19 13:12 14:19 16:21 18:3 21:14 25:21 26:1,23 27:6 28:12 29:16 30:5,25
incorporate 24:9
incorporates 54:6
incredible 42:7
incredibly 41:18, 21 42:20
indiscernible 28:18
inequities 65:2
infamously 52:12
information 7:6 11:8 30:4,12,13, 15 62:11
infrastructure 37:5 56:6 60:10
initial 3:10 8:13 15:24 16:2 28:23
input 10:5,18 11:1,12 25:1 29:11 62:7 66:20
interesting 47:25 48:4
interim 19:13
interpretation 4:21
interpreter 5:1
intersection 18:23 25:14 27:24
intersections 23:25 26:4
intrigued 57:23
introduce 4:15
introduced 22:2
investment 7:22 37:14
issues 5:7 6:22 30:23
items 4:19

J

James 57:16 58:15,16
jammed 46:8,23
Jay 38:5
job 14:6 16:21 17:11 18:2 20:7 34:14 35:8 37:3
jobs 13:18 14:8 16:14,18,20,24 17:1,3,7 40:10 49:5 52:15
John 33:22 35:17 36:15,17,19
Johnathan 32:2 33:22 35:16,18
join 61:13
joining 3:6 4:17 6:6 38:6
Josh 56:13
jump 38:4
jumping 47:14

K

Kaplan 44:15 46:1 47:6 61:19 62:14 63:5
key 3:14 7:18 30:22
kicks 57:25
kind 14:4 28:16 34:10 44:3 46:8,9, 21,23 55:7,18 56:19,23
kinds 33:3
Koenig 45:22
Koretz' 38:5
Kurpies 56:13

L

La 7:8,11 9:2,10 12:13,25 14:11 16:4,5,8,25 17:2, 3,8,13,16 19:11, 20 20:1,12,19 21:15,25 23:19 25:14 34:9,16,19, 24,25 35:1,3,10, 13 40:17,19,21 49:16,18 51:20, 23,25 52:1 54:12, 14 55:7 56:2 60:9 62:22,25 65:12
lack 45:9
Lance 48:21 50:11 56:25
land 26:3
language 4:23
large 55:1
largely 17:17
larger 53:5
lastly 52:13
late 46:21 62:19
latest 7:6,25
laud 48:5
LAX 8:4 12:1,13 15:4 23:19,25 24:22 37:11 49:13 65:20
learned 47:21
leave 28:5 29:24 46:9
left 46:10
leg 64:22
Leimert 24:20
Leslie 51:16 52:20 53:13,14,17
lessen 27:7
letting 64:7
level 8:22 29:18 45:12 56:7
levels 28:14
Leydis 41:9 43:7 44:14
Leyv 43:7 44:15 46:1
life 54:5
light 23:18 58:8
light-rail 63:14
limit 31:1
limitations 60:18
limited 13:23 14:10 26:2
lined 57:16
lines 12:11 22:9, 24 34:8,18 39:11 41:17 46:8,18 48:1,4,15 50:18 55:20 60:20 65:1
link 9:12 10:3 12:10 15:2 22:19 25:5 51:24 65:24
list 27:10 30:16
listed 27:11
listen 4:23
listening 31:4 41:1 43:2 62:10
literally 43:13
live 32:23 33:8 35:21 36:21 38:17 53:6 57:22 60:1 65:3 67:3
lives 7:6 41:24
living 33:11 40:3 45:2 46:19
Lizzy 38:10 39:23 41:8,10

local 29:4 60:3
located 23:3,24
locations 18:19 30:25
logistics 3:21
long 36:8 55:3,11 60:23
long-distance 60:22
longer 17:5 20:1, 19 21:23,25 55:22
looked 16:14
loop 55:21
loops 56:3
Los 12:14 13:6 36:25 43:23 44:22
lot 34:5 43:2 47:21 50:5 52:11 53:3 60:14 66:14
love 36:3 37:17 42:3 48:13 51:9 53:9
lower 55:8
Lozano 56:13
lunch 61:14
luxury 58:5,9

M

machine 27:22
made 7:1
mail 11:11 29:12 30:21 31:24
maintain 5:18
maintaining 22:21
maintenance 23:17
major 6:15 10:8 13:19 17:11 18:1 20:6 22:11,19 24:3 25:8 26:1,4 37:3 39:18 40:22 64:20
make 7:15 8:10 11:3 32:20 37:5 41:22 43:22 44:11
makes 3:16 54:11
making 39:1 43:25 66:15
Manager 6:3
Manler 38:10 39:24 41:8
manner 22:23
map 11:23 14:16 16:2 18:10 19:25 22:11 25:1,4 28:15 56:19,20,23
Marilouise 64:16
market 16:22 58:4
Marketing 6:25
Martin 6:3,5 7:15 8:2,12 9:5,14 10:11,21 11:16 26:13
mass 22:17
massive 64:5
masters 55:18
maximize 14:5
Mayor 45:23
Mccurdy 66:22 67:16
meaning 4:3 62:21
means 43:25
measure 8:6,8 12:24 13:3 14:18 15:21 17:25 24:10 28:25 39:13 40:7, 8 58:21 59:20
measures 29:17 36:11 60:13
mechanism 60:13
mechanisms 29:4
median 25:12 42:3,4,5
Medical 9:24 16:23 21:3
meet 34:11
meeting 3:6,23, 24 4:3 5:4,8,12 6:15 30:15 41:15 50:15 54:24
meetings 4:9,10, 21 11:7 17:19 29:12 30:5,8,13, 16,17 31:21 38:15 46:5 56:21
Mehmet 35:17 36:16 38:9,11 57:24
Melanie 38:4 57:13 59:7 61:8 66:4 67:17
Melrose 54:7
member 36:20 40:3 45:23
members 5:15 38:17
mentioned 19:20 26:14 45:14 46:18 55:13
mere 54:2
metro 5:15,16 6:25 7:15 8:3,9, 12,15 9:11,13,15, 19 10:3,13,18,20, 23 12:5,16,18,19 19:6 20:9 23:7 28:19 29:21 30:11 35:25 37:21,23 38:16,22 40:4,9 41:2,5 42:1,6 43:3 44:21,23 46:5 49:2,11,16 51:9 52:3,7,14 54:25 55:17 56:1,8 58:11 60:7 61:4 62:20 63:19
Metro's 5:6 7:12, 19 12:11 15:21 23:2 53:19 60:18, 21 61:2 62:5,6
Metro.net/ crenshawnorth 4:4 56:21
mic 31:13 32:4 33:24 35:19 36:18 38:12 39:25 41:11 43:9 44:17 46:3 47:9 48:23 50:13 51:18 52:22 53:15 54:21 56:25 57:19,20 58:16,17 59:12 61:21 62:16 63:7 64:17 65:18 66:11,12,24
Michael 65:16,17 66:3
microphones 5:5
Mid-city 12:13 15:17 16:10 19:1, 12 20:5 25:3,7 40:7
Mid-city's 20:4
Mid-town 25:6
midday 61:1
Midtown 9:8 18:15,24 19:9 20:4 25:16,21 43:19
Mike 46:1 47:6 48:20,22,25
mile 14:23 17:7 20:5 22:8 24:22
miles 16:12 19:22 20:17 21:21
million 10:9
minimizing 23:5
minimum 16:11 19:21 20:16 21:21

minutes 14:15 19:24 20:18,19 21:22,23,25 24:15,16,19,21 31:2,14 32:5 40:1, 16,18 41:12 44:17 46:3 47:10 48:24 50:14 51:19 52:23 53:16 54:22 57:1, 21 59:13 62:17 63:8 64:18 65:19 66:12,25

Miracle 14:23 20:5 24:22

misses 51:7

mistake 55:11

mitigation 29:17

mitigations 3:20 4:13 10:16 27:7

mobility 13:25 14:8

mode 46:15

model 61:5

modeling 60:18, 21

modifying 59:3

moment 4:14

money 39:8 42:13 46:15 49:4 57:25

Monica 9:18 21:7 35:2,12,13 39:20 47:22 50:24 53:22 54:1,7 62:23

Monica/fairfax 20:11 21:8

Monica/la 19:4, 10,17 20:13 21:9, 12

Monica/san 21:4

Moosavi 6:4 7:9, 23 8:8,25 9:10,21 11:6 14:13,16

Morgan 32:2 64:16

morning 4:16

move 4:24

mover 50:3

moving 22:5 50:3 51:20

multiple 13:11 22:23 55:20,21

Museum 9:16,23 20:23

muted 5:5

Mylones 39:24 41:9 43:6

N

National 6:13 67:8

needed 23:18

negative 33:1

neighborhood 8:23 19:15 33:1 42:3,18,23 43:4 53:6,8 54:1,5 55:15

neighborhoods 40:21 49:3

NEPA 6:13,14 26:16 58:24 59:4

NEPA-RELATED 59:1

network 7:13,19 12:10 13:13 14:18 24:8 38:23 39:2, 15,16 50:20,23 51:8

Nextgen 38:23 61:2

nice 41:2

night 40:14 47:18

nightlife 10:2

nightmare 45:20

noise 5:14 28:14 42:7 54:4

non-geo-technical 62:24

noon 31:23

normal 27:13

north 9:6,8,17,22, 25 11:20 14:24 15:11,13 18:6,20, 21,24 19:3,11,18 20:5,11,22 21:4 25:11 26:7 34:12, 21

north/south 7:8 12:9 35:5 38:19 39:15 50:23

northeast 23:24

northern 3:7 7:7, 17 8:5 10:25 11:18 15:19 22:16 24:13 26:6,8 65:21

Norwalk 66:1

note 3:22 5:3 21:16

noted 11:17 25:23

notice 23:10,12

notify 30:14

number 16:18 17:1,3,21 59:21

numbers 57:5,6,9 61:12

O

objectives 5:22 6:16 13:11,12

occupational 34:15

October 51:21

off-peak 61:1

offering 22:12

office 38:6 45:23 56:14

offices 4:15

official 62:6

officials' 4:15

Okazake 57:16 58:15

Olympics 50:8

one's 49:14

one-seat 12:12

online 11:8 34:5

open 12:5 13:1 14:20 24:10 37:1 43:17 44:5,8 56:14

opening 17:24 33:14 48:16

openings 48:15

operate 23:19 35:8

operation 29:16

opinion 52:7

opportunities 14:9 15:9,23 17:19

opportunity 5:13 7:20 47:12 67:23

opposed 67:2

option 22:13 25:7, 9,12,20 26:7 34:9, 10,24 35:1,10,11, 23 39:11,17 46:11 47:19 48:6 50:4, 21 51:7,22 59:18 63:14

optional 10:6 19:6,18 20:14 21:10,11

options 3:12 6:21,22 10:8 17:22 24:25 25:2, 5,24 30:24 34:10 36:2 46:19 51:10

58:23 62:21 63:1
oral 3:25 31:10
order 31:9
original 16:13
origins 24:5
overlooked 52:10
overview 5:23 6:16
overwhelmingly 36:25
owner 55:4
owners 42:23

P

p.m. 31:22
Pacific 10:2 16:23 21:5 35:22
paired 39:16
pans 51:10
park 19:15 24:20 42:4 49:10 53:7 54:9
park-staved 65:6
parks 53:7
part 16:13 32:14 45:1 50:19 51:3,7 52:10 58:5 66:18 67:7
partially 32:24
participants 5:11
participate 31:3 60:9
partnerships 29:5
parts 7:19 59:21, 23
partway 55:5
passage 15:20
passed 8:6
past 15:6 38:15 39:13
path 48:10
paths 33:2
Patrick 6:5 29:7 56:11 61:25 67:19
pay 32:16,18 33:18
PDC 54:15
peak 24:2,6
peak-hour 60:22
peak-period 24:7
pedestrian 8:21
people 7:19 34:20,23 36:23,24 37:3,5 38:3 40:14 41:3 42:3 46:10, 18,19 49:19,23 50:3 52:16 55:12 60:23 61:12 64:14 67:22,24
percent 40:7,8
Perfect 11:16 12:8 26:13
period 3:10,25 5:5 11:12 24:2,6 30:2
periodic 30:5
personally 46:11
perspective 62:25
Pete 49:6
phase 7:23 26:15 27:4 65:21
phased 33:14 48:15,16
phases 65:22
phone 11:11 31:11,12,14,24
phones 5:13
phonetic 41:3 53:10
physically 63:20
pick 4:23 40:23
Pico 19:2 42:16 67:13
Pico/rimpau 9:9 18:25
pill 39:9
pink 12:6
pipeline 52:7
place 24:14 28:5 45:6 54:8
placement 63:21
places 7:20 16:21 47:1 63:23 67:8
plan 7:15 53:11 58:5
planning 7:5,24 8:2,9 15:8 58:12
played 7:4
pleading 64:24
plummet 41:23
point 6:14 26:16 32:21 39:1,3 47:20 60:6
pointed 64:22
pointing 12:7
points 10:17 24:3 43:14
poisoned 39:9
Policy 6:14
politics 59:20
pollution 36:9 42:7 45:10,11
population 14:6 20:7
portion 17:11 43:19
possibilities 55:19 56:6
possibility 45:7
possibly 21:14
post 4:8 30:12,17
posted 56:19
potential 3:20 4:12 8:14 9:2 14:5 15:16,23 17:9 18:13 19:17 21:11 23:3,21 26:8 27:5, 7 29:1,5 30:25 38:17 58:4 60:7,9
potentially 13:9 22:11 55:22
precluding 34:7
preference 30:24
preferences 8:19 18:1
prepare 10:24 30:2
preparing 7:23 34:1
presentation 3:9 4:1,24 5:6,8,20,25 6:4 32:15 38:14, 15,21 40:5 41:14, 16 44:20 54:24 55:16 56:20
presenting 44:19
preservation 8:23
preserving 44:1
president 49:5 53:17
presume 58:24
pretty 12:23 13:16 27:23 43:13 48:5
prevent 53:4
previous 17:20 22:6 28:24 43:13 44:4 51:22 55:12 67:4

previously 25:11
price 48:3
Pride 54:7
primarily 15:3 25:7
primary 19:8
problem 33:8,10 59:25
problems 60:14
proceed 20:12
proceeding 30:11
process 3:14 5:11,24 6:9,18 10:12,13,18,22 18:11 26:12 27:3 29:8,10,20 30:4 38:23
processes 28:11
project 3:7,12,20 4:3,4,5,9,12,21 5:20,21,24 6:2,3, 12,17,19,20 7:18, 24 8:3,5,8,14 9:2 10:20 11:8,13,18 12:10,17,21 13:1, 4,7,9,11 14:1,2,7, 8,17,22,25 15:6, 14,22,23 17:9,18, 24 18:1,3,9 22:3, 16 23:16 24:4,9, 11,13 25:23 26:6, 12,15,21,24 27:4, 8,18 28:22 29:2,6, 13 30:12,18 31:17,25 36:8 40:5,6 42:15 43:22 45:18 46:20 48:2 52:7,10 55:23 64:1
projects 3:17 7:16 14:18 22:24 24:10 29:21 46:24 47:2 55:1 59:22
prompt 56:25 57:19 58:16 59:11 61:20 62:15 64:17
prompted 31:13 32:3 33:23 35:18 36:17 38:11 39:25 41:10 43:8 44:16 46:2 47:8 48:22 50:12 51:17 52:21 53:14 54:20 63:6 65:17 66:11,23
properties 27:23
property 41:22 42:23 45:12 55:4
proponent 54:25
proposal 44:20
proposals 3:12
proposed 9:6,8, 17,22 10:1,19 28:12 29:21 36:1
proposing 49:6
provide 6:1,16 7:6 12:21 13:13 30:5,20 31:3 61:14 62:11
provided 66:16
providing 28:25
public 3:6 7:16 8:19,25 10:5 17:19 18:8 22:3 31:9 32:6 33:25 35:20 36:19,25 37:4 38:13 40:2 41:13 43:10,12 44:18 46:4 47:11 48:25 50:15 51:20 52:24 53:17 54:23 57:2,4,22 58:18, 20 59:14 61:22 62:18 63:9 64:19 65:20 66:13,18, 20,21 67:1
public/private 29:5
purple 11:21 12:4, 5 14:19,23 15:10, 18 19:14 20:9 22:5 28:19 33:15 35:3 48:12
purpose 46:15
put 28:1,2 43:24 45:7 49:25 50:2 51:11
putting 42:6 43:24 67:2,11

Q

Q&a 31:16
QA 32:25
quadruple 17:3
qualities 37:9
quality 6:10 28:14 54:4,5
quarters 64:21
question 33:13 57:4,10 61:24 62:19
questions 3:11, 19 4:11 11:14 31:5 32:13 62:2
queue 57:12 59:8 61:8,10 64:10 67:17,18
quick 4:19 7:25 13:15 35:5 50:23
quickly 36:13 49:13
quote 63:19

R

radii 23:2
rail 7:5,12 12:11, 18,19 15:16 23:2, 18 38:24 40:9 41:5 42:1,6 44:8 45:17,19 46:12 49:2,8 52:2 58:8 61:4 65:1 67:9
Rainbow 21:6
raise 31:10 39:7
raised 59:9 62:2
Raman's 45:23
ran 47:24
rapid 14:25
rate 58:4
reach 41:17 47:2 62:4
reacting 59:15
read 49:16
ready 66:4
real 13:15
realistic 59:25
reality 60:19
realize 32:11
reasons 55:12
recap 7:25
receive 30:1
received 17:18 22:3
recognize 38:5 45:22 56:12
recognizing 46:24
recommend 10:19
reconcile 50:22
recorded 4:10 5:4
recordings 4:8 30:17
recreation 56:20
Red 11:22 12:16 19:6 23:7 34:13
reduce 29:17
reduced 24:15,18
refine 29:14 61:4
refined 9:1 18:9

reflected 17:17
reflects 17:10
region 14:3 16:21 37:2,7,13 38:1 51:4 59:22
regional 10:8 12:9 13:13 22:13 50:19 59:20
Register 67:8
regulated 10:13
related 15:7
relations 7:1
relative 8:22
released 3:18 4:11
reliable 13:14 22:12
Remember 65:1
reminder 3:8 31:7
removing 53:7
renderings 28:15
replace 44:7
report 10:19,24 26:17,19 30:2 39:6 53:20
reports 30:13
representation 63:3
representatives 5:15
require 23:17
required 22:7
Residence 53:18
resident 35:20 55:4
residential 42:17, 18 45:5,19 54:2 64:21 67:14
residents 13:18 14:9,10 16:15,18, 20,24 17:7 36:23
resources 22:25 27:13
respect 5:12,16
respond 61:25
rest 25:23 33:17 37:2
restaurants 40:13
restrain 47:13
result 22:2
rethink 67:11
review 10:13 46:17
Richard 56:13
ride 12:12 23:7,8 40:16,17
riders 12:18 22:4, 7,13 23:5 32:20 38:16,18
ridership 16:6 17:9,12,14 22:20, 22 32:15,17 34:21 40:23 60:16
risk 62:20
road 52:11
roadway 26:2
roadways 13:15 25:8
Roger 6:3 11:17 14:16 26:11 29:9
roughly 15:15 17:13
Roussey 51:16 52:19
route 16:10 19:12 20:21 25:5,10 32:9 36:22 37:2, 12 45:3,5 49:2 53:25 58:3
routes 8:14,17,19 9:2 18:10 28:12 32:19 57:6
Row 9:16,23 20:23
Rubin 57:18,22
rules 5:12
run 25:7,24 42:15, 19,24 64:21 65:11
rundown 29:23
running 33:16 56:4 66:1
runs 53:21
runway 13:23
rush 24:15
rush-hour 24:6
Russian 4:20

S

sacrifice 46:25
sadly 63:24
safety 8:22
sales 8:6
Samuel 43:7 44:15 46:1,2
San 9:25 12:15 14:11 15:2 16:4 17:2,6 18:14 19:1 20:3 21:15,19 25:12,14 33:3,7 41:23 42:8,25 44:5 45:2 47:23 53:2,21 54:2,6,9 55:8,9,10,14 62:22 64:23 65:4, 12,13 67:3,10,11
Santa 9:18 19:4, 10,17 20:11,13 21:4,7,8,9,12 35:2,12,13 39:20 47:22 50:24 53:22 54:1,7 62:23
sat 47:18
satisfy 13:11
Saturday 31:22 47:18
save 35:9
scene 28:16
schedule 12:24
scheduled 12:5 17:25 24:10 59:20
scope 3:6 4:9,21 29:12 31:20 34:7
scoped 30:17
scoping 3:10 6:8 10:22 11:6,11 30:2 39:10 40:5
screening 8:16 15:25 53:20
scroll 56:22
seamless 12:12
Sebastian 56:13
section 18:14 25:21 42:14 55:5, 9,14
Sections 28:19
segment 15:12 33:15
sell 41:24
sense 39:9 54:12
separate 22:23 49:24
separated 7:21 26:4 46:13
Sepulveda 15:1,3
serve 3:15 9:23, 24 10:1 11:2 16:17,19 17:1,2,6 18:1,7 20:6 21:5, 13,17 22:11 25:16 40:14 46:24 50:24 54:12 55:18,21 56:1 60:13
served 7:14 8:20

serves 35:8 37:2
service 3:16 11:3 12:21 13:1 27:1
serving 10:9 16:20 38:16
shame 44:6
shape 11:13
shaped 17:22
share 6:24 7:2 33:19
shared 25:11
sharing 29:25
Shopping 9:8
short 6:25 54:14
shorter 25:9
shortest 16:8
shortly 18:16
shortsighted 41:21 42:13
shoulder 29:6
shovel-ready 15:22
shovels 37:24
showed 16:17,24
showing 57:5
shown 18:10 22:10 25:1
shows 14:16 16:2 24:2,7,12
side 15:1,2,15 36:21 37:6
sight 67:9
signed 30:15
significant 16:6, 18 17:21 22:20 23:13 29:18
significantly 17:7 28:25
similar 41:16 60:17
Similarly 19:3
simple 33:2
simultaneously 35:7
single 12:20 21:14
sir 29:8
sites 23:22
sitting 54:15
skip 40:20
skips 40:22
slated 8:8
slide 4:18 13:10 16:13 23:15 24:2 27:15 29:7,8
slides 14:14
slowdown 23:13
slower 46:14
slowing 23:4
small 18:14 53:4
smart 14:6
society's 37:15
solve 58:6 59:25 60:14
sooner 8:11 13:9 17:24
sort 34:6 50:22 53:3,7 55:5 56:2
sounds 53:10
source 60:7
sources 29:1,3
south 12:13 14:11 18:20 19:10 23:19 25:2 33:15 34:12, 21 57:23
Southern 7:10 12:22
southwest 23:23
space 44:5,8 65:6,7
spaces 67:5
spanish 4:20 5:1
speak 31:8,13 52:24 64:7 67:24
speaker 43:14 53:13 54:19 56:11,24 57:18 58:15 63:4 64:10 65:16 66:22 67:18
speakers 32:1 33:21 35:16 36:15 38:9 39:23 41:8 44:14 45:25 47:6 48:20 50:10 51:15,22 52:19 57:16 59:17 61:18 62:13
speaking 5:14 32:4 33:24 35:19 36:18 38:12 40:1 41:11 43:9 44:17 46:3 47:9 48:23 50:13 51:18 52:22 53:15 54:21 57:1, 20 58:17 59:12,15 61:21 62:16 63:7 64:18 65:18 66:12,24
speaks 5:1 43:6
specific 15:5 28:14
specifically 35:21
spectrum 29:14
speed 36:11 40:18 46:25 52:5
speeds 22:21
speedy 34:20
spend 39:12
spending 46:15
spine 50:23
split 34:8,18 65:21
spoken 49:14
spur 35:12 44:11 46:8,18 51:22 52:2 59:18
spurs 55:20 56:3
staff 5:15,17 37:21 38:13 52:14
stage 3:10 10:22
stake 55:24
stakeholder 30:16
standpoint 45:8
standpoints 27:6
Stanley 18:15 25:13
star 31:11
start 5:19 13:1 29:24 33:12 47:15
started 33:17 50:7
starting 25:2
starts 33:11
starved 44:3,4,9
state 26:14 29:3 60:8
station 9:6,8,13, 15,16,17,20 10:1, 4,7 12:7 18:19,23, 24 19:4,6,9,10 20:4,11,22,23 21:2,4,12,14 23:12 25:5,6,16, 21 26:9 27:19 28:4,10,11 30:25 35:2 47:16 49:25 51:12 54:14 63:12,21
stations 8:24 9:22 12:19 16:11, 19 17:9,13,14,15, 16 19:13,17,21 20:8,17,22 21:7, 17,21 23:3,9 25:10 27:21

statistics 34:22
status 15:22 30:13
stay 61:15 64:13, 15 67:21
staying 33:4
Steinchester 47:7 48:21 50:11
step 6:8 10:21
steps 5:24 7:25 26:12 29:10,23 30:10
Steve 48:21 50:11 56:24 57:11
Steven 51:16 52:19,21
sticks 60:18
stop 37:18 49:10, 15,24 52:9 55:7
stopping 23:4
storage 23:17
story 56:19,20,23
straight 34:24
Strauss 32:2 33:22 35:17
street 8:23 28:2,9 44:5
streets 27:23 53:4 67:13
stretch 41:20,22
strip 21:6 42:25 49:20,23 50:1
strong 17:23 43:21 44:21
strongly 30:19 36:22 44:10 64:20
structure 25:16
struggle 13:24
studied 8:16 34:4 35:25 45:4
studies 15:7,8,19 17:20 28:24
study 3:13 5:22 6:17 8:13,16,18 9:1 10:14,24 13:8 15:24 16:1,3,7,14 17:12,22 18:10 34:7,18 51:9 52:3 53:19 58:24 59:1, 4 61:2
studying 15:16
stuff 33:3
subject 63:2
submit 31:9,10, 15,17 66:14
submitted 3:24 66:18
suboptimal 43:17
subway 15:15 18:12 22:18 23:8 25:25 28:10 43:25 44:11,22 50:1 58:7 63:13 67:3
subways 55:2
suggestion 59:24
summarizes 30:3
summary 53:20
summer 8:12
sun 45:10
Sunset 21:6 49:20,23 50:1
Sunset/vermont 23:9
super 47:12 50:24 51:1
support 5:8 17:23 18:5 26:19 40:6 42:10 45:18 51:21,22 52:8,13, 25 53:1
supporter 44:21
surreal 45:4,8
surrounding 37:6,25
survey 39:6
surviving 65:10
system 12:19 22:17 28:18 38:22 61:3,4

T

tab 56:21
table 64:25
tag 48:3
takes 44:8
taking 3:8 10:12 29:24 40:25 43:1 44:23 49:11 50:5, 16 67:1
talk 3:21 63:22
talked 13:12 38:20 49:15
talking 39:4 57:7 58:21 61:23
tax 8:6
taxing 58:10
team 7:1
tear 44:7
technical 5:7,8
technically 66:19
Television 16:22 20:10,25 40:11
ten 21:21 24:19 27:25 39:19 40:18
Terence 39:24 41:9 43:6,8
term 6:10 55:3,11
terminus 10:6 18:22 26:9
territory 63:18
thing 13:20 32:22 51:6 53:8
things 28:13 60:25 62:7 63:16 66:17
thinking 45:3,15 49:23 59:19 63:11
Thomas 61:19 62:14,15
thorny 63:18
thought 45:6
thousands 49:20, 21
three-year-old 44:20
Thursday 3:1 31:21
tight 13:17
time 6:1,12 7:2 11:9 13:21 15:15 19:22 20:18 21:22 23:5,13 24:2,16, 19,20 31:6 32:16, 18 33:11 36:10 37:11 40:16 43:1 47:4 48:17 50:5,7 56:4 59:3
times 17:13,16 24:6,8,9,13
today 3:6 4:17 6:7 23:7 24:21 30:21 31:1,10,15 34:2 38:6 65:3
today's 3:24 4:2 5:3,19
told 53:23
tone 5:18
tons 40:10 43:23
top 28:9 67:9
topics 30:22
total 16:11 19:22 20:17 21:22

touch 11:14
tourism 61:1
town 33:9
traffic 7:12 24:16, 20,23 26:1 28:13 36:9 46:13,16 47:18 52:12 53:3, 4,10
train 37:8,20 43:24
trains 23:4
transfer 12:20 22:8
transferring 22:4
transit 7:14 8:20 9:9 12:10 13:13, 14 14:25 15:1,16 17:9,12,14 18:25 22:17,20 24:8,10 34:6 35:6 39:17, 18 40:3 47:19 51:4 58:12 60:24 63:13 64:20 67:2
transit-dependent 14:10
transit-friendly 14:5
transition 34:20
transitioned 25:15
translation 4:20
transportation 3:16 7:17 11:3 14:17 37:1,4 39:16 40:4 49:7
travel 10:8 13:21, 23 19:22 20:17 21:22 22:13,21 23:5 24:2,6,7,12 28:5,6 35:7 44:24
traverse 22:14
Treat 5:14
trees 42:2 44:6 45:11 65:8,9
trip 24:14 61:1
tripling 58:22
trips 10:9 22:13 60:22
truck 28:12
trust 35:25
tunnel 27:22 28:11
tunnels 22:18
turn 5:13 6:2 31:12
turning 10:3
turns 9:18,25
two-line 35:4
type 22:16
types 22:19
typical 24:5,7

U

ultimately 3:19 4:11 14:21 15:4
undergoing 38:23
underground 18:12 25:17,20, 21,25 33:4 42:12, 14,20 43:4 53:24 58:8
undergrounding 53:2
understand 39:10 62:2
undertaking 64:5
underway 14:18
uneven 7:22
unfair 41:21 42:21
unidentified 29:3
unique 48:11
unlimited 43:18
unmute 31:13 32:3,4 33:23 35:18 36:17 38:11 39:25 41:10,11 43:8 44:16 46:2 47:8,9 48:22,23 50:12,13 51:17,18 52:21,22 53:14,15 54:20,21 56:25 57:19,20 58:16,17 59:11,12 61:20,21 62:15,16 63:6,7 64:17 65:17,18 66:11,23,24
unrealistic 59:19
up-grade 65:5
up-zoning 58:9
upcoming 49:5
update 30:9,11
updates 7:25 30:6
utilized 42:4

V

VA 14:21
Valley 12:15 14:12 15:2
variety 25:25 27:5
veer 21:1
veering 9:23
vehemently 35:23
vehicles 23:18
Venice 19:1 25:8 47:23
Vermont 16:5 23:10
Vermont/sunset 23:11
version 53:1
Vicente 9:4,21,25 16:4,19 17:2,6,15 18:14 19:1 20:3, 20 21:4,15,16,19, 20 22:7,10 25:12 33:3,7 41:23 42:8, 25 44:5 45:2 47:23 53:2,22 54:3,6,9 55:8,9, 10,14 62:22 64:23 65:4,12,13 67:3, 10,12
Vicente/fairfax/olympic 25:14
video 6:25 7:2,4 11:15,16,18
visitors 49:21
Vista 39:20
visual 45:10
Vitae 24:1
vital 55:15
voice 52:25
voiced 51:22
voices 38:20
volumes 26:1
voted 36:25 40:7
voters 12:25

W

wait 36:10
walk 22:7 33:6 37:18 54:14
walking 16:15 33:2 67:4
walkways 50:3
wanted 34:3 43:14 45:22 50:17 51:21 52:13,25 56:12 62:3 63:9, 25
water 40:19

webinars 65:14
website 4:3 11:11 31:25
weekend 61:1
weekends 27:25
Weho 39:6 57:24
weighting 62:20
west 7:13 9:7,23 10:1 12:14 13:5,6 15:1,2,15,17 16:4 18:15,23 19:4 20:6,12 21:1,5,13 24:18 25:3,6,17 34:15 35:2,21 36:20,24 37:5,6, 11,25 40:3,6,7,12 45:24 46:19 47:2 49:12 50:25 51:2, 23 52:2,25 53:18 54:6 60:6 67:7
western 17:11 18:2 21:13
Westwood 14:21 24:20
Wetzel 36:16 38:10 39:23 40:2
wide 23:2,10
wider 14:3
widths 26:2
Williams 46:1 47:6 48:20,25
Wilshire 15:10,18 48:12 51:25 55:6 57:23 67:7,13
Wilshire/fairfax 9:16 20:8,23 22:6
Wilshire/la 9:12 19:13
Wilshire/san 22:7
wind 46:14
wonderful 41:4, 14 53:11
wondering 49:4 61:25 66:17
WONG 32:1 33:20 35:15 36:14 38:2, 8 39:22 41:7 43:5, 11 44:13 45:25 47:5 48:19 50:9 51:14 52:18 53:12 54:18 56:10,24 57:3,14 58:14,19 59:9 61:9,16 62:13 63:4 64:9, 12,16 65:15 66:5, 8,22 67:18
word 4:22
work 26:22 35:24 41:2 48:18 49:21 51:20 63:21
working 40:10
works 58:11
world 4:22 60:1
worlds 35:5
worst 7:11
worth 55:3
writing 3:24
written 31:15

Y

y'all 48:7
yard 23:23
year 10:10 13:1 16:1 41:15 63:20
years 12:6 14:21 28:3 35:25 39:19 45:15 54:16

Z

Zennon 32:2 33:21,23 61:18,20 66:10
zone 58:10
zoning 58:2,11
Zoom 31:11,14, 16,23 54:23

PUBLIC SCOPE MEETING FOR THE)
CRENSHAW NORTHERN EXTENSION PROJECT)
)
)
)
)
)
)
)
)
_____)

CERTIFIED COPY

TRANSCRIPTION OF VIDEOCONFERENCED PUBLIC MEETING

THURSDAY, MAY 6, 2021

Reported by:

BRYWN WHATFORD,
CSR No. 14234

Job No.:
31625LEE

PUBLIC SCOPE MEETING FOR THE)
CRENSHAW NORTHERN EXTENSION PROJECT)
)
)
)
)
)
)
)
_____)

TRANSCRIPTION OF VIDEOCONFERENCED PUBLIC SCOPE MEETING FOR THE CRENSHAW NORTHERN EXTENSION PROJECT, taken via videoconference, commencing at 6:35 p.m. and concluding at 8:30 p.m. on Thursday, May 6, 2021, reported by Brywn Whatford, CSR No. 14234, a Certified Shorthand Reporter in and for the State of California.

THURSDAY, MAY 6, 2021

6:35 p.m.

MR. CHANDLER: Let's get started. Thank you for joining us today. This is the second public scope meeting for the Crenshaw Northern Extension project. If there are any elected officials that would like to be introduced to the meeting, please post your name and your office in the Q&A.

As a reminder to everyone, we will be taking comments at the end of the presentation. At this stage during the initial scoping period, we will not be answering questions but rather encouraging comments regarding the project and proposed alternatives and options.

We also want you to tell us what is important to study during the draft EIR, which might include key destinations that you think are important to serve, what makes this an important transportation service for you, or what concerns do you have about construction impacts. This will be released later and should ultimately answer any question you may have regarding the project and potential impacts and mitigations. We will talk more about that and the logistics later.

But please note the chat function has been disabled for this meeting. Instead, all comments during today's meeting should be submitted either in writing or during -- or made during oral comments period following our presentation.

Of course, you can always comment outside of today's meeting through our project website Metro.net/CrenshawNorth or our project E-mail CrenshawNorth@Metro.net and our project hotline at 213-418-3093. Comments will be accepted until Friday, May 28, 2021. Additionally, we will post -- we will also post recordings of each scoped meeting on our project page.

The draft EIR, which will be released later, should ultimately answer any questions regarding the project and potential impacts and mitigations.

Before we begin, I'd like to take a moment to recognize Jay Greenstein with LA City Councilman Paul Koretz' office as well as Mayor Horvath with the City of West Hollywood. Thank you for joining us today.

Some quick housekeeping items. We have both Spanish and Russian translation available for this and all of our project scope meetings. For either interpretation, just click on the world or globe icon and pick the language you would like to listen to and follow along as

we move forward through the presentation. As I'm speaking right now, there is simultaneous Russian translation occurring.

(Spanish interpreter speaks in Spanish)

MR. CHANDLER: Thank you, Allen.

Please note that today's meeting is being recorded and that all attendees' cameras are off with microphones muted until the comment period, which will immediately follow Metro's presentation. If you have any technical issues accessing the meeting and presentation, please call our technical support line hotline at 213-316-6105. That's 213-316-6105.

To ensure a fair and equitable process by all participants, we ask that you please follow these rules and respect the meeting format and everyone's opportunity to comment. Please turn off your phones and background noise when speaking. Treat fellow community members, agency representatives, Metro staff, and those with respect. Address all comments to Metro staff and consultants, not to other attendees. And please maintain a conversational tone. And, also, when you're commenting, please take your time as you're speaking. We have a court reporter recording this as well.

The agenda. Here's the agenda for today's scope meeting. We will start with a 30-minute presentation on

the project, which will include a brief history and background, project goals and objectives, and alternatives currently under study. We will then give an overview of the EIR, the environmental process, and the next steps for the project.

After we finish the presentation, we will be here until 8:30 p.m. to allow enough time for participants to provide comments.

And with that, I'll turn it to over to our project manager Roger Martin and our deputy project manager Alex Moosavi who will take us through the presentation.

Take it way, Roger.

MR. MARTIN: Hey, Patrick. Thank you, sir, and good evening, everyone, and thank you for joining us. Scoping is the first step in the environmental clearance process consistent with the California Environmental Quality Act. You may have heard the term "CEQA" before. If so, that's what we're doing. And for awareness, there's no federal funding attached to the project at this time or associated with the project, so we will not be environmentally clearing the project under NEPA, or the Federal National Environmental Policy Act.

But during this meeting, we have three major objectives. One, of course, is to provide an overview of

the project and alternatives under study. Two is to describe the draft EIR process and how it will apply to the project. And, third, of course, we want to hear from you on the project, including the project alternatives and options and any environmental issues of particular concern to you.

But before we go forward, we'd like to show you a short introductory video that will give you some background on the project and alternatives under study. So with that, can we do that, please?

(Video played)

MR. CHANDLER: Crenshaw is planning a rail bridge to lives. We want to provide you the latest information on the Crenshaw Northern Extension, which will create an important north/south connection through the heart of LA.

MR. MOOSAVI: Some of the biggest employment centers and destinations in Southern California are also the hardest to get to. Central LA has some of the worst traffic in the entire county. And while Metro's rail network is expanding, this area is still not directly served by high-capacity transit.

MR. MARTIN: Metro has a plan to make it easier to get around, with dozens of projects to improve public transportation, including the Crenshaw Northern Extension.

MR. CHANDLER: This project will help to fill in key

parts of Metro's network to connect more people to more places and create more access to opportunity by connecting areas that have been historically separated by the I-10 freeway and uneven amounts of investment.

MR. MOOSAVI: We're preparing the next phase of planning on this project. But before we get into the latest updates and next steps, we'll give a quick recap of how we got here.

MR. MARTIN: During the planning of the Crenshaw/LAX project, Metro identified the need to fill the gap between LAX, the E Line, D line, and the B line. The Crenshaw Northern Extension was included as a project to be funded by Measure M, the half-cent sales tax measure that passed in 2016.

MR. MOOSAVI: While Measure M has this project slated for the future, Metro is planning it now because there are exploratory efforts that could make funding available sooner.

MR. MARTIN: In summer of 2018, Metro finished an initial feasibility study and alternatives analysis for this project which identified five potential routes or alternatives. In the fall of 2020, Metro completed an advanced alternative screening study which further studied these routes.

MR. CHANDLER: During the alternatives analysis study,

public comments including preferences on routes as well as transit connections and destinations to be served, including the Hollywood Bowl, then need for pedestrian safety and having a relative different level in the street, concerns neighborhood preservation, and access to the stations.

MR. MOOSAVI: Based on public feedback and additional study, we further refined our alternatives to three potential routes for this project, which are the La Brea alternative, the Fairfax alternative, and the Fairfax/San Vicente hybrid alternative.

MR. MARTIN: From the E Line, all alternatives go north of Crenshaw Boulevard to a proposed station at Crenshaw/Adams and the core of West Adams. From there, all go north to a proposed station at the Midtown Shopping Center with the connection to Pico/Rimpau transit center.

MR. MOOSAVI: The La Brea alternative goes up La Brea Avenue connecting to the future Metro D Line at Wilshire/La Brea and then to Highland Avenue to link up to the Metro B line at Hollywood/Highland station.

MR. MARTIN: The Fairfax alternative goes up Fairfax Avenue connecting to the future Metro D Line station at Wilshire/Fairfax with a station at Museum Row. From there, it heads north with the proposed near The Grove. It turns east at Santa Monica Boulevard before connecting

to the Metro B Line at Hollywood/Highland station.

MR. MOOSAVI: The Fairfax/San Vicente alternative also goes north on Fairfax Avenue with proposed stations to serve Museum Row and The Grove before veering west on Beverly Boulevard to serve Cedars-Sinai Medical Center and the Beverly Center. It then turns north on San Vicente with the proposed station to serve West Hollywood's nightlife district and the Pacific Design Center before turning east to link up to the Metro B Line at the Hollywood/Highland station.

MR. CHANDLER: Based on public input, we've also added an optional Hollywood Bowl terminus to each of these alternatives. A station at the Hollywood Bowl could improve the travel options to this major regional destination while serving up to a million trips there each year.

MR. MARTIN: These are the alternatives that we will be taking into the environmental process. Environmental review is a formal regulated process where Metro will study various aspects of each alternative, including benefits, costs, feasibility, community impacts, and any necessary mitigations.

MR. CHANDLER: There are several points of community input during this process as Metro develops an environmental report, which will recommend a proposed

project to the Metro Board of Directors for approval.

MR. MARTIN: We are now embarking on the first step in this process, which is called scoping. At this stage, we want to hear from you about what Metro should consider and study as we prepare the environmental impact report for the Crenshaw Northern Extension.

MR. CHANDLER: Possible comments might include input on destination that you think are important to serve, what would make this a good transportation service for you, or concerns you might have about construction impacts.

MR. MOOSAVI: We will be conducting formal scoping meetings where we can hear your comments. We'll also have information about the project online for you to browse on your own time.

MR. CHANDLER: We can also take formal comments via mail, phone, E-mail, and our website during this scoping comment period. Thank you for all your input along the way that has helped to shape this project. And as always, if you have questions, please get in touch.

(End of video)

MR. MARTIN: Perfect. And going to the next slide there.

So as noted in the video, the Crenshaw Northern Extension project would extend the Crenshaw/LAX line, which is currently under construction, north from the

E Line or the Expo Line to connecting to the D or the Purple Line along Wilshire Boulevard and, of course, then connecting to the B or the Red Line at Hollywood.

If you're not familiar with the map on the right, the Green Line there, this is the C line. Of course, this is the Green Line, the east/west line. Just above that is the LAX people mover, those dashed bullets over there. And then just above that is the next horizontal line up is the Expo Line or the E Line, which will be the current terminus of the Crenshaw/LAX project.

The purple dash line above that, of course, is the Purple Line, which is currently under construction. That pink dashed arrow line just above that, it's pointing to the Hollywood/Highland station. That's where we want to get. Perfect. So with that.

So by closing this gap in the regional lower south transit network, the project would directly link to four of Metro's rail lines and five of the heaviest bus lines in the entire county allowing for seamless one-seat ride from the South Bay, South LA, LAX, all the way up to Mid-City, Central Los Angeles, West Hollywood, and Hollywood with further connections north to the San Fernando Valley via the Metro B or the Red Line.

In fact, the project would allow Crenshaw/LAX Line riders to access the entire Metro rail system,

including all Metro rail stations with, at most, just one single transfer. Additionally, the project could provide service to some of the busiest and most dense populations and densities and the centers in Southern California through here.

But based on the Measure M schedule, which was approved by LA voters in 2016, construction for the project would start in the year 2041 and open for service in 2047. Measure M provides 2.24 billion dollars of funding for the project. However, efforts to accelerate the project are being explored with the cities of West Hollywood in coordination with the City of Los Angeles and Metro conducting an early project delivery study in 2020 to identify alternative funds that could potentially help build the project sooner.

And with that, the next slide here, some project objectives. So the project aims to satisfy multiple objectives including, of course, this closing of the region transit network gap. Of course, we want to provide a fast and reliable transit alternative to congested highways and roadways, of course.

As many of you know and are aware of, the project area, it's pretty congested out there due, of course, to the concentration of jobs, residents, or major destinations within the central region over here.

At the same time, travel within and through this area is greatly constrained due to the high demand of travel to and from this area coupled with limited roadway access. Of course, we want to improve the mobility and accessibility, not just within the project area of Central LA but throughout the county in the wider region.

And, of course, we want to cultivate a transit-friendly environment and maximize the potential for smart population and job growth.

So if this project were to be constructed, the project would greatly improve mobility and access to jobs and opportunities for all county residents, especially transit-dependent residents in equity-focused communities from South Bay and South LA all the way north to the San Fernando Valley.

And with that, Alex is going to take you through the alignments and options, and I'll see you in a few minutes. Thank you very much.

MR. MOOSAVI: Thank you, Roger.

This next map shows how the project fits into the overall transportation network and other Measure M projects underway in this general area, including, as Roger mentioned, the Purple Line extension, which will open in Beverly Hills in three years and all the way to Westwood by 2027. This project would directly connect to

the Purple Line in the Miracle Mile area.

To the north and the San Fernando Valley, there is the North Hollywood/Pasadena bus rapid transit project. And on the west side, there's the Sepulveda transit corridor, which will link the San Fernando Valley to the west side and, ultimately, LAX.

Before we go into the specific alternatives for the project, here's a brief history of some of the past studies that are related to our current efforts.

From as far back as 2003, planning studies for the Crenshaw/LAX Line have explored opportunities to extend the line all the way to Wilshire and the Purple Line and even further north to Hollywood.

However, due to funding constraints, any segment of the line north of the Expo or E Line was eliminated from the Crenshaw/LAX Line project back in 2009. At roughly that same time, the west side subway extension EIS EIR was studying a potential heavy rail extension from Hollywood through West Hollywood and Mid-City West to the Purple Line on Wilshire.

The current studies for a Northern Extension of the Crenshaw/LAX Line began in 2016 with the passage of Measure M and Metro's Board commitment to bring this project, along with others, to a shovel-ready status in case of potential funding opportunities for project

acceleration. An initial alternative study was completed in 2018, as Roger mentioned, followed by an alternative screening study last year in 2020.

This next map shows the initial five alternatives that were explored and the alternatives analysis study. From west to east, they were San Vicente, La Cienega, Fairfax, La Brea, and Vermont. The alternatives analysis study showed that all alternatives to Hollywood would attract significant ridership with approximately 90,000 boardings or more on a daily basis.

The La Brea alternative is the shortest, fastest, and most cost-efficient alignment. It's the most direct route between Mid-City and Hollywood with a minimum total of six new stations over about six and a half miles.

Next slide, please.

Part of the original alternatives analysis study looked at existing jobs and residents within just a half-mile walking distance of all the alternatives that extend to Hollywood. This analysis showed that while of the alternatives serve a significant number of jobs and residents, the Fairfax and Fairfax/San Vicente alternatives and stations served the most jobs and residents by far by directly linking some of the biggest job centers in the region, including places like The Grove, Farmers Market, CBS Television City, the Pacific

Design Center, and Cedars-Sinai Medical Center campus.

This jobs and residents analysis showed that compared to the La Brea alternative, the Fairfax alternative would serve more than twice the number of jobs in La Brea. And the San Vicente alternative would serve more than quadruple the number of jobs than La Brea, or double that of Fairfax.

Even when broken down by distance, the longer Fairfax and San Vicente alternatives would serve significantly more residents and, especially, jobs per mile than La Brea.

In line with this analysis, existing transit ridership near potential project stations also reflects the heavy activity and congestion near some of these major job centers. Transit ridership near the Fairfax alternative stations is roughly three times that of the La Brea stations, while transit ridership near the Fairfax/San Vicente alternative stations is over four times that of the La Brea alternative.

And on the next slide, this has largely been reflected in the comments we have received to date regarding the project. We've had several opportunities for public meetings throughout the previous studies and have collected a significant number of comments so far, many of which have shaped the current alternatives and

options under study.

Overall, we've heard strong support for accelerating the project and opening it sooner than the Measure M scheduled date of 2047. We have also heard preferences for the project to serve some of the major destinations and job centers in the western half of the project area, including a desire to combine alternatives or build more than one or even all of them. We've also had considerable -- heard considerable support for extending the line further north than Hollywood/Highland to serve the Hollywood Bowl venue.

Based on public feedback and additional technical analyses, we have refined the project alternatives to these three routes shown on this map for further study during this EIR environmental process. All of these alternatives would be entirely underground in a subway configuration with the potential exception of a small section along San Vicente Boulevard in Mid-City between Stanley Avenue in the west and Midtown Crossing in the east, which I'll get to shortly.

Before I go through each of the alternatives, I would like to emphasize that all alternatives have the same station locations both in the north and in the south. In the south, all the alternatives extend the Crenshaw/LAX line north from its terminus at Crenshaw/Expo under

Crenshaw Boulevard to a station at Crenshaw and Adams in the heart of West Adams. They all then continue north to a station at Midtown Crossing and the Pico/Rimpau transit Center in Mid-City along San Vicente between Venice and Pico Boulevard.

Similarly in the north, all of the alternatives have a station at Santa Monica and La Brea in eastern West Hollywood and Hollywood/Highland to connect to the Metro B or Red Line with an additional optional station at the Hollywood Bowl. So the primary difference between the alternatives is between the Midtown Crossing station in the south and the Santa Monica/La Brea station in the north.

The La Brea alternative would use La Brea Avenue as a more direct route to connect the Midtown Crossing station with Hollywood with two additional interim stations at Wilshire/La Brea, connecting to the D or Purple Line, and Beverly/La Brea near the neighborhood of Hancock Park.

Like all the alternatives, it would continue north to stations at Santa Monica and La Brea and Hollywood/Highland with an optional extension north to the Hollywood Bowl.

As I mentioned before, the La Brea alternative would have a minimum of six stations over about six and a

half miles, and the total travel time between the Expo Line and Crenshaw/Expo all the way to Hollywood/Highland would be just over 12 minutes.

This next map gives some more context to the La Brea alternative as well as the two longer alternatives that I'll go through now -- Fairfax and Fairfax/San Vicente, or the hybrid alternative.

The Fairfax alternative would follow San Vicente Boulevard from Mid-City's Midtown Crossing station, then Fairfax Avenue north through Miracle Mile and Mid-City West with additional stations at Wilshire/Fairfax to connect to the Metro D or Purple Line and on Fairfax between 3rd and Beverly near The Grove and CBS Television City. It would then continue north to a station at Santa Monica/Fairfax in central West Hollywood and proceed, just like La Brea and all the alternatives, to Santa Monica/La Brea and Hollywood/Highland with an optional extension to the Hollywood Bowl.

This Fairfax alternative would have a minimum of seven stations over eight miles with the total end-to-end travel time to Hollywood/Highland of about 15 minutes, or three minutes longer than the La Brea.

And, finally, the third alternative is this Fairfax/San Vicente or hybrid alternative. This alternative would follow the exact same route and stations

as the Fairfax alternative north to a station at Wilshire/Fairfax and Museum Row and a station under Fairfax between Beverly and 3rd near The Grove and CBS.

From there, it would veer west under Beverly Boulevard to a station at Beverly and La Cienega near the Beverly Center Beverly connection and Cedars-Sinai Medical Center campus. It would then head north to a station at Santa Monica/San Vicente to serve the Pacific Design Center, West Hollywood's Rainbow District, and the Sunset Strip. It would then continue east under Santa Monica Boulevard with stations at Santa Monica and Fairfax and, just like all the alternatives, Santa Monica/La Brea and Hollywood/Highland with an optional extension to the Hollywood Bowl.

This alternative includes a potential optional station at Santa Monica and La Cienega as well, though it may be possible to serve western West Hollywood with a single station, including possibly somewhere between San Vicente and La Cienega.

It's important to note that this Fairfax/San Vicente or hybrid alternative would serve all of the same station areas and destinations as the Fairfax alternative plus additional destinations along the San Vicente corridor. This Fairfax/San Vicente or hybrid alternative would have a minimum of nine stations over just under ten

miles with a total travel time of about 20 minutes all the way to Hollywood/Highland. So that's between four to five minutes longer than the Fairfax alternative from end to end and up to eight minutes longer than the La Brea alternative from end all the way to the other end. Or, in other words, the La Brea alternative would be three minutes shorter than Fairfax and up to eight minutes shorter than Fairfax/San Vicente or the hybrid.

The Fairfax/San Vicente or hybrid alternative was introduced directly as a result of public feedback we've received on the project to date. It provides a much easier connection for riders transferring between the Purple Line and the project by moving that connection from Wilshire/San Vicente, or a third of a mile walk, to Wilshire/Fairfax.

The new Fairfax/San Vicente alternative as shown on the map could potentially serve most of the major activity centers in the project area while still offering a fast, reliable, and competitive travel option for regional through riders and trips that traverse this area.

While this alternative has several curves in the northern half of the project area, this type of curvature is quite common in mass transit systems, especially subway systems around the country and around the world. By being entirely below ground in subway tunnels, these types of

alignments can directly link major activity centers and areas of significant transit ridership together while maintaining fast travel speeds and avoiding areas that might not generate much ridership and in a more cost-effective manner than building multiple several lines and projects in a particular geographic area, given heavily constrained resources and major Measure M commitments throughout the rest of the entire county.

Also, I should note that all of these curves in accordance with Metro's rail design criteria would have wide radii and are located directly adjacent to potential stations where trains are already slowing and stopping, thereby greatly minimizing any travel time delay for riders. In fact, a great way to experience what these curves would be like to ride is to ride the Metro Red or B Line subway through East Hollywood now between the Hollywood/Western and Sunset/Vermont stations.

Because of the wide radius of that curve from under Vermont to under Hollywood Boulevard as well as its adjacency to the Vermont/Sunset station, it's nearly impossible to notice any slowdown or time delay due to the curve itself.

Regardless of alternative, each line and extension, including this project, requires a maintenance and storage facility -- storage facility for the

additional light-rail vehicles that will be needed to operate the full line from South LA and LAX all the way to Hollywood. The draft EIR will explore several potential sites for this facility adjacent to and near the current southwest yard that is being constructed for the Crenshaw/LAX line, which is located just northeast of the LAX around the intersections of Aviation and Arbor Vitae.

This next slide shows peak period travel time comparisons between some major points throughout the county and project area with and without the project.

The first two columns are origins and destinations. The 3rd column is typical peak-period or rush-hour travel times by auto. The next column or fourth column shows typical peak period travel times on the existing and future transit network without the project. These times incorporate other Measure M transit projects that are scheduled to open before this project but do not include this project. And finally, the last column shows the potential travel times with this Crenshaw Northern Extension project in place.

You can read through here several examples. But point out some of them. A trip from Hollywood to Cedars-Sinai could be reduced from over 30 minutes during rush hour today to just eight minutes every time, regardless of traffic conditions or time of day.

Cedars-Sinai to West Adams could be reduced from almost an hour to just ten minutes every time, regardless of traffic or time of day. Leimert Park to Westwood could go from over an hour today to 26 minutes. And LAX all the way to Miracle Mile or The Grove could go from an hour to just half an hour every time.

In addition to the three different alternatives, there are several design options that we would like your input on, which are shown on this map. I'll go through each one, starting in the south with the alignment options between West Adams station and Mid-City.

As you can see on this map, we have two route options that would link the Crenshaw/Adams station in West Adams and Mid-Town Crossing station in Mid-City. Alignment Option 1 would primarily run below the major roadways of Crenshaw and Venice Boulevard while Alignment Option 2 would follow a shorter, more direct route between the two stations.

Next slide please. The vast majority of the project, if not the entire project, would be in a subway or underground configuration. Depending on this next option, the entire project could be 100 percent subway or underground from end to end.

We previously shared a vertical profile option that included potential at-grade rail in the median of San

Vicente Boulevard through Mid-City between Stanley Avenue, just south of Olympic, and La Brea Avenue where it transitioned up to an aerial structure to serve an aerial station at Midtown Crossing before going back underground near the west Boulevard bridge.

Based on feedback we've heard from the community, we have now added a fully underground design option for this section, including an underground station at Midtown Crossing. It should be noted that the rest of the project, regardless of alternative or option, would run in a subway or underground configuration due to a variety of major factors, including traffic volumes and congestion, roadway widths and capacities, adjacent land uses, and the need to be grade separated at major intersections. This includes everything north of Olympic Boulevard and south of Venice Boulevard.

With this San Vicente subway option included, the entire project, regardless of alternative, would be 100 percent entirely in a subway or underground configuration.

And finally, at the northern end of the project, we've added an option to extend the line further north from Hollywood/Highland and the Red or B line connection with the potential northern terminus station at the Hollywood Bowl near Highland and the 101 freeway.

And now, Roger will take us through the EIR

process and next steps for the project.

MR. MARTIN: Hey, thanks, Alex. That was pretty awesome there, sir.

So as we mentioned before, we're currently in the state environmental clearance phase of the project with the draft environmental impact report as well as doing the advanced conceptual engineering. Advanced conceptual engineering is used to help support the environmental document, when we talk about the advanced conceptual engineering.

So following the advanced conceptual engineering, the project will need to go through further engineering and design work, including possible federal environmental clearance, of course, if any federal dollars were attached to the project in the future. After that, the final engineering or design construction can begin, followed by revenue service of the line.

And on the next slide here, the current environmental clearance phase of the project will analyze the project and its potential impacts and benefits from a variety of standpoints, including construction feasibility, potential mitigations that could lessen or even avoid any potential adverse impacts from the project and its construction through here.

This slide here shows EIR categories. There's

about 20, 23 of them lifted over here, that will by studied and identified during this process, including things like air quality, soil, ground conditions to energy and water resources.

So the EIR analysis will include a full assessment of impacts during construction of the project as well. So station construction is generally where we have the biggest impacts because that's where the excavation is going on at the stations. So in between the stations, you have the tunnel boring machines going into the streets and under properties. So we're pretty good there. But at the stations, we generally may close an intersection for several weekends where we go in and excavate about 10 to 15 feet down where we go in. So 10 to 15 feet down and put cross beams across the street. From that, we put a concrete deck on top of that so traffic can continue to move as we continue to construct the station below the street. And the -- the conceptual engineering on the right side kind of gives you an idea of what it would actually look like over here.

So for the next several years, we are building it. We leave the decking in place, and in the end, we come back and remove the concrete decking and build the street on top of the subway station.

So the EIR will evaluate and identify the tunnel

and station construction processes for all the proposed alternatives, including truck hauling routes and other traffic considerations as well as air quality and noise levels during specific construction activities with that.

And so the next slide. Of course, the funding considerations. So the EIR will include a more detailed analysis of costs for the project alternatives building off the initial estimates from the previous study. Each of these alternatives will cost more than the Measure M allocation for this project, so other potential funding sources would be crucial to project feasibility.

These sources could include federal, state, and/or local funding as well as value capture mechanisms and potential private/public partnerships that could help shoulder some of the extra costs.

And with that, I'm going to turn the information back over to Patrick, and thank you again for joining us tonight. Have a good night.

MR. CHANDLER: Thank you, Roger. For the next steps of the EIR process, we will begin -- we will be gathering and documenting all community input at this and other scope meetings as well as through mail, E-mail, and our project hotline. We will then use that feedback to further refine alternatives and assess the full spectrum of impacts of each alternative, both during construction

and once in operation, including possible mitigation measures to reduce these impacts to a less significant level or even avoid or eliminate certain impacts.

By the end of the draft EIR process, we hope to identify a proposed project to bring back to the Measure Board for their approval.

The next steps. I want to give you a rundown on the next steps before we start taking your comments because some of you want -- should some of you leave after sharing your comments. After we receive all of your comments during the scoping period, we will prepare a scoping report which summarizes all of the comments and we'll use all of that information as we go forward in the environmental process, including future community meetings, to provide periodic updates for the community.

Right now, we're in early May, and I assume we'll be back in the fall with an update of all comments we've heard, what the next steps are, and an update on how we are proceeding with the analysis.

Metro will post all information on their project page. You can go there to get information about meetings, status and reports that are available. We will notify everyone who came to this meeting who signed in and we will add your information to our stakeholder list of about future meetings. Again, we will post all recordings of

the scope meetings on the project page.

We strongly encourage everyone to provide feedback however you can, whether it's today or through E-mail, mail, or et cetera.

Some key topics you might want to share include what are the environmental issues you may be concerned about. Do you have a preference regarding alternatives or design options under consideration, including potential station locations.

We ask that you limit your comments today to two minutes to allow everyone who would like to participate a chance to provide feedback. We're going to be listening to and documenting all of your comments but will not be answering your questions at this time and in this forum.

Again, with the code of conduct, please address all comments to Metro staff and consultants and not other attendees. And please, also just try to maintain a conversational tone and kind of take your time. We have a court reporter who is recording this as well.

So how to submit your comments. In order to submit oral comments today, please use the "raise hand" feature on Zoom or dial star 9 on your phone. When we have announced it's your turn to speak, you will be prompted to unmute your mic, both on Zoom or on your phone. You will have two minutes to comment.

Please try to pace yourself as you speak. As I mentioned, the court reporter will be transcribing your comments. You can also submit written comments today using the Zoom question-and-answer feature. And, of course, you can always submit comments to our project hotline 213-418-3093 or by E-mailing us at CrenshawNorth@Metro.net.

And as you see there, there is the technical -- just go back real quick. You'll see the technical assistance number. That will be up there the whole time. So that's 213-316-6105.

And this is the second scope meeting. The next meeting will be this Saturday. Here's all the contact information for -- to send in your -- send in comments by mail, E-mail, the project hotline as well as the project website.

And I just wanted to recognize West Hollywood City Councilman Erickson is joining us today.

Take it away, Melanie.

MS. WONG: Our first three speakers will be Alexander, Tanaz, and Austin. Alexander, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi. Can you hear me?

MS. WONG: Yes, we can.

PUBLIC CALLER: Okay. I have many concerns about this, like the fact that you decided to make it light-rail because I think it should be a subway like the present-day Red Line subway or the Purple Line subway extensions being built because subways are way faster than light-rail and this project that will connect, like, the main three lines in LA should have, like, a fast, reliable way to switch from line to another. And I think it should go to the Culver City station on the Expo light-rail line because that's more in the middle and closer to Santa Monica and a more important station -- Culver City. Yeah.

And I think it should pass by the La Cienega future Purple Line station of the Purple Line through West Hollywood. And I think it should be a subway when it goes under Santa Monica Boulevard because that's, like, one of the most busiest boulevards in the city, and a light-rail would take away, like, two lanes from that boulevard, increasing the traffic, which is why I think it should all be subway for the connection. And I already sketched out a map of my idea, which I've already E-mailed.

So yeah. That's what I have to say. And I wonder why will it take until, like, 19 -- the 19 -- I mean, until, like, 2047 for this project to get, like, constructed. Why would it take so long, I wondered. So yeah.

MS. WONG: Thank you very much. Our next three speakers will be Tanaz, Austin, and Rohan.

Tanaz, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi. Can you hear me?

MS. WONG: Yes, we can.

PUBLIC CALLER: My name is Tanaz Deruchi, and I live in Sherman Oaks. I think this project is so important for Metro and LA, and I wish it was already in place years ago. Even when I used to live on the west side, I remember how difficult it was to try to go anywhere near West Hollywood or The Grove, even on weekends and before or after rush hour.

There are so many places in this area, but they are so hard to get unless you live right there. We need a subway line that can get us right to the center of this busy area without having to deal with traffic and parking, which is a problem all day here.

LA always seems to get these projects wrong, unfortunately. The Green Line goes within a mile or two of LAX but doesn't actually reach it, so you have to wait for a shuttle bus transfer and just hope you're lucky it comes on time and doesn't get stuck in traffic too.

Same thing here. Please don't make the mistake of getting within miles and then asking people to transfer

to small buses to actually reach these big destinations and West Hollywood.

Please build the hybrid route and build it now, not in 2047. Thank you.

MS. WONG: Thank you very much. Our next three speakers will be Austin, Rohan, and Niki.

Austin, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Are you able to hear me?

MS. WONG: Yes, we can.

PUBLIC CALLER: Thank you so much for this opportunity. I am a proud West Hollywood resident who is very excited to see these opportunities on the table. I am in support of all of the options that we have in bringing rail through Mid-City and up to West Hollywood, but the hybrid alignment is my personal favorite. I believe it serves the highest ridership as well as the current and future transit-oriented developments which are so critically important.

We really have one shot to do this right. We cannot slow down the process that has gained so much momentum and support. Thank you all to everyone here who helped make that a reality.

The prompt was made of what do we have concerns with. My concern is just that we're going to get tripped

up on smaller details and miss the overall effort and a chance to make this solution come to -- through our city and connect so many people as quickly as it possibly could. So the quicker we can have this be done, the better that will be. I understand there's a lot of things to work through, so just thank you to everybody whose problem solving, and I can't wait to see this come through my city. Thank you so much.

MS. WONG: Thank you very much.

Our next three speakers will be Rohan, Niki, and Seth.

Rohan, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hello, everyone. My name is Rohan. I have lived in LA my whole life, and I just wanted to express my strong support for the hybrid alternative that was presented today. I feel like in my 40 years here in LA, LA has been far too slow in building these kinds of projects, and I want us to get it right the first time. I don't want us to take any shortcuts and then have regrets after the fact as well.

The hybrid alternative gives us rail stations in the areas that need them the most, where traffic is an issue all day, places that thousands of people try to reach every day, not just for work but for play as well.

So although it is the longest route, I feel like that is the one that is going to solve the most problems that we have within LA as well.

The La Brea alternative, it misses all of those areas where people work and where people go. And it would just be a quick way to bypass the heart of LA. It just goes from, you know, La Brea up to WeHo, especially if the additional time is just eight minutes to get to some of these areas. I don't think that's a big deal by taking the long route around, especially if it's eight minutes on a train and not eight minutes in a car. It's still going to be much faster than taking a cart.

Last comment I'll make is that I have heard a lot of people try to frame this entire project as simply just a West Hollywood project. But even with that longest route, most of this whole project is in LA. Only a small part of it will actually be in West Hollywood. So the big job centers in this area, they're all in LA. Places that people are all over coming to LA from, they're all in LA. So I really feel like this project is important. I hope that we can get started as soon as possible on it, and I hope that we choose the hybrid alternative here. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be Niki, Seth, and

AA. Niki, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi. Can you hear me?

MS. WONG: Yes, we can.

PUBLIC CALLER: Hi. I just want to voice my support for this project, which I think is super long overdue. If we can only do one project in this area, then I think that it has to be the hybrid alternative. Traffic is only going to get worse, especially as everything reopens after COVID. And I don't think it makes sense to build the La Brea route to serve Hancock Park and bypass all of these giant destinations that cause so much traffic.

And I've heard the idea of splitting the project into two, but I don't think people realize how long it takes for these projects to actually get done. And if it is split into two, like, which one gets built now and which one gets built in the 2040s? And since this idea is nowhere in Measure M, then where would the funding come from? And when would it get built?

And just with the slow pace of construction, we just can't wait that long. And I think all of this just to save eight minutes, I mean, I think we should just build the hybrid alternative. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be Seth, AA, and

Jon.

Seth, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hello?

MR. CHANDLER: Yes. Go ahead and speak. We can hear you.

PUBLIC: Awesome. Thank you. So first off, thank you very much, members of Metro. Very grateful for all the work you've done for the city.

I am a Leimert Park resident, so I'm very --

MR. CHANDLER: We can't hear you.

PUBLIC CALLER: Is it good now?

MR. CHANDLER: Yes. Take it away.

PUBLIC CALLER: Okay. Okay. So quickly, very grateful for all the work Metro has done in building out rail in the City. I am a Leimert Park resident, and I just want to first start by saying when the Expo Line opened, I thought I would take it downtown all the time. I took it once and then never did it again because it's so slow and gets so bogged down with traffic.

So listening to tonight's presentation where they talked about putting this entire line underground is really exciting. I think that's the right choice. Grade separation.

I know that there is a lot of talk about doing

this the right away, and a lot of people want the hybrid route. I would advocate firmly instead for the La Brea option. I believe that the hybrid option prioritizes the needs of West Hollywood over the needs of rest of the city. With the La Brea route, we are connecting everyone in the Valley with LAX in a much faster option.

I believe that speed is really what makes -- speed increases the utility of light-rail -- I'm sorry -- any sort of rail. And that's what gets people out of their cars and into the subways.

To the West Hollywood needs, I would say build a spur. Absolutely, it's not something on the table right now, but perhaps if more people were to bring it up, it would become a reality.

Lastly, I just want to add this. It is rare that the fastest option and the cheapest option are the same. I think that's what makes the La Brea option the best. All right. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be AA, Jon, and Lauren.

AA, you will now be prompted to unmute your mic. Please unmute your mic, and you'll have two minutes.

PUBLIC CALLER: Hi. I know a lot of people are advocating, just like the last caller, a line up La Brea

with a spur going west on Santa Monica Boulevard. And I think that can all be built simultaneously.

I'd like Metro to study this option because it will be the fastest north/south route. It will still serve important points of interest in West Hollywood. And in the long term, that spur can be extended to Culver City to the west and ultimately to Venice and Echo Park in the east, so it sets up Metro for further expansion.

Given the high cost of the hybrid model, I think this option of building La Brea line with a spur could be cost competitive, so I would like Metro to study this option in the next stage of phasing. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be Jon, Lauren, and Tina.

Jon, we will now prompt you to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi. Thank you so much, and thank you for all over your work. I've been listening. I've been studying this for a few years. I've lived my whole life in Los Angeles, and I feel -- I wish that the ridership numbers were up. They've been up previously. And I know that you emphasize how many jobs are in each area. But when you added the ridership numbers, it became very clear to me that the La Brea option is the best option, the most

cost-efficient option, and the one that will have the most riders per dollar spent.

And I think that's very important. I think it's irresponsible to spend an extra few billion dollars for West Hollywood, and I am a resident of West Hollywood. And I don't think that that is the right option for the people who really need and will use this.

As we all know, ridership numbers have been way down on Metro and not just because of the pandemic. From November 2018 compared to November 2019, there was 50,000 fewer riders per day on Metro. So we have to keep that in mind and not waste money on something people will not use. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be Lauren, Tina, and Ted.

Lauren, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Good evening, everyone. My name is Lauren. I live at Cloverdale and Pico, which is adjacent to the hub over by Ross by the bus transit connection, and I've been without a car for five years. I depend on Metro. I ride my bike or use Metro to get around town. And, as you can imagine, that north/south connection is imperative. I depend on rideshare or a ride from a friend

to get to the Expo Line or the ride line, so I am -- I'm one of those people who depend not only on the efficiency of Metro but also the accessibility. I am so excited for the LAX line. I've been in LA for ten years. Prior to that, I was in the Bay Area, and San Francisco's expansion to the airport was integral for the whole city to get out there, and so I'm just excited that LA can offer that as well.

But as someone who is dependent on Metro, I am in full support of the hybrid model. Not only will it get me to work where is predominantly, I'm a freelance producer, but I work for a lot of clients on Fairfax. Not only is it adjacent to my work but lots of restaurants on that Fairfax area.

And then to be able to go over to Beverly, Beverly Center, adjacent to all of those restaurants and giving accessibility for that ridership to have access to the amazing services not only in West Hollywood but on the entire route to get up there. And, you know, as a proud fan of the Hollywood Bowl as well, being able to get to that Hollywood/Highland connection point is integral for that access to the Valley.

And, you know, as someone who has depended on this system, I am so excited that you have invited us for public comment, and I hope that the hybrid option is

chosen. Thank you so much for listening to our opinions, and thank you for all that you do to make the City more accessible for all of us.

MS. WONG: Thank you very much.

Our next three speakers will be Tina, Ted, and Anthony.

Tina, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi. Thank you. My name is Tina Vartanian. I first wanted to thank you all for all the work that you've done. I do want to say that I do support the hybrid option. I think that would have the highest ridership, and it would allow a lot of folks to get access to jobs that are available to that side of Los Angeles region. And that's all I needed to say.

MS. WONG: Thank you very much.

Our next three speakers will be Ted, Anthony, and Alexander.

Ted, you will now by prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Thank you very much. My name is Ted Green. I'm a life-long resident of Los Angeles County except for five years in the 1980s when I lived in Washington, D.C.

As a 12-year-old, I started riding the RTD line

76 to Westwood Village to see movies, and it changed my life. So I know what public transit can do for people.

I strongly support the western most hybrid route going through the heart of West Hollywood and across West Hollywood. You know, the reason that line is so logical is it brings light-rail back to where it was first installed 120 years ago. San Vicente Boulevard and Santa Monica Boulevard before they were streets, that's where the red car line ran. And the lane use built up around it over the following decades. That's why so many people live nearby in a dense situation, why there are so many employers nearby and so many places that people want to visit.

I support building stations at San Vicente, La Cienega, and Fairfax. You know, in New York and D.C., in the urban parts of those subway systems, they have stops every eight to ten blocks. That's what encourages people to use them.

The seven years between this summer and the summer of 2028 are going to be absolutely gangbuster go-go years leading up to the Olympics. I urge the MTA to build this line in time to be operating for the summer of 2028. You know, the stars have aligned. We have a president who spent most of his life commuting to work by rail. We have secretary of transportation who had one of his very first

presidential campaign events in California along this very route to Santa Monica Boulevard in West Hollywood.

The stars have aligned. We can get the money. We can make it happen, and I urge MTA to do so. Thank you so much.

MS. WONG: Thank you very much.

Our next three speakers will be Anthony, Alexander, and Robert.

Anthony, you will be not prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi. My name is Anthony Vulin, and I'm strongly in support of the hybrid model. This is the most western version that we have, and I think if we settled on La Brea, it would be a huge missed opportunity. And some people said it's the cheapest. Well, the cheapest opportunities do not build anything at all, and I think that would be crazy, and none of us would agree with that. It's not about the cheapest model but it's about what's going to serve our citizens of LA in the highest level. And the hybrid model really does that.

If we don't do that, there would be a huge gap in our city of no Metro, and this is our one chance to do that.

I also support stations at San Vicente, La Cienega, and Fairfax. And, of course, the sooner we can

build this the better. Before the Olympics would just really, really be amazing.

So thank you so much for all the work you've been doing, Metro. And hybrid model, let's see if we can go that done. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be Alexander, Robert, and Taylor.

Alexander, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi. Thank you so much, everyone, for putting this together. It was truly informative about our current situation, and I just wanted to raise my voice in support of the hybrid model. As a -- basically, a life-long resident of Southern California, particularly West Hollywood and the surrounding area, this is just the model that will help us capitalize on all of the future progress and development that's going to happen as COVID alleviates and other opportunities transpire.

So if we have an opportunity to make this kind of investment, we should make it in the right way. And from everything that I'm seeing, the hybrid model is the way to go.

Thank you so much. I really appreciate your

time.

MS. WONG: Thank you very much.

Our next three speakers will be Robert, Taylor, and Karen.

Robert, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi. My name is Robert Oliver. I'm a West Hollywood resident. I want to voice my support for the hybrid alignment. This alignment is most in line with Metro's goals.

It comes down to connectivity. The hybrid alignment would serve the most people, industries, communities, and lifestyles, and it would encourage the highest ridership.

It is the obvious choice, and it is worth the investment. This would connect other communities to West Hollywood and make public transportation not only a viable option but a better, faster, and cheaper alternative to driving. It could also mean safer streets for people taking the subway for a night out and not driving home intoxicated.

We have one of the busiest airports in the country, and this line would connect it to world-famous landmarks, entertainment, and hotels as well as giving residents a viable alternative to driving to the airport.

In my view, it would fundamentally change how people get around LA. We only get one shot at this, and we need to get it right. I encourage you to select the hybrid alignment. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be Taylor, Karen, and Mark.

Taylor, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi. Thanks for the opportunity to speak. So my name's Taylor. I live at the corner of Crenshaw and Adams. Like, right at the corner of Crenshaw and Adams. I think when this is built, I may be the person who lives the closest to any of these stations out of all of them. So I'll be very likely to use this very frequently. I'm a bus rider. I use transit as my primary mode of transportation except for when I'm biking. I've used transportation my entire adult life.

So I'd like to express my support for the La Brea line, which is far and away going to be the best one to connect Los Angeles. More, though, than a La Brea line supporter, I'd say I'm a hybrid line detractor. So I think anybody who uses rail lines knows that the primary place that you go on a rail line is to a different rail line. Nobody really expects the line to pick you up at

your house and drop you off right at your job or wherever you're going. You go to another line and you transfer. You look at the New York line in the New York subway -- one of the best in the world -- and it's a grid. You go to Berlin and you have a circle with the grid in the center. It's really the -- the connections and the transfers that make a transit system as powerful as it can be.

And the La Brea line does exactly this. It connects other rail lines to each other and it makes the entire system more useable. The hybrid line does exactly the opposite. It may get you to the hospital, but it doesn't -- it does a much worse job getting you downtown, getting you to Westwood, getting you to LAX, getting you to Culver City, getting you to Santa Monica.

Most people are going to one of those other locations, not specifically to West Hollywood. So please keep this in mind and choose the La Brea line. Thanks.

MS. WONG: Thank you very much.

Our next three speakers will be Robert, Karen, and Mark. Robert, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: I just spoke.

MS. WONG: Our next three speakers will be Karen, Mark, and David.

Karen, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hello. Good evening. I'm Karen O'Keefe, and I'm from West Hollywood. I live very close to the corner of Fairfax and Santa Monica Boulevard, and I haven't owned a car in about 20 years.

I support the hybrid model, the one that includes Fairfax and San Vicente and having it extend to the Hollywood Bowl.

California's Number 1 contributor to greenhouse gas emissions is transportation, and we need to shift as many trips as we can from the car to other modes of transportation. And I believe the hybrid model is the best approach to do so.

The region that's included in this model would cover a huge number of tourists, the workers that serve them in the city, the large number of jobs here, Cedars-Sinai and lots of destinations that people go to for nightlife and for festivals like the Halloween Carnival.

West Hollywood is extremely dense and it's very supportive of transit and eager for this option. It also has 3.6 million tourists as of the last fiscal year I found data for that was a normal year, which serve about 8,000 jobs. If we want to include all of those

individuals and have them be able to get from LAX to stay in the city and visit the city, we would need to include these destinations. We're in a climate crisis, and this is an opportunity to connect far more people to an alternative to cars that people are hungry for.

Every other mode of transportation, like buses, that would be mass transit is stuck behind cars other than the few bus rapid transit lines. This is a way to get people to move faster than cars, even if it adds an extra eight minutes to some trips that will include far more people as still should be far faster than cars.

So I urge the City, the region, and Metro to move as quickly as it can to build this. I like the idea of doing it before the Olympics as well.

That's it for me. Thanks.

MS. WONG: Thank you very much.

Our next three speakers will be Mark, David, and Daniel.

Mark, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hey. My name is Mark Heller. I'm a 20-year West Hollywood resident, and I'm here to express my support for the hybrid model.

I'll keep it brief because many of the benefits were already highlighted in the presentation and by

previous speakers, but I do think it's essential to West Hollywood's future and prosperity to keep all of its residents connected to LAX, to Downtown, the South Bay, the East Side, the Valley and more. It would be a shame not to serve our whole city.

I'm imagining a similar conversation happening in New York a little over a hundred years ago, so I feel like this is our one chance to make sure West Hollywood doesn't get left behind. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be David, Daniel, and Daryl.

David, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Good evening. I do want to speak about three of the alternatives. I -- in speaking about these alternatives, I just want to make sure we don't make the same mistake we did with the Green Line where we built a line to nowhere.

So, yes, while La Brea may be the cheapest and the most direct, but it also hits the least points of where people want to go aside from the two ends. So I think the only two really that would make sense for usage would be Fairfax and the hybrid.

In looking at the hybrid, yes, it serves the most

points of interest and where people would want to go, but it's also the most expensive. And I was really concerned with the fact that I could not find anyplace looking at some at of the surface type -- types of alignments, at-grade alignments, particularly along Santa Monica Boulevard, which used to have a rail line at grade. It can be done, that it could be done efficiently and not bogged down in traffic if the trains were given priority over the red lights.

So I think -- I don't know if it was studied. I couldn't find it in any of the documents that were released on the website. But I would like to see that studied to make that alternative more cost effective.

Barring that, I would speak in favor of the Fairfax alternative as my choice because I think it merges the two considerations -- cost and hitting the most sites. If cost could be brought down for construction of the hybrid, I then would support that one.

That's all I have to say. Thank you very much for your time tonight.

MS. WONG: Thank you very much.

Our next three speakers will be Daniel, Daryl, and Catherine.

Daniel, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

MR. CHANDLER: Daniel, please unmute your mic.

PUBLIC CALLER: Can you hear me?

MS. WONG: Yes, we can.

PUBLIC CALLER: All right. Off we go. Hey, everybody. Dan Tellalian, proud Metro rider. Thanks, Metro, for conducting these outreach meetings. And I'd also note that Metro conducted an additional outreach meeting in my community of Carthay Circle last year at the neighborhood request, so kudos for doing the right thing and incorporating our ideas.

A few quick records -- points for the record. One, I note that decades ago, transportation planners routed the 10 freeway through Mid-City and divided our city between north and south. Good for Metro to plan the Crenshaw extension to reconnect these parts of the city. Please, please do not make the same mistake by considering an above-grade line on San Vicente and resplitting the Mid-City neighborhoods between Pico and Stanley. Please remove the at-grade aerial options from the EIR scoping and only study below-grade options.

Two, I support the Fairfax and La Brea options as the most efficient and directly northbound options. Indeed, I still lament the fact that the Crenshaw extension does not run on Crenshaw, and I hope Metro can revisit the possibility of a D line station location at

Wilshire and Crenshaw in future planning.

Finally, I believe that the less efficient hybrid loop that accommodates West Hollywood destinations at the cost of commuter time and financial resources should only be considered if West Hollywood and, frankly, Cedars-Sinai can help finance the delta or the financial gap resulting from the additional stations and rail distance.

I also support that the study of a West Hollywood spur concept as an add-on for the true north and south line.

Thank you for your strong efforts, Metro. This is a big list and you guys have been great.

Perhaps the last thing I'd say in my last few seconds is that eight minutes isn't eight minutes. It's eight minutes per train for all of the millions of riders over time. So it's a big loss of time. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be Daryl, Catherine, and Michael.

Daryl, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: I think I'm unmuted. Okay.

I live in Pasadena. Formally, was in Santa Monica and was a long-time Expo line proponent. I've been a strong supporter of serving the greater West

Hollywood area with a north/south line like this ever since Hollywood was considered in the Purple Line's planning. It's a perfect fit with high population and job density, terrible car access, and great connectivity.

I support the hybrid alternative to serve the core Cedars-Sinai, West Hollywood, Grove, and LACMA areas. And I would note if the first caller is still on the line, this is a subway that he was asking for just as fast as the purple and red lines, only which a little bit shorter trains.

And thank you again. I hope we can find the funding to get this thing built. 2047, I would be approaching a hundred years old. I want to have it have finished before that.

Thank you very much.

MS. WONG: Thank you very much.

Our next three speakers will be Catherine, Michael, and Justin.

Catherine, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi. Thank you, guys, so much for doing this. Can you hear me?

MS. WONG: Yes, we can.

PUBLIC CALLER: Okay. So two things. I am actually,

like, in Hancock Park. So you would think that I would be -- and I sold my car a few cars ago, so you would think that I would be a proponent of the La Brea route, but I am supporting the hybrid model. I think it is more valuable to the communities at hand. And one of the things that I would like to mention that has not really been brought up in this conversation is that I think that the extension of the route to the Hollywood Bowl is ludicrous. And I can't really fathom why that's being considered. It seems to me a giant waste of money.

If people are considering that the addition of West Hollywood to, like, the most populous areas is a waste of money, then I can't imagine who exactly out there is thinking that it's a good use of public funding to go to the Hollywood Bowl when the people who go to the Hollywood Bowl -- and I do go to the Hollywood Bowl frequently -- you park at Hollywood and Highland and you walk. Or if you are with somebody who has, like, a season pass to the shell, there's parking.

So the idea that Metro would even think to expand up there at an additional, you know, tax payer cost is just ridiculous to me.

But I love that you guys are doing this public forum. I am so appreciative. I am really excited about this. And I also thank all of the people who talked

before me. And -- yeah.

MS. WONG: Thank you very much.

Our next three speakers will be Michael, Justin, and Estevan.

Michael, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi. How is everybody going?

I'm Michael. I live all the way in Willowbrook off of 118th Place between Avalon and San Pedro. I'm only five minutes from Avalon station, and while that's going to be two seconds off the Crenshaw Line and South Bay Line, they're going to connect with the Crenshaw Line. One is going to go from Norwalk all the way to the Crenshaw/Expo and then the other one from the South Bay towards Crenshaw and Expo.

And I'm in support of the San Vicente/Fairfax hybrid, despite what the La Brea Avenue alternate marks have to say, because that route does not direct tourists to all the destinations where everybody goes to. So the one with the hybrid is the most important, goes to all the -- all of the right destinations to where people shop, work, entertain, and get around to hanging out with their friend and families.

So, yeah, I'm in support of the hybrid. That's all I got to say.

MS. WONG: Thank you very much.

Our next three speakers will be Justin, Estevan, and Maysonet.

Justin, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi there. My name is Justin, and I am fully supporting of the hybrid model, although I would like stops everywhere because why not be more connected.

I hear people bringing up all the other places that are connected, and you know what unifies them? Is that you can get most places there. It is almost impossible to figure out the bus system here in Los Angeles, and I've lived here my entire life.

And for the money thing, I've paid so much money in weed taxes, there is plenty of money to build these subways to get everywhere. So let's make this happen. Let's people help people get places.

And a lot of people in LA like to drink, and this will make it a little bit easier and less DUIs. Thank you. That's all.

MS. WONG: Thank you very much. Our next three speakers will be Estevan, Maysonet, and Jacob.

Estevan, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hello. My name is Estevan. I've been

a West Hollywood resident for the last ten years.

I am in support of the hybrid option. I think it's the most important option. It's probably the most important alignment of all the extensions and alignment options that Metro has been looking at after the passage of Measure M.

This is vital for not just West Hollywood but our entire region. I think a lot of speakers have said this before, but it's important to repeat. We should not make the same mistakes of the past: building alignments that are close but not close enough to getting people to the places they need to be, where they want to be, where they work, near their families, where they live, where they want to socialize. We should just get this done.

So I'm in full support of the hybrid model. And in addition to that, and I would disagree the speaker previously who mentioned concerns around the extension to the Hollywood Bowl. That too was a mistake not to build an alignment to the Bowl, and it's something that we can remedy now and we should. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be Maysonet, Jacob, and Jackson.

Maysonet, you will now prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Okay. Thank you. So I'm a resident of historic West Adams. I live about half a mile east of Crenshaw on Adams. And I find it interesting the debate between both lito (phonetic) hybrid and nonhybrid are the La Cienega. I think that the direct model is more efficient. I'm from the East Coast originally, New York. And, you know, you take the train, you connect. You go, you know, Queens, Bronx, Brooklyn. There's no direct. You got to connect. You got to get off. You got to, you know, move that way. That's the most efficient way.

What I find interesting is that we -- and I don't know if Metro has even considered it -- the housing issues that we have as not enough housing and then trying to build and developers are trying to build but it cost about $38,000 per parking spot that they would have to build, which is delaying and cost issues and people's income, then build housing that doesn't have parking and offer a discounted rate to the Metro line so people would have more adoption, and more adoption, more efficiencies, you know. I just, you know, for the first three years or something like that. Just something to consider as well. Thank you. And thank you for what you're doing.

MS. WONG: Thank you very much.

Our next three speakers will be Jacob, Jackson, and Adam.

Jacob, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Thanks, Melanie. I'm Jacob Sotsky, and I'm a resident of east West Hollywood, so you'd think that I would probably be equally happy with either the Fairfax or La Brea alignments, considering that I drive to LAX every day where I work. But I want to echo the sentiments of the other people that have called in support of the hybrid alignment because this is one of those moments when you can actually have an alignment that hits not just where people live but also where they go out, and, therefore, you're going to be getting peak travel during not just your typical rush hours but all day long. So I think we need to not miss this opportunity.

I also want to add that the east/west alignment down Santa Monica Boulevard could always be added later and integrated with this alignment, which would not be precluded. So rather than try and wait until you get and east/west alignment in the future, you can just plan for the possibility of spurs to continue through on a future alignment and look at that, you know, 20 years on down the line. But don't miss this opportunity now getting this north/south connection in, especially with the hybrid alignment on San Vicente. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be Adam, Carolyn, and Robert.

Adam, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi. This is Adam Kroll. I'm a West Hollywood resident. Thank you for giving us the opportunity to make a comment.

I'm really excited about the Crenshaw Northern Extension being built for a multitude of reasons folks have already mentioned. It's going to be a great connector regionally and also connect folks locally to a lot of important destinations and resources.

I think it's really important that we do think kind of long term about this. And when we think about environmental impact, how are we getting more and more folks out of their cars and using transit to make sure that our skies and air are clearer. And how are we making sure that the many folks who already rely on transit can more easily get to their destinations, get to their jobs, get to school, places they need to go.

And I think it's pretty clear that the hybrid alignment takes folks to the most destinations, and that's really what's going to draw people to it.

I understand the concerns that folks have had around the La Brea alignment being a little bit quicker,

but the reality is we're just talking about a few minutes difference here for tremendous added benefit of so many more important destinations that people actually want to go to. It's an argument that you can make about a lot of other lines around the world that they could have circumvented a lot of other areas and been more direct and gotten people from Point A to Point B a little bit quicker, but then you would have a lot less folks actually using it. You'd have lower ridership in the long term.

So really excited about this project moving forward much sooner than the original plan date of 2047. Thanks again for giving us the opportunity here.

MS. WONG: Thank you very much.

Our next three speakers will be Carolyn, Robert, and Shannon.

Carolyn, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Thank you, Melanie, for sharing this and for everyone from Metro for all of their hard work and really giving us this opportunity.

I am a 35-year homeowner and business owner in West Hollywood [inaudible due to technical issues], so I'm thrilled, unfortunately, thrilled that this is happening. However, I will probably ask my family to carry my ashes onto the Metro because I will be long gone by the time

this happens.

I am passionately in favor of the hybrid. I -- I want to concur with an earlier speaker that noted it -- the West Hollywood stops are nominal compared to the Los Angeles stops. A lot of people think this whole area with the Beverly Center and Cedars, that is Los Angeles. It's not West Hollywood.

And I appreciate the deep dive that Metro did on the research to show that the San Vicente hybrid serves three times the -- the jobs that the La Brea access does. And people coming to work at Cedars, the Beverly Center, all of these locations, how wonderful that they could sit and relax before they go to work instead of driving, cutting down all of the pollution.

Environmentally, I think the hybrid is the best way to go, and I really appreciate [inaudible].

MR. CHANDLER: We kind of lost you.

MS. WONG: Thank you very much.

Our next three speakers will be Robert, Shannon, and Hanakawano.

Robert, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Thank you for the opportunity to comment.

I've been following Metro rail projects for more

than 30 years now, and I can tell you that the issues for me are ridership and reduction of traffic congestion.

I strongly support the hybrid model, not only because of the number of employees at places like the Beverly Center and Cedars-Sinai, which has more than 13,000 employees, but also, I think Metro needs to consider the number of visitors to each of these places each day. It's not only the employees, but there are thousands of visitors who travel to these two destinations alone each and every day. And it would be pennywise and pound foolish, nearly unconscionable, for LA Metro not to serve these two locations.

Thank you for the opportunity to speak.

MS. WONG: Thank you very much.

Our next three speakers will be Shannon, Hanakawano, and Noah.

Shannon, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi. Good evening. Thank you so much for the opportunity to speak tonight.

My name is Shannon Ryan, and I want to just say we have one bite at the apple here, and we should make the biggest impact that we can. I'm in support of the hybrid model. This is our opportunity to make a lasting investment to bring people to where they work, to

institutions and areas of entertainment.

I echo the other comments those in support of the hybrid model have made about thinking about tourists and visitors to this region as well.

I think it's also a no-brainer that there should be a Hollywood Bowl station. I have walked from the Red Line station at Hollywood and Highland up Highland to get to the Bowl. And sometimes the sidewalks are so crowded, I walk in the street. So this is -- makes a lot of sense to me.

I'd also like to advocate that the entire line be underground. And I was very pleased to see tonight that more serious consideration for the San Vicente segment between Midtown Crossing and Stanley is being considered to be underground. And so I really strongly urge that that option not only be considered but be selected and move forward.

So thank you so much for this opportunity. I'm glad to see it happen.

MS. WONG: Thank you very much.

Our next three speakers will be Hanakawano, Noah, and W. Marks.

Hanakawano, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Oh, good evening. I'm a life-long resident of Los Angeles. I was leaning towards the La Brea route for all the reasons the proponents of the La Brea route mentioned. But the hybrid route people gave pretty powerful arguments, but I still don't -- I can't make up my mind.

But the one that thing that is a hundred percent I am for is adding the Hollywood Bowl route because of the speaker who said, well, you're walking in the street. The sidewalks can't accommodate people walking up from the Red Line.

My biggest concern is with the pandemic and with ridesharing, it's -- in New York City, the ridership is going down, even before the pandemic. And one thing I want to add about the pandemic is it will -- the 1918 flu came back every two to three years up until 1958. And if that's going to happen every two or three years of ridership is going to go down, it's going to be a cash crunch.

And then the other thing is you must add toilets to these stations. Like in Japan, every train station has a nice clean toilet. And the reason that's so important is their used to be a grocery store or a restaurant that would let you use the bath room, and not anymore. Not even if you buy something can you use the bathroom. And

it discriminates against elderly and it discriminates against the disabled.

Thank you. And that's my say.

MS. WONG: Thank you very much.

Our next three speakers will be Noah, W. Marks, and Joan.

Noah, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi. So I'd like to say that I would also be in favor of the Fairfax/San Vicente hybrid line. But a few of the concerns that I have is that between San Vicente and La Brea, there's going to be the on-street train, and I think that it should be a subway just because I think it will create more of a separation between the city that I think is not great and that it would be better just to include a subway.

I also think that between Rimpau and Wilshire and Fairfax, there is a big gap that needs to be filled in with one or two more stations so that you don't have people that need to connect onto buses. It's easier for just pedestrians to walk, so adding lines at Crenshaw and Venice, San Vicente and La Brea, San Vicente and Fairfax and also possibly a stop at La Brea and Sunset would be great additions. Thank you so much.

MS. WONG: Thank you very much.

Our next three speakers will be W. Marks, John, and Jerard.

W. Marks, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Good evening. My name is Wally Marks, and I'm a Los Angeles business owner in the Miracle Mile as well as Culver City and other cities as well.

I fully support the La Brea route going north. As a very active Metro rider, speed and ease is vital to get people out of their cars. And I believe a direct route for San Fernando Valley residents and having the shortest route from the Valley all the way to LAX is the wisest move. And with that, I support the creation of a new loop taking a loop from La Brea and Beverly west to La Cienega and Beverly and then north up to Santa Monica Boulevard to those stations on the map further east then back to La Brea and Santa Monica and having an independent loop for all of those large population and job centers would be an interesting alternative to what's even being supported or presented tonight, still allowing San Fernando residents to come straight down La Brea and, in a sense, straight down through West Adams, Leimert Park, and on to LAX and other job centers. So it's something new that I'm bringing up.

I also support the extension to the Bowl.

Thank you very much.

MS. WONG: Thank you very much.

Our next three speakers will be John, Jerard, and Jackson.

John, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

MR. CHANDLER: John still needs to unmute.

If you're still there --

MS. WONG: John? Can you unmute yourself, John?

PUBLIC CALLER: Hello? Hello. This is Lindsey, not John. Maybe that's why I was confused.

Thank you, everyone, for allowing me to speak tonight and thank you to Metro staff for conducting these public meetings.

I think what we need to focus on tonight is people. And our city of West Hollywood is 36,000 people, but on any given night, pre- and, hopefully, post-COVID, we can up to quadruple in size. And that's not even counting the special events that people come to on an annual basis in our city.

People come from all over the world to come not just to our city but to the entire region. And that's why this is alignment is so critical and so important.

Metro has demonstrated that they're listening. Evidenced tonight is seeing an undergrounding option based

on comments that have been heard from neighborhoods along the alignment of San Vicente. So we appreciate that Metro is listening.

Hundreds of community and public meetings have been conducted. I've participated in most of them. The time do this is now.

I appreciate the creativities that has been suggested by other folks tonight and at other meetings. But what I do think is important is, once again, people. We shouldn't be delaying decisions that would serve more people and more needs immediately. We don't want to continue to take a backseat when we've been fighting for this for over a decade.

The hybrid option contemplates much more public input and the possibility of an EIFD creates the ability for project-specific policies to address equity, gentrification, rights of first return, and other issues that have come up in community meetings. This isn't just about infrastructure, which serves people. It's a social justice line connecting communities that were divided by red lining and deserve to be connected now.

We appreciate your efforts. Thank you very much.

MS. WONG: Thank you very much.

Our next three speakers will be Jerard, Jackson, and Jeffrey.

Jerard, please unmute your mic. You will have two minutes.

PUBLIC CALLER: All right. Can you hear me?

MS. WONG: Yes, we can.

PUBLIC CALLER: Okay. Very good.

Good evening. My name is Jerard Wright, government affairs director of the Greater LA Realtors. Our association are members of the All On Board Coalition that support the hybrid alternative. And we want to thank Metro for hosting tonight and the city of West Hollywood for their longstanding support and leadership for the past decade as Mayor Horvath has just articulated to accelerate this vital project and considering the financing of an EIFD to bridge the funding gap.

This extension will be a game changer to the region to link many jobs and destinations on the hybrid and the Fairfax alternatives. And our association stretches from Santa Monica all the way through central Los Angeles, linking also Beverly Hills, Century City, and West Hollywood. So our members are very interested in this project. They want to see more information. Want to thank Metro for the presentations that have been given to them and want to hear more about this project as it continues through.

Thank you so much for the time and attention.

MS. WONG: Thank you very much.

Our next speaker will be Jackson.

Jackson, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: All right. I would like to say to Metro -- my name is Jackson -- I really like the design. I think you guys have done a great job on the design and planning for this subway.

But it seems like funding is the issue that's causing this really quite extreme 20 years for review and engineering. And the construction time looks great -- six years. But 20 years seems like a really long time for such a crucial piece of infrastructure for this city in order to be able to grow.

I was wondering if you guys could publish maybe potential sources for us as constituents of funding that you're going to get in the future. Because, obviously, I think you guys are working hard on getting funding to be able to accelerate this project to a reasonable timeline. But I would like to know so that I -- when I vote and when I make decisions and when I lobby politicians, you know, just sending them letters and phone calls and things, who to pressure to give you guys more funding to be able to speed in this up. I think that would be useful.

I'd also like to say that I support the La Brea

route in the short term. If this is able to be done in the next 10 or 15 years, I'd say go for the La Brea hybrid but -- or sorry -- support the hybrid route in the short term. But in the long term, I'd support the La Brea route because it's understood that transportation demands tends to follow supply. If we build a subway under a spot that doesn't have a lot of jobs or housing right now, who's to say that 30 years from now, a tremendously long time in the future, it's not going to have tons more jobs as a consequence of this subway development. Because that's simply a transportation mode that people will be able to take and they won't even need to think about a car.

So I'd say I support that route in the long term but the hybrid in the short term.

MR. CHANDLER: All right. Melanie, we wanted to give Carolyn -- because she got caught off -- just give her a chance to finish her thoughts. Is she back on the line? Carolyn Campbell?

PUBLIC CALLER: That's very kind of you, but our delightful mayor, Lindsey Horvath, said it all. Thank you.

MR. CHANDLER: Thank you. And do we have any speakers left, Melanie?

MS. WONG: That was actually our last speaker, Patrick.

MR. CHANDLER: Okay. Well, we're going to be here until 8:30. So if anyone feels so moved to speak at this point, please just follow the instructions and raise your hand.

MS. WONG: I see we actually have a few hands raised.

So our next three speakers will be Michael, Jackson, and Eddie.

Michael, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi. This is Michael. Can you please confirm you can hear me?

MS. WONG: Yes, we can hear you.

PUBLIC CALLER: Perfect. I want to say thank you so, so much for doing this tonight. It's a been a wonderful meeting.

I moved to Los Angeles from across the country four years ago, and I live in West Hollywood. I did not bring a car with me, and I am a furiously positive supporter of the work you're doing to try to get cars off the road.

I am in very, very strong support of the hybrid model. And I say that because I take Metro all over Los Angeles County and beyond, including all the way down to Disneyland from West Hollywood, which is two hours and 45 minutes as it is currently, but I see a lot of people

riding and I give a lot of people directions. And what I found is the nightlife in West Hollywood cannot be understated. It's just a wonderful, fun place to be for many events that happen throughout the year and beyond. And I've given a lot of people directions to it, and I've realized how important it is for people to come and be here and how common it is.

So to see anything that kind of bypasses greatly, which Fairfax and La Brea do, without hitting all the key spots in West Hollywood and beyond, like Cedars-Sinai, which the hybrid model hits, it would be a big mistake to overlook that.

So I'm just so proud when I see so many people coming over all over Los Angeles County, even Orange County in to West Hollywood for various reasons. So to bypass that I just think is a major mistake. So I'm hoping so much that the hybrid model is what is taken.

I've heard of some people saying La Brea and then considering the spur into West Hollywood, but I just think, gosh, that's going to be decades and decades and decades until that would get done. I just don't think it would be worth it right now.

Thank you so much for your consideration. I really appreciate the time today.

Also, thank you so much for making it above --

below ground. Below ground. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be Eddie, Michael, and Michael.

Eddie, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Can you hear me.

MS. WONG: Yes, we can.

PUBLIC CALLER: Okay. I am a resident. I live in the area. In fact, I live near Stanley and San Vicente. So if the hybrid model that is the Fairfax/San Vicente route is adopted, I would be directly impacted. I would obviously favor the below-ground subway. I think it would be, you know, less of an impact on those of us who are residents who live in the area.

Secondly, I strongly support the decision to -- for the Northern Extension of the Crenshaw Expo Line. In fact, I work in the area, and I've been waiting how long it was going to take to come around to this Northern Extension. So I think that is -- you know, that's a great idea.

And 2047 is too long. That is ridiculous. I mean, there is no reason why you can't, you know, break ground on this project within five years, no matter which option is chosen. And I'm through.

MS. WONG: Thank you very much.

Our next three speakers will be Michael, Michael, and Noah.

Michael, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hello. It's me again. I know we discussed about the hybrid, which that one should be the perfect one over at the La Brea alternate. However, I think the route should go, like, west on 3rd so that way it could veer towards San Vicente and have a stop between Beverly Center and Cedars-Sinai Medical Center, which right there, everybody is going to get off and get on, rather than just having a station over on La Cienega and Beverly. That's my intake.

MS. WONG: Thank you very much.

Our next two speakers -- our next speaker will be Michael followed by Noah.

Michael, you will now prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi. Thanks so much. I'm a long-time Miracle Mile resident, and I just want to say it is a really great project and looking forward to it.

I hope there's some way that we can figure out how to expedite this because I agree with a lot of the other people that have commented saying that, you know,

waiting until 2047 is just absolutely ridiculous. You know, in this day and age, we've got to figure out how to do stuff a lot faster and a lot more effectively and efficiently. So I hope they can really focus on trying to speed up this time line.

In terms of the different routes, I think it's really important to either go up the Fairfax route or go up the hybrid route. Either one, I think, would be fantastic.

But one other point I would say is I really think the whole route needs to be subterranean. I think it would be ridiculous for just a little bit of the route to be above ground. And I think that would have a very detrimental effect to the area where it would be above ground. So I'm a big proponent that the whole thing needs to be underground. And I thank everyone from working on the project, and I look forward to this getting built and really helping out the neighborhood and having a great transit -- a better public transit in this area.

Thank you very much.

MS. WONG: Thank you very much.

Our next three speakers will be Noah, Sam, and Ann.

Noah, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: This a question for you guys. How come it will take until 2041 to start breaking ground?

Are you able to hear me?

MR. CHANDLER: Just -- as we mentioned earlier before scoping, we are really just here to hear the questions or comments. And all we can do at this time is just record what the questions and comments were for you -- from you, not exactly respond. So if you have other comments, please feel free to provide them -- or other questions that we can record, please free to do so.

PUBLIC CALLER: Okay. Thank you so much.

MS. WONG: Our next speaker will be Sam.

Sam, you will now be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi, there. It's great that there's a lot of West Hollywood contingents on tonight's call. And I'm guessing likely encouraged to join the call by some of the leadership in West Hollywood. I'm actually technically a Los Angeles resident just a few feet from West Hollywood, but I'm certainly advocating for as much rail as possible.

I guess my concern for the call -- the comments that's been made in tonight's call would just be that it's worth it to keep in mind that there's opinions of people -- not -- it might skew toward those in West

Hollywood, which, certainly, I think my concern is the projects were presented as sort of one or the other. But realistically, I think everyone knows that all corridors highlighted here should really have rail access.

I kind of tend to prefer the La Brea access mainly because I've spent time in Europe, I've spent time in New York, and efficiency really does matter. So long term, I think that should be something worth considering, mainly because, you know, like we're saying, this is going to take 20, 30 years to build. Realistically, if there's a quicker way to do it and La Brea's the way to do it, great. Again, I don't want to be thinking that this has to be one or the other. I would hope that leadership at Metro is considering let's do this efficiently, consider the La Brea route, but then also let's simultaneously maybe work with -- which I'm sure discussions have been had -- with the federal government about saying, yeah, gosh. Let's try to figure out can we do both. Can we walk and chew gum at the same time.

Honestly, they're all imperfect options, but I hope that short-term thinking is not going to be the deciding factor.

And one little small bit of thought with the southern part of that route or at least perhaps the option, if it's considered, around Fairfax and San Vicente

area, I would like to consider perhaps a stop closer to the Little Ethiopia area. It's a great stop. It's a great area. I wish that area would be highlighted a little bit more. Thank you.

MS. WONG: Thank you very much.

Our next speaker will be Hanakawano.

You will not be prompted to unmute your mic. Please unmute your mic. You will have two minutes.

PUBLIC CALLER: Hi. I want to talk about getting another source of money, and can you get money from the government for disaster preparedness? And the reason is is the subway in Downtown LA, it could -- there's two huge demonstrations with over a million people in the past 20 years, and the subways alone moved everybody out of there in less than two hours.

So if you have an emergency where the freeways are down, you know, the roads are not passable, the fact that you have the subway and it will still work after an earthquake, can you get some money from, like, FEMA or something because you can get people out of the area when you have no roads, no other way in or out.

Like, for instance, Bay Area Rapid Transit, the tunnel that went under the bay, that was working and operational within -- I don't know -- like two hours after the quake. And then for years, it was the only way to get

from the other side of bay into San Francisco.

So I think there's a lot to be said from a public safety standpoint when you have, you know, underground. Because it sounds like all of this is going to be underground. So is there a source of money you can get to speed this up? That's all I have to say.

MS. WONG: Thank you very much.

That was actually our last speaker, Patrick.

MR. CHANDLER: Well, if there is anyone who wants to speak in this last minute, please raise your hand. Otherwise, we plan to stay here until 8:30. I think we've had a lot more comments and participation than we did in the last meeting.

But -- so, yes, you know, as I said, we'll -- we will post the recording of this meeting on our website, the project website, for people to see. As well if you want to see kind of a version of the presentation that was provided, the story map is also there and has the video and pictures and other information that was provided in the presentation. So if you just go to Crenshaw North -- Metro.net/CrenshawNorth, click on the meetings tab, just scroll down. You'll see the link that's right there for you.

So if there's no one else who has raised their hand, then I think we're going to close it down. And so,

you know, we definitely thank you for staying with us for two hours tonight and for all of the comments and feedback thank you.

(Public Meeting concluded at 8:30 p.m.)

REPORTER'S CERTIFICATION

I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth; that any witnesses in the foregoing proceedings, prior to testifying, were duly sworn; that a record of the proceedings was made by me using machine shorthand, which was thereafter transcribed under my direction; that the foregoing transcript is a true record of the testimony given.

Further, that if the foregoing pertains to the original transcript of a deposition in a federal case, before completion of the proceedings, review of the transcript [] was [X] was not requested.

I further certify I am neither financially interested in the action nor a relative or employee of any attorney or party to this action.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: May 18, 2021

Brywn Whatford,
CSR No. 14234

$

$38,000 62:15

1

1 51:10

10 55:13 76:2

118th 59:9

12-year-old 44:25

120 45:7

13,000 67:6

15 76:2

19 33:22

1918 69:15

1958 69:16

1980s 44:23

2

20 51:6 63:21 75:10,12 83:10 84:13

20-year 52:22

2018 42:10

2019 42:10

2028 45:20,22

2040s 38:17

2041 82:2

2047 33:23 35:4 57:12 65:11 79:22 81:1

3

3.6 51:23

30 67:1 76:8 83:10

35-year 65:21

36,000 72:16

3rd 80:9

4

40 36:17

45 77:24

5

50,000 42:10

7

76 45:1

8

8,000 51:25

8:30 77:2 85:11 86:4

A

AA 38:1,25 40:20, 22

ability 73:15

above-grade 55:17

absolutely 40:12 45:20 81:1

accelerate 74:12 75:19

access 43:17,22 44:13 57:4 66:10 83:4,5

accessibility 43:3,17

accessible 44:3

accommodate 69:10

accommodates 56:3

active 71:9

Adam 62:25 64:1, 3,5

Adams 49:12,13 62:2,3 71:22

add 40:15 63:15 69:15,20

add-on 56:9

added 41:24 63:16 65:2

adding 69:8 70:21

addition 58:11 61:16

additional 37:8 55:7 56:7 58:21

additions 70:24

address 73:16

adds 52:9

adjacent 42:20 43:13,16

adopted 79:12

adoption 62:19

adult 49:18

advocate 40:2 68:11

advocating 40:25 82:20

aerial 55:19

affairs 74:7

age 81:2

agree 46:17 80:24

ahead 39:5

air 64:17

airport 43:6 48:25

airports 48:22

Alexander 44:18 46:8 47:7,9

aligned 45:23 46:3

alignment 35:16 48:9,12 49:4 61:4, 19 63:9,10,15,17, 19,21,24 64:22,25 72:23 73:2

alignments 54:4, 5 61:10 63:6

alleviates 47:20

allowing 71:20 72:12

alternate 59:17 80:8

alternative 36:16, 22 37:4,22 38:8, 23 48:18,25 52:5 54:13,15 57:5 71:19 74:9

alternatives 53:16,17 74:17

amazing 43:18 47:2

Angeles 41:21 44:14,22 49:21 60:13 66:5,6 69:2 71:6 74:19 77:16, 23 78:14 82:19

Ann 81:23

annual 72:20

Anthony 44:6,17 46:7,9,11

anymore 69:24

anyplace 54:3

apple 67:22

appreciative 58:24

approach 51:14

approaching 57:13

area 34:14,17 37:18 38:7 41:23 43:5,14 47:17 57:1 66:5 79:10, 15,18 81:14,19 84:1,2,3,20,22

areas 36:23 37:5, 9 57:6 58:12 65:6 68:1

argument 65:4

arguments 69:5

articulated 74:12

ashes 65:24

association 74:8, 17

at-grade 54:5 55:19

attention 74:25

Austin 34:2 35:6, 7

Avalon 59:9,10

Avenue 59:17

Awesome 39:7

B

back 45:6 69:16 71:17 76:17

backseat 73:12

Barring 54:14

based 72:25

basically 47:15

basis 72:20

bath 69:24

bathroom 69:25

bay 43:5 53:3 59:11,14 84:22,23 85:1

below-grade 55:20

below-ground 79:13

benefit 65:2

benefits 52:24

Berlin 50:5

Beverly 43:15,16 66:6,11 67:5 71:14,15 74:19 80:11,14

big 35:1 37:9,17 56:12,16 70:18 78:11 81:15

biggest 67:23 69:12

bike 42:23

biking 49:17

billion 42:4

bit 57:9 60:19 64:25 65:7 81:12 83:23 84:4

bite 67:22

blocks 45:17

Board 74:8

bogged 39:20 54:8

boulevard 33:15, 17 41:1 45:7,8 46:2 51:5 54:6 63:16 71:16

boulevards 33:16

Bowl 43:20 51:9 58:8,15,16 61:18, 19 68:6,8 69:8 71:25

Brea 37:4,7 38:11 40:2,5,17,25 41:10,25 46:14 49:19,21 50:9,18 53:20 55:21 58:3 59:17 63:6 64:25 66:10 69:3,4 70:12,22,23 71:8, 14,17,21 75:25 76:2,4 78:9,18 80:8 83:5,15

Brea's 83:11

break 79:23

breaking 82:2

bridge 74:14

bring 40:13 67:25 77:18

bringing 35:15 60:9 71:24

brings 45:6

Bronx 62:8

Brooklyn 62:8

brought 54:17 58:6

build 35:3 38:10, 23 40:11 45:21 46:16 47:1 52:13 60:15 61:18 62:14,15,17 76:6 83:10

building 36:18 39:15 41:10 45:14 61:10

built 33:5 38:16, 17,19 41:2 45:9 49:13 53:18 57:12 64:9 81:17

bus 34:22 42:21 49:16 52:8 60:12

buses 35:1 52:6 70:20

busiest 33:16 48:22

business 65:21 71:6

busy 34:17

buy 69:25

bypass 37:6 38:11 78:16

bypasses 78:8

C

California 46:1 47:16

California's 51:10

call 82:16,17,22, 23

called 63:8

caller 33:1 34:5,7 35:9,11 36:14 38:3,5 39:4,12,14 40:24,25 41:18 42:19 44:9,21 46:11 47:12 48:7 49:10 50:23 51:3 52:21 53:15 55:2, 4 56:22 57:7,22, 25 59:7 60:6,25 62:1 63:3 64:5 65:18 66:23 67:19 69:1 70:9 71:5 72:10 74:3,5 75:5 76:19 77:10,13 79:7,9 80:6,20 82:1,11,15 84:9

calls 75:22

campaign 46:1

Campbell 76:18

capitalize 47:18

car 37:11 42:22 45:9 51:6,12 57:4 58:2 76:12 77:18

Carnival 51:20

Carolyn 64:1 65:14,16 76:16,18

carry 65:24

cars 40:10 52:5,7, 9,11 58:2 64:16 71:10 77:19

cart 37:12

Carthay 55:8

cash 69:18

Catherine 54:23 56:18 57:17,19

caught 76:16

causing 75:10

Cedars 66:6,11

Cedars-sinai

51:18 56:5 57:6 67:5 78:10 80:11

center 34:16 43:16 50:6 66:6, 11 67:5 80:11

centers 37:18 71:18,23

central 74:18

Century 74:19

chance 36:2 46:22 53:8 76:17

CHANDLER 39:5,11,13 55:1 66:17 72:7 76:15, 22 77:1 82:4 85:9

change 49:1

changed 45:1

changer 74:15

cheaper 48:18

cheapest 40:16 46:15,18 53:20

chew 83:19

choice 39:23 48:15 54:15

choose 37:22 50:18

chosen 44:1 79:25

Cienega 33:12 45:15 46:25 62:5 71:15 80:13

circle 50:5 55:8

circumvented 65:6

cities 71:7

citizens 46:19

city 33:9,11,16 36:2,8 39:9,16 40:5 41:6 43:6 44:2 46:22 50:15 51:17 52:2,12 53:5 55:14,15 69:13 70:15 71:7 72:16,20,22 74:10,19 75:13

clean 69:22

clear 41:24 64:21

clearer 64:17

click 85:21

clients 43:12

climate 52:3

close 51:4 61:11 85:25

closer 33:10 84:1

closest 49:14

Cloverdale 42:20

Coalition 74:8

Coast 62:6

comment 37:13 43:25 64:7 66:24

commented 80:25

comments 68:2 73:1 82:6,7,8,22 85:12 86:2

common 78:7

communities 48:13,16 58:5 73:20

community 55:8 73:4,18

commuter 56:4

commuting 45:24

compared 42:10 66:4

competitive 41:11

concept 56:9

concern 35:25 69:12 82:22 83:1

concerned 54:2

concerns 33:1 35:24 61:17 64:24 70:11

concluded 86:4

concur 66:3

conducted 55:7 73:5

conducting 55:6 72:13

confirm 77:11

confused 72:11

congestion 67:2

connect 33:6 36:3 48:16,23 49:21 52:4 59:12 62:7,9 64:11 70:20

connected 53:3 60:8,10 73:21

connecting 40:5 73:20

connection 33:19 42:21,24 43:21 63:23

connections 50:6

connectivity 48:11 57:4

connector 64:11

connects 50:10

consequence 76:10

consideration 68:13 78:23

considerations 54:16

considered 56:5 57:2 58:9 62:12 68:14,16 83:25

constituents 75:16

constructed 33:24

construction 38:20 54:17 75:11

contemplates 73:14

contingents 82:16

continue 63:20 73:12

continues 74:24

contributor 51:10

conversation 53:6 58:7

core 57:6

corner 49:11,12 51:5

corridors 83:3

cost 41:9,11 54:13,16,17 56:4 58:21 62:14,16

cost-efficient 42:1

counting 72:19

country 48:23 77:16

County 44:22 77:23 78:14,15

cover 51:16

COVID 38:10 47:19

crazy 46:17

create 70:14

creates 73:15

creation 71:13

creativities 73:7

Crenshaw 49:12 55:15,23,24 56:1 59:11,12,15 62:3 64:8 70:21 79:17 85:20

Crenshaw/expo 59:14
crisis 52:3
critical 72:23
critically 35:19
Crossing 68:14
crowded 68:8
crucial 75:13
crunch 69:19
Culver 33:9,11 41:6 50:15 71:7
current 35:18 47:14
cutting 66:14

D

D.C. 44:24 45:15
Dan 55:5
Daniel 52:18 53:11 54:22,24 55:1
Daryl 53:12 54:22 56:18,20
data 51:24
date 65:11
David 50:25 52:17 53:11,13
day 34:18 36:24, 25 42:11 63:7,13 67:8,10 81:2
deal 34:17 37:9
debate 62:3
decade 73:13 74:12
decades 45:10 55:12 78:20,21
decided 33:2
deciding 83:22
decision 79:16
decisions 73:10 75:21
deep 66:8
delaying 62:16 73:10
delightful 76:20
delta 56:6
demands 76:5
demonstrated 72:24
demonstrations 84:13
dense 45:11 51:21
density 57:4
depend 42:22,25 43:2
depended 43:23
dependent 43:9
Deruchi 34:7
deserve 73:21
design 75:6,7
destinations 35:1 38:12 51:18 52:3 56:3 59:19, 21 64:12,19,22 65:3 67:9 74:16
details 36:1
detractor 49:22
detrimental 81:14
developers 62:14
development 47:19 76:10
developments 35:18
difference 65:2
difficult 34:11
direct 53:21 59:18 62:5,8 65:6 71:10
directions 78:1,5
directly 55:22 79:12
director 74:7
disabled 70:2
disagree 61:16
disaster 84:11
discounted 62:18
discriminates 70:1
discussed 80:7
discussions 83:16
Disneyland 77:24
distance 56:7
dive 66:8
divided 55:13 73:20
documents 54:11
dollar 42:2
dollars 42:4
downtown 39:18 50:13 53:3 84:12
draw 64:23
drink 60:18
drive 63:6
driving 48:19,20, 25 66:13
drop 50:1
due 65:22
DUIS 60:19

E

E-MAILED 33:20
eager 51:22
earlier 66:3 82:4
earthquake 84:19
ease 71:9
easier 60:19 70:20
easily 64:19
east 41:8 53:4 62:2,6 63:4 71:16
east/west 63:15, 19
echo 41:7 63:7 68:2
Eddie 77:7 79:3,5
effect 81:14
effective 54:13
effectively 81:3
efficiencies 62:19
efficiency 43:2 83:7
efficient 55:22 56:2 62:6,10
efficiently 54:7 81:4 83:14
effort 36:1
efforts 56:11 73:22
EIFD 73:15 74:14
EIR 55:19
elderly 70:1
emergency 84:16
emissions 51:11
emphasize 41:23

employees 67:4, 6,8
employers 45:12
encourage 48:13 49:3
encouraged 82:17
encourages 45:17
ends 53:22
engineering 75:11
entertain 59:22
entertainment 48:24 68:1
entire 37:14 39:22 43:19 49:18 50:11 60:13 61:8 68:11 72:22
environmental 64:15
Environmentally 66:15
equally 63:5
equity 73:16
essential 53:1
Estevan 59:4 60:2,22,23,25
Ethiopia 84:2
Europe 83:6
evening 42:19 51:3 53:15 67:19 69:1 71:5 74:6
events 46:1 72:19 78:4
Evidenced 72:25
excited 35:13 43:3,7,24 58:24 64:8 65:10
exciting 39:23
expand 58:20
expansion 41:8 43:5
expects 49:25
expedite 80:24
expensive 54:2
Expo 33:9 39:17 43:1 56:24 59:15 79:17
express 36:16 49:19 52:22
extend 51:8
extended 41:6
extension 55:15, 24 58:7 61:17 64:9 71:25 74:15 79:17,20
extensions 33:4 61:4
extra 42:4 52:9
extreme 75:10
extremely 51:21

F

fact 33:2 36:21 54:3 55:23 79:10, 18 84:17
factor 83:22
Fairfax 43:12,14 45:15 46:25 51:5, 8 53:24 54:15 55:21 63:6 70:18, 22 74:17 78:9 81:7 83:25
Fairfax/san 70:10 79:11
families 59:23 61:13
family 65:24
fan 43:20
fantastic 81:9
fast 33:7 57:8
faster 33:5 37:12 40:6 48:18 52:9, 11 81:3
fastest 40:16 41:4
fathom 58:9
favor 54:14 66:2 70:10 79:13
favorite 35:16
federal 83:17
feedback 86:2
feel 36:17 37:1,20 41:21 53:7 82:9
feels 77:2
feet 82:19
FEMA 84:19
Fernando 71:11, 21
festivals 51:19
fewer 42:11
fighting 73:12
figure 60:12 80:23 81:2 83:18
filled 70:18
Finally 56:2
finance 56:6
financial 56:4,6
financing 74:13
find 54:3,11 57:11 62:3,11
finish 76:17
finished 57:14
firmly 40:2
fiscal 51:23
fit 57:3
flu 69:15
focus 72:15 81:4
folks 44:13 64:9, 11,16,18,22,24 65:8 73:8
follow 76:6 77:3
foolish 67:11
Formally 56:23
forum 58:24
forward 65:11 68:17 80:22 81:17
found 51:24 78:2
frame 37:14
Francisco 85:1
Francisco's 43:5
frankly 56:5
free 82:9,10
freelance 43:11
freeway 55:13
freeways 84:16
frequently 49:16 58:17
friend 42:25 59:23
full 43:10 61:15
fully 60:7 71:8
fun 78:3
fundamentally 49:1
funding 38:18 57:12 58:14 74:14 75:9,16,18,23
furiously 77:18
future 33:13 35:18 47:18 53:2 56:1 63:19,20 75:17 76:9

G

gained 35:21
game 74:15

gangbuster 45:20
gap 46:21 56:6 70:18 74:14
gas 51:11
gave 69:4
gentrification 73:17
giant 38:12 58:10
give 75:23 76:15, 16 78:1
giving 43:17 48:24 64:6 65:12, 20
glad 68:19
go-go 45:20
goals 48:10
good 39:12 42:19 51:3 53:15 55:14 58:14 67:19 69:1 71:5 74:5,6
gosh 78:20 83:18
government 74:7 83:17 84:11
grade 39:23 54:6
grateful 39:8,15
great 56:12 57:4 64:10 70:15,24 75:7,11 79:20 80:22 81:18 82:15 83:12 84:2,3
greater 56:25 74:7
greatly 78:8
Green 34:20 44:22 53:18
greenhouse 51:10
grid 50:4,5
grocery 69:23
ground 79:1,24 81:13,15 82:2
Grove 34:12 57:6
grow 75:14
guess 82:22
guessing 82:17
gum 83:19
guys 56:12 57:22 58:23 75:7,15,18, 23 82:1

H

half 62:2
Halloween 51:19
Hanakawano 66:20 67:16 68:21,23 84:6
Hancock 38:11 58:1
hand 58:5 77:4 85:10,25
hands 77:5
hanging 59:22
happen 46:4 47:19 60:16 68:19 69:17 78:4
happening 53:6 65:23
happy 63:5
hard 34:15 65:19 75:18
hear 34:5 35:9 38:3 39:5,11 55:2 57:23 60:9 74:3, 23 77:11,12 79:7 82:3,5
heard 37:13 38:13 73:1 78:18
heart 37:6 45:4
Heller 52:21
helped 35:23
helping 81:18
Hey 52:21 55:4
high 41:9 57:3
highest 35:17 44:12 46:19 48:14
Highland 58:17 68:7
highlighted 52:25 83:4 84:3
Hills 74:19
historic 62:2
hits 53:21 63:10 78:11
hitting 54:16 78:9
Hollywood 33:14 34:12 35:2,12,15 37:15,17 40:4,11 41:5 42:5 43:18, 20 45:4,5 46:2 47:17 48:8,17 50:17 51:4,9,21 52:22 53:8 56:3,5, 8 57:1,2,6 58:8, 12,15,16,17 61:1, 7,18 63:4 64:6 65:22 66:4,7 68:6, 7 69:8 72:16 74:10,20 77:17,24 78:2,10,15,19 82:16,18,20 83:1
Hollywood's 53:2
Hollywood/ highland 43:21
home 48:20
homeowner 65:21
Honestly 83:20
hope 34:22 37:20, 22 43:25 55:24 57:11 80:23 81:4 83:13,21
hoping 78:17
Horvath 74:12 76:20
hospital 50:12
hosting 74:10
hotels 48:24
hour 34:13
hours 63:13 77:24 84:15,24 86:2
house 50:1
housing 62:12, 13,17 76:7
hub 42:21
huge 46:14,21 51:16 84:12
hundred 53:7 57:13 69:7
Hundreds 73:4
hungry 52:5
hybrid 35:3,16 36:16,22 37:22 38:8,23 40:1,3 41:9 43:10,25 44:12 45:3 46:12, 20 47:4,15,23 48:9,11 49:4,22 50:11 51:7,13 52:23 53:24,25 54:18 56:2 57:5 58:4 59:17,20,24 60:7 61:2,15 62:4 63:9,23 64:21 66:2,9,15 67:3,23 68:3 69:4 70:10 73:14 74:9,16 76:2,3,14 77:21 78:11,17 79:11 80:7 81:8

I

idea 33:20 38:13, 17 52:13 58:20 79:21
ideas 55:10

imagine 42:24 58:13
imagining 53:6
immediately 73:11
impact 64:15 67:23 79:14
impacted 79:12
imperative 42:25
imperfect 83:20
important 33:11 34:8 35:19 37:20 41:5 42:3 59:20 61:3,4,9 64:12,13 65:3 69:22 72:23 73:9 78:6 81:7
impossible 60:12
inaudible 65:22 66:16
include 51:25 52:2,10 70:16
included 51:15
includes 51:7
including 77:23
income 62:16
incorporating 55:10
increases 40:8
increasing 33:18
independent 71:17
individuals 52:1
industries 48:12
information 74:21 85:19
informative 47:13
infrastructure 73:19 75:13
input 73:15
installed 45:7
instance 84:22
institutions 68:1
instructions 77:3
intake 80:14
integral 43:6,21
integrated 63:17
interest 41:5 54:1
interested 74:20
interesting 62:3, 11 71:19
intoxicated 48:21
investment 47:22 48:16 67:25
invited 43:24
irresponsible 42:4
issue 36:24 75:9
issues 62:12,16 65:22 67:1 73:17

J

Jackson 61:23 62:24 72:4 73:24 75:2,3,6 77:7
Jacob 60:22 61:22 62:24 63:1, 3
Japan 69:21
Jeffrey 73:25
Jerard 71:2 72:3 73:24 74:1,6
Joan 70:6
job 37:18 50:1,13 57:3 71:18,23 75:7
jobs 41:23 44:14 51:17,25 64:19 66:10 74:16 76:7, 9
John 71:1 72:3,5, 7,9,11
join 82:17
Jon 39:1 40:20 41:14,16
justice 73:20
Justin 57:18 59:3 60:2,4,6

K

Karen 48:4 49:6 50:20,24 51:1,3
key 78:9
kind 47:21 64:14 66:17 76:19 78:8 83:5 85:17
kinds 36:18
Kroll 64:5
kudos 55:9

L

La 33:7,12 34:9,19 36:15,18 37:3,4,6, 7,16,18,19 38:10 40:2,5,17,25 41:10,25 43:4,7 45:14 46:14,19,24 49:2,19,21 50:9, 18 53:20 55:21 58:3 59:17 60:18 62:5 63:6 64:25 66:10 67:11 69:2, 3 70:12,22,23 71:8,14,17,21 74:7 75:25 76:2,4 78:9,18 80:8,13 83:5,11,15 84:12
LACMA 57:6
lament 55:23
landmarks 48:24
lane 45:9
lanes 33:17
large 51:17 71:18
lasting 67:24
Lastly 40:15
Lauren 40:21 41:14 42:15,17,20
LAX 34:21 40:6 43:4 50:14 52:1 53:3 63:7 71:12, 23
leadership 74:11 82:18 83:13
leading 45:21
leaning 69:2
left 53:9 76:23
Leimert 39:10,16 71:22
letters 75:22
level 46:19
life 36:15 41:20 45:2,24 49:18 60:13
life-long 44:22 47:16 69:1
lifestyles 48:13
light-rail 33:2,5,9, 16 40:8 45:6
lights 54:9
Lindsey 72:10 76:20
Line's 57:2
lines 33:6 49:23 50:10 52:8 57:9 65:5 70:21
lining 73:21
link 74:16 85:22
linking 74:19
list 56:12
listening 39:21 41:19 44:1 72:24 73:3

lito 62:4

live 34:7,10,15 42:20 45:11 49:11 51:4 56:23 59:8 61:13 62:2 63:11 77:17 79:9,10,15

lived 36:15 41:20 44:23 60:13

lives 49:14

lobby 75:21

locally 64:11

location 55:25

locations 50:17 66:12 67:12

logical 45:5

long 33:24 37:10 38:6,14,21 41:6 63:13 64:14 65:9, 25 75:12 76:4,8, 13 79:18,22 83:7

long-time 56:24 80:20

longest 37:1,15

longstanding 74:11

loop 56:3 71:14, 18

Los 41:21 44:14, 22 49:21 60:12 66:4,6 69:2 71:6 74:19 77:16,22 78:14 82:19

loss 56:16

lost 66:17

lot 36:5 37:13 39:25 40:1,24 43:12 44:13 60:18 61:8 64:12 65:4,6, 8 66:5 68:9 76:7 77:25 78:1,5 80:24 81:3 82:16 85:2,12

lots 43:13 51:18

love 58:23

lower 65:9

lucky 34:22

ludicrous 58:8

M

made 35:24 68:3 82:23

main 33:6

major 78:16

make 33:2 34:24 35:23 36:2 37:13 44:2 46:4 47:21, 22 48:17 50:7 53:8,17,23 54:13 55:16 60:16,19 61:9 64:7,16 65:4 67:22,24 69:6 75:21

makes 38:10 40:7,17 50:10 68:9

making 64:17 78:25

map 33:20 71:16 85:18

Mark 49:7 50:21, 25 52:17,19,21

marks 59:17 68:22 70:5 71:1,3, 5

mass 52:7

matter 79:24 83:7

mayor 74:12 76:20

Maysonet 60:3, 22 61:22,24

Measure 38:18 61:6

Medical 80:11

meeting 55:8 77:15 85:13,15 86:4

meetings 55:6 72:14 73:4,8,18 85:21

Melanie 63:3 65:18 76:15,23

members 39:8 74:8,20

mention 58:6

mentioned 61:17 64:10 69:4 82:4

merges 54:15

Metro 34:9 39:8, 15 41:3,8,11 42:9, 11,23 43:3,9 46:22 47:4 52:12 55:5,6,7,14,24 56:11 58:20 61:5 62:12,18 65:19,25 66:8,25 67:6,11 71:9 72:13,24 73:2 74:10,22 75:6 77:22 83:14

Metro's 48:10

Metro.net/ crenshawnorth 85:21

mic 34:4 35:8 36:13 38:1,2 39:3 40:22,23 41:16,17 42:18 44:8,19,20 46:10 47:10 48:6 49:9 50:22 51:2 52:20 53:14 54:25 55:1 56:21 57:20 59:6 60:5,24 61:25 63:2 64:4 65:17 66:22 67:18 68:24 70:8 71:4 72:6 74:1 75:4 77:9 79:6 80:5,19 81:25 82:13,14 84:7,8

Michael 56:19 57:18 59:3,5,8 77:6,8,10 79:3,4 80:2,4,17,18

Mid-city 35:15 55:13,18

middle 33:10

Midtown 68:14

mile 34:20 62:2 71:6 80:21

miles 34:25

million 51:23 84:13

millions 56:15

mind 42:12 50:18 69:6 82:24

minute 85:10

minutes 34:4 35:8 36:13 37:8, 10,11 38:2,22 39:3 40:23 41:17 42:18 44:8,20 46:10 47:11 48:6 49:9 50:22 51:2 52:10,20 53:14 54:25 56:14,15,21 57:21 59:6,10 60:5,24 61:25 63:2 64:4 65:1,17 66:22 67:18 68:25 70:8 71:4 72:6 74:2 75:4 77:9,25 79:6 80:5,19 81:25 82:14 84:8

Miracle 71:6 80:21

missed 46:14

misses 37:4

mistake 34:24 53:18 55:16 61:18 78:11,16

mistakes 61:10

mode 49:17 52:6 76:11

model 41:9 43:10 46:12,18,20 47:4, 15,18,23 51:7,13, 15 52:23 58:4 60:7 61:15 62:5

67:3,24 68:3 77:22 78:11,17 79:11

modes 51:12

moments 63:10

momentum 35:22

money 42:12 46:3 58:10,13 60:14,15 84:10,19 85:5

Monica 33:10,15 41:1 45:8 46:2 50:15 51:5 54:5 56:24 63:16 71:15,17 74:18

move 52:9,12 62:10 68:17 71:13

moved 77:2,16 84:14

movies 45:1

moving 65:10

MTA 45:21 46:4

multitude 64:9

N

name's 49:11

nearby 45:11,12

needed 44:15

neighborhood 55:9 81:18

neighborhoods 55:18 73:1

nice 69:22

night 48:20 72:17

nightlife 51:19 78:2

Niki 35:6 36:10 37:25 38:1

no-brainer 68:5

Noah 67:16 68:21 70:5,7 80:3,17 81:22,24

nominal 66:4

nonhybrid 62:4

normal 51:24

north 55:14 56:9 71:8,15 85:20

north/south 41:4 42:24 57:1 63:23

northbound 55:22

Northern 64:8 79:17,19

Norwalk 59:13

note 55:7,12 57:7

noted 66:3

November 42:10

number 51:10,16, 17 67:4,7

numbers 41:22, 24 42:8

O

O'KEEFE 51:4

Oaks 34:8

obvious 48:15

offer 43:7 62:17

Oliver 48:7

Olympics 45:21 47:1 52:14

on-street 70:12

opened 39:18

operating 45:22

operational 84:24

opinions 44:1 82:24

opportunities 35:13 46:16 47:20

opportunity 35:12 46:14 47:21 49:10 52:4 63:14, 22 64:7 65:12,20 66:23 67:13,20,24 68:18

opposite 50:12

option 40:3,6,16, 17 41:3,10,12,25 42:1,6 43:25 44:12 48:18 51:22 61:2,3 68:16 72:25 73:14 79:25 83:25

options 35:14 55:19,20,21,22 61:5 83:20

Orange 78:14

order 75:14

original 65:11

originally 62:6

outreach 55:6,7

overdue 38:6

overlook 78:12

owned 51:6

owner 65:21 71:6

P

p.m. 86:4

pace 38:20

paid 60:14

pandemic 42:9 69:12,14,15

park 38:11 39:10, 16 41:7 58:1,17 71:22

parking 34:17 58:19 62:15,17

part 37:17 83:24

participated 73:5

participation 85:12

parts 45:16 55:15

Pasadena 56:23

pass 33:12 58:19

passable 84:17

passage 61:5

passionately 66:2

past 61:10 74:11 84:13

Patrick 76:25 85:8

payer 58:21

peak 63:12

pedestrians 70:21

Pedro 59:9

pennywise 67:10

people 34:25 36:3,24 37:5,14, 19 38:14 40:1,9, 13,24 42:7,12 43:2 45:2,11,12, 17 46:15 48:12,19 49:2 50:16 51:18 52:4,5,9,11 53:22 54:1 58:11,15,25 59:21 60:9,17,18 61:11 62:18 63:8, 11 64:23 65:3,7 66:5,11 67:25 69:4,10 70:20 71:10 72:16,19,21 73:9,11,19 76:11 77:25 78:1,5,6,13, 18 80:25 82:25 84:13,20 85:16

people's 62:16

percent 69:7

perfect 57:3 77:13 80:8

person 49:14

personal 35:16
phasing 41:12
phone 75:22
phonetic 62:4
pick 49:25
Pico 42:20 55:18
pictures 85:19
piece 75:13
place 34:9 49:24 59:9 78:3
places 34:14 36:24 37:18 45:12 60:9,11,17 61:12 64:20 67:4,7
plan 55:14 63:19 65:11 85:11
planners 55:12
planning 56:1 57:3 75:8
play 36:25
pleased 68:12
plenty 60:15
point 43:21 65:7 77:3 81:10
points 41:5 53:21 54:1 55:11
policies 73:16
politicians 75:21
pollution 66:14
population 57:3 71:18
populous 58:12
positive 77:18
possibility 55:25 63:20 73:15
possibly 36:3 70:23
post 85:15
post-covid 72:17
potential 75:16
pound 67:11
powerful 50:7 69:5
pre- 72:17
precluded 63:18
predominantly 43:11
prefer 83:5
preparedness 84:11
present-day 33:3
presentation 39:21 52:25 85:17,20
presentations 74:22
presented 36:17 71:20 83:2
president 45:23
presidential 46:1
pressure 75:23
pretty 64:21 69:5
previous 53:1
previously 41:22 61:17
primary 49:16,23
Prior 43:4
prioritizes 40:3
priority 54:8
problem 34:18 36:7
problems 37:2
process 35:21
producer 43:11
progress 47:19
project 33:6,23 34:8 37:14,15,16, 20 38:6,7,13 65:10 74:13,21,23 75:19 79:24 80:22 81:17 85:16
project-specific 73:16
projects 34:19 36:19 38:15 66:25 83:2
prompt 35:24 41:16
prompted 34:3 35:7 36:12 38:1 39:2 40:22 42:17 44:7,19 46:9 47:9 48:5 49:8 50:21 51:1 52:19 53:13 54:24 56:20 57:19 59:5 60:4,23 61:24 63:1 64:3 65:16 66:21 67:17 68:23 70:7 71:3 72:5 75:3 77:8 79:5 80:4,18 81:24 82:13 84:7
proponent 56:24 58:3 81:15
proponents 69:3
prosperity 53:2
proud 35:12 43:19 55:5 78:13
provide 82:9
provided 85:18, 19
public 33:1 34:5,7 35:9,11 36:14 38:3,5 39:4,7,12, 14 40:24 41:18 42:19 43:25 44:9, 21 45:2 46:11 47:12 48:7,17 49:10 50:23 51:3 52:21 53:15 55:2, 4 56:22 57:22,25 58:14,23 59:7 60:6,25 62:1 63:3 64:5 65:18 66:23 67:19 69:1 70:9 71:5 72:10,14 73:4,14 74:3,5 75:5 76:19 77:10, 13 79:7,9 80:6,20 81:19 82:1,11,15 84:9 85:2 86:4
publish 75:15
purple 33:4,13 57:2,9
putting 39:22 47:13

Q

quadruple 72:18
quake 84:25
Queens 62:8
question 82:1
questions 82:5,7, 9
quick 37:6 55:11
quicker 36:4 64:25 65:8 83:11
quickly 36:3 39:14 52:13

R

rail 35:15 36:22 39:16 40:9 45:24 49:23,24 50:10 54:6 56:7 66:25 82:21 83:4
raise 47:14 77:3 85:10
raised 77:5 85:24
ran 45:9
rapid 52:8 84:22
rare 40:15
rate 62:18
reach 34:21 35:1 36:25

realistically 83:3, 10
reality 35:23 40:14 65:1
realize 38:14
realized 78:6
Realtors 74:7
reason 45:5 69:22 79:23 84:11
reasonable 75:19
reasons 64:9 69:3 78:15
reconnect 55:15
record 55:11 82:6,10
recording 85:15
records 55:11
red 33:4 45:9 54:9 57:9 68:6 69:10 73:21
reduction 67:2
region 44:15 51:15 52:12 61:8 68:4 72:22 74:16
regionally 64:11
regrets 36:20
relax 66:13
released 54:12
reliable 33:7
rely 64:18
remedy 61:20
remember 34:11
remove 55:19
reopens 38:9
repeat 61:9
request 55:9
research 66:9
resident 35:12 39:10,16 42:5 44:22 47:16 48:8 52:22 61:1 62:1 63:4 64:6 69:2 79:9 80:21 82:19
residents 48:25 53:3 71:11,21 79:15
resources 56:4 64:12
resplitting 55:17
respond 82:8
rest 40:4
restaurant 69:23
restaurants 43:13,16
resulting 56:6
return 73:17
review 75:10
revisit 55:25
ride 42:23,25 43:1
rider 49:16 55:5 71:9
riders 42:2,11 56:15
ridership 35:17 41:21,24 42:8 43:17 44:13 48:14 65:9 67:2 69:13, 18
rideshare 42:25
ridesharing 69:13
ridiculous 58:22 79:22 81:1,12
riding 44:25 78:1
rights 73:17
Rimpau 70:17
road 77:20
roads 84:17,21
Robert 46:8 47:8 48:3,5,7 50:20,21 64:2 65:14 66:19, 21
Rohan 34:2 35:6 36:10,12,14
room 69:24
Ross 42:21
route 35:3 37:1, 10,16 38:11 40:2, 5 41:4 43:19 45:3 46:2 58:3,8 59:18 69:3,4,8 71:8,11, 12 76:1,3,4,13 79:11 80:9 81:7,8, 11,12 83:15,24
routed 55:13
routes 81:6
RTD 44:25
run 55:24
rush 34:13 63:13
Ryan 67:21

S

safer 48:19
safety 85:3
Sam 81:22 82:12, 13
San 43:5 45:7,14 46:24 51:8 55:17 59:9,16 63:24 66:9 68:13 70:11, 22 71:11,20 73:2 79:10 80:10 83:25 85:1
Santa 33:10,15 41:1 45:8 46:2 50:15 51:5 54:5 56:24 63:16 71:15,17 74:18
save 38:22
school 64:20
scoping 55:19 82:5
scroll 85:22
season 58:18
seconds 56:14 59:11
secretary 45:25
segment 68:13
select 49:3
selected 68:16
sending 75:22
sense 38:10 53:23 68:9 71:22
sentiments 63:8
separation 39:24 70:14
serve 38:11 41:5 46:19 48:12 51:16,24 53:5 57:5 67:12 73:10
serves 35:17 53:25 66:9 73:19
services 43:18
serving 56:25
Seth 36:11 37:25 38:25 39:2
sets 41:8
settled 46:13
shame 53:4
Shannon 65:15 66:19 67:15,17,21
sharing 65:18
shell 58:19
Sherman 34:8
shift 51:11
shop 59:21
short 76:1,3,14
short-term 83:21
shortcuts 36:20
shorter 57:9

shortest 71:12
shot 35:20 49:2
show 66:9
shuttle 34:22
side 34:10 44:14 53:4 85:1
sidewalks 68:8 69:10
similar 53:6
simply 37:14 76:11
simultaneously 41:2 83:15
sit 66:12
sites 54:16
situation 45:11 47:14
size 72:18
sketched 33:19
skew 82:25
skies 64:17
slow 35:21 36:18 38:20 39:20
small 35:1 37:16 83:23
smaller 36:1
social 73:19
socialize 61:14
sold 58:2
solution 36:2
solve 37:2
solving 36:7
sooner 46:25 65:11
sort 40:9 83:2
Sotsky 63:3
sounds 85:4
source 84:10 85:5
sources 75:16
south 53:3 55:14 56:9 59:11,14
southern 47:16 83:24
speak 39:5 49:11 53:15 54:14 67:13,20 72:12 77:2 85:10
speaker 61:16 66:3 69:9 75:2 76:24 80:16 82:12 84:6 85:8
speakers 34:2 35:6 36:10 37:25 38:25 40:20 41:14 42:15 44:5,17 46:7 47:7 48:3 49:6 50:20,24 52:17 53:1,11 54:22 56:18 57:17 59:3 60:2,22 61:8, 22 62:24 64:1 65:14 66:19 67:15 68:21 70:5 71:1 72:3 73:24 76:22 77:6 79:3 80:2,16 81:22
speaking 53:16
special 72:19
specifically 50:17
speed 40:7,8 71:9 75:24 81:5 85:6
spend 42:4
spent 42:2 45:24 83:6
split 38:16
splitting 38:13
spoke 50:23
spot 62:15 76:6
spots 78:10
spur 40:12 41:1,6, 10 56:9 78:19
spurs 63:20
staff 72:13
stage 41:12
standpoint 85:3
Stanley 55:18 68:14 79:10
stars 45:23 46:3
start 39:17 82:2
started 37:21 44:25
station 33:9,11,13 55:25 59:10 68:6, 7 69:21 80:13
stations 36:22 45:14 46:24 49:14 56:7 69:21 70:19 71:16
stay 52:1 85:11
staying 86:1
stop 70:23 80:10 84:1,2
stops 45:16 60:8 66:4,5
store 69:23
story 85:18
straight 71:21,22
street 68:9 69:9
streets 45:8 48:19
stretches 74:18
strong 36:16 56:11,25 77:21
strongly 45:3 46:12 67:3 68:15 79:16
stuck 34:23 52:7
studied 54:10,13
study 41:3,11 55:20 56:8
studying 41:20
stuff 81:3
subterranean 81:11
subway 33:3,4, 14,19 34:16 45:16 48:20 50:3 57:8 70:13,16 75:8 76:6,10 79:13 84:12,18
subways 33:5 40:10 60:16 84:14
suggested 73:8
summer 45:19, 20,22
Sunset 70:23
super 38:6
supply 76:6
support 35:14,22 36:16 38:5 43:10 44:11 45:3,14 46:12,24 47:15 48:8 49:19 51:7 52:23 54:18 55:21 56:8 57:5 59:16, 24 61:2,15 63:8 67:3,23 68:2 71:8, 13,25 74:9,11 75:25 76:3,4,13 77:21 79:16
supported 71:20
supporter 49:22 56:25 77:19
supporting 58:4 60:7
supportive 51:22
surface 54:4
surrounding 47:17
switch 33:7
system 43:24 50:7,11 60:12
systems 45:16

T

tab 85:21

table 35:13 40:12

takes 38:15 64:22

taking 37:9,12 48:20 71:14

talk 39:25 84:9

talked 39:22 58:25

talking 65:1

Tanaz 34:2,3,7

tax 58:21

taxes 60:15

Taylor 47:8 48:3 49:6,8,11

technical 65:22

technically 82:19

Ted 42:16 44:5,17, 19,21

Tellalian 55:5

ten 43:4 45:17 61:1

tend 83:5

term 41:6 64:14 65:9 76:1,4,13,14 83:8

terms 81:6

terrible 57:4

thing 34:24 55:9 56:13 57:12 60:14 69:7,14,20 81:15

things 36:5 57:25 58:5 75:22

thinking 58:14 68:3 83:12,21

thought 39:18 83:23

thoughts 76:17

thousands 36:24 67:9

thrilled 65:23

time 34:23 36:19 37:8 39:18 45:22 48:1 54:20 56:4, 16 65:25 73:6 74:25 75:11,12 76:8 78:24 81:5 82:6 83:6,19

timeline 75:19

times 66:10

Tina 41:15 42:15 44:5,7,9

today 36:17 78:24

toilet 69:22

toilets 69:20

tonight 54:20 67:20 68:12 71:20 72:13,15,25 73:8 74:10 77:14 86:2

tonight's 39:21 82:16,23

tons 76:9

tourists 51:16,23 59:18 68:3

town 42:23

traffic 33:18 34:17,23 36:23 38:8,12 39:20 54:8 67:2

train 37:11 56:15 62:7 69:21 70:13

trains 54:8 57:10

transfer 34:22,25 50:2

transfers 50:7

transit 42:21 45:2 49:16 50:7 51:22 52:7,8 64:16,18 81:19 84:22

transit-oriented 35:18

transpire 47:20

transportation 45:25 48:17 49:17,18 51:11,13 52:6 55:12 76:5, 11

travel 63:12 67:9

tremendous 65:2

tremendously 76:8

tripped 35:25

trips 51:12 52:10

true 56:9

tunnel 84:23

type 54:4

types 54:4

typical 63:13

U

ultimately 41:7

unconscionable 67:11

underground 39:22 68:12,15 81:16 85:3,5

undergrounding 72:25

understand 36:5 64:24

understated 78:3

understood 76:5

unifies 60:10

unmute 34:3,4 35:7,8 36:12,13 38:1,2 39:2,3 40:22,23 41:16,17 42:17,18 44:7,8, 19,20 46:9,10 47:9,10 48:5,6 49:8,9 50:21,22 51:1,2 52:19,20 53:13,14 54:24,25 55:1 56:20,21 57:19,20 59:5,6 60:4,5,23,24 61:24,25 63:1,2 64:3,4 65:16,17 66:21,22 67:17,18 68:23,24 70:7,8 71:3,4 72:5,6,7,9 74:1 75:3,4 77:8,9 79:5,6 80:4,5,18, 19 81:24,25 82:13,14 84:7,8

unmuted 56:22

urban 45:16

urge 45:21 46:4 52:12 68:15

usage 53:23

useable 50:11

utility 40:8

V

Valley 40:6 43:22 53:4 71:11,12

valuable 58:4

Vartanian 44:10

veer 80:10

Venice 41:7 70:22

version 46:13 85:17

viable 48:17,25

Vicente 45:7,14 46:24 51:8 55:17 63:24 66:9 68:13 70:10,12,22 73:2 79:10,11 80:10 83:25

Vicente/fairfax 59:16

video 85:18

view 49:1

Village 45:1

visit 45:13 52:2

visitors 67:7,9 68:4

vital 61:7 71:9 74:13

voice 38:5 47:14 48:8

vote 75:20

Vulin 46:11

W

wait 34:21 36:7 38:21 63:18

waiting 79:18 81:1

walk 58:18 68:9 70:21 83:19

walked 68:6

walking 69:9,10

Wally 71:5

wanted 36:15 44:10 47:14 76:15

Washington 44:24

waste 42:12 58:10,13

website 54:12 85:15,16

weed 60:15

weekends 34:12

Weho 37:7

west 33:13 34:10, 12 35:2,12,15 37:15,17 40:4,11 41:1,5,7 42:5 43:18 45:4 46:2 47:17 48:8,16 50:17 51:4,21 52:22 53:1,8 56:3, 5,8,25 57:6 58:12 61:1,7 62:2 63:4 64:5 65:22 66:4,7 71:14,22 72:16 74:10,20 77:17,24 78:2,10,15,19 80:9 82:16,18,20, 25

western 45:3 46:13

Westwood 45:1 50:14

Willowbrook 59:8

Wilshire 56:1 70:17

wisest 71:13

wondered 33:24

wonderful 66:12 77:14 78:3

wondering 75:15

WONG 34:1,6 35:5,10 36:9 37:24 38:4,24 40:19 41:13 42:14 44:4,16 46:6 47:6 48:2 49:5 50:19, 24 52:16 53:10 54:21 55:3 56:17 57:16,24 59:2 60:1,21 61:21 62:23 63:25 65:13 66:18 67:14 68:20 70:4,25 72:2,9 73:23 74:4 75:1 76:24 77:5,12 79:2,8 80:1,15 81:21 82:12 84:5 85:7

work 36:6,25 37:5 39:9,15 41:19 43:11,12,13 44:11 45:24 47:3 59:22 61:13 63:7 65:19 66:11,13 67:25 77:19 79:18 83:16 84:18

workers 51:16

working 75:18 81:16 84:23

world 50:4 65:5 72:21

world-famous 48:23

worse 38:9 50:13

worth 48:15 78:22 82:24 83:8

Wright 74:6

wrong 34:19

Y

year 51:23,24 55:8 78:4

years 34:9 36:17 41:20 42:22 43:4 44:23 45:7,19,21 51:6 53:7 57:13 61:1 62:20 63:21 67:1 69:16,17 75:10,12 76:2,8 77:17 79:24 83:10 84:14,25

York 45:15 50:3 53:7 62:6 69:13 83:7

PUBLIC SCOPE MEETING FOR THE)
CRENSHAW NORTHERN EXTENSION PROJECT)
)
)
)
)
)
)
)
)
_____)

CERTIFIED COPY

TRANSCRIPTION OF VIDEOCONFERENCED PUBLIC MEETING

Saturday, May 8, 2021

Reported by:

Brywn Whatford,
CSR No. 14234

Job No.:
31626LEE

PUBLIC SCOPE MEETING FOR THE)
CRENSHAW NORTHERN EXTENSION PROJECT)
)
)
)
)
)
)
)
_____)

TRANSCRIPTION OF VIDEOCONFERENCED PUBLIC SCOPE MEETING FOR THE CRENSHAW NORTHERN EXTENSION PROJECT, taken via videoconference, commencing at 10:05 a.m. and concluding at 12:00 p.m. on Saturday, May 8, 2021, reported by Brywn Whatford, CSR No. 14234, a Certified Shorthand Reporter in and for the State of California.

Saturday, May 8, 2021

10:05 a.m.

MR. CHANDLER: Well, good morning, and thank you for joining us today. This is the third public scope meeting for the Crenshaw Northern Extension project. My name is Patrick Chandler, the community relations manager for this project. If there are any elected officials who would like to be introduced in this meeting, please post your name and office you're with in the Q&A section.

As a reminder to everyone, we will be taking comments at the end of the presentation. At this stage during this initial scoping period, we will not be answering specific questions but rather encourage comments regarding the project and proposed alternatives and options.

We also want you to tell us what is important to study during the draft EIR, which might include key destinations that you think are important to serve, what makes this an important transportation service for you, and -- or what concerns do you have about construction impacts.

All this will be released later and should ultimately answer any questions you may have regarding the project and potential impacts and mitigations. We will

talk more about that and the logistics later.

Please note that the chat function has been disabled for this meeting. Instead, all comments during today's meeting should be submitted either in writing or during the oral comments period following our presentation.

Of course, you can always comment outside of today's meeting through our project website Metro.net/CrenshawNorth or our project E-mail CrenshawNorth@Metro.net and our project hotline at 213-418-3093. Comments will be accepted until Friday, May 28th, 2021. Additionally, we will post all recordings of the scoped meetings on our project page.

The draft EIR which will be released later and should ultimately answer any questions you have regarding the project and potential impacts and mitigations.

Before I begin, I'd like to take a moment to introduce any elected officials' offices, if we have any joining us today.

It looks like we don't.

So interpretation. Some quick housekeeping items. We have both Spanish and Russian translation available for this and all -- we've also had it for all of our project scope meetings. For either interpretation, just click on the world or globe icon and pick the

language you would like to listen to and follow along as we go through the presentation. As I'm speaking, the Russian translator is actually translating at the same time.

Go ahead, Allen.

(Spanish interpreter speaks in Spanish.)

MR. CHANDLER: All right. Thank you.

Please note that today's meeting is being recorded and that all attendees' cameras are off with microphones muted until the comment period, which will immediately follow Metro's presentation. If you have any technical issues accessing the meeting -- accessing the meeting and the presentation, please call our tech support -- call our tech -- our hotline at 213-316-6105. That's 213-316-6105.

To ensure a fair and equitable process by all participants, we ask that you please follow these rules and respect the meeting format and everyone's opportunity to comment. So please turn off your cell phones and background noise when speaking, treat fellow community members, agency representatives, Metro staff, and others with respect. Address all comments to Metro staff and consultants, not other attendees. And please maintain a conversational tone.

Here's today agenda for the scope meeting. We

will start with a 30-minute presentation on the project which will include a brief history and background, project goals and objectives, and alternatives currently under study. We will then give an overview of the EIR, the environmental process, and the next steps for the project.

After we finish the presentation, we will be here until noon to allow enough time for participants to provide comments.

And with that, I'll turn it over to our project manager Roger Martin and deputy project manager Alex Moosavi, who will take us though the presentation. Thank you.

MR. MARTIN: Perfect. Hey, thanks, Patrick. And good morning, everybody. Thank you for joining us on your Saturday morning. We really appreciate you doing that with us.

But let me just give you information on scoping. This, of course, is the first step in the environmental clearance process consistent with the California Environmental Quality Act or often we use the term CEQA.

For awareness, there is no federal funding associated with the project right now, so we're not clearing under NEPA, which is the Federal National Environmental Policy Act over there.

But during this meeting, of course, we have three

objectives. One, of course, is to provide an overview of the project and alternatives under study. Second is to describe the draft EIR process and how it will apply to the project. And third, of course, we want to hear from you on the project including the project alternatives and options that Alex is going to go through here in a few minutes with you. And, of course, any environmental issues of particular concern to you.

But before we go forward, we'd like to show you a short introductory video that will give you some background on the project and alternatives under study.

Can we show the video, please.

(Video played.)

MR. CHANDLER: Crenshaw is planning a rail bridge to lives. We want to provide you the latest information on the Crenshaw Northern Extension, which will create an important north/south connection.

MR. MOOSAVI: Some of the biggest employment centers and destinations in Southern California are also the hardest to get to. Central LA has some of the worst traffic in the entire county. And while Metro's rail network is expanding, this area is still not directly served by high-capacity transit.

MR. MARTIN: Metro has a plan to make it easier to get around, with dozens of projects to improve public

transportation, including the Crenshaw Northern Extension.

MR. CHANDLER: This project will help to fill in key parts of Metro's network to connect more people to more places and create more access to opportunity by connecting areas that have been historically separated by the I-10 freeway and uneven amounts of investment.

MR. MOOSAVI: We're preparing the next phase of planning on this project. But before we get into the latest updates, we'll give a quick recap of how we get here.

MR. MARTIN: During the planning of Crenshaw/LAX project, Metro identified the need to fill the gap between LAX, the E Line, D Line, and the B Line. The Crenshaw Northern Extension was included as a project to be funded by Measure M, the half-cent sales tax measure that passed in 2016.

MR. MOOSAVI: While Measure M has this project slated for the future, Metro is planning it now because there are exploratory efforts that could make funding sooner.

MR. MARTIN: In summer of 2018, Metro finished an initial feasibility study and alternatives for this project which identified five potential routes or alternatives. In the fall of 2020, Metro completed an advanced alternative screening study which further studied these routes.

MR. CHANDLER: During the alternatives analysis study, public comments including preferences on routes as well as transit connections and destinations to be served, including the Hollywood Bowl, the need for pedestrian safety and having a relative different level in the street, concerns about neighborhood preservation, and access to the stations.

MR. MOOSAVI: Based on public feedback and additional study, we further refined our alternatives to three potential routes for this project, which are the La Brea alternative, the Fairfax alternative, and the Fairfax/San Vicente hybrid alternative.

MR. MARTIN: From the E Line, all alternatives go north of Crenshaw Boulevard to a proposed station at Crenshaw/Adams and the core of West Adams. From there, all go north to a proposed station at the Midtown Shopping Center with connections to Pico/Rimpau transit center.

MR. MOOSAVI: The La Brea alternative goes up La Brea Avenue connecting to the future Metro D Line at Wilshire/La Brea and then to Highland Avenue to link up to the Metro B line at Hollywood/Highland station.

MR. MARTIN: The Fairfax alternative goes up Fairfax Avenue connecting to the future Metro D Line station at Wilshire/Fairfax with a station at Museum Row. From there, it heads north with a proposed station near The

Grove. It turns east at Santa Monica Boulevard before connecting to the Metro B Line at Hollywood/Highland station.

MR. MOOSAVI: The Fairfax/San Vicente alternative also goes north on Fairfax Avenue with proposed stations to serve Museum Row and The Grove before veering west on Beverly Boulevard to serve Cedars-Sinai Medical Center and the Beverly Center. It then turns north on San Vicente with the proposed station to serve West Hollywood's nightlife district and the Pacific Design Center before turning east to link up to the Metro B Line at the Hollywood/Highland station.

MR. CHANDLER: Based on public input, we've also added an optional Hollywood Bowl terminus to each of these alternatives. A station at the Hollywood Bowl could improve the travel options to this major regional destination while serving up to a million trips there each year.

MR. MARTIN: These are the alternatives that we will be taking into the environmental process. Environmental review is a formal regulated process where Metro will study various aspects of each alternative, including benefits, cost, feasibility, community impacts, and any necessary mitigations.

MR. CHANDLER: There are several points of community

input during this process as Metro develops an environmental impact report, which will recommend a proposed project to the Metro Board of Directors for approval.

MR. MARTIN: We are now embarking on the first step in this process, which is called scoping. At this stage, we want to hear from you about what Metro should consider and study as we prepare the environmental impact report for the Crenshaw Northern Extension.

MR. CHANDLER: Possible comments might include input on destinations that you think are important to serve, what would make this a good transportation service for you, or concerns you might have about construction impacts.

MR. MOOSAVI: We will be conducting formal scoping meetings where we can hear your comments. We'll also have information about the project online for you to browse on your own time.

MR. CHANDLER: We can also take formal comments via mail, phone, E-mail, and our website during this scoping comment period. Thank you for all of your input along the way that has helped to shape this project. And as always, if you have questions, please get in touch.

(End of video.)

MR. MARTIN: Perfect. And thanks for that.

So as noted in the video, the Crenshaw Northern Extension would extend the Crenshaw/LAX line, which is currently under construction, north from the E or the Expo line to connect to the D or the Purple Line at Wilshire Boulevard and to the B and the Red Line in Hollywood.

So if you're not familiar with the map, let me take you through it. The Green Line, of course, well, that's the Green Line. That's our east/west line. And just above the connection is the LAX people mover. And then the next -- the next line up for that, that sky blue type color, that's the Expo Line or the E Line. And the dashed Purple Line, of course, is the Purple Line under construction. It'll open up in a few more years from now. And then we have the arrow. The pink pointing to the dash line is pointing to the Hollywood/Highland station at the Metro Red Line or the B Line.

So by closing this gap in the regional north/south transit network, the project would directly link to four of Metro's rail lines and five of our heaviest bus lines in the entire county, allowing for one seamless one-seat ride from the South Bay, South LA, LAX, and all the way to Mid-City, Central Los Angeles, West Hollywood, and Hollywood as well as further connections to the San Fernando Valley via the Metro B or the Red Line.

In fact, the project would allow future

Crenshaw/LAX Line riders to access the entire Metro rail system, including all Metro rail stations with, at most, just a single transfer. Additionally, the project could provide service to some of the busiest and most dense employment and activity centers in Southern California.

But based on the Measure M schedule, which is approved by the LA County voters in 2016, construction for the project would start in the year 2041 and open for service in the 2047. Measure M provided 2.24 billion dollars in funding for the project, however, efforts to accelerate the project are being explored with the City of West Hollywood in coordination with the City of Los Angeles and Metro conducting an early project delivery study in 2020 to identify alternative funds that could potentially help build the project sooner.

And with that -- so the project -- of course, the project aims to satisfy multiple objectives including, of course, closing this regional transit network gap. We want to provide a faster, reliable transit alternative to congested roadways and highways.

As many of you are aware, the project area is pretty darn congested due to the concentration of jobs, residents, and major destinations within this region. Of course, at the same time travel within and through this area is constrained due to the high demand for travel

coupled with limited roadway capacity over here.

And what we want to do is, of course, is we want to improve the mobility and accessibility, not just within the project area in Central LA but throughout the county and the wider region. And last, of course, we want to cultivate a transit-friendly to maximize the potential for smart population and job growth.

So if this project were to be constructed, the project would greatly improve mobility and access to jobs and opportunities for all county residents, especially transit-dependent residents and equity-focused communities from the South Bay, South LA, all the way to the San Fernando Valley.

And with that, Alex is going to take you through the alignments and options, and I'll see you folks in a few minutes. Thank you.

MR. MOOSAVI: This next map shows how the project fits into the overall transportation network and other Measure M projects underway in this general area, including as Roger mentioned, the Purple Line extension, which will open to Beverly Hills in just three years and all the way to Westwood by 2027.

This project would directly connect to the Purple Line in the Miracle Mile area. To the north in the San Fernando Valley, we have the North Hollywood/Pasadena bus

rapid transit project. And between the San Fernando Valley and the west side, there's the Sepulveda transit corridor, which will link these two regions and ultimately all the way down to the LAX airport.

Before I go into the specific alternatives for the project, here's a brief history of some of the past studies that are related to our current efforts.

From as far back as 2003, planning studies for the Crenshaw/LAX Line explored opportunities to extend the Crenshaw/LAX Line to Wilshire and the Purple Line and even further north to Hollywood.

However, due to funding constraints, any segment of the Crenshaw/LAX line north of the Expo or E Line was eliminated from the Crenshaw/LAX Line and project back in 2009.

At roughly the same time, the west side subway extension draft EIS EIR studied a potential heavy rail extension from Hollywood through West Hollywood and Mid-City West to the Purple Line on Wilshire.

The current studies for a Northern Extension of the Crenshaw/LAX Line began in 2016 with the passage of Measure M and Metro's Board commitment to bring the project, along with others, to a shovel-ready status in case of potential funding opportunities for project acceleration. As roger mentioned, an initial alternatives

analysis study was completed in 2018, followed by an alternative screening study last year in 2020.

This next map shows the initial five alternatives that were explored in the alternatives analysis study. From west to east, they were San Vicente, La Cienega, Fairfax, La Brea, and Vermont. The AA study showed that all alternatives to Hollywood would attract significant ridership with approximately 90,000 boardings or more on a daily basis.

The La Brea alternative is the shortest, fastest, and most cost-efficient alignment. It's the most direct route between Mid-City and Hollywood with a minimum total of six new stations over about six and a half miles.

Part of the original alternatives analysis study looked at existing jobs and residents within just a half-mile walking distance of all the alternatives that extend to Hollywood. This analysis showed that while all of the alternatives serve a significant number of jobs and residents, the Fairfax and Fairfax/San Vicente alternatives and stations served the most jobs and residents by far by directly linking some of the biggest job centers in the region, including places like The Grove, Farmers Market, CBS Television City, the Pacific Design Center, and the Cedars-Sinai Medical Center campus.

The job and residents analysis showed that

compared to the La Brea alternative, the Fairfax alternative would serve more than twice the number of jobs than La Brea and the San Vicente alternative would serve more than quadruple the number of jobs than La Brea, or double that of Fairfax.

Even when broken down by distance, the longer Fairfax and San Vicente alternatives would serve significantly more residents and, especially, jobs per mile than La Brea.

In line with this analysis, existing transit ridership near potential project stations also reflects the heavy activity and congestion near some of the major job centers in the study area. Transit ridership near the Fairfax alternative stations is roughly three times that of the La Brea alternative stations, while transit ridership and boardings near the Fairfax/San Vicente alternative stations is over four times that of La Brea.

And this has largely been reflected in the comments and feedbacks we've received to date regarding the project. We've had several opportunities for public meetings throughout the previous studies and have collected a significant number of comments so far, many of which have shaped the current alternatives and options under study.

Overall, we've heard strong support for the

project and accelerating the project, opening it sooner than the Measure M scheduled date of 2047. We've also heard preferences for the project to serve some of the major destinations and job centers in the western half of the project area, including a desire to combine alternatives or build more than one or even build all.

We've also heard considerable support for extending the line farther north than Hollywood/Highland and the B or Red Line connection in order to serve the Hollywood Bowl at Highland and the 101.

Based on public feedback and additional technical analyses, we have refined the project alternatives to the three routes shown on this map for further study during this EIR environmental process. All of these alternatives would be entirely underground in a subway configuration including everywhere north of Olympic and south of Venice. There is a potential exception to this along a small section of San Vicente Boulevard in Mid-City, which I'll get to shortly.

Before I go through each of the alternatives, I'd like to emphasize that all alternatives have the same station locations both in the north and in the south. In the south, all the alternatives extend the Crenshaw/LAX Line north from its terminus at Crenshaw/Expo under Crenshaw Boulevard to a station at Crenshaw and Adams in

West Adams. They all then continue north to a station at Midtown Crossing and the Pico/Rimpau transit center in the heart of Mid-City along San Vicente between Venice and Pico.

Similarly, in the north end of the project, all the alternatives have a station at Santa Monica and La Brea in eastern West Hollywood and at Hollywood and Highland to connect to the Metro B or Red Line with an additional optional station at the Hollywood Bowl. So the primary difference between the alternatives is between the Midtown Crossing station in Mid-City in the south and the Santa Monica/La Brea station in the north.

The La Brea alternative would use La Brea Avenue as a more direct route to connect the Midtown Crossing station with Hollywood with two additional stations at Wilshire/La Brea, connecting to the D or Purple Line, and Beverly/La Brea near the neighborhood of Hancock Park.

Like all the alternatives, it would then continue north to stations at Santa Monica/La Brea and Hollywood and Highland with an optional extension north to the Hollywood Bowl.

As mentioned before, the La Brea alternative would have a minimum of six stations over six and a half miles. The total travel time between the Expo Line all the way to Hollywood/Highland would be just over 12

minutes.

This next map gives some more context to the La Brea alternative as well as the other two longer alternatives, which I'll go through now -- Fairfax and Fairfax/San Vicente.

The Fairfax alternative would follow San Vicente Boulevard from Mid-City's Midtown Crossing Station, then Fairfax Avenue north through Miracle Mile and Mid-City west with additional stations at Wilshire/Fairfax to connect to the Metro D or Purple Line and under Fairfax between 3rd and Beverly near The Grove and CBS Television City. It would then continue north to a station at Santa Monica and Fairfax in central West Hollywood and proceed, just like La Brea and all the alternatives, to Santa Monica/La Brea and Hollywood/Highland with an optional extension to the Hollywood Bowl.

This alternative would have a minimum of seven stations over eight miles with the total end-to-end travel time to Hollywood/Highland of about 15 minutes, or three minutes longer than La Brea.

And, finally, the last alternative, the Fairfax/San Vicente or hybrid alternative, would follow the exact same route and stations as the Fairfax alternative north to a station at Wilshire/Fairfax and Museum Row and a station under Fairfax between Beverly and

3rd near The Grove, Farmers Market, and CBS Television City. From there, it would veer west under Beverly Boulevard to a station at Beverly and La Cienega near the Beverly Center Beverly connection and Cedars-Sinai Medical Center campus. It would then head north to a station at Santa Monica and San Vicente to serve the Pacific Design Center, West Hollywood's Rainbow District, and the Sunset Strip. It would then continue east under Santa Monica Boulevard with stations at Santa Monica and Fairfax and, just like all the alternatives, Santa Monica/La Brea and Hollywood/Highland with an optional extension to the Hollywood Bowl.

This alternative also includes a potential optional station at Santa Monica and La Cienega as well, though it may be possible to serve western West Hollywood with a single station including possibly somewhere between San Vicente and La Cienega. Also, it's important to note that this Fairfax/San Vicente hybrid alternative would serve all of the same station areas and destinations as the Fairfax alternative plus additional destinations along the San Vicente corridor.

This Fairfax/San Vicente or hybrid alternative would have a minimum of nine stations over just under ten miles with the total travel time of 20 minutes all the way to Hollywood and Highland, so between four and five

minutes longer than the Fairfax alternative from end to end and up to eight minutes longer than the La Brea alternative from end to end. Or in other words, the La Brea alternative would be three minutes shorter than Fairfax and up to eight minutes shorter than Fairfax/San Vicente.

The Fairfax/San Vicente or hybrid alternative was introduced directly as a result of public feedback we've received on the project to date. It provides a much easier connection for riders transferring between the Purple Line and this project by moving that connection to Wilshire/Fairfax. The previous connection at Wilshire/San Vicente would have required riders to walk up to a third of a mile to transfer between these two lines.

The new Fairfax/San Vicente alternative as shown on the map could potentially serve most of the major activity centers in the project area while still offering a fast, reliable, and competitive travel option for regional through riders and trips that traverse this entire area.

While this alternative has several curves in the northern half of the project area, this type of curvature is quite common on mass transit systems, especially subway systems, throughout the country and around the entire world. By being entirely below ground in subway tunnels,

these types of alignments can directly link major activity centers and areas of significant transit ridership directly together while maintaining fast travel speeds and in a more cost-effective manner than building multiple separate lines and projects in a particular geographic area, given our heavily constrained resources and major Measure M commitments throughout the entire county.

Also, all of these curves in accordance with Metro's rail design criteria would have wide radii and are located directly adjacent to potential stations where trains are already slowing and stopping, thereby greatly minimizing any travel time delay for riders.

A great way for you to experience what these curves would be like to ride as a rider, you can ride the Metro B or Red Line subway through East Hollywood between Hollywood/Western and the Sunset/Vermont stations. Because of the wide radius of that curve from under Vermont to under Hollywood as well as its adjacency to the Vermont/Sunset station, it's nearly impossible to notice any slowdown or time delay due to the curve itself.

Regardless of alternative, each line and extension, including this project, requires a maintenance and storage facility for the additional light-rail vehicles that will be needed to operate this full line from South LA, South Bay, and LAX all the way to

Hollywood. The draft EIR will explore several potential sites for this facility adjacent to and near the current southwest yard that is being constructed for the current Crenshaw/LAX Line, which is located just northeast of LAX around the intersections of Aviation Boulevard and Arbor Vitae.

This next slide shows peak-period travel time comparisons between some major points throughout the county and project area with and without the project.

The first two columns are origins and destinations. The third column is typical peak-period or rush-hour travel times by auto. The next column or fourth column shows typical peak-period travel times on the existing and future transit network but without the project. So these times incorporate other Measure M transit projects that are scheduled to open before this project but do not include this project itself. And finally, the last column shows the travel times with this Crenshaw Northern Extension project in place.

For example, a trip from Hollywood to Cedars-Sinai Medical Center could be reduced from over minutes during rush hour to just eight minutes every time regardless of traffic or (inaudible). Cedars-Sinai to West Adams could be reduced from almost an hour today to just ten minutes every time, regardless of traffic or time

of day. Leimert Park to Westwood can go from over an hour today to 26 minutes. And LAX all the way to Miracle Mile or The Grove could go from over an hour today to just half an hour every time, regardless of traffic.

In addition to the three different alternatives, there are several design options that we would like your input on, which are shown on this map. I'll go through each one, starting in the south with the alignment options between West Adams and Mid-City.

As you can see on this next map, we have two route options that would link the Crenshaw/Adams and Midtown Crossing stations. Alignment Option 1 would primarily run below the major roadways of Crenshaw and Venice Boulevards while Alignment Option 2 would follow a shorter, more direct route between these two stations.

Next slide, please.

The vast majority of the project, if not the entire project, could be in a subway or underground configuration. Depending on this next option, the entire project could be 100 percent subway or underground from end to end.

Again, with this option -- with this next option, the entire project would be in a subway.

We previously --

MR. MARTIN: Next slide, please.

MR. MOOSAVI: We previously shared a vertical profile option that would include coming out of the ground in Mid-City with potential at-grade rail in the median of San Vicente Boulevard between approximately Stanley Avenue, which is just east of the San Vicente/Fairfax/Olympic intersection, and La Brea Avenue where it transitioned up to an aerial structure to serve an aerial station at Midtown Crossing before going back underground near the West Boulevard bridge.

Based on feedback we've heard from the community, we have added a fully underground or subway design option for this section, including an underground or subway station at Midtown Crossing. The rest of the project, regardless of alternative or option, would run in a subway or underground configuration due to a variety of major factors, including heavy traffic volumes and congestion, existing roadway widths and limited capacities, adjacent land uses, and the need to be grade separated from traffic at major intersections.

With this San Vicente subway design option included, the entire project, regardless of alternative, would be 100 percent entirely in a subway or underground configuration.

And finally, at the northern end of the project, we've added an option to extend the line further north

from Hollywood/Highland and the B or Red Line with the potential northern terminus station at the Hollywood Bowl near Highland and the 101 freeway.

And now, Roger will take us through the EIR process and next steps for the project.

MR. MARTIN: Perfect. Hey, thanks, Alex.

As we mentioned before, we're currently in the state environmental clearance phase of the project and the draft environmental impact report and advanced conceptual engineering. Advanced conceptual engineering is what we actually use to feed into the draft environmental impact report.

But following this -- following this work here for us, the project will need to go through further engineering and design work including possible federal environmental clearance if any federal funds were to be identified for the project. After that, the final engineering or design construction can begin, followed by revenue service of this line.

On the next slide here, of course, the environmental clearance phase of the project will analyze the project and its potential impacts and benefits from a variety of standpoints, including construction feasibility and potential mitigation measure that could lessen or even avoid any potential adverse impacts from the project and

its construction.

On this slide here, you'll see a lot of examples of potential impacts and resources that we will study during this process, including things like air quality, soil, ground conditions, of course, to energy and water resources.

The EIR analysis will also include a full assessment of impacts during construction of the project as well. Station construction is generally where we have our biggest impacts because the excavation is only generally at the stations. And between, of course, the tunnel boring machines go under streets and under properties, and we're good pretty good there.

So at the intersections around the stations, we may generally close an intersection for several weekends where we go in and excavate about ten feet down, and we put a cross beams across the street and then put a concrete deck over that. So for the next several years, we're actually building the station underneath the street and not having these impacts to traffic and transportation, of course, like that.

So but the EIR will evaluate and identify the tunnels and station construction processes for all the proposed alternatives, including truck hauling routes and other traffic considerations as well as air quality, noise

levels during specific construction activities.

And on the next slide here we're going to talk about funding considerations. So the EIR will also include a more detailed analysis of cost for the project alternatives, building off the initial estimates the previous studies.

Each of these alternatives will cost more than the Measure M allocation for this project, so other potential funding sources would be crucial for project feasibility. These sources could include unidentified federal state and/or local funding as well as value capture mechanisms and potential public/private partnerships that could help shoulder some of these additional cost.

And with that, I'd like to thank you very much for joining us on a Saturday morning. I'm going turn it back over here to Patrick. And thank you again.

MR. CHANDLER: Thanks, Roger.

Just if anyone is having technical issues, please actually put it into QA box. We're having a little issue with the phone number we gave you earlier. So any technical issues, please put it in the Q&A box.

So for the next steps of the EIR process, we will be gathering and documenting all community input at this and other scope meetings as well through mail, E-mail, and

out project hotline. We will then use that feedback to further refine alternatives and access the full spectrum of impacts of each alternative, both during construction and once in operation and including possible mitigation measures to reduce these impacts to a less significant level or even avoid or eliminate certain impacts.

By the end of the draft EIR process, we hope to identify a proposed project to bring back to the Metro Board for their approval.

I want to give you a rundown of the next steps before we start taking your comments and some of you leave after sharing your comments. After we receive all of your comments during the scoping period, we will prepare a scoping report which summarizes all the comments and we will use all of that information as we go forward in the environmental process, including future committee meetings to provide periodic updates for the community.

Right now, we're at the beginning of May. I assume we'll be back in the fall with an update of all the comments we've heard, what the next steps are and an update on how we are proceeding with analysis. Metro will post all information on the project page. You can go there and get information about meetings, status reports that are available. We will notify everyone who came to this meeting who signed in. We will add your information

to our stakeholder list about future meetings. Again, we will post all recordings of the scope meetings on our project page.

We strongly encourage everyone to provide feedback however they can, whether it's today or through E-mail, mail, et cetera. Some key topics you want to share include what -- you might want to share include what are the environmental issues you may be concerned about. Do you have a preference regarding alternatives or design options under consideration, including potential station locations.

We ask that you limit your comments today to two minutes to allow everyone who would like to participate a chance to provide feedback. We will be listening to and documenting all of your comments, but we will not be answering questions at this time or in this forum.

And just a reminder, when you are speaking, turn off your cell phones or any background noise when speaking. Remember to treat fellow community members, agency representatives, Metro staff, and others with respect, and address all comments to Metro staff and consultants, not other attendees. And please maintain a conversational tone.

In order to submit oral comments today, please use the "raise hand" feature on Zoom or dial star 9 on

your phone. When we've announced it's your turn to speak, you will be prompted to unmute your mic both on Zoom and on your phone. You will have two minutes to comment. Please try to pace yourself as you speak. Our court reporter is transcribing your comments as you're speaking. You can also submit written comments using the Zoom Q&A feature and, of course, you can always submit comments to our project hotline which is 213-418-3093 or by E-mailing us at CrenshawNorth@Metro.net.

And I just want to pause for a second to recognize Mayor Horvath of the City of West Hollywood, Councilman Erickson with West Hollywood and Doug Mensman with the Mayor of LA's office. Thank you.

Take it away, Melanie.

MS. WONG: Our first three speakers will be Ren, Lerone, and Alexander.

Ren, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi, yes. Hi. Thank you so much for having these meetings and taking our feedback.

So I do want to say I support they hybrid option. And as someone who's been very interested in the west end extension, this is something that I think was a really good alternative to that, and it also serves The Grove and

Cedars and the CBS TV City.

I also support the addition of a Santa Monica/La Cienega station and the Hollywood Bowl station, which I think was a missed opportunity when the Red Line was built. I also like the hybrid design because it serves most people and businesses and thinking that even compared with the other options, that slight increase in distance might actually have a lot of drop off in ridership. And as someone who has lived in Mid-City, like 4:00 o'clock in Mid-City is gridlock everywhere. And I understand, like, this is a very, very needed, necessary route to have.

Now that I live in Los Feliz, I still would come in and see, like, Mid-City/West Hollywood as a destination itself that I would definitely go to via Metro.

I also, like, would encourage -- I'd be very interested in finding the funding resources to have this done by the Olympics because 2047 is a very, very long time from now.

And I was also thinking another additional station I would suggest would be Little Ethiopia, which I think is another great destination itself. And if the resources are available, I would like more than one exit to be at each station because currently, the Red Line only has one exit for each station. Thank you so much. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be Alex, Mollie, and Michael.

Alexander, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. My name is Alexander Wikström. I'm a Mid-City resident. I want to advocate for the La Brea or Fairfax alternatives, specifically from the lenses (phonetic) equity. Now, I know that the hybrid alternative has the largest number of jobs or population, but that's due to it being a very long line. I would rather see that somebody who's getting on the train at Slauson and Crenshaw be able to reach a job at Hollywood and Highland or a doctor's office in that area faster. And while eight minutes may not seem like a long time, from that destination further south, it's going to add an immense amount of time. So the La Brea and Fairfax alternatives are better in this way.

I'd further like to also consider elevated alignment along La Brea if it saves money and allows for better station access areas. Furthermore, like, City of West Hollywood, I think, could fund bus lanes along Santa Monica if they want better east/west travel options. I think this is a north/south line fundamentally that I

think would better serve people in areas that need more investment and have not seen the investment given to them. I think it saddles people with a longer commute.

You know, I live closer to Wilshire Boulevard, as I do, it's not really going to matter to me the eight minutes. But for the people further south, more travel time means more potential delays, and that means that they could not really access the jobs the same way.

So please consider the equity impacts of saddling lower income riders further south of the project area as you move along the hybrid alternative. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be Mollie, Michael, and Abbe.

Mollie, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Yes. Hello. My name is Mollie with my little son Davy, who is very excited --

DAVY: Hi.

PUBLIC CALLER: -- about the project. What is the alignment we think would work best for the community would be the West Hollywood hybrid alignment. I understand the concerns about, you know, increased travel time, but there's just so much population density, both residential

and in terms of jobs, within the alignment route that I really feel that's the investment that, you know, Los Angeles County really needs right now.

I also wholeheartedly support the Hollywood Bowl extension. Anybody who's lived or traveled in that area during events can tell you that the surface street options like shuttles and buses are not sufficient. So having an underground -- underground transit option would also be highly beneficial.

Davy, did you want to say something?

DAVY: Yes. I wanted to say I want the West Hollywood park one because it is near the park near West Hollywood Park and (indiscernible) and other restaurants around it. And, of course, the park. Don't forgot that. And --

PUBLIC CALLER: All right, Davy.

DAVY: And everything.

PUBLIC CALLER: All right. There's 30 seconds. Let's thank the nice people; okay? One last statement. 30 seconds.

DAVY: What should I say?

PUBLIC CALLER: Just say thank you.

DAVY: Thank you.

PUBLIC CALLER: And, again, West Hollywood alignment is what we would be going for and the Hollywood Bowl one station extension. Thank you so much.

MS. WONG: Thank you very much.

Our next three speakers will be Michael, Abbe, and Peter.

Michael, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. Thanks for the opportunity to speak. Oh, hello? Can you hear me?

MS. WONG: Yes, we can hear you.

PUBLIC CALLER: Oh, okay. Thank you for having me. That's a tough act to follow.

I'm a resident of Wilshire Vista, so right by Curson and San Vicente. And in general, I'm in favor of the West Hollywood hybrid alignment. Because of the long distance between Mid-City Crossing and Fairfax and LACMA station, I believe it should be explored that there is an option that's about two miles. So along San Vicente, whether above or below ground, it should be explored maybe around Hauser or something in the middle so that our neighborhood can have access to the transit being constructed.

I also think it should be explored in the process, again, along San Vicente because I'm right adjacent to it, though it looks like a wide boulevard, it is. And I think there is potential opportunity to explore

a park. I think, you know, if we're going to be talking about replacing San Vicente with transit or at least if we're going follow San Vicente all the way to West Hollywood, then the street itself could be converted to public good, community benefit, and park space, allowing only local access to neighborhood residents and commercial businesses.

Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be Abbe, Peter, and Nick.

Abbe, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Thank you. My name is Abbe Land. And I am a West Hollywood resident. And thank you all for holding this meeting and giving us all this information.

I want to strongly support the hybrid. I think that it will serve more people, takes people to jobs, and I know those jobs will increase by the time in '47 that it's finally built. And I do urge us to see where we can find funding to make this happen more rapidly.

Also, I like the underground. I think that that is probably the best way to go. And I would love to see an additional station at Santa Monica and La Cienega as

well as the station at Hollywood Bowl.

At the end of the day, it might cost more money now, but the impact last for generations. And I think it's well worth us taking the time to do this right, to meet the needs of most of the people, and to do whatever we can to make this system connect in a way that gets us backwards and forwards, up and down quicker than ever.

So thank you very much for this opportunity.

MS. WONG: Thank you very much, Abbe.

Our next three speakers will be Peter, Nick, and Johnathan.

Peter, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hello, everyone. Thank you for taking time from your weekend to come talk to us about this.

I'll be the most sympathetic to the La Brea alignment and I have the most concerns for the West Hollywood alignment. I think there's a conflict between whether this extension will be regional or local travel and that travails intrinsically regional travel. And we (inaudible) and it seems to be mostly for local travel. And I think that could be supplemented with bus rapid transit. It's a great alignment, but it's not a great alignment for regional travel.

There are concerns in regards to finance, the Measure M formula, and whether we will have enough local contribution funds to build the project in terms of the alignment as well as having it underground as most stakeholders, I imagine, will want it.

Also, the private sector is skittish in funding traditional transit services, so it's -- I'm skeptical that a public/private partnership will help boost those funds. And also, I understand that a lot of people want or that people like the WeHo alignment because it serves a lot of jobs, but frankly, throwing a whole bowl of spaghetti at a map of LA will do this.

Quite frankly, WeHo is not the backbone of the jobs in Los Angeles County. The Wilshire corridor is. And if we make travel and transfers to the D/Purple Line extension inconvenient through longer travel times, I think that's where the opportunity will be lost. So the La Brea alignment will be best in connecting regional travelers and connecting to the D/Purple Line which is where most jobs are concentrated in Los Angeles County.

And that's all I have to say. Thank you for listening.

MS. WONG: Thank you very much.

Our next three speakers will be Nick, Johnathan, and Michael.

Nick, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. Thanks so much for the opportunity to speak. My name is Nick Ander, and I'm a resident of Hollywood. I would like speak up in favor of actually adding an option to the environmental review, which is the La Brea alignment along with a spur that goes into West Hollywood.

I was surprised this actually wasn't part of the original review, but I know that Metro has studied spurs in other lines before, especially with the Purple Line when they studied a West Hollywood spur back then.

I feel like that the spur, if it initially runs along Santa Monica Boulevard, would actually be less total mileage than the hybrid alignment and, thus, would probably be similar in cost. And it would be the best of both worlds where we would have the north/south connection on La Brea for the rest of the city that is fast and direct, and that would also serve all the jobs and population in WeHo.

And it looks towards the future and preserves an east/west corridor on Santa Monica as a future transit alignment as opposed to the hybrid alignment, which would preclude that from becoming a future line and basically

force everyone to use the hybrid alignment and go out of their way if they're trying to go north/south basically as long as this line exists. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be Johnathan, Michael, and Jordan.

Johnathan, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Can you hear me?

MS. WONG: Yes, we can.

PUBLIC CALLER: Hi. I thank you guys for letting us comment on this. I think it's a very important project, and I really want to see the Northern Extension completed.

I commute from -- like, I often go from Loyola Marymount up north to Hollywood to hang out or to go to North Hollywood to visit family, and I often have to bike from LMU to the Expo Line, go all the way downtown, and then go all the way to -- on the B Line, the Red Line, to get to Hollywood. And that just takes forever.

And so I want to advocate for the fastest route going north/south, which would be the La Brea alignment. And I want to add on to Nick's comment saying -- advocating for the Santa Monica spur. I'm concerned that the hybrid alignment would prevent us for building a

better network in the future and, like, by the end of the century. And the Santa Monica alignment could go east and west on Santa Monica and then go south on La Cienega to connect to the Purple Line again and then further south to Culver City, which is another job center, and then west on the Venice to hit Venice Beach, which is another tourist destination. And then the Santa Monica line could also go east on Santa Monica to connect to the Red Line again and then through Silver Lake, Echo Park, Dodger Stadium. It could go to Union Station and then further east into the San Gabriel Valley.

So I just hope that we have a broader, like, longer term view for the help of the network by the end of the century. I want to advocate for the La Brea alignment with a Santa Monica spur option. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be Michael, Jordan, and Linda.

Michael, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have to two minutes.

PUBLIC CALLER: Hey. Hello. Yeah. Thanks for putting this on and taking public comment.

Yeah. So looking at the, you know, the original, you know, main objectives of this project, the two first

two items on that list are to close regional transit network gaps and to provide faster, more direct service. And I think that, you know, adding a bunch of local stops in West Hollywood is directly in conflict with the primary goals of what we're doing.

And while it's nice to expand coverage and I'd love to do that, you know, with things like bus lines, you know, adding eight minutes on to people's commute is no small deal. You know, for the 90,000 people that will be using this route every year, that's five million hours a year that people are going to be sitting there to eight minutes every day. So it really adds up quick when you think of all the people that will be using this line.

I think talking about coverage can be -- while coverage is nice, it can be a little bit of a distraction from a conversation about ridership. If you look at the projected lines that we're talking about, the projected ridership for the use is in between 88,000 and 90,000 for each of the lines that we're discussing. So it doesn't mean that more people will actually be using or riding the line if we add more stops.

Yes, it's nice to add coverage, but what we're really doing is making that trip longer and harder for the 80 percent of people using this route who aren't going to be making those stops. You know, you're making the route

worse at what it's supposed to be doing, which is, you know, closing that regional transit gap. You know, it's a regional line, not a local line. I'm pretty strongly against adding these local stops, especially because they add so much time.

I think there's a lot of other transit solutions that we can poke at that will expand that access, expand that coverage, without adding onto the commute of all the people that will be using this line on a day-to-day basis.

Thanks again for having this.

MS. WONG: Thank you very much.

Our next three speakers will be Jordan, Linda, and Bronson.

Jordan, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. My name is Jordan, and I'm a resident of West Hollywood. Thank you guys for holding this forum, especially on the weekend.

I want to voice my support for the West Hollywood hybrid line. I'm lucky enough where I'm positioned in the city where any of the three lines would really benefit me greatly, but I think having the hybrid line would be great for the LA community as a whole because it not only stops at really important places like the hospital and other

huge businesses like the Beverly Center, but it would also help incorporate people who don't necessarily have access to cars or easier travel like the large elderly population in West Hollywood or communities of color.

I think the idea of having bus lines that go east and west is really difficult and won't be the easiest thing to do because Santa Monica Boulevard or other streets that go east and west are already down to just two lanes going each way or sometimes even one lane going each way if there are cars parked. And it's just no feasible to do that.

I think some other benefits of having the West Hollywood hybrid line are that if there is a stop at San Vicente, there is the West Hollywood Park that's right there, which would be a great place to have a stop. Or there's also the bus depo there that could serve as a stop as well.

I think it would be smart to add a stop to La Cienega. And I also think that if Fairfax for some reason didn't work as a stop, just three blocks west is Santa Monica Boulevard and Crescent Heights Boulevard where, from what I understand, the city of West Hollywood owns a plot of land there that's just sitting empty right now.

I -- just to build out that again, I think it

might be better to have that and then have bus lines be going north and south maybe on the La Brea line.

I see my time is wrapping up. So I'll end with that. Thank you so much.

Oh, and I also support the stop at the Hollywood Bowl.

MR. MOOSAVI: Thank you very much.

Our next three speakers will be Linda, Bronson, and Charles.

Linda, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hey. My name is Linda Ngov. I've been a resident of the South Bay for about ten years now. And I just want to express my support for the project and to evaluate and urge Metro to build it much sooner than 2040s. I mean, we've been all anticipating this. I just can't even bear another ten years.

I really think that the San Vicente/Fairfax route would be best because it would allow people from the South Bay a fast and convenient ride to areas that are some of the hardest to get to from the south like Cedars and Grove -- The Grove area and Miracle Mile.

And then I just really think that the La Brea -- I mean, doing La Brea instead would be a huge missed

opportunity that Metro would regret for decades, much like they did with the Green Line failing to reach LAX. I don't understand why we would wait until the 2040s just to save a few minutes for trips all the way to Hollywood.

Subways can get people to places quickly and efficiently regardless of traffic. Metro should take advantage of the fact and put stations near the busiest places in the county and where all the jobs are focused in crowded areas, not the mansions of Hancock Park.

You know, just to have a fast rail line that links LAX, Miracle Mile, The Grove, CBS, Beverly Center, Cedars-Sinai, the Sunset Strip, WeHo, and Hollywood and the Bowl, I just think that would just eliminate so many of our traffic on our roadways. It's not worth missing all that to save a few minutes. Thank you.

MS. WONG: Thank you very much.

Our next three speakers are Bronson, Charles, and John.

Bronson, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

MR. CHANDLER: Hello, Bronson? Take it away.

Go ahead and speak Bronson.

You're a little low, Bronson. Maybe we can come back to --

PUBLIC CALLER: Okay. Can you hear me?

MR. CHANDLER: You're a little broken up.

PUBLIC CALLER: (Inaudible). Boy, this is embarrassing. Skip me. I'll come back.

MR. CHANDLER: Okay. We'll -- Melanie, we'll try to get him back later.

MS. WONG: Our next three speakers will be Charles, John, and Van.

Charles, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hello. My name is Charles Cordero. And I grew up in the Miracle Mile area. I'm also an architect and have pondered the stretch between, I guess, what I presume is a historical transit over at San -- or excuse me -- at Venice and San Vicente and the stretch all the way up through to where it would, I guess, transition to Fairfax.

So the way I view it is, historically, I guess, when there used to be a rail line going straight up San Vicente, they had the bridge or whatever, like what you guys are suggesting. But in my research, it said that speeds were quite high because they were able to get that straight stretch.

So with that in mind, I was just curious that

there might be an opportunity and kind of hard back to a comment by Michael earlier that there might be an opportunity to use that stretch instead of a highway for gaining speed to maybe create a green parkway stretch alongside it. I'm very interested on how this would be our bisecting community -- Miracle Mile community -- from Pico up to Wilshire. You know, it's basically splitting a portion of Miracle Mile. So anything that can be done to creatively address that section in a sensitive fashion would be greatly appreciated.

I know that the City of LA right now is planning on putting bike lanes along that stretch, which is a good sign. I don't know if it's shortsighted in comparison to what Metro would be doing to enhance the area.

Okay. Thank you very much for listening to my little soliloquy. I hope you can address those issues sensitively. Thank you.

MS. WONG: Thank you very much.

Our next three speakers will be John, Dan, and Steven.

John, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

MR. CHANDLER: John, we can't hear you.

Okay. Melanie, we'll try to come back to John.

MS. WONG: Our next three speakers will be Van, Lerone, and Bronson.

Van, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hello. Can you hear me?

MS. WONG: Yes, we can.

PUBLIC CALLER: Thank you very much. I want to thank Metro so very much for doing this line. It will be very popular. It will be a staple of our system and it will be used by (inaudible).

Hello? Hi, can you -- hi, can you hear, me.

MR. CHANDLER: Yes, we can.

PUBLIC CALLER: I'm sorry.

MR. CHANDLER: You dropped off.

PUBLIC CALLER: Sorry about that. My internet just kicked out a moment ago. Cuckoo.

All right. Let me go back. So I encourage you to please pick Fairfax and/or the hybrid. Your video advertised The Grove, Television City, Beverly Center, Cedars-Sinai, West Hollywood and all the working-class jobs they're in as potential stops. La Brea -- this is all of them. The only thing you serve on Beverly and La Brea are two gas stations and a car rental.

I encourage you to please, please, please -- we

voted 85 percent for Measure R in West Hollywood and Mid-City West. Our neighborhoods are counting on Metro rail. We want Metro rail. We'll say yes, build this here. So please, please, please, I ask you to please consider Fairfax or the hybrid. That will serve the most people.

La Brea is only three minutes faster than Fairfax and only eight minutes than the hybrid. So you'd be skipping all of these stops that you've advertised. You'd be not serving these neighborhoods that voted overwhelmingly for Measures R and M for no reason.

Even if you're going to study a spur, which is not currently on the table, it needs to be a spur from Fairfax. Don't skip the neighborhood. Serve it.

Thank you very much. I appreciate the time.

MS. WONG: Thank you very much.

Our next three speakers will be Lerone, Bronson, and John.

Lerone, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. I also want to add my thanks to Metro for hosting this.

I wanted to really advocate for the hybrid alternative because it just seems bizarre to me to

prioritize the -- stop serving the Hancock Park neighborhood rather than the much more densely populated areas that would be served by the hybrid alternative and which would be served by -- which would much more likely have transit riders. And I don't think the extra eight minutes is significant at all in the context of how long people are willing to stay in traffic in this city.

You might be able to tell from my accent, I grew up in London where the Tube lines don't always follow the most direct path, but people know it's still much faster and easier to take the Tube than sit in traffic. And nobody minds being on the Tube for a few more minutes because they serve the most popular and the most attractive parts of the city and where people work and socialize. And in the long run, it just makes more sense.

So, yeah, I'd like to advocate for the hybrid alternative, and I'd like to push for this to be done as soon as possible. I think waiting until the 2040s is just not going to make you be able to stand up as a sort of world-class city in the way that other cities are and able to serve their communities. Thanks.

MS. WONG: Thank you very much.

Our next three speakers will be Bronson, John, and Lindsey.

Bronson, you will now be to prompted to unmute

your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hey, everybody. Is this working this time?

MS. WONG: Yes, we can hear you.

PUBLIC CALLER: Excellent.

All right. Well, thank you for having me, and I'm really excited to be here talking to y'all. It's so exciting to hear there's so many passionate people here in LA and passionate about getting rail to each other. That sounded weird.

So Metro, you know, is investing its money in one spur line, and I want to kind of add on to what some other people are saying. If we're really investing in the long-term future and not just the short term, it's almost inevitable that we're going to need two lines, one going up the Crenshaw Line, would which maybe go up La Brea or take the hybrid. The second would be the obvious Santa Monica would do down San -- you know, La Cienega all the way down to Venice.

I mean, I think it's foolish if we choose to go with the La Brea option and absolutely just throw away all of WeHo and Fairfax and all of these neighborhoods that are advocating so passionately for this line.

So, you know, as so many people have already

added, La Brea has -- what do we have on La Brea right now that is not, you know, dire to get transit at the rail level right now besides BRT.

This is something that is not going to be a big deal if we add a couple of minutes for several different stations. Like someone said, with the Tube, no one minds that you're curving around a little bit and taking an extra couple of minutes. The eight minutes difference between La Brea and the hybrid option is only the maximum if you're going between -- what -- Hollywood and Highland and the end of Crenshaw and Expo?

So, you know, just to cap it off, I just want to say I support the Hollywood Bowl station. I support the hybrid unless we really go with both options. And with all due respect, this isn't regional or commuter rail. This is local rail. So we're going to need stops at Hauser if we're going on San Vicente. We're going to need one at La Brea because the hill from La Brea to Mid-City is just too much to walk.

So people are -- you know, we need stops that are kind of in between these places. These are not cut-through places. These are destinations that people live. People live in Mid-City. People live in Wilshire Vista. People live in these small neighborhoods that we're passing through that we shouldn't be passing

through --

MR. CHANDLER: All right. Thank you -- thank you, Bronson. Thank you very much.

MS. WONG: Our next two speakers will be John and Lindsey.

John, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

MR. CHANDLER: Well, it looks like a second time around. Again, John, you know, we still have our hotline, E-mail. Definitely reach out to us. Sorry we couldn't hear you during this forum. So we will try again later.

But go to the next caller, Melanie. Thank you.

MS. WONG: Our next speaker will be Lindsey.

Lindsey, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Well, this isn't Lindsey. This is John Erickson, councilman for the City of West Hollywood. Our links seem to be getting mixed up, but that's okay.

I just wanted to echo the support. I've been on all three of these meetings. And it's great to see West Hollywood residents as well as people in the surrounding community. I just wanted to reemphasize a couple of main the points.

As a younger member of the City Council, 2047 is when I probably will be considering moving to Palm Springs in the ritualistic in which we all leave West Hollywood to go to Palm Springs. But when we look at the ways in which this will open up West Hollywood to the South Bay, imagine taking west -- going on at San Vicente and Santa Monica and being able to get to LAX.

When I worked at LAX and helped develop the people mover and the transit systems that are in place there right now, I was meeting with Uber and Lyft. And some of the highest percentages of people that took direct lines right from our area to LAX to get on a plane was West Hollywood.

With this route itself, we'll be able to get those people out of cars. We'll continue to address the climate crisis, and we'll continue to make sure that we can get connected to the communities that we've been -- not been able to connect only except through cars and traffic. We want to make sure little Davy can get to that park so we want to ensure that we're opening all these amenities to what we can do and what we can with the jobs, with Cedars, with the Beverly Center, with all of those options that the hybrid provides. And specifically, when we talk about that extra eight minutes, I just sat in my car for eight minutes while waiting, near La Brea, by the

way, to make a left-hand turn.

So when you think about the ways in which I would have rather been moving on a train and continuing to push that forward, this is good for the communities of all shapes and sizes. This is good for the environment. And the hybrid option is the best option not only for West Hollywood but for the local, regional, and west side community to make sure we're all connected.

I urge Metro and thank them for doing all this work. But again, support for the hybrid option and, of course, a stop at the Hollywood Bowl. Thank you so much.

MS. WONG: Okay. Thank you very much. Next speaker...

MR. CHANDLER: Just in case if you're on the line and you're -- you've got the green light and you've been unmuted, go ahead and speak away.

Speaker, unmute and speak.

PUBLIC CALLER: Oh, am I on the mic again?

MR. CHANDLER: Yes, you are.

PUBLIC CALLER: I just wanted to add one thing I didn't get to say before was I do like the spur option that was proposed earlier if we went La Brea and then cutting off with adding the additional hybrid option. It seems like the most long-term plan -- smartest long-term plan. And I also did love the idea of taking San Vicente

and the median that we already have with the infrastructure and the trees and grass we have there and just adding some simple sidewalks and benches and turning that into a long linear park. I think that's just an easy opportunity for the City to increase, you know, pedestrian activity in that area and make it safer for people to be out.

Thank you so much.

MS. WONG: Thank you very much.

Our next speaker will be Matthew.

Matthew, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. I wanted to echo other commenters asking that a spur be studies as an option. I think that should be studied for both options for the La Brea and Fairfax alinements, as -- just like the station in Hollywood Bowl is being studied.

Also, I would like you to continue studying La Brea aerial alignment and not cancel that out of hand from consideration. I think that, you know, people have ideas of an aerial alignment defacing a street and on a wide street that's, honestly, unbearably sunny often for most the year on La Brea. I think maybe if you could produce some appealing shady renderings like you did with the

Sepulveda line to at least show people that that could look nice.

And in terms of the spur, otherwise, if you -- maybe something like the Inglewood people mover as an option where WeHo gets included like you included that with the southern segment of the Crenshaw Line.

And I'd like you to study -- seeing if you can get some revenue to help pay for it from some sort of development on the Metro property in West Hollywood by the Pacific Design Center, which could be an incredible place for development that could possibly help pay for whether that's a spur or the hybrid to accelerate this. Because, obviously the -- you know, the time with which it's on the current schedule is way too long and hopefully we can get money from the federal government and everything but possibly some development in that extremely desirable place to develop that Metro currently owns and then you also have the sheriff's station there also property should be considered as a way to get this done faster.

All right. That's all. Thank you.

MR. CHANDLER: Melanie, I just want to take a second to recognize Council Member Sephi Shyne with the City of West Hollywood has joined us as well. Thank you for joining us.

MS. WONG: Thank you, Patrick. That was actually our

last speaker.

MR. CHANDLER: Well, we're going to stay here until noon. So for those that might have joined later or feel so moved to make a comment, you can go ahead and do so now. We really encourage those who have not spoken before to speak so we give, you know, everyone a chance to speak. But as I said, we' stay here until noon, especially if people who might have joined later, so.

MS. WONG: Our next speaker will be Steven.

Steven you will now be prompted to unmute your mic.

Oh, I guess he's gone.

Our next two speakers will be Rick and John.

Rick, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. This is Rick. Can you hear me? Can everyone here me?

MS. WONG: We can hear you.

PUBLIC CALLER: So I'd like to echo a lot of the comments supporting the West Hollywood/San Vicente hybrid option. I note the point about the eight minutes additional delay, but I think the issue is not so much whether it takes a few people a little longer to get somewhere but whether we can save more time for more

people.

And given that the studies have shown that the West Hollywood hybrid option would serve the most people, would attract the most ridership, you'll be saving more money, more time for more people and taking more drivers off the roads. That's all I have.

MS. WONG: Thank you very much.

Our next speaker will be John.

John, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Can you hear me now?

MS. WONG: Yes, we can here.

PUBLIC CALLER: Excellent. Sorry. So embarrassing.

Thanks for having these meetings. And also, I -- although I guess John Erickson is here and not Lindsey. So, John, you can tell Lindsey that I am acknowledging Lindsey for her proactive work in making this happen and as quickly as possible. And I am excited because, you know, it's like when I moved here in 1988, we were just choked with congestion and, you know, we all love to talk about how LA used to have the greatest transportation system in the world until the oil companies and the tire companies, you know, destroyed it. And then Roger -- "Who Framed Roger Rabbit" came out, and the Red Line was

featured prominently, and it was like, oh, my god, that would so awesome. And now with all these period pieces about LA that have been made recently for cable TV, my heart always jumps when I see the trollies and stuff. So this is just fantastic.

And keeping in that theme, you know, transit tells a story. And I guess it depends upon what kind of story you want to be telling about LA and, you know, the new century moving forward. Looking back, though, I will say that San Vicente is a unique and unusual boulevard in the city. It's the only street that really cuts across the grid. And I think that it can serve the same purpose that it served in our history today.

So I am voting for the San Vicente/West Hollywood line because of the all places it would go. It would hit, you know, from hospitals to culturally significant places like the intersection of San Vicente and Santa Monica while also hitting the other ones.

And I think that the 212, I think, is the La Brea bus line. I take it a lot, and it serves its purpose very well. And so if you need to go up La Brea, you can do that. Of course, having a line up La Brea would be fantastic too and up Fairfax.

I do have some questions that I'll send in an E-mail to you, though.

MS. WONG: Thank you very much.

Our next speaker will be Steven.

Steven, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. My name is Steven. Thank you for having me and for hosting this event. I am calling in to support the West Hollywood hybrid line. I feel like the line would serve a population that's been underserved in public transit for so long.

I moved here in 2000 and was dismayed that West Hollywood is home to where all the walkers are and they're the ones most likely to take public transportation. And they have no ready access to the subway. And by running a line through -- through San Vicente, you would not only get The Grove, you would also get the Beverly Center and the hospital and let's all talk about Boys Town, which is really necessary. There are a lot of commuters there and a lot of residents there as long as -- as well as Fairfax and Santa Monica and La Brea and Santa Monica.

I live at La Brea and Fountain. I think La Brea is -- there's not much going on La Brea north and south except for those bakeries. But if you want to get all the commuters and all the residents, you should definitely take the West Hollywood hybrid line.

And I think it would cut down on pollution for the entire city and increase racial equity for all because if you put all those people in the subway, it's going to alleviate traffic for everyone. Thank you so much.

MS. WONG: Thank you very much.

Our next speaker will be Lindsey.

Lindsey, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: I'm John. I'm not Lindsey. Hello? So I'm going to talk.

So I just spoke, but here are some of the questions that I know you're not going to answer but these are just thoughts that I had. Some of them are just simple and sort of silly.

But why was there an above option or an originally above -- I don't know what you call -- at-grade component for that stretch that you mentioned down by San Vicente and Pico, I think? I'm just curious why that was the case.

On -- will the Hollywood Bowl extension only be opened seasonally? I'm from Chicago, and we have stuff like that.

Are you there? Am I still on?

Okay. And we have stuff like -- we had stuff

like that in Chicago. Just be open during the summer.

And as far as the Olympics goes, gosh, it would be so great like if it was available by the Olympics. That's only like -- what -- seven years away. But two thoughts on that. One is it might not be of 2028. It could actually be 2030 now. Who knows? Japan may not be able to throw it in this year, and it might be delayed. So the Olympics may actually all be moved two years.

I have no idea if that's the case. I'm just sort of thinking about that.

So if it's two more years, does that actually give us a greater sense of possibility that we can get it done sooner?

And then is there any thought that once it's decided what the line will be, like, immediately start a bus route that mirrors that line as closely as possible to get people excited to bring it into the present as much as possible and actually then maybe help, you know, generate the momentum we need sort of on a psychological scale.

And as far as the West Hollywood extension line goes, I think in terms of La Brea and all, I think we need to sort of consider how far west until we have any public transportation. Think about it. It's like there's nothing going north/south, like, west of us. You know, it's, like, the 405 freeway. So moving into West

Hollywood in a way, at least now, La Brea is east, you know. It's like West Hollywood at least begins to sort of bring the region sort of closer together in a public transportation kind of way.

MS. WONG: Thank you very much.

Patrick, that was actually our last speaker.

MR. CHANDLER: Okay. For those who might have been cut off or you know, maybe we called John and instead, it was Lindsey, please feel free to raise your hand. As I said, we'll be here until noon, so if you would like to speak, please raise your right hand. Or if you'd like to E-mail us, the E-mail there is CrenshawNorth@Metro.net or also visit the website: Metro.net/CrenshawNorth. Once there, you can go to the meeting tab and you'll scroll down a little bit and you'll see a link for the presentation, which is actually a story map, which is similar -- very similar to the presentation that was given today.

So as I said, we'll be here until noon to give everyone a chance to speak. Thank you.

MS. WONG: Our next speaker will be Lindsey.

Lindsey, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: This is actually Lindsey, and I

just -- I commented the other day, so I just wanted to mention that my gratitude to Metro as well as to everyone who's participating in this process, it's very exciting to hear public engagement on making our transportation systems more improved and bringing connections to where people are. So thank you for your participation.

MS. WONG: Thank you very much.

Our next speaker will be Gerard.

Gerard, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: All right. Good afternoon.

Just -- I'm just worrying my trends (phonetic) in order that with the San Vicente alignment, is there a possibility of placing a surface station? Because I know there's a opportunity to go completely underground and there's still one alternative that runs down San Vicente, much like it was done for the Crenshaw project through Hyde Park.

Is there a possibility of putting a station around the San Vicente/Hauser area that's still within walking distance of Little Ethiopia that serves up -- that serves that area and, you know, provide additional access to the community, given that would be a good probably mile, mile and a half distance where there's no station or

no stop in that location. Just something to keep in mind for the Fairfax as well as the hybrid options that utilize that portion to include that for consideration. Thank you.

MS. WONG: Thank you very much.

Our next speak will be Bronson.

Bronson, you will now the prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Thanks for having me once again, everybody. I just did remember a couple of other things. I did enjoy what the last person who did bring up about Hauser as that is a crucial central point of many different neighborhoods there and the center -- kind of centralizes on San Vicente/Hauser.

So while I support the San Vicente hybrid route, I think that that Hauser stop along with a -- maybe a La Brea or even slightly before Redondo stop just because of all of those hills and the walking is very strenuous. That could be helpful for a lot of people to get them actually on the train instead of saying, eh, I don't really want to walk that far. I'm just going to take a car.

If you look at a density map of Los Angeles, you actually see that some of the most dense neighborhoods

right along -- right along that San Vicente route, especially that Hauser/Fairfax kind of up, you know, La Cienega area. You see that those are actually slightly more denser areas of city, whereas if you look at La Brea, you'll see that these are actually some of the lowest density parts of the entire city, you know, neighboring on Hancock Park.

So if we're looking to get as many riders as possible and connect the city and make this a legitimate transit city, then I think that's probably the best option for us.

One last thing I did want to bring up with the inevitable Mid-City station, I assume there's probably going to be a station, you know, where the parking lot is now where -- kind of near the World On Wheels and CBS and Bank of America, which is such a huge opportunity for Metro to, you know, build affordable housing, retail, all of these opportunities -- it's just a perfect parcel of land, parking lot open, just ready for you to take and do the best thing for the people with that. So, you know, definitely look into that and see -- look into Mid-City as a hub for the future of not just the Crenshaw North line but maybe other lines that come through, sort of like a second Metro or Union Station would be. Thanks.

MS. WONG: Thank you very much.

Our next speaker will be Matthew.

Matthew, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. I don't need all two minutes. I just wanted to add with regards to the study of aerial alinements, whether that's for La Brea or San Vicente, I request that you add a study of sound levels for, you know, to compare the sound of a passing electric Metro train to the sound of traffic, which, I mean, in my opinion, is much louder. But I'd love for you to have those numbers out there so decision makers could see very clearly what an aerial alignment means in terms of sound.

All right. Thanks a lot.

MR. CHANDLER: So, Melanie, are we seeing any hands -- any late hands in the last 22 minutes here?

MS. WONG: No. There are currently no hands raised.

MR. CHANDLER: Well, we'll stay here.

MS. WONG: Oh, actually a hand -- a couple of hands just went up.

MR. CHANDLER: Great. Thank you.

MS. WONG: Thank you. So our next two speakers will be Charles and Ren.

Charles, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will

have two minutes.

PUBLIC CALLER: Hi. Thank you for allowing me to speak again. I'm really impressed with -- as an architect with the planners on how to -- you guys have great meetings.

Architects always walk into the office and everyone's, like, get drawing, but I really appreciate the vetting that planners do.

On the end, pursuant to my last comment about San Vicente Boulevard, I just wanted to make a statement about La Brea in that I know that the aerial is kind of planned for La Brea, but personally, I would think it's totally overscaled for that street. I mean, there's small lot, retail, two-story for most of the segment, unless you guys want to turn that all into giant -- larger scale sort of density, which may be the ultimate thing if you go up La Brea. But I just think it's too much for that street. And, thus, I didn't voice anything in regards to supporting, but I do support the hybrid option through into West Hollywood and to support the other commenters that made statements to the ridership, et cetera, eight minutes -- eight minutes doesn't seem too much to me, albeit, again, back to the San Vicente option, I think if it went underground in that section, you could really pick up speed. You might be able to bridge that gap.

But, personally, I think it's probably going to go the -- the overhead bridge and grade route. And, again, I just wanted to reiterate there could be an opportunity to create some sort of linear park to help bridge the transition for the Miracle Mile neighborhood. Okay. Thank you.

MS. WONG: Thank you very much.

Our next speaker will be Ren.

Ren, you will be now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. Yes. Thank you for giving me the opportunity to speak again.

So I did want to also add on to one of the early speakers talking about how she lived in South Bay and that how it -- yes, I do think that the hybrid alinement would draw in a lot of people from not just the local area, which, you know, like a lot of people live in WeHo really want the alignment. But also people who live in South Bay, because I used to live Torrance before I moved to the Mid-City, and I would have to drive into town.

So there are many people who live in the area in that -- like, who would love to come into the city and enjoy places like The Grove, WeHo, like, all those kind places.

And also -- and addressing the point earlier made about jobs and the regional connectivity is it inconvenient for someone who wants to get from south of the 10 to Hollywood or north, I do understand that consideration. But there are also a lot of jobs for people in the area, in The Grove and West Hollywood area because a lot of those places aren't really affordable for people to live in, so a lot of people do come in by car or bus to have those jobs. And I do think this line -- this extension would be a good -- would be a benefit to get people to those jobs that can't necessarily live in those areas.

And since -- the other thing I did want to point out is since we did study Santa Monica as a west side extension like ten years ago, I do think it's time to have that area served. And even though I am impartial to the idea of a spur, I do worry that taking the extra time to do that study is going push us off from like 2040 to like 2050. So thank you.

MS. WONG: Thank you very much.

Our next speaker will be Rick.

Rick, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. It's me again can everyone hear

me?

MS. WONG: We can hear you.

PUBLIC CALLER: All right. Very good. I live in the South Bay. And as far as people from down here coming up to Hollywood, I'm not sure frankly how much sentiment there is for that, but I think you'd get more ridership from down here if a park-and-ride lot is installed somewhere along the line, perhaps in the vicinity of the Midtown Crossing area.

And it sort of goes to my general point that transit in LA would work the best if it works with people's private cars rather than against them. Give people the option of driving to some station along the line, parking, and then taking the train to where they need to go.

That's all I have.

MS. WONG: Thank you very much.

If anyone else would like to speak, please raise your hand.

Our next speaker will be Gerard.

Gerard, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: All right. Just thinking about the Hollywood Bowl location because I think that's actually a

good addition to the line on top of what the last speaker talked about on the park-and-ride component because it's seasonal, and I think all those lots there could be something that could be done jointly. I don't expect it to be a joint development location for Metro given the large crowds that occur around the Hollywood Bowl and as well as for the theater right nearby, so I think that's an opportunity that's worth considering.

Additionally, with that particular site, in terms of how you would construct it, this may be something that would require further study, would it make easier to continue or, you know, build the tunnel boring machines that are needed to construct this line if it does -- if it's all done in one full segment or if it's broken up into phases. That could be something that could be beneficial to the ease of construction of this line, having that station at Hollywood Bowl. And it could even be like a really simple, you know, trench-style station that you can just walk down and in that big immediate (indiscernible) that's in the middle of Highland Avenue that (inaudible).

All right. Sorry about that. That must be some background noise.

Just want to add on and echo the Hollywood Bowl station and, you know, what the potential of that could be

for easing the constructability of this corridor and this project. So thank you.

MS. WONG: Thank you very much.

If anyone else would like to speak, please raise your hand.

Okay. Our next speaker will be Rick.

Rick you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

MR. CHANDLER: Maybe Rick is not here or just didn't hear the announcement.

So are there any other hands that are up or?

MS. WONG: No. They are currently no hands raised.

Actually, a hand just went up.

MR. CHANDLER: Okay. Go ahead.

MS. WONG: So our next speaker will be Todd.

Todd, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. Thanks. I'm a little late to the game here, but I just wanted to chime in with something.

I lived in the Washington, D.C., area and then in Manhattan. Moved out here about ten years ago. And apologies for joining this party late, but I wanted to voice my preference for having the San Vicente hybrid

line. 100 percent, I think that's the option. Living in D.C. and then in New York, the more areas that are served, the more useful it is. And I think that going through the sweet spot of West Hollywood for going out, for friends, I know that a ton of my friends would use that if that was an option, whereas the La Brea and the Fairfax options, I don't see them as being useful. I'm sure there are a million other things to consider, but I just wanted to voice my strong support for that.

And to echo the Hollywood Bowl, I think it's fantastic. That traffic around there when the Hollywood Bowl gets going is disastrous at times, so having that option of not having to -- stacked parking or 20-dollar extra parking is huge.

So kudos on pulling this all together. I hope you can speed up that timeline and make this stuff a reality as quickly as possible.

So thanks. That's everything.

MS. WONG: Thank you very much.

Our next two speaker will be Rick and Matthew.

Rick, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: So regarding the Hollywood Bowl, I think what I was about to say earlier got cut off.

I'm in favor of the Hollywood Bowl stop if it can be done with the funding that's available. But I'd hate to see the perfect be the enemy of the good. And so perhaps might be a suggestion for Metro to do that as an add-on option later. Get the funding for the main line.

I still, as I said, wholeheartedly support the West Hollywood option. And then if the funding becomes available for the Hollywood Bowl, I'd be all in favor.

MS. WONG: Thank you very much.

Our next speaker will be Matthew.

Matthew, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. So with regards to -- a lot of people are -- seem to be interested in the prospect of using this -- the West Hollywood detour to access nightlife or the Hollywood Bowl or whatnot. I'm just curious if you're going to have plan operation hours in your study. Because for most of the Metro lines, you know, nightlife isn't really an option because you cease operations at midnight or something like that.

So, yeah, I'd just like for you to clarify what the intended or expected operation hours are so people don't think that they're asking for something that actually isn't going to be available to them at the time

they're going to want it.

All right. That's all. Thanks.

MS. WONG: Thank you very much.

Our next speaker will be Bronson.

Bronson, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hi. I just wanted to agree with Matthew that I -- I agree. I think that Metro should look into expanding its operating hours maybe past, you know, what it's currently doing. I think that would open up a lot of new ridership for certain people that weren't riding as much before. I mean, I think the obvious example would be the New York City Metro is obviously running 24/7 again. Just so many more people use it because of that. A lot of people who are working late, working at bars -- especially working at bars, you don't want to drive if you've had a drink or two. It's just a much safer option. It gets cars off the rod, less DUIs, less, you know, accidents, less deaths. Thank you.

MS. WONG: Thank you very much.

If anyone else would like to speak, please raise your hand.

Okay. I see a couple hands just went up.

Michelle, you will now be prompted to unmute your

mic. Please unmute your mic and begin speaking. You will have two minutes.

MR. CHANDLER: Michelle, if you're still there, it's your opportunity.

All right. Well, for the sake of trying to give hopefully one of the new speakers an opportunity, let's move to the next person.

MS. WONG: So we currently have two hands raised. Bronson and Rick.

So our next speaker will Bronson. You will now be prompted to unmute your mic.

Okay. I see the hand just went down.

Our next speaker will be Rick.

Rick, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: I like the comment about expanding ridership hours and would like to suggest that that -- if that's to be done, that that be done especially on Friday and Saturday evenings. It isn't -- perhaps it isn't necessary to run all night on weeknights, but for those two nights, I do think it would have a lot of benefit in terms of taking potentially drunk drivers off the roads.

MS. WONG: Thank you very much.

If anyone would like to speak, please raise your

hand.

Our next speaker will be Bronson.

Bronson, you will now be prompted to unmute your mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Just wanted to add with not just access to the bars for the ridership hours being extended but there are actually a lot of working class, you know, manufacturing jobs, people working in factories working downtown, maybe in the Fashion District. A lot of these people work odd hours, and a lot of them don't have access car or maybe they're using public transit already or, you know, giving these working-class people options at odd hours of the night could be very beneficial for, you know, the lower and middle class of Los Angeles.

Thanks again.

MR. CHANDLER: Melanie, it looks like we're down to five minutes. So we really, you know, as we kind of mentioned before, we kind of want to hear from, you know, stakeholders, participants what your thoughts are on the project. We don't really want to go back and forth between each other. So if there's other speakers, new speaks, please raise your hand.

MS. WONG: Our next speaker will be Michael.

Michael, you will now be prompted to unmute your

mic. Please unmute your mic and begin speaking. You will have two minutes.

PUBLIC CALLER: Hello. I'm in favor of the Fairfax alignment. I think it's a good compromise.

I agree that the La Brea alternative doesn't serve as many jobs and residents along the route. And while I'm in favor of all the stations in the hybrid alignment, I think that it is convoluted. The eight minutes is an unacceptably long travel time to add to every journey that's ever going to go undertaken here. And I feel strongly that the spur proposal ought to be explored.

I think that the West Hollywood residents we've heard from today who are in favor of the hybrid route, they haven't -- we haven't had the benefit of hearing what the advantage of the spur with the potential to expand the system regionally into east and south along Santa Monica Boulevard and down La Cienega Boulevard, that would potentially, in the future, pick up all of those stations in a much more productive way and serve the system regionally in a much better way. Thank you.

MR. CHANDLER: Okay. Well, I'd like to thank everyone who came out to view the presentation and make comments today. You know, the last day -- well, the scoping period ends on May 28th, so please submit your comments by

E-mail, call us, whatever works.

But since we're going to shut off at noon, you know, that will be the last speaker. You know, we're not going to ask anyone else to jump up right now.

So, anyway, again, thanks for coming out and please reach out to us if you need any additional information. Also go to the website. There might be other items you might want to see there that might answer other questions, but, otherwise, we're still -- we still want to hear from you and learn from you what you want to see in this project, so.

That's all. Thanks, Melanie. We can close this out.

(Public Meeting ended at 12:00 p.m.)

REPORTER'S CERTIFICATION

I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth; that any witnesses in the foregoing proceedings, prior to testifying, were duly sworn; that a record of the proceedings was made by me using machine shorthand, which was thereafter transcribed under my direction; that the foregoing transcript is a true record of the testimony given.

Further, that if the foregoing pertains to the original transcript of a deposition in a federal case, before completion of the proceedings, review of the transcript [] was [] was not requested.

I further certify I am neither financially interested in the action nor a relative or employee of any attorney or party to this action.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: May 21, 2021

Brywn Whatford,
CSR No. 14234

1

1 25:12
10 74:4
100 25:20 26:22 78:1
101 18:10 27:3
10:05 3:2
12 19:25
12:00 84:14
15 20:19
1988 62:20

2

2 25:14
2.24 13:9
20 21:24
20-dollar 78:13
2000 64:11
2003 15:8
2009 15:15
2016 8:16 13:7 15:21
2018 8:20 16:1
2020 8:23 13:14 16:2
2021 3:1 4:12 85:22
2027 14:22
2028 66:5
2030 66:6
2040 74:18
2040s 47:17 48:3 53:18
2041 13:8
2047 13:9 18:2 33:17 57:1
2050 74:19
21 85:22
212 63:19
213-316-6105 5:14,15
213-418-3093 4:11 32:8
22 71:16
24/7 80:15
26 25:2
28th 4:12 83:25

3

30 36:17,18
30-minute 6:1
3rd 20:11 21:1

4

405 66:25
47 38:20
4:00 33:9

8

8 3:1
80 44:24
85 52:1
88,000 44:18

9

9 31:25
90,000 16:8 44:9, 18

A

a.m. 3:2
AA 16:6
Abbe 35:14 37:2 38:10,12,15 39:9
absolutely 54:22
accelerate 13:11 60:12
accelerating 18:1
acceleration 15:25
accent 53:8
accepted 4:11
access 8:4 9:7 13:1 14:9 30:2 34:22 35:8 37:20 38:6 45:7 46:2 64:14 68:23 79:16 82:7,11
accessibility 14:3
accessing 5:12
accidents 80:20
accordance 23:8
acknowledging 62:17
act 6:20,24 37:11
action 85:18,19
activities 29:1
activity 13:5 17:12 22:17 23:1 59:6
Adams 9:15 18:25 19:1 24:24 25:9
add 30:25 34:17 42:23 44:21,22 45:5 46:18 52:22 54:13 55:5 58:20 71:6,8 73:14 76:24 82:6 83:9
add-on 79:5
added 10:13 26:11,25 55:1
adding 41:7 44:3, 8 45:4,8 58:23 59:3
addition 25:5 33:2 76:1
additional 9:8 18:11 19:9,15 20:9 21:20 23:23 29:14 33:19 38:25 58:23 61:23 68:23 84:6
Additionally 4:12 13:3 76:9
address 5:22 31:21 50:9,16 57:15
addressing 74:1
adds 44:12
adjacency 23:18
adjacent 23:10 24:2 26:17 37:24
advanced 8:24 27:9,10
advantage 48:7 83:16
adverse 27:25
advertised 51:20 52:9
advocate 34:8 42:21 43:14 52:24 53:16
advocating 42:24 54:24
aerial 26:7 59:20, 22 71:6,13 72:11
affordable 70:17 74:7
afternoon 68:12
agency 5:21 31:20
agenda 5:25

agree 80:8,9 83:5
ahead 5:5 48:23 58:16 61:4 77:15
aims 13:17
air 28:4,25
airport 15:4
albeit 72:23
Alex 6:10 7:6 14:14 27:6 34:2
Alexander 32:16 34:4,7
alignment 16:11 25:8,12,14 34:21 35:22,23 36:1,23 37:14 39:18,19, 24,25 40:4,10,18 41:8,16,24 42:1, 22,25 43:2,14 59:20,22 68:14 71:13 73:19 83:4, 8
alignments 14:15 23:1
alinement 73:16
alinements 59:17 71:7
Allen 5:5
alleviate 65:4
allocation 29:8
allowing 12:20 38:5 72:2
alongside 50:5
alternative 8:24 9:11,12,18,22 10:4,22 13:14,19 16:2,10 17:1,2,3, 14,15,17 19:13,22 20:3,6,17,21,22, 24 21:13,18,20,22 22:1,3,4,7,15,21 23:21 26:14,21 30:3 32:25 34:11 35:11 52:25 53:3, 17 68:17 83:5
alternatives 3:15 6:3 7:2,5,11 8:21, 23 9:1,9,13 10:15, 19 15:5,25 16:3,4, 7,14,16,18,20 17:7,23 18:6,12, 14,20,21,23 19:6, 10,18 20:4,14 21:10 25:5 28:24 29:5,7 30:2 31:9 34:9,19
amenities 57:21
America 70:16
amount 34:18
amounts 8:6
analyses 18:12
analysis 9:1 16:1, 4,14,17,25 17:10 28:7 29:4 30:21
analyze 27:21
and/or 29:11 51:19
Ander 41:5
Angeles 12:22 13:13 36:3 40:14, 20 69:24 82:15
announced 32:1
announcement 77:11
answering 3:14 31:16
anticipating 47:17
apologies 77:24
appealing 59:25
apply 7:3
appreciated 50:10
approval 11:4 30:9
approved 13:7
approximately 16:8 26:4
Arbor 24:5
architect 49:14 72:3
Architects 72:6
area 7:22 13:21,25 14:4,19,24 17:13 18:5 22:17,20,22 23:6 24:9 34:15 35:10 36:5 47:23 49:13 50:14 57:12 59:6 68:21,23 70:3 73:17,22 74:6,16 75:9 77:22
areas 8:5 21:19 23:2 34:22 35:1 47:21 48:9 53:3 70:4 74:12 78:2
arrow 12:14
aspects 10:22
assessment 28:8
assume 30:19 70:13
at-grade 26:3 65:17
attendees 5:23 31:22
attendees' 5:9
attorney 85:19
attract 16:7 62:4
attractive 53:14
auto 24:12
Avenue 9:19,20, 23 10:5 19:13 20:8 26:4,6 76:20
Aviation 24:5
avoid 27:25 30:6
aware 13:21
awareness 6:21
awesome 63:2

B

back 15:8,14 26:8 29:17 30:8,19 41:13 48:25 49:4, 6 50:1,25 51:18 63:9 72:23 82:21
backbone 40:13
background 5:20 6:2 7:11 31:18 76:23
backwards 39:7
bakeries 64:23
Bank 70:16
bars 80:17 82:7
based 9:8 10:13 13:6 18:11 26:10
basically 41:25 42:2 50:7
basis 16:9 45:9
Bay 12:21 14:12 23:25 47:14,21 57:5 73:15,20 75:4
Beach 43:6
beams 28:17
bear 47:18
began 15:21
begin 4:17 27:18 32:18 34:5 35:16 37:5 38:13 39:13 41:2 42:8 43:20 45:15 47:11 48:20 49:10 50:22 51:4 52:20 54:1 56:7, 16 59:12 61:15 62:10 64:4 65:8 67:23 68:10 69:8 71:3,25 73:10 74:23 75:22 77:8, 18 78:22 79:12 80:6 81:1,15 82:4 83:1

beginning 30:18
begins 67:2
benches 59:3
beneficial 36:9 76:16 82:14
benefit 38:5 45:22 74:10 81:22 83:15
benefits 10:23 27:22 46:12
Beverly 10:7,8 14:21 20:11,25 21:2,3,4 46:1 48:11 51:20,23 57:22 64:16
Beverly/la 19:17
big 55:4 76:19
biggest 7:18 16:21 28:10
bike 42:17 50:12
billion 13:9
bisecting 50:6
bit 44:15 55:7 67:15
bizarre 52:25
blocks 46:20
blue 12:10
Board 11:3 15:22 30:9
boardings 16:8 17:16
boost 40:8
boring 28:12 76:12
boulevard 9:14 10:1,7 12:5 18:18, 25 20:7 21:3,9 24:5 26:4,9 35:4 37:24 41:15 46:7, 21 63:10 72:10 83:18
Boulevards 25:14
bowl 9:4 10:14,15 18:10 19:9,21 20:16 21:12 27:2 33:3 36:4,24 39:1 40:11 47:6 48:13 55:13 58:11 59:18 65:21 75:25 76:6, 17,24 78:10,12,24 79:1,8,17
box 29:20,22
Boy 49:3
Boys 64:17
Brea 9:10,18,20 16:6,10 17:1,3,4, 9,15,17 19:7,12, 13,16,17,19,22 20:3,14,15,20 21:10 22:2,4 26:6 34:9,18,21 39:17 40:18 41:8,19 42:22 43:14 47:2, 24,25 51:22,24 52:7 54:17,22 55:1,9,18 57:25 58:22 59:16,20,24 63:19,21,22 64:20,21,22 66:21 67:1 69:18 70:4 71:7 72:11,12,17 78:6 83:5
bridge 7:14 26:9 49:21 72:25 73:2, 5
bring 15:22 30:8 66:17 67:3 69:12 70:12
bringing 68:5
broader 43:12
broken 17:6 49:2 76:14
Bronson 45:13 47:8 48:17,19,22, 23,24 51:2 52:17 53:23,25 56:3 69:6,7 80:4,5 81:9,10 82:2,3
browse 11:17
BRT 55:3
build 13:15 18:6 40:3 46:25 47:16 52:3 70:17 76:12
building 23:4 28:19 29:5 42:25
built 33:5 38:21
bunch 44:3
bus 12:20 14:25 34:23 39:23 44:7 46:5,16 47:1 63:20 66:16 74:9
buses 36:7
busiest 13:4 48:7
businesses 33:6 38:7 46:1

C

cable 63:3
California 6:19 7:19 13:5 85:4
call 5:13,14 65:17 84:1
called 11:6 67:8
caller 32:20 34:7 35:18,21 36:15, 17,21,23 37:7,10 38:15 39:15 41:4 42:10,12 43:22 45:17 47:13 49:1, 3,12 51:6,8,14,16 52:22 54:3,6 56:13,18 58:18,20 59:14 61:17,20 62:12,14 64:6 65:10 67:25 68:12 69:10 71:5 72:2 73:12 74:25 75:3, 24 77:20 78:24 79:14 80:8 81:17 82:6 83:3
calling 64:7
cameras 5:9
campus 16:24 21:5
cancel 59:20
cap 55:12
capacities 26:17
capacity 14:1
capture 29:12
car 51:24 57:25 69:23 74:8 82:12
cars 46:3,10 57:15,18 75:12 80:19
case 15:24 58:14 65:20 66:9 85:14
CBS 16:23 20:11 21:1 33:1 48:11 70:15
cease 79:20
Cedars 33:1 47:22 57:22
Cedars-sinai 10:7 16:24 21:4 24:21,23 48:12 51:21
cell 5:19 31:18
center 9:17 10:7, 8,10 16:24 19:2 21:4,5,7 24:21 43:5 46:1 48:11 51:20 57:22 60:10 64:16 69:14
centers 7:18 13:5 16:22 17:13 18:4 22:17 23:2
central 7:20 12:22 14:4 20:13 69:13
centralizes 69:15
century 43:2,14 63:9
CEQA 6:20
CERTIFICATION 85:1

Certified 85:3
certify 85:4,17
cetera 31:6 72:21
chance 31:14 61:6 67:20
Chandler 3:4,7 5:7 7:14 8:2 9:1 10:13,25 11:10,19 29:18 48:22 49:2, 5 50:24 51:13,15 56:2,9 58:14,19 60:21 61:2 67:7 71:15,18,21 77:10,15 81:3 82:17 83:22
Charles 47:9 48:17 49:7,9,12 71:23,24
chat 4:2
Chicago 65:22 66:1
chime 77:21
choked 62:21
choose 54:21
Cienega 16:5 21:3,14,17 33:3 38:25 43:3 46:19 54:19 70:3 83:18
cities 53:20
city 13:11,12 16:23 20:12 21:2 32:11 33:1 34:22 41:19 43:5 45:22 46:22 50:11 51:20 53:7,14,20 56:19 57:1 59:5 60:22 63:11 65:2 70:4,6, 9,10 73:23 80:14
clarify 79:22
class 82:8,15
clearance 6:19 27:8,16,21
clearing 6:23
click 4:25
climate 57:16
close 28:15 44:1 84:12
closely 66:16
closer 35:4 67:3
closing 12:17 13:18 45:2
collected 17:22
color 12:11 46:4
column 24:11,12, 13,18
columns 24:10
combine 18:5
comment 4:7 5:10,19 11:21 32:3 42:13,23 43:23 50:2 61:4 72:9 81:17
commented 68:1
commenters 59:14 72:20
comments 3:12, 14 4:3,5,11 5:22 6:8 9:2 11:10,16, 19 17:19,22 30:11,12,13,14,20 31:12,15,21,24 32:5,6,7 61:21 83:23,25
commercial 38:6
commitment 15:22
commitments 23:7
committee 30:16
common 22:23
communities 14:11 46:4 53:21 57:17 58:4
community 3:7 5:20 10:23,25 26:10 29:24 30:17 31:19 35:22 38:5 45:24 50:6 56:24 58:8 68:24
commute 35:3 42:15 44:8 45:8
commuter 55:15
commuters 64:18,24
companies 62:23,24
compare 71:9
compared 17:1 33:6
comparison 50:13
comparisons 24:8
competitive 22:18
completed 8:23 16:1 42:14
completely 68:16
completion 85:15
component 65:18 76:2
compromise 83:4
concentrated 40:20
concentration 13:22
conceptual 27:9, 10
concern 7:8
concerned 31:8 42:24
concerns 3:21 9:6 11:13 35:24 39:18 40:1
concrete 28:18
conditions 28:5
conducting 11:15 13:13
configuration 18:15 25:19 26:15,23
conflict 39:19 44:4
congested 13:20, 22
congestion 17:12 26:16 62:21
connect 8:3 12:4 14:23 19:8,14 20:10 39:6 43:4,8 57:18 70:9
connected 57:17 58:8
connecting 8:4 9:19,23 10:2 19:16 40:18,19
connection 7:17 12:9 18:9 21:4 22:10,11,12 41:18
connections 9:3, 17 12:23 68:5
connectivity 74:2
considerable 18:7
consideration 31:10 59:21 69:3 74:5
considerations 28:25 29:3
considered 60:19
consistent 6:19
constrained 13:25 23:6
constraints 15:12
construct 76:10,

13

constructability 77:1

constructed 14:8 24:3 37:21

construction 3:21 11:13 12:3, 13 13:7 27:18,23 28:1,8,9,23 29:1 30:3 76:16

consultants 5:23 31:22

context 20:2 53:6

continue 19:1,18 20:12 21:8 57:15, 16 59:19 76:12

continuing 58:3

contribution 40:3

convenient 47:21

conversation 44:16

conversational 5:24 31:23

converted 38:4

convoluted 83:8

coordination 13:12

Cordero 49:12

core 9:15

corridor 15:3 21:21 40:14 41:23 77:1

cost 10:23 29:4,7, 14 39:2 41:17

cost-effective 23:4

cost-efficient 16:11

Council 57:1 60:22

councilman 32:12 56:19

counting 52:2

country 22:24

county 7:21 12:20 13:7 14:4,10 23:7 24:9 36:3 40:14, 20 48:8

couple 55:5,8 56:24 69:11 71:19 80:24

coupled 14:1

court 32:4

coverage 44:6, 14,15,22 45:8

create 7:16 8:4 50:4 73:4

creatively 50:9

Crenshaw 3:6 7:14,16 8:1,13 9:14 11:9 12:1 18:25 24:19 25:13 34:14 54:17 55:11 60:6 68:18 70:22

Crenshaw/ adams 9:15 25:11

Crenshaw/expo 18:24

Crenshaw/lax 8:11 12:2 13:1 15:9,10,13,14,21 18:23 24:4

Crenshawnorth @metro.net 4:10 67:12

Crenshawnorth @metro.net. 32:9

Crescent 46:21

crisis 57:16

criteria 23:9

cross 28:17

Crossing 19:2, 11,14 20:7 25:12 26:8,13 37:15 75:9

crowded 48:9

crowds 76:6

crucial 29:9 69:13

Cuckoo 51:17

cultivate 14:6

culturally 63:16

Culver 43:5

curious 49:25 65:19 79:18

current 15:7,20 17:23 24:2,3 60:14

Curson 37:13

curvature 22:22

curve 23:17,20

curves 22:21 23:8,14

curving 55:7

cut 65:1 67:8 78:25

cut-through 55:22

cuts 63:11

cutting 58:23

D

D.C. 77:22 78:2

D/purple 40:15,19

daily 16:9

Dan 50:19

darn 13:22

dash 12:14

dashed 12:12

date 17:19 18:2 22:9 85:20

Dated 85:22

Davy 35:19,20 36:10,11,15,16, 20,22 57:19

day 25:1 39:2 44:12 68:1 83:24

day-to-day 45:9

deal 44:9 55:5

deaths 80:20

decades 48:1

decided 66:15

decision 71:12

deck 28:18

defacing 59:22

delay 23:12,20 61:23

delayed 66:7

delays 35:7

delivery 13:13

demand 13:25

dense 13:4 69:25

densely 53:2

denser 70:4

density 35:25 69:24 70:6 72:16

Depending 25:19

depends 63:7

depo 46:16

deposition 85:14

deputy 6:10

describe 7:3

design 10:10 16:24 21:6 23:9 25:6 26:11,20 27:15,18 31:9 33:5 60:10

desirable 60:16

desire 18:5

destination 10:17 33:13,21 34:17 43:7
destinations 3:19 7:19 9:3 11:11 13:23 18:4 21:19,20 24:11 55:22
destroyed 62:24
detailed 29:4
detour 79:16
develop 57:8 60:17
development 60:9,11,16 76:5
develops 11:1
dial 31:25
difference 19:10 55:8
difficult 46:6
dire 55:2
direct 16:11 19:14 25:15 41:20 44:2 53:10 57:11
direction 85:10
directly 7:22 12:18 14:23 16:21 22:8 23:1,3,10 44:4
Directors 11:3
disabled 4:3
disastrous 78:12
discussing 44:19
dismayed 64:11
distance 16:16 17:6 33:7 37:15 68:22,25
distraction 44:15
district 10:10 21:7 82:10
doctor's 34:15
documenting 29:24 31:15
Dodger 43:9
dollars 13:10
double 17:5
Doug 32:12
downtown 42:18 82:10
dozens 7:25
draft 3:18 4:14 7:3 15:17 24:1 27:9, 11 30:7
draw 73:17
drawing 72:7
drink 80:18
drive 73:21 80:18
drivers 62:5 81:23
driving 75:13
drop 33:8
dropped 51:15
drunk 81:23
due 13:22,25 15:12 23:20 26:15 34:12 55:15
DUIS 80:19
duly 85:8

E

E-MAIL 4:9 11:20 29:25 31:6 56:11 63:25 67:12 84:1
E-MAILING 32:8
earlier 29:21 50:2 58:22 74:1 78:25
early 13:13 73:14
ease 76:16
easier 7:24 22:10 46:3 53:11 76:11
easiest 46:6
easing 77:1
east 10:1,11 16:5 21:8 23:15 26:5 43:2,8,10 46:5,8 67:1 83:17
east/west 12:8 34:24 41:23
eastern 19:7
easy 59:4
echo 43:9 56:21 59:14 61:20 76:24 78:10
efficiently 48:6
efforts 8:19 13:10 15:7
EIR 3:18 4:14 6:4 7:3 15:17 18:14 24:1 27:4 28:7,22 29:3,23 30:7
EIS 15:17
elderly 46:3
elected 3:8 4:18
electric 71:9
elevated 34:20
eliminate 30:6 48:13
eliminated 15:14
embarking 11:5
embarrassing 49:4 62:14
emphasize 18:21
employee 85:18
employment 7:18 13:5
empty 46:23
encourage 3:14 31:4 33:15 51:18, 25 61:5
end 3:12 11:24 19:5 22:1,2,3 25:21 26:24 30:7 32:23 39:2 43:1, 13 47:3 55:11 72:9
end-to-end 20:18
ended 84:14
ends 83:25
enemy 79:3
energy 28:5
engagement 68:4
engineering 27:10,15,18
enhance 50:14
enjoy 69:12 73:24
ensure 5:16 57:20
entire 7:21 12:20 13:1 22:20,24 23:7 25:18,19,23 26:21 65:2 70:6
environment 58:5
environmental 6:5,18,20,24 7:7 10:20 11:2,8 18:14 27:8,9,11, 16,21 30:16 31:8 41:7
equitable 5:16
equity 34:10 35:9 65:2
equity-focused 14:11
Erickson 32:12 56:19 62:16
estimates 29:5
Ethiopia 33:20 68:22
evaluate 28:22 47:16
evenings 81:20

event 64:7
events 36:6
everyone's 5:18 72:7
exact 20:23
examples 28:2
excavate 28:16
excavation 28:10
Excellent 54:6 62:14
exception 18:17
excited 35:19 54:8 62:19 66:17
exciting 54:9 68:3
excuse 49:16
existing 16:15 17:10 24:14 26:17
exists 42:3
exit 33:22,24
expand 44:6 45:7 83:16
expanding 7:22 80:10 81:17
expect 76:4
expected 79:23
experience 23:13
exploratory 8:19
explore 24:1 37:25
explored 13:11 15:9 16:4 37:16, 18,22 83:12
Expo 12:3,11 15:13 19:24 42:18 55:11
express 47:15
extend 12:2 15:9 16:17 18:23 26:25
extended 82:7
extending 18:8
extension 3:6 7:16 8:1,14 11:9 12:2 14:20 15:17, 18,20 19:20 20:16 21:11 23:22 24:19 32:24 36:5,25 39:20 40:16 42:14 65:21 66:20 74:10,15
extra 53:5 55:8 57:24 74:17 78:14
extremely 60:16

F

facility 23:23 24:2
fact 12:25 48:7
factories 82:9
factors 26:16
failing 48:2
fair 5:16
Fairfax 9:11,22 10:5 16:6,19 17:1, 5,7,14 20:4,6,8, 10,13,23,25 21:9, 20 22:1,5 34:9,18 37:15 46:19 49:18 51:19 52:5,7,14 54:23 59:17 63:23 64:19 69:2 78:6 83:3
Fairfax/san 9:11 10:4 16:19 17:16 20:5,22 21:18,22 22:5,7,15
fall 8:23 30:19
familiar 12:6
family 42:17
fantastic 63:5,23 78:11
Farmers 16:23 21:1
farther 18:8
fashion 50:9 82:10
fast 22:18 23:3 41:19 47:21 48:10
faster 13:19 34:15 44:2 52:7 53:10 60:19
fastest 16:10 42:21
favor 37:13 41:6 79:1,8 83:3,7,14
feasibility 8:21 10:23 27:23 29:10
feasible 46:10
feature 31:25 32:7
featured 63:1
federal 6:21,23 27:15,16 29:11 60:15 85:14
feed 27:11
feedback 9:8 18:11 22:8 26:10 30:1 31:5,14 32:21
feedbacks 17:19
feel 36:2 41:14 61:3 64:8 67:9 83:11
feet 28:16
Feliz 33:12
fellow 5:20 31:19
Fernando 12:24 14:13,25 15:1
fill 8:2,12
final 27:17
finally 20:21 24:18 26:24 38:21
finance 40:1
financially 85:17
find 38:22
finding 33:16
finish 6:6
finished 8:20
fits 14:17
focused 48:8
folks 14:15
follow 5:1,11,17 20:6,22 25:14 37:11 38:3 53:9
foolish 54:21
force 42:1
foregoing 85:5,7, 11,13
forever 42:20
forgot 36:14
formal 10:21 11:15,19
format 5:18
formula 40:2
forum 31:16 45:19 56:12
forward 7:9 30:15 58:4 63:9
forwards 39:7
Fountain 64:21
fourth 24:12
Framed 62:25
frankly 40:11,13 75:5
free 67:9
freeway 8:6 27:3 66:25
Friday 4:11 81:19
friends 78:4,5
full 23:24 28:7 30:2 76:14
fully 26:11
function 4:2

fund 34:23
fundamentally 34:25
funded 8:14
funding 6:21 8:19 13:10 15:12,24 29:3,9,11 33:16 38:22 40:6 79:2,5, 7
funds 13:14 27:16 40:3,9
future 8:18 9:19, 23 12:25 24:14 30:16 31:1 41:22, 23,25 43:1 54:15 70:22 83:19

G

Gabriel 43:11
gaining 50:4
game 77:21
gap 8:12 12:17 13:18 45:2 72:25
gaps 44:2
gas 51:24
gathering 29:24
gave 29:21
general 14:19 37:13 75:10
generally 28:9, 11,15
generate 66:18
generations 39:3
geographic 23:5
Gerard 68:8,9 75:20,21
get all 64:23
giant 72:15
give 6:4,17 7:10 8:9 30:10 61:6 66:12 67:19 75:12 81:5
giving 38:17 73:12 82:13
globe 4:25
goals 6:3 44:5
god 63:1
good 3:4 6:13 11:12 28:13 32:25 38:5 50:12 58:4,5 68:12,24 74:10 75:3 76:1 79:3 83:4
gosh 66:2
government 60:15
grade 26:18 73:2
grass 59:2
gratitude 68:2
great 23:13 33:21 39:24 45:23 46:15 56:22 66:3 71:21 72:4
greater 66:12
greatest 62:22
greatly 14:9 23:11 45:23 50:10
green 12:7,8 48:2 50:4 58:15
grew 49:13 53:8
grid 63:12
gridlock 33:10
ground 22:25 26:2 28:5 37:18
Grove 10:1,6 16:23 20:11 21:1 25:3 32:25 47:23 48:11 51:20 64:16 73:24 74:6
growth 14:7
guess 49:14,17, 19 61:12 62:16 63:7
guys 42:12 45:18 49:22 72:4,14

H

half 16:13 18:4 19:23 22:22 25:3 68:25
half-cent 8:15
half-mile 16:16
Hancock 19:17 48:9 53:1 70:7
hand 31:25 59:20 67:9,11 71:19 75:19 77:5,14 80:23 81:12 82:1, 23
hands 71:15,16, 17,19 77:12,13 80:24 81:8
hang 42:16
happen 38:22 62:18
hard 50:1
harder 44:23
hardest 7:20 47:22
hate 79:2
hauling 28:24
Hauser 37:19 55:17 69:13,17
Hauser/fairfax 70:2
head 21:5
heads 9:25
hear 7:4 11:7,16 37:8,9 42:10 49:1 50:24 51:6,12 54:5,9 56:12 61:17,19 62:12 68:4 74:25 75:2 77:11 82:19 84:10
heard 17:25 18:3, 7 26:10 30:20 83:14
hearing 83:15
heart 19:3 63:4
heaviest 12:20
heavily 23:6
heavy 15:17 17:12 26:16
Heights 46:21
helped 11:22 57:8
helpful 69:20
Hey 6:13 27:6 43:22 47:13 54:3
high 13:25 49:23
high-capacity 7:23
highest 57:11
Highland 9:20 18:10 19:8,20 21:25 27:3 34:15 55:10 76:20
highly 36:9
highway 50:3
highways 13:20
hill 55:18
hills 14:21 69:19
historical 49:15
historically 8:5 49:19
history 6:2 15:6 63:13
hit 43:6 63:15
hitting 63:18
holding 38:17 45:18
Hollywood 9:4 10:14,15 12:5,23 13:12 15:11,18 16:7,12,17 18:10

19:7,9,15,19,21 20:13,16 21:12, 15,25 23:15,18 24:1,20 27:2 32:11,12 33:3,13 34:14,23 35:23 36:4,11,12,23,24 37:14 38:4,16 39:1,19 41:6,9,13 42:16,17,20 44:4 45:18,20 46:4,13, 14,22 47:5 48:4, 12 51:21 52:1 55:10,13 56:19,23 57:3,5,13 58:7,11 59:18 60:9,23 62:3 63:14 64:8, 12,25 65:21 66:20 67:1,2 72:20 74:4, 6 75:5,25 76:6,17, 24 78:4,10,11,24 79:1,7,8,16,17 83:13

Hollywood's 10:9 21:7

Hollywood/ highland 9:21 10:2,12 12:15 18:8 19:25 20:15, 19 21:11 27:1

Hollywood/ pasadena 14:25

Hollywood/san 61:21

Hollywood/ western 23:16

home 64:12

honestly 59:23

hope 30:7 43:12 50:16 78:15

Horvath 32:11

hospital 45:25 64:17

hospitals 63:16

hosting 52:23 64:7

hotline 4:10 5:14 30:1 32:8 56:10

hour 24:22,24 25:1,3,4

hours 44:10 79:18,23 80:10 81:18 82:7,11,14

housekeeping 4:21

housing 70:17

hub 70:22

huge 46:1 47:25 70:16 78:14

hybrid 9:12 20:22 21:18,22 22:7 32:22 33:5 34:10 35:11,23 37:14 38:18 41:16,24 42:1,25 45:21,23 46:13 51:19 52:5, 8,24 53:3,16 54:18 55:9,14 57:23 58:6,10,23 60:12 61:21 62:3 64:8,25 69:2,16 72:19 73:16 77:25 83:7,14

Hyde 68:19

I

I-10 8:5

icon 4:25

idea 46:5 58:25 66:9 74:17

ideas 59:21

identified 8:12,22 27:17

identify 13:14 28:22 30:8

imagine 40:5 57:5

immediately 5:11 66:15

immense 34:18

impact 11:2,8 27:9,11 39:3

impacts 3:22,25 4:16 10:23 11:14 27:22,25 28:3,8, 10,20 30:3,5,6 35:9

impartial 74:16

important 3:17, 19,20 7:17 11:11 21:17 42:13 45:25

impossible 23:19

impressed 72:3

improve 7:25 10:16 14:3,9

improved 68:5

inaudible 24:23 39:22 49:3 51:11 76:21

include 3:18 6:2 11:10 24:17 26:2 28:7 29:4,10 31:7 69:3

included 8:14 26:21 60:5

includes 21:13

including 7:5 8:1 9:2,4 10:22 13:2, 17 14:20 16:22 18:5,16 21:16 23:22 26:12,16 27:15,23 28:4,24 30:4,16 31:10

income 35:10

inconvenient 40:16 74:3

incorporate 24:15 46:2

increase 33:7 38:20 59:5 65:2

increased 35:24

incredible 60:10

indiscernible 36:13 76:20

inevitable 54:16 70:13

information 6:17 7:15 11:17 30:15, 22,23,25 38:17 84:7

infrastructure 59:2

Inglewood 60:4

initial 3:13 8:21 15:25 16:3 29:5

initially 41:14

input 10:13 11:1, 10,21 25:7 29:24

installed 75:7

intended 79:23

interested 32:23 33:16 50:5 79:15 85:18

internet 51:16

interpretation 4:21,24

interpreter 5:6

intersection 26:6 28:15 63:17

intersections 24:5 26:19 28:14

intrinsically 39:21

introduce 4:18

introduced 3:9 22:8

introductory 7:10

investing 54:12, 14

investment 8:6 35:2 36:2

issue 29:20 61:23

issues 5:12 7:8

29:19,22 31:8 50:16

items 4:22 44:1 84:8

J

Japan 66:6

job 14:7 16:22,25 17:13 18:4 34:14 43:5

jobs 13:22 14:9 16:15,18,20 17:2, 4,8 34:11 35:8 36:1 38:19,20 40:11,14,20 41:20 48:8 51:22 57:21 74:2,5,9,11 82:9 83:6

John 48:18 49:8 50:19,21,24,25 52:18 53:23 56:4, 6,10,19 61:13 62:8,9,16,17 65:10 67:8

Johnathan 39:11 40:24 42:5,7

joined 60:23 61:3, 8

joining 3:5 4:19 6:14 29:16 60:24 77:24

joint 76:5

jointly 76:4

Jordan 42:6 43:17 45:12,14,17

journey 83:10

jump 84:4

jumps 63:4

K

keeping 63:6

key 3:18 8:2 31:6

kicked 51:17

kind 50:1 54:13 55:21 63:7 67:4 69:14 70:2,15 72:11 73:24 82:18,19

kudos 78:15

L

La 7:20 9:10,18 12:21 13:7 14:4, 12 16:5,6,10 17:1, 3,4,9,15,17 19:6, 13,22 20:2,14,20 21:3,14,17 22:2,3 23:25 26:6 34:8, 18,21 38:25 39:17 40:12,18 41:8,19 42:22 43:3,14 45:24 46:18 47:2, 24,25 50:11 51:22,23 52:7 54:10,17,19,22 55:1,9,18 57:25 58:22 59:16,19,24 62:22 63:3,8,19, 21,22 64:20,21,22 66:21 67:1 69:17 70:2,4 71:7 72:11, 12,16 75:11 78:6 83:5,18

LA's 32:13

LACMA 37:15

Lake 43:9

land 26:18 38:15 46:23 70:19

lane 46:9

lanes 34:23 46:9 50:12

language 5:1

large 46:3 76:6

largely 17:18

larger 72:15

largest 34:11

late 71:16 77:20, 24 80:16

latest 7:15 8:9

LAX 8:13 12:9,21 15:4 23:25 24:4 25:2 48:2,11 57:7, 8,12

learn 84:10

leave 30:11 57:3

left-hand 58:1

legitimate 70:9

Leimert 25:1

lenses 34:9

Lerone 32:16 51:2 52:17,19

lessen 27:24

letting 42:12

level 9:5 30:6 55:3

levels 29:1 71:8

light 58:15

light-rail 23:23

limit 31:12

limited 14:1 26:17

Linda 43:18 45:12 47:8,10,13

Lindsey 53:24 56:5,14,15,18 62:16,17,18 65:6, 7,10 67:9,21,22, 25

linear 59:4 73:4

lines 12:19,20 22:14 23:5 41:12 44:7,17,19 45:22 46:5 47:1 53:9 54:16 57:12 70:23 79:19

link 9:20 10:11 12:19 15:3 23:1 25:11 67:15

linking 16:21

links 48:11 56:20

list 31:1 44:1

listen 5:1

listening 31:14 40:22 50:15

live 33:12 35:4 55:23,24 64:21 73:18,19,20,22 74:8,11 75:3

lived 33:9 36:5 73:15 77:22

lives 7:15

Living 78:1

LMU 42:18

local 29:11 38:6 39:20,22 40:2 44:3 45:3,4 55:16 58:7 73:17

located 23:10 24:4

location 69:1 75:25 76:5

locations 18:22 31:11

logistics 4:1

London 53:9

long 33:17 34:12, 16 37:14 42:3 53:6,15 59:4 60:14 64:10,19 83:9

long-term 54:15 58:24

longer 17:6 20:3, 20 22:1,2 35:3 40:16 43:13 44:23 61:24

looked 16:15

Los 12:22 13:12 33:12 36:2 40:14, 20 69:24 82:15

lost 40:17

lot 28:2 33:8 40:9, 11 45:6 61:20 63:20 64:18,19 69:20 70:14,19 71:14 72:13 73:17,18 74:5,7,8 75:7 79:14 80:12, 16 81:22 82:8,10, 11

lots 76:3

louder 71:11

love 38:24 44:7 58:25 62:21 71:11 73:23

low 48:24

lower 35:10 82:15

lowest 70:5

Loyola 42:15

lucky 45:21

Lyft 57:10

M

machine 85:9

machines 28:12 76:12

made 63:3 72:21 74:1 85:9

mail 11:20 29:25 31:6

main 43:25 56:24 79:5

maintain 5:23 31:22

maintaining 23:3

maintenance 23:22

major 10:16 13:23 17:12 18:4 22:16 23:1,6 24:8 25:13 26:15,19

majority 25:17

make 7:24 8:19 11:12 38:22 39:6 40:15 53:19 57:16,19 58:1,8 59:6 61:4 70:9 72:10 76:11 78:16 83:23

makers 71:12

makes 3:20 53:15

making 44:23,25 62:18 68:4

manager 3:7 6:10

Manhattan 77:23

manner 23:4

mansions 48:9

manufacturing 82:9

map 12:6 14:17 16:3 18:13 20:2 22:16 25:7,10 40:12 67:16 69:24

Market 16:23 21:1

Martin 6:10,13 7:24 8:11,20 9:13, 22 10:19 11:5,25 25:25 27:6

Marymount 42:16

mass 22:23

matter 35:5

Matthew 59:10,11 71:1,2 78:20 79:10,11 80:9

maximize 14:6

maximum 55:9

Mayor 32:11,13

means 35:7 71:13

measure 8:15,17 13:6,9 14:19 15:22 18:2 23:7 24:15 27:24 29:8 40:2 52:1

measures 30:5 52:11

mechanisms 29:12

median 26:3 59:1

Medical 10:7 16:24 21:4 24:21

meet 39:5

meeting 3:5,9 4:3,4,8 5:8,12,13, 18,25 6:25 30:25 38:17 57:10 67:14 84:14

meetings 4:13,24 11:16 17:21 29:25 30:16,23 31:1,2 32:21 56:22 62:15 72:5

Melanie 32:14 49:5 50:25 56:13 60:21 71:15 82:17 84:12

member 57:1 60:22

members 5:21 31:19

Mensman 32:12

mention 68:2

mentioned 14:20 15:25 19:22 27:7 65:18 82:19

Metro 5:21,22 7:24 8:12,18,20, 23 9:19,21,23 10:2,11,21 11:1,3, 7 12:16,24 13:1,2, 13 19:8 20:10 23:15 30:8,21 31:20,21 33:14 41:11 47:16 48:1, 6 50:14 51:9 52:2, 3,23 54:12 58:9 60:9,17 68:2 70:17,24 71:9 76:5 79:4,19 80:9, 14

Metro's 5:11 7:21 8:3 12:19 15:22 23:9

Metro.net/ crenshawnorth 4:9

Metro.net/ crenshawnorth. 67:13

mic 32:2,17,18 34:5 35:16 37:5 38:13 39:13 41:2 42:8 43:20 45:15 47:11 48:20 49:10 50:22 51:3,4 52:20 54:1 56:7, 16 58:18 59:12 61:11,15 62:10 64:4 65:8 67:23 68:10 69:8 71:3, 25 73:10 74:23 75:22 77:7,8,18 78:22 79:12 80:6 81:1,11,15 82:4 83:1

Michael 34:3 35:13 37:2,4 40:25 42:6 43:17, 19 50:2 82:24,25

Michelle 80:25 81:3

microphones 5:10

Mid-city 12:22 15:19 16:12 18:18 19:3,11 20:8 25:9 26:3 33:9,10 34:8 37:15 52:2 55:18, 23 70:13,21 73:21

Mid-city's 20:7

Mid-city/west 33:13

middle 37:19 76:20 82:15

midnight 79:21

Midtown 9:16 19:2,11,14 20:7

25:12 26:8,13 75:9

mile 14:24 17:9 20:8 22:14 25:2 47:23 48:11 49:13 50:6,8 68:25 73:5

mileage 41:16

miles 16:13 19:24 20:18 21:24 37:17

million 10:17 44:10 78:8

mind 49:25 69:1

minds 53:12 55:6

minimizing 23:12

minimum 16:12 19:23 20:17 21:23

minutes 7:7 14:16 20:1,19,20 21:24 22:1,2,4,5 24:22,25 25:2 31:13 32:3,19 34:6,16 35:6,17 37:6 38:14 39:14 41:3 42:9 43:21 44:8,12 45:16 47:12 48:4,15,21 49:11 50:23 51:5 52:7,8,21 53:6,12 54:2 55:5,8 56:8, 17 57:24,25 59:13 61:16,22 62:11 64:5 65:9 67:24 68:11 69:9 71:4,5, 16 72:1,22 73:11 74:24 75:23 77:9, 19 78:23 79:13 80:7 81:2,16 82:5, 18 83:2,9

Miracle 14:24 20:8 25:2 47:23 48:11 49:13 50:6, 8 73:5

mirrors 66:16

missed 33:4 47:25

missing 48:14

mitigation 27:24 30:4

mitigations 3:25 4:16 10:24

mixed 56:20

mobility 14:3,9

Mollie 34:2 35:13, 15,18

moment 4:17 51:17

momentum 66:19

money 34:21 39:2 54:12 60:15 62:5

Monica 10:1 19:6 20:13 21:6,8,9,14 34:24 38:25 41:15,23 42:24 43:2,3,7,8,15 46:7,21 54:19 57:6 63:17 64:20 74:14 83:17

Monica/la 19:12, 19 20:15 21:10 33:2

Moosavi 6:11 7:18 8:7,17 9:8,18 10:4 11:15 14:17 26:1 47:7

morning 3:4 6:14, 15 29:16

move 35:11 81:7

moved 61:4 62:20 64:11 66:8 73:20 77:23

mover 12:9 57:9 60:4

moving 22:11 57:2 58:3 63:9 66:25

multiple 13:17 23:4

Museum 9:24 10:6 20:25

muted 5:10

N

National 6:23

nearby 76:7

necessarily 46:2 74:11

needed 23:24 33:11 76:13

neighborhood 9:6 19:17 37:20 38:6 52:14 53:2 73:5

neighborhoods 52:2,10 54:23 55:24 69:14,25

neighboring 70:6

NEPA 6:23

network 7:22 8:3 12:18 13:18 14:18 24:14 43:1,13 44:2

Ngov 47:13

nice 36:18 44:6, 15,22 60:2

Nick 38:11 39:10 40:24 41:1,5

Nick's 42:23

night 81:21 82:14

nightlife 10:10 79:17,20

nights 81:22

noise 5:20 28:25 31:18 76:23

noon 6:7 61:3,7 67:10,19 84:2

north 9:14,16,25 10:5,8 12:3 14:24, 25 15:11,13 18:8, 16,22,24 19:1,5, 12,19,20 20:8,12, 24 21:5 26:25 42:16,17 47:2 64:22 70:22 74:4

north/south 7:17 12:18 34:25 41:18 42:2,22 66:24

northeast 24:4

northern 3:6 7:16 8:1,14 11:9 12:1 15:20 22:22 24:19 26:24 27:2 42:14

note 4:2 5:8 21:17 61:22

noted 12:1

notice 23:19

notify 30:24

number 16:18 17:2,4,22 29:21 34:11

numbers 71:12

O

objectives 6:3 7:1 13:17 43:25

obvious 54:18 80:13

occur 76:6

odd 82:11,13

offering 22:17

office 3:10 32:13 34:15 72:6

offices 4:18

officials 3:8

officials' 4:18

oil 62:23

Olympic 18:16

Olympics 33:17 66:2,3,8

one-seat 12:21

online 11:17

open 12:13 13:8 14:21 24:16 57:5 66:1 70:19 80:11
opened 65:22
opening 18:1 57:20
operate 23:24
operating 80:10
operation 30:4 79:18,23
operations 79:21
opinion 71:11
opportunities 14:10 15:9,24 17:20 70:18
opportunity 5:18 8:4 33:4 37:7,25 39:8 40:17 41:5 48:1 50:1,3 59:5 68:16 70:16 73:4, 13 76:8 81:4,6
opposed 41:24
option 22:18 25:12,14,19,22 26:2,11,14,20,25 32:22 36:8 37:17 41:7 43:15 54:22 55:9 58:6,10,21, 23 59:15 60:5 61:22 62:3 65:16 70:10 72:19,23 75:13 78:1,6,13 79:5,7,20 80:19
optional 10:14 19:9,20 20:16 21:11,14
options 3:16 7:6 10:16 14:15 17:23 25:6,8,11 31:10 33:7 34:24 36:6 55:14 57:23 59:16 69:2 78:6 82:13
oral 4:5 31:24
order 18:9 31:24 68:14
original 16:14 41:11 43:24 85:14
originally 65:17
origins 24:10
overhead 73:2
overscaled 72:13
overview 6:4 7:1
overwhelmingly 52:11
owns 46:23 60:17

P

p.m. 84:14
pace 32:4
Pacific 10:10 16:23 21:6 60:10
Palm 57:2,4
parcel 70:18
park 19:17 25:1 36:12,13,14 38:1, 5 43:9 46:14 48:9 53:1 57:20 59:4 68:19 70:7 73:4
park-and-ride 75:7 76:2
parked 46:10
parking 70:14,19 75:14 78:13,14
parkway 50:4
part 16:14 41:10
participants 5:17 6:7 82:20
participate 31:13
participating 68:3
participation 68:6
partnership 40:8
partnerships 29:13
parts 8:3 53:14 70:6
party 77:24 85:19
passage 15:21
passed 8:15
passing 55:25 71:9
passionate 54:9, 10
passionately 54:24
past 15:6 80:10
path 53:10
Patrick 3:7 6:13 29:17 60:25 67:6
pause 32:10
pay 60:8,11
peak-period 24:7,11,13
pedestrian 9:4 59:5
people 8:3 12:9 33:6 35:1,3,6 36:18 38:19 39:5 40:9,10 44:9,11, 13,20,24 45:9 46:2 47:20 48:5 52:6 53:7,10,14 54:9,14,25 55:20, 22,23,24 56:23 57:9,11,15 59:6, 21 60:1,4 61:8,24 62:1,3,5 65:3 66:17 68:6 69:20 70:20 73:17,18, 19,22 74:6,8,11 75:4,13 79:15,23 80:12,15,16 82:9, 11,13
people's 44:8 75:12
percent 25:20 26:22 44:24 52:1 78:1
percentages 57:11
perfect 6:13 11:25 27:6 70:18 79:3
period 3:13 4:5 5:10 11:21 30:13 63:2 83:24
periodic 30:17
person 69:12 81:7
personally 72:12 73:1
pertains 85:13
Peter 37:3 38:10 39:10,12
phase 8:7 27:8,21
phases 76:15
phone 11:20 29:21 32:1,3
phones 5:19 31:18
phonetic 34:10 68:13
pick 4:25 51:19 72:24 83:19
Pico 19:4 50:7 65:19
Pico/rimpau 9:17 19:2
pieces 63:2
pink 12:14
place 24:19 46:15 57:9 60:10,17 85:6
places 8:4 16:22 45:25 48:5,8 55:21,22 63:15,16 73:24,25 74:7
placing 68:15

plan 7:24 58:24,25 79:18
plane 57:12
planned 72:11
planners 72:4,8
planning 7:14 8:8,11,18 15:8 50:11
played 7:13
plot 46:23
point 61:22 69:13 74:1,13 75:10
pointing 12:14,15
points 10:25 24:8 56:25
poke 45:7
Policy 6:24
pollution 65:1
pondered 49:14
popular 51:10 53:13
populated 53:2
population 14:7 34:11 35:25 41:21 46:3 64:9
portion 50:8 69:3
positioned 45:21
possibility 66:12 68:15,20
possibly 21:16 60:11,16
post 3:9 4:12 30:22 31:2
potential 3:25 4:16 8:22 9:10 14:6 15:17,24 17:11 18:17 21:13 23:10 24:1 26:3 27:2,22,24,25 28:3 29:9,12 31:10 35:7 37:25 51:22 76:25 83:16
potentially 13:15 22:16 81:23 83:19
preclude 41:25
preference 31:9 77:25
preferences 9:2 18:3
prepare 11:8 30:13
preparing 8:7
present 66:17
presentation 3:12 4:6 5:2,11,13 6:1,6,11 67:16,17 83:23
preservation 9:6
preserves 41:22
presume 49:15
pretty 13:22 28:13 45:3
prevent 42:25
previous 17:21 22:12 29:6
previously 25:24 26:1
primarily 25:13
primary 19:10 44:4
prior 85:7
prioritize 53:1
private 40:6 75:12
proactive 62:18
proceed 20:14
proceeding 30:21
proceedings 85:5,7,9,15
process 5:16 6:5, 19 7:3 10:20,21 11:1,6 18:14 27:5 28:4 29:23 30:7, 16 37:23 68:3
processes 28:23
produce 59:24
productive 83:20
profile 26:1
project 3:6,8,15, 25 4:8,9,10,13,16, 24 6:1,2,5,9,10,22 7:2,4,5,11 8:2,8, 12,14,17,22 9:10 11:3,17,22 12:18, 25 13:3,8,10,11, 13,15,16,17,21 14:4,8,9,17,23 15:1,6,14,23,24 17:11,20 18:1,3,5, 12 19:5 22:9,11, 17,22 23:22 24:9, 15,17,19 25:17, 18,20,23 26:13, 21,24 27:5,8,14, 17,21,22,25 28:8 29:4,8,9 30:1,8,22 31:3 32:8 35:10, 21 40:3 42:13 43:25 47:15 68:18 77:2 82:21 84:11
projected 44:17
projects 7:25 14:19 23:5 24:16
prominently 63:1
prompted 32:2, 17 34:4 35:15 37:4 38:12 39:12 41:1 42:7 43:19 45:14 47:10 48:19 49:9 50:21 51:3 52:19 53:25 56:6, 15 59:11 61:10,14 62:9 64:3 65:7 67:22 68:9 69:7 71:2,24 73:9 74:22 75:21 77:7, 17 78:21 79:11 80:5,25 81:11,14 82:3,25
properties 28:13
property 60:9,18
proposal 83:11
proposed 3:15 9:14,16,25 10:5,9 11:3 28:24 30:8 58:22
prospect 79:15
provide 6:8 7:1, 15 13:4,19 30:17 31:4,14 44:2 68:23
provided 13:9
psychological 66:19
public 3:5 7:25 9:2,8 10:13 17:20 18:11 22:8 32:20 34:7 35:18,21 36:15,17,21,23 37:7,10 38:5,15 39:15 41:4 42:10, 12 43:22,23 45:17 47:13 49:1,3,12 51:6,8,14,16 52:22 54:3,6 56:18 58:18,20 59:14 61:17,20 62:12,14 64:6,10, 13 65:10 66:22 67:3,25 68:4,12 69:10 71:5 72:2 73:12 74:25 75:3, 24 77:20 78:24 79:14 80:8 81:17 82:6,12 83:3 84:14
public/private 29:12 40:8
pulling 78:15
Purple 12:4,12 14:20,23 15:10,19 19:16 20:10 22:11 41:12 43:4
purpose 63:12,20
pursuant 72:9
push 53:17 58:3

74:18
put 28:17 29:20,22 48:7 65:3
putting 43:23 50:12 68:20

Q

Q&a 3:10 29:22 32:6
QA 29:20
quadruple 17:4
quality 6:20 28:4, 25
questions 3:14, 24 4:15 11:23 31:16 63:24 65:13 84:9
quick 4:21 8:9 44:12
quicker 39:7
quickly 48:5 62:19 78:17

R

Rabbit 62:25
racial 65:2
radii 23:9
radius 23:17
rail 7:14,21 12:19 13:1,2 15:17 23:9 26:3 48:10 49:20 52:3 54:10 55:2, 15,16
Rainbow 21:7
raise 31:25 67:9, 11 75:18 77:4 80:22 81:25 82:23
raised 71:17 77:13 81:8
rapid 15:1 39:23
rapidly 38:22
reach 34:14 48:2 56:11 84:6
ready 64:14 70:19
reality 78:17
reason 46:19 52:11
recap 8:9
receive 30:12
received 17:19 22:9
recently 63:3
recognize 32:11 60:22
recommend 11:2
record 85:8,11
recorded 5:9
recordings 4:12 31:2
Red 12:5,16,24 18:9 19:8 23:15 27:1 33:4,23 42:19 43:8 62:25
Redondo 69:18
reduce 30:5
reduced 24:21,24
reemphasize 56:24
refine 30:2
refined 9:9 18:12
reflected 17:18
reflects 17:11
region 13:23 14:5 16:22 67:3
regional 10:16 12:17 13:18 22:19 39:20,21,25 40:18 44:1 45:2,3 55:15 58:7 74:2
regionally 83:17, 21
regions 15:3
regret 48:1
regulated 10:21
reiterate 73:3
related 15:7
relations 3:7
relative 9:5 85:18
released 3:23 4:14
reliable 13:19 22:18
remember 31:19 69:11
reminder 3:11 31:17
Ren 32:15,17 71:23 73:8,9
renderings 59:25
rental 51:24
replacing 38:2
report 11:2,8 27:9,12 30:14
reporter 32:5 85:4
REPORTER'S 85:1
reports 30:23
representatives 5:21 31:20
request 71:8
requested 85:16
require 76:11
required 22:13
requires 23:22
research 49:22
resident 34:8 37:12 38:16 41:6 45:18 47:14
residential 35:25
residents 13:23 14:10,11 16:15, 19,21,25 17:8 38:6 56:23 64:19, 24 83:6,13
resources 23:6 28:3,6 33:16,22
respect 5:18,22 31:21 55:15
rest 26:13 41:19
restaurants 36:13
result 22:8
retail 70:17 72:14
revenue 27:19 60:8
review 10:21 41:7,11 85:15
Rick 61:13,14,17 74:21,22 77:6,7, 10 78:20,21 81:9, 13,14
ride 12:21 23:14 47:21
rider 23:14
riders 13:1 22:10, 13,19 23:12 35:10 53:5 70:8
ridership 16:8 17:11,13,16 23:2 33:8 44:16,18 62:4 72:21 75:6 80:12 81:18 82:7
riding 44:20 80:13
ritualistic 57:3
roads 62:6 81:23
roadway 14:1 26:17
roadways 13:20 25:13 48:14
rod 80:19

roger 6:10 14:20 15:25 27:4 29:18 62:24,25

roughly 15:16 17:14

route 16:12 19:14 20:23 25:11,15 33:11 36:1 42:21 44:10,24,25 47:19 57:14 66:16 69:16 70:1 73:2 83:6,14

routes 8:22,25 9:2,10 18:13 28:24

Row 9:24 10:6 20:25

rules 5:17

run 25:13 26:14 53:15 81:21

rundown 30:10

running 64:14 80:15

runs 41:14 68:17

rush 24:22

rush-hour 24:12

Russian 4:22 5:3

S

saddles 35:3

saddling 35:9

safer 59:6 80:19

safety 9:5

sake 81:5

sales 8:15

San 10:8 12:24 14:12,24 15:1 16:5 17:3,7 18:18 19:3 20:6 21:6,17, 21 26:3,5,20 37:13,17,23 38:2, 3 43:11 46:13 47:19 49:15,16,20 54:19 55:17 57:6 58:25 63:10,14,17 64:15 65:18 68:14,17,21 69:15,16 70:1 71:7 72:9,23 77:25

Santa 10:1 19:6, 12,19 20:13,15 21:6,8,9,10,14 33:2 34:23 38:25 41:15,23 42:24 43:2,3,7,8,15 46:7,21 54:19 57:6 63:17 64:20 74:14 83:17

sat 57:24

satisfy 13:17

Saturday 3:1 6:15 29:16 81:20

save 48:4,15 61:25

saves 34:21

saving 62:4

scale 66:19 72:15

schedule 13:6 60:14

scheduled 18:2 24:16

scope 3:5 4:24 5:25 29:25 31:2

scoped 4:13

scoping 3:13 6:17 11:6,15,20 30:13,14 83:24

screening 8:24 16:2

scroll 67:14

seamless 12:21

seasonal 76:3

seasonally 65:22

seconds 36:17,19

section 3:10 18:18 26:12 50:9 72:24

sector 40:6

segment 15:12 60:6 72:14 76:14

send 63:24

sense 53:15 66:12

sensitive 50:9

sensitively 50:17

sentiment 75:5

separate 23:5

separated 8:5 26:18

Sephi 60:22

Sepulveda 15:2 60:1

serve 3:19 10:6,7, 9 11:11 16:18 17:2,3,7 18:3,9 21:6,15,19 22:16 26:7 35:1 38:19 41:20 46:16 51:23 52:5,14 53:13,21 62:3 63:12 64:9 83:6,20

served 7:23 9:3 16:20 53:3,4 63:13 74:16 78:2

serves 32:25 33:5 40:10 63:20 68:22,23

service 3:20 11:12 13:4,9 27:19 44:2

services 40:7

serving 10:17 52:10 53:1

set 85:6

shady 59:25

shape 11:22

shaped 17:23

shapes 58:5

share 31:7

shared 26:1

sharing 30:12

sheriff's 60:18

Shopping 9:16

short 7:10 54:15

shorter 22:4,5 25:15

shortest 16:10

shorthand 85:3,9

shortly 18:19

shortsighted 50:13

shoulder 29:13

shovel-ready 15:23

show 7:9,12 60:1

showed 16:6,17, 25

shown 18:13 22:15 25:7 62:2

shows 14:17 16:3 24:7,13,18

shut 84:2

shuttles 36:7

Shyne 60:22

side 15:2,16 58:7 74:14

sidewalks 59:3

sign 50:13

signed 30:25

significant 16:7, 18 17:22 23:2 30:5 53:6 63:16

significantly 17:8

silly 65:15
Silver 43:9
similar 41:17 67:17
Similarly 19:5
simple 59:3 65:15 76:18
single 13:3 21:16
sit 53:11
site 76:9
sites 24:2
sitting 44:11 46:23
sizes 58:5
skeptical 40:7
skip 49:4 52:14
skipping 52:9
skittish 40:6
sky 12:10
slated 8:17
Slauson 34:14
slide 24:7 25:16, 25 27:20 28:2 29:2
slight 33:7
slightly 69:18 70:3
slowdown 23:20
slowing 23:11
small 18:17 44:9 55:24 72:13
smart 14:7 46:18
smartest 58:24
socialize 53:15
soil 28:5
soliloquy 50:16
solutions 45:6
son 35:19
sooner 8:19 13:15 18:1 47:16 66:13
sort 53:19 60:8 65:15 66:9,19,22 67:2,3 70:23 72:15 73:4 75:10
sound 71:8,9,10, 13
sounded 54:11
sources 29:9,10
south 12:21 14:12 18:16,22,23 19:11 23:25 25:8 34:17 35:6,10 43:3,4 47:2,14,20,22 57:5 64:22 73:15, 19 74:3 75:4 83:17
southern 7:19 13:5 60:6
southwest 24:3
space 38:5
spaghetti 40:12
spanish 4:22 5:6
speak 32:1,4 37:8 41:5,6 48:23 58:16,17 61:6 67:11,20 69:6 72:3 73:13 75:18 77:4 80:22 81:25
speaker 56:14 58:13,17 59:10 61:1,9 62:8 64:2 65:6 67:6,21 68:8 71:1 73:8 74:21 75:20 76:1 77:6, 16 78:20 79:10 80:4 81:10,13 82:2,24 84:3
speakers 32:15 34:2 35:13 37:2 38:10 39:10 40:24 42:5 43:17 45:12 47:8 48:17 49:7 50:19 51:1 52:17 53:23 56:4 61:13 71:22 73:15 81:6 82:22
speaking 5:2,20 31:17,19 32:5,18 34:5 35:16 37:5 38:13 39:13 41:2 42:8 43:20 45:15 47:11 48:20 49:10 50:22 51:4 52:20 54:1 56:7,16 59:12 61:15 62:10 64:4 65:8 67:23 68:10 69:8 71:3, 25 73:10 74:23 75:22 77:8,18 78:22 79:12 80:6 81:1,15 82:4 83:1
speaks 5:6 82:23
specific 3:14 15:5 29:1
specifically 34:9 57:23
spectrum 30:2
speed 50:4 72:25 78:16
speeds 23:3 49:23
splitting 50:7
spoke 65:12
spoken 61:5
spot 78:4
Springs 57:2,4
spur 41:8,13,14 42:24 43:15 52:12,13 54:13 58:21 59:15 60:3, 12 74:17 83:11,16
spurs 41:11
stacked 78:13
Stadium 43:9
staff 5:21,22 31:20,21
stage 3:12 11:6
stakeholder 31:1
stakeholders 40:5 82:20
stand 53:19
standpoints 27:23
Stanley 26:4
staple 51:10
star 31:25
start 6:1 13:8 30:11 66:15
starting 25:8
state 27:8 29:11 85:4
statement 36:18 72:10
statements 72:21
station 9:14,16, 21,23,24,25 10:3, 9,12,15 12:15 18:22,25 19:1,6,9, 11,12,15 20:7,12, 24,25 21:3,5,14, 16,19 23:19 26:7, 13 27:2 28:9,19, 23 31:10 33:3,20, 23,24 34:22 36:25 37:16 38:25 39:1 43:10 55:13 59:17 60:18 68:15,20,25 70:13,14,24 75:13 76:17,18,25
stations 9:7 10:5 13:2 16:13,20 17:11,14,15,17 19:15,19,23 20:9, 18,23 21:9,23 23:10,16 25:12,15 28:11,14 48:7 51:24 55:6 83:7, 19
status 15:23 30:23

stay 53:7 61:2,7 71:18

step 6:18 11:5

steps 6:5 27:5 29:23 30:10,20

Steven 50:20 61:9,10 64:2,3,6

stop 46:13,15,16, 18,20 47:5 53:1 58:11 69:1,17,18 79:1

stopping 23:11

stops 44:3,21,25 45:4,24 51:22 52:9 55:16,20

storage 23:23

story 63:7,8 67:16

straight 49:20,24

street 9:6 28:17, 19 36:6 38:4 59:22,23 63:11 72:13,17

streets 28:12 46:8

strenuous 69:19

stretch 49:14,16, 24 50:3,4,12 65:18

Strip 21:8 48:12

strong 17:25 78:9

strongly 31:4 38:18 45:3 83:11

structure 26:7

studied 8:24 15:17 41:11,13 59:16,18

studies 15:7,8,20 17:21 29:6 59:15 62:2

study 3:18 6:4 7:2,11 8:21,24 9:1,9 10:22 11:8 13:14 16:1,2,4,6, 14 17:13,24 18:13 28:3 52:12 60:7 71:6,8 74:14,18 76:11 79:19

studying 59:19

stuff 63:4 65:22, 25 78:16

submit 31:24 32:6,7 83:25

submitted 4:4

subscribed 85:20

subway 15:16 18:15 22:23,25 23:15 25:18,20,23 26:11,12,14,20,22 64:14 65:3

Subways 48:5

sufficient 36:7

suggest 33:20 81:18

suggesting 49:22

suggestion 79:4

summarizes 30:14

summer 8:20 66:1

sunny 59:23

Sunset 21:7 48:12

Sunset/vermont 23:16

supplemented 39:23

support 5:14 17:25 18:7 32:22 33:2 36:4 38:18 45:20 47:5,15 55:13 56:21 58:10 64:8 69:16 72:19, 20 78:9 79:6

supporting 61:21 72:19

supposed 45:1

surface 36:6 68:15

surprised 41:10

surrounding 56:23

sweet 78:4

sworn 85:8

sympathetic 39:17

system 13:2 39:6 51:10 62:23 83:17,20

systems 22:23,24 57:9 68:5

T

tab 67:14

table 52:13

takes 38:19 42:20 61:24

taking 3:11 10:20 30:11 32:21 39:4, 15 43:23 55:7 57:6 58:25 62:5 74:17 75:14 81:23

talk 4:1 29:2 39:16 57:24 62:21 64:17 65:11

talked 76:2

talking 38:1 44:14,17 54:8 73:15

tax 8:15

tech 5:13,14

technical 5:12 18:11 29:19,22

Television 16:23 20:11 21:1 51:20

telling 63:8

tells 63:7

ten 21:23 24:25 28:16 47:14,18 74:15 77:23

term 6:20 43:13 54:15

terminus 10:14 18:24 27:2

terms 36:1 40:3 60:3 66:21 71:13 76:9 81:23

testifying 85:8

testimony 85:11

theater 76:7

theme 63:6

thing 46:7 51:23 58:20 70:12,20 72:16 74:13

things 28:4 44:7 69:11 78:8

thinking 33:6,19 66:10 75:24

thought 66:14

thoughts 65:14 66:5 82:20

throw 54:22 66:7

throwing 40:11

time 5:4 6:7 11:18 13:24 15:16 19:24 20:19 21:24 23:12,20 24:7,22, 25 25:4 31:16 33:18 34:16,18 35:7,24 38:20 39:4,16 45:5 47:3 52:15 54:4 56:9 60:13 61:25 62:5 74:15,17 79:25 83:9 85:6

timeline 78:16

times 17:14,17 24:12,13,15,18 40:16 78:12

tire 62:23

today 3:5 4:19 5:25 24:24 25:2,3 31:5,12,24 63:13 67:18 83:14,24

today's 4:4,8 5:8

Todd 77:16,17

ton 78:5

tone 5:24 31:23

top 76:1

topics 31:6

Torrance 73:20

total 16:12 19:24 20:18 21:24 41:15

totally 72:12

touch 11:23

tough 37:11

tourist 43:6

town 64:17 73:21

traditional 40:7

traffic 7:21 24:23, 25 25:4 26:16,18 28:20,25 48:6,14 53:7,11 57:19 65:4 71:10 78:11

train 34:13 58:3 69:21 71:10 75:14

trains 23:11

transcribed 85:10

transcribing 32:5

transcript 85:11, 14,16

transfer 13:3 22:14

transferring 22:10

transfers 40:15

transit 7:23 9:3,17 12:18 13:18,19 15:1,2 17:10,13, 15 19:2 22:23 23:2 24:14,16 36:8 37:20 38:2 39:24 40:7 41:23 44:1 45:2,6 49:15 53:5 55:2 57:9 63:6 64:10 70:10 75:11 82:12

transit-dependent 14:11

transit-friendly 14:6

transition 49:17 73:5

transitioned 26:6

translating 5:3

translation 4:22

translator 5:3

transportation 3:20 8:1 11:12 14:18 28:21 62:22 64:13 66:23 67:4 68:4

travails 39:21

travel 10:16 13:24,25 19:24 20:18 21:24 22:18 23:3,12 24:7,12, 13,18 34:24 35:6, 24 39:20,21,22,25 40:15,16 46:3 83:9

traveled 36:5

travelers 40:19

traverse 22:19

treat 5:20 31:19

trees 59:2

trench-style 76:18

trends 68:13

trip 24:20 44:23

trips 10:17 22:19 48:4

trollies 63:4

truck 28:24

true 85:11

Tube 53:9,11,12 55:6

tunnel 28:12 76:12

tunnels 22:25 28:23

turn 5:19 6:9 29:16 31:17 32:1 58:1 72:15

turning 10:11 59:3

turns 10:1,8

TV 33:1 63:3

two-story 72:14

type 12:11 22:22

types 23:1

typical 24:11,13

U

Uber 57:10

ultimate 72:16

ultimately 3:24 4:15 15:3

unacceptably 83:9

unbearably 59:23

underground 18:15 25:18,20 26:8,11,12,15,22 36:8 38:23 40:4 68:16 72:24

underneath 28:19

underserved 64:9

undersigned 85:3

understand 33:10 35:23 40:9 46:22 48:3 74:4

undertaken 83:10

underway 14:19

uneven 8:6

unidentified 29:10

Union 43:10 70:24

unique 63:10

unmute 32:2,17, 18 34:4,5 35:15, 16 37:4,5 38:12, 13 39:12,13 41:1, 2 42:7,8 43:19,20 45:14,15 47:10,11 48:19,20 49:9,10 50:21,22 51:3,4 52:19,20 53:25 54:1 56:6,7,15,16 58:17 59:11,12 61:10,14,15 62:9, 10 64:3,4 65:7,8 67:22,23 68:9,10 69:7,8 71:2,3,24, 25 73:9,10 74:22, 23 75:21,22 77:7, 8,17,18 78:21,22 79:11,12 80:5,6, 25 81:1,11,14,15 82:3,4,25 83:1

unmuted 58:16

unusual 63:10

update 30:19,21

updates 8:9 30:17

urge 38:21 47:16 58:9

utilize 69:2

V

Valley 12:24 14:13,25 15:2 43:11

Van 49:8 51:1,3

variety 26:15 27:23

vast 25:17

veer 21:2

veering 10:6

vehicles 23:24

Venice 18:16 19:3 25:14 43:6 49:16 54:20

Vermont 16:6 23:18

Vermont/sunset 23:19

vertical 26:1

vetting 72:8

Vicente 9:12 10:4, 8 16:5,19 17:3,7, 16 18:18 19:3 20:5,6,22 21:6,17, 18,21,22 22:6,7, 13,15 26:4,20 37:13,17,23 38:2, 3 46:14 49:16,21 55:17 57:6 58:25 61:21 63:10,17 64:15 65:19 68:14,17 69:16 70:1 71:7 72:10, 23 77:25

Vicente/fairfax 47:19

Vicente/fairfax/ olympic 26:5

Vicente/hauser 68:21 69:15

Vicente/west 63:14

vicinity 75:8

video 7:10,12,13 11:24 12:1 51:19

view 43:13 49:19 83:23

visit 42:17 67:13

Vista 37:12 55:24

Vitae 24:6

voice 45:20 72:18 77:25 78:9

volumes 26:16

voted 52:1,10

voters 13:7

voting 63:14

W

wait 48:3

waiting 53:18 57:25

walk 22:13 55:19 69:22 72:6 76:19

walkers 64:12

walking 16:16 68:22 69:19

wanted 36:11 52:24 56:21,24 58:20 59:14 68:1 71:6 72:10 73:3 77:21,24 78:8 80:8 82:6

Washington 77:22

water 28:5

ways 57:4 58:2

we' 61:7

website 4:8 11:20 67:13 84:7

weekend 39:16 45:19

weekends 28:15

weeknights 81:21

Weho 40:10,13 41:21 48:12 54:23 60:5 73:18,24

weird 54:11

west 9:15 10:6,9 12:22 13:12 15:2, 16,18,19 16:5 19:1,7 20:9,13 21:2,7,15 24:24 25:9 26:9 32:11, 12,23 34:23 35:23 36:11,12,23 37:14 38:3,16 39:18 41:9,13 43:3,5 44:4 45:18,20 46:4,6,8,12,14,20, 22 51:21 52:1,2 56:19,22 57:3,5,6, 13 58:6,7 60:9,23 61:21 62:3 64:8, 11,25 66:20,22, 24,25 67:2 72:20 74:6,14 78:4 79:7, 16 83:13

western 18:4 21:15

Westwood 14:22 25:1

whatnot 79:17

Wheels 70:15

WHEREOF 85:20

wholeheartedly 36:4 79:6

wide 23:9,17 37:24 59:22

wider 14:5

widths 26:17

Wikström 34:7

Wilshire 12:4 15:10,19 35:4 37:12 40:14 50:7 55:23

Wilshire/fairfax 9:24 20:9,24 22:12

Wilshire/la 9:20 19:16

Wilshire/san 22:12

witnesses 85:7

WONG 32:15 34:1 35:12 37:1,9 38:9 39:9 40:23 42:4, 11 43:16 45:11 48:16 49:7 50:18 51:1,7 52:16 53:22 54:5 56:4, 14 58:12 59:9 60:25 61:9,19 62:7,13 64:1 65:5 67:5,21 68:7 69:5 70:25 71:17,19,22 73:7 74:20 75:2, 17 77:3,13,16 78:19 79:9 80:3, 21 81:8,24 82:24

words 22:3

work 27:13,15 35:22 46:20 53:14 58:10 62:18 75:11 82:11

worked 57:8

working 54:3 80:16,17 82:8,9

working-class 51:21 82:13

works 75:11 84:1

world 4:25 22:25 62:23 70:15

world-class 53:20

worlds 41:18

worry 74:17

worrying 68:13

worse 45:1

worst 7:20

worth 39:4 48:14 76:8
wrapping 47:3
writing 4:4
written 32:6

Y

y'all 54:8
yard 24:3
year 10:18 13:8 16:2 44:10,11 59:24 66:7
years 12:13 14:21 28:18 47:14,18 66:4,8,11 74:15 77:23
York 78:2 80:14
younger 57:1

Z

Zoom 31:25 32:2, 6

Q and A Transcripts

Q&A Transcript: Scoping Meeting #1

Question Details	Question	Asker Name
1	Metro can't make the same mistake they made with the green line getting almost to LAX. La Brea would skip all the major locations in this area. Metro needs to pick the hybrid so rail takes people where they actually want to go...	Noe Mendoza
2	Will Metro be analyzing the potential for local, mid day, weekend, late night, leisure, and tourism trips on ridership? Metro modeling often seems to focus on peak hour and commute trips and given the destinations in this area it's clear that these other trips will be particularly important for Crenshaw North.	David Fenn
3	Will Metro be analyzing the potential impact of major events on ridership and the need for related surge capacity and security/safety features? Ex: LA Pride, CicLAvia, West Hollywood's Halloween carnival, protest marches in Hollywood, etc.	David Fenn
4	Will Metro be studying the impact of Crenshaw North on the ridership of existing and under construction Metro lines? Ex: can the under construction purple and Crenshaw lines handle the added ridership from Crenshaw North? Can the Red Line? How much additional ridership will Crenshaw North generate on other lines?	David Fenn
5	Will Metro study the potential to "cut the corner" at Division 7 utilizing existing Metro property to reduce travel time and provide a better experience somewhere between San Vicente/Santa Monica and La Cienega?	David Fenn
6	I would like to ask about construction along San Vicente through West Hollywood West. The Metro document indicated that tunneling does not appear feasible because there are no clear entry or exit points. How will the underground construction be done? Also please confirm that this segment in fact will be underground.	Kimberly Winick
7	Banning the Crenshaw/LAX line as "Phase 1", will the CNE be split up into 2 Phases, much like the West Santa Ana Branch is?	Michael Dias
8	Subway and Light Rail Trains in Los Angeles seem to operate at speeds much slower than rail in other US cities. Something should be done to increase train speed.	Josh Kurpies
9	If one of the alternatives have been selected will the Crenshaw North Extension line have any impact on any bus routes serving the affected area?	Bill Lam
10	Can you put-up the alternatives map while we listen to the comments?	Anonymous Attendee
11	With this amount of money being spent on the hybrid option, the use of a spur line to serve that area seems like a much smarter use of cash that is not avalible yet. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. I also think the all underground option is useful to pursue if needed.	Charles McBride
12	Comment: I favor a mostly underground Fairfax Option. It balances high demand with speed to Hollywood.	Thomas Dorsey
13	(I previously hit enter too soon) 1)trains need to operate at greater speeds 2)Hybrid option is best because it serves most population, providing access to healthcare, job opportunities & entertainment 3)encourage only one stop at/between San Vicente & La Cienega (due to added end to end time) 4)I am a daily 4/704 & 217/780 bus rider & believe this extenstion (especially hybrid option) compliments & improves Metro's bus network & in no way diminishes it (Until cities get serious about prioritizing climate over cars & allow bus only lanes on Fairfax, SMB & La Brea, travel times will not improve & even when/if they did, the hybrid option still improves Metros Bus & Rail network) 5)I'm not opposed to additional spurs but w/ limited resources the hybrid is long overdue & needed now. The hybrid does not prevent future spurs, but we need to have a shovel ready project now to take advantage of potentially historic levels of federal dollars for projects now 6)build asap 7)extension connects SFV w/ LAX. Thank you!	Josh Kurpies
14	It also provides 2 stations to WeHo.	Thomas Dorsey
15	Will you be answering the questions raised today in upcoming meetings?	Mike Williams
16	The Hybrid Option is the riskiest to build and reduces the value proposition of “Rapid Transit” by taking longer to get from LAX, Inglewood, Expo Line to Hollywood. Rapid should represent time savings. My uderstanding is also that Santa Monica Blvd is planned to receive a BRT project, which reduces the need for Light Rail redundancy via La Cienega, San Vicente and Hybrid options.	Thomas Dorsey

Q&A Transcript: Scoping Meeting #2

Question Details	Question	Asker Name
1	Whta year is the line predicted for completion to West Hollywood?	carolyn campbell
2	What is the protocol for submitting a public comment?	Alexander Gurfinkel
3	Will do. thanks.	carolyn campbell
4	hi - i am hoping the current timeline of breaking ground in 2041 is still holding - is it? and do we know the current cost of the cheapest option for completion and for yearly maintainence. thanks	John Roberts
5	The fact that these long-planned presentations cannot start on time is not confidence inspiring :/	Anonymous Attendee
6	Hmm that name did not work in Google.	carolyn campbell
7	John Erickson, Councilmember, City of West Hollywood	John M. Erickson (He|Him|His)
8	I have many questions to ask and an idea for the project	Alexander Popov
9	If the rest of the line is underground why is it shown on grade on San Vicente Blvd.? Does not seem fair!	lisa Landworth
10	Jay Greenstein, Transportation Deputy for Councilmember Paul Koretz	Jay Greenstein
11	Cedars-Sinai Medical Center and The Beverly Center employ tens of thousands of employees and have thousands of visitors each day. It would be a terrible mistake for L.A. Metro to select any alignment other than the proposed "A" alignment that routes the Crenshaw line to Cedars-Sinai/Beverly Center. Please do the right thing!!!	Robert Footlik
12	How much money is going to the Lee Andrews Group?	Steffen Gruber
13	Hi - Now that I'm fully vaccinated, I would like to know when exactly is the Metro K Line (Crenshaw/LAX Southern Line) going to open in order to connect between the Metro C Line and Metro E Line?	JOSE DENNIS ALABASO
14	I can't find that	Steffen Gruber
15	Have the costs of each possible route changed since this project started a few years ago? What are the current costs and how is this project being funded beyond measure M?	Anonymous Attendee
16	Could you please put the tech help line that he mentioned? Thank you!	Lauren Selman
17	Is Metro going to consider a route up La Brea combined with a spur along Santa Monica Blvd? That seems to be the best route as it (1) allows for fast North/South transit, (2) still reaches West Hollywood and allows West Hollywood residents to travel both north and east/west and (3) sets up West Hollywood (and the rest of the region) for future expansion of a Santa Monica Blvd. line that could (at a later date) allow residents to get to Silverlake, Echo Park, etc. If the costs are similar to the hybrid model, then La Brea+ spur is far superior.	Anonymous Attendee
18	the scoping report. or anything that already lists this number	Steffen Gruber
19	I did, can't find it.	Steffen Gruber
20	The presentation is tiny on zoom app.	Brian McNutt
21	what is it called exactly, the document	Steffen Gruber
22	The video on my zoom viewing is a very small window... and roger's blank/black window is what is spotlighted. Can this be corrected?	Pamela Starks
23	?	Steffen Gruber
24	what happened to the audio and presentation? technical difficulties?	Michael Dias
25	Is there a chance that the EIR decides that none of these options are worth the cost?	Anonymous Attendee
26	Thanks. What slide is the number on? I still can't find it.	Steffen Gruber
27	The screen is on the small insert screen on the lower right. We can't see the maps/slides!!!	Brendan
28	Roger answered my question in his statment. I will be dead and buried when this line opens. Oh well.	carolyn campbell
29	Okay, the audio's fixed. Anyway, with the Crenshaw/LAX being integrated with the C Line, will there be 2 separate lines (C and K lines) be running from Norwalk to Hollywood and South Bay (Torrance) to Hollywood in the future, respectively?	Michael Dias
30	we're not seeing slides	Conrad Starr
31	Talking points of this meeting don't compare cost to rdidership - just because there are more 'jobs' in area that doesn't mean people will use the rail service and the cost per rider on San Vicente makes no sense!	Anonymous Attendee
32	When will it be posted?	Steffen Gruber
33	Love how Mr Chandler mentioned eed for this because of I-10 cutting nieghborhoods in half — he said 'historic' - I-10 was built only 60 years ago and ruined neighborhoods just like this northern extension will	Anonymous Attendee
34	Notwithstanding traffic congestion., you must consider more than the total number of jobs. Thousands of patients and visitors each day travel to Cedars-Sinai Medical Center. When that number is added to the toral number of employees, it would be unconscionable for L.A. Metro not to route the Crenshaw Line to Cedars-Sinai!!!	Robert Footlik
35	So why you telling me I can find it and 5 questions later you say you don't have it?	Steffen Gruber
36	The hybrid option is too slow. I like the idea of a line up La Brea plus a spur along Santa Monica Blvd. That better serves West Hollywood residents in the near term as well as the long term. I hope Metro studies the La Brea plus spur option.	Anonymous Attendee
37	I only see the speaker on Android. on my iPad (current OS), I see only a blank screen with a thumbnail of the slide. never had this issue before. hmmm...	Conrad Starr
38	Just fyi - the Olympia Medical Center has been closed. No jobs and patients there any longer	Anonymous Attendee
39	Dan Wentzel, Transportation Commissioner, City of West Hollywood	Dan Wentzel
40	looks fine on Mac. oh well. thanks for your responses.	Conrad Starr
41	Was any study done for the Hybred alternative to running "at grade" using a former rail line right of way on Santa Monica Blvd like has been done on B and E line in many places?	David Saffer
42	Does the Peak Travel Time Comparision assumes the Hybrid alt? Fairfax Alt? or La Brea alt? or is it an average of all three?	Jerard Wright
43	OK, no problem. Any estimate when the information will be availble.	Steffen Gruber
44	L.A. Metro should definitely take the Crenshaw Line all the way north to the Hollywood Bowl.	Robert Footlik
45	Could you tell me where, I am unable to find any reference to it?	David Saffer
46	Does underground rail noise affect residences it travels under at all?	Mike Roth
47	Has Metro considered engaging any community stakeholders in the EIR scoping meetings and internal working meetings beyond these structured outreach webinars? This would be a best practice in equity and involving community voice in a more authentic way. Thank you.	Daniel Tellalian
48	Robert Moses built all the highways from NYC out to Long Island in about 2 years. He built hundreds of parks throughout NYC in 2 years. He built hundreds of low income housing apartments over 5 years. This project seems more designed for full employment of bureaucrats rather than having the goal of bringing transit relief to the city. Sorry to be so direct. Finally, where is the cost comparison among the various options? Where is the time-to-complete comparisons among various projects? What is the cost comparison of building up LaBrea vs. the other more lengthy routes IF the Metro creates cheaper, faster off-shoot tram lines going east to west from LaBrea? Thank you.	Gary Drucker
49	Confused about the 2 billion from measure m for construction in 2041. does it mean that it will take until 2041 for that 2 billion to be raised? thanks	John Roberts
50	That is an invalid link. It returns a response of "Hmm... there seems to be an issue. The story you are trying to access does not exist, or you do not have permission to view it"	David Saffer
51	A. Lee WALKUP, Member WeHo Senior Advisory Board: Is there realistic hope to construct the westernmost, WeHo inclusive San Vicente route by 2028/LA Olympics? With the promise of City of WeHo funding?	A. Lee WALKUP

Question Details	Question	Asker Name
52	However for the proposed Crenshaw Northern Extension, does anyone think about the perfect example of connecting further north begins from the Expo/Crenshaw Metro C Line station that will travel along San Vicente Blvd., Fairfax Avenue, Santa Monica Blvd. and the Hollywood/Highland Metro B Line station with an option to further extend with the Hollywood Bowl Station?	JOSE DENNIS ALABASO
53	My comments are as follows: I like the idea of keeping all of the railway underground as a subway. I also think extending the line to the Hollywood Bowl is excellent and a great way for more people to access the Hollywood Bowl. I think starting the project as early as possible. While I like the Fairfax and the Fairfax Hybrid version the best I wonder if the hubrid version is worth the extra effort. I think both of these options are better than the LaBrea route. Thanks for the presentation.	Nona Friedman
54	Yasss, all snaps for the La Brea route!	Seth Harrington
55	I'm so in favor of having the hybrid route as far west as possible and as soon as possible - the existing system has been a boon and this can only get more riders on board. Stopping at La Brea would litterally shsort change an enormous number of people who are critically underserved.	Craig Peterson
56	Rick WATTS: 1. San Vicente Route could/would incorporate existing Metro Bus Station @ Sta Monica Blvd. This option has the ADDED advantage of enabling the project to come on line YEARS earlier, by inserting tunneling simultaneiously from San Vicente/Santa Monica BOTH south down San Vicente toward Wilshire (or 3RD ST.) AND EAST from San Vicente toward LaBrea to Hollywood-Highland/Hollywood Bowl. By doing so, net construction costs are saved AND the project is brought on line YEARS earlier than the other alternatives. 2. If any public housing is placed in the area of the Metro Bus Station @ Sta Monica Blvd. it should be low-ncome/senior housng because it is all existing public property; and our manifest low-income/affordable housing shortage points to the need to address this need as a priority wherever possible.	A. Lee WALKUP
57	I would like to make a comment on one issue which I have seen could be an area of improvement. I am a resident of LA midtown and also an urban public transport advocate. I support the implementation is Urban transport. The issue of integration with other modes, ease of transport and last mile connenectivity should be given an emphasis.	Tewodros Abrie
58	I would like Metro to consult with the Japan Railways Group regarding the optimal alignment for this project.	Jeffrey
59	For reaspons of efficiency and safety, no part of the Crenshaw Northern extension should be at grade. If subway is too expensive, consider elevating part of it above grade.	Robert Footlik
60	I live in the Fairfax/San Vicente proposal and in fact live near Stanley and San Vicente. I favor a subway, underground all the way.	Eddie Johnson
61	What about the answers to the questions	Alexander Popov
62	Thank you all for your facinating comments. I learned alot.	Anonymous Attendee

Q&A Transcript: Scoping Meeting #3

Question Details	Question	Asker Name
1	did I begin? I don't hear anything	Anonymous Attendee
2	How many entrances/exits is Metro considering for the Crenshaw line?	Jerry Raburn
3	May I also ask why Thai is not an option?	Jerry Raburn
4	Councilmember John Erickson from West Hollywood is here.	Lindsey Horvath
5	Where is a Thai translator? There are over 100,00 Thais in Los Angeles County	Jerry Raburn
6	Is there a way to make the slide image bigger on phone zoom app?	Anonymous Attendee
7	Has LA metro ever consider working with Orange County to do an expansive rail line througout Southern California? This is a major opportuity that will help marginalized communities. We should be connecting OC and LA by rail.	Jerry Raburn
8	is this the Metro public input meeting? I just see a black screen	Mollie Knute
9	Is there anyone who can testify as to how a neighborhood's culture or feel changes, or doesn't change, with the advent of a metro station on the corner? I'm worried about the unique, indie vibe of my community.	Anne "Toole
10	Has LA metro consult with any other countries in Asia that has an extensive infasturcure to devlope the new transit lines? Countries in China, Thailand, Taiwan, Japna, and Korea have great transit. Please consider working with our Asian countriies in developing LA's line. Please do not take 25 years to get this done.	Jerry Raburn
11	Please use the diplomatic channels that are available in Los Angeles. There are many foreign consulate offices you can get advice from.	Jerry Raburn
12	Thanks for your time. I have to drop. Please do not take 25 years to get this done! Have it done by the Olympic or by 2030!	Jerry Raburn
13	Hi! I'd like to give feedback at some point. I hope I can figure out how to do so on the zoom.	Jonathan
14	Please expand on the San Vicente link thru miracle mile. grade treatment, speed anticipted and impact to neighborhood. Currently LA City is adding bike lines albeit is there an opportunity to create any linear green treatment to aleviate the splitting of neighborhood?	Charles Cordero
15	Thanks! I think we should go with the La Brea route, with an option to build a spur on Santa Monica. I travel from LMU to Hollywood all the time, and a more direct route helps me get north more quickly. A SaMo line could go south on La Cienega, then west on Venice. It could go east through Hollywood, then to Silverlake, Echo Park, Union Station, then in to the San Gabriel Valley. I think the separate Santa Monica line gives us an option to better expand the metro network later this century.	Jonathan
16	I live on Hauser blvd just south of San Vicente. If the train is above ground, will there be a station there! How will that affect noise? And when is this supposed to start construction?	mary murray
17	I have to leave this mtg at 11 am but I support the complete underground option, the Fairfax/San Vicente Hybrid with an extension to Hollywood Bowl and want to make sure you have my input. Thank you.	Sepi Shyne
18	did you say Abbe as the second next speaker or ABE	Abbe Land
19	I would like the hybrid option to West Hollywood. I would like the metro station at Santa Monica and San Vicente to be less visible from the corner. Many metro stations are just ugly (no offense) plazas. It would be nice to have it somewhat obscured by trees (like there are now) or a wall would be grand.	Anne "Toole
20	thanks	Abbe Land
21	Want to add that extending to West Hollywood is actually more equitable as we have a large number of workers especially BIPOC members who will greatly benefit from this when travelling to our city to work and 20% of our residents are BIPOC and may residents travel outside of WeHo to work.-West Hollywood Councilmember Sepi Shyne	Sepi Shyne
22	I would vote for the hybrid, but totally underground. thanks.	mary murray
23	Sure, thank you.	Sepi Shyne
24	In response to the person who said West Hollywood can just fund more east/west bus lines and that this is a north/south metro line. First of all, taking busses slows your commute, and then having to transfer from bus to bus, or bus to metro adds even more time. Furthermore, I live at Sunset/San Vicente, and it is very difficult to go north south from there, despite being served by the 105/705/30/330, especially at rush hour. It's the start and end of the lines, so it is often late and it's hard to know how long you'll have to wait. In addition, the east/west buses require you to walk up to hollywood/highland (from the 2/302 Sunset line), unless you want to sit for another 25 or so minutes going to the Vermont stations.	Anne "Toole
25	I actually do like the idea of a Santa Monica spur line if the La Brea alignment is considered, though I am concerned about how much extra time it would take to approve it, especially after the Westside Extension to the purple line was explored almost a decade ago. I do think it's time to build along Santa Monica.	Ren-Horng Wang
26	Please build the La Brea Option. We need effecient rail not a tourist train!	Isaiah Madison
27	My name is Paul and I'm a resident of West Hollywood. I support the San Vicente Hybrid alignment as it serves so many more residents and businesses, with a stop at La Cienega and the Hollywood Bowl. Recognizing the concern of time delay for regional riders, I encourage Metro to evaluate adding express rails through a select few stations that might decrease regional travel time without adding substantial added cost.	Paul Guirguis
28	I raised my hand but if you mean me John	Lindsey Horvath
29	Sorry for the audio issues. What is the email I can use to send you my comments? Thanks! John Keitel, @jkeitel@gmail.com	John Keitel
30	I think I solved my audio issue.	John Keitel
31	While a little disappointing of the San Vicente Alternative being modified, as a result of residents wanting to preserve Carthay Circle area without most of the historic buildings and trees being demolished. Though it makes sense to modify the route to serve concentrated areas with a heavy amount of jobs, retails, commercials, parks and residential homes are located at. I've noticed the San Vicente-Fairfax Hybrid alternative will serve Beverly Center and Cedars-Sinai Medical Center, with the underground spur turning west onto Beverly Blvd. However, I believe the portion should go under 3rd Street and then veer northwest onto San Vicente Blvd and have a direct underground station at Gracie Allen Dr. to serve both popular destinations, along San Vicente, between 3rd Street and Beverly Blvd. Now that's where the amount of patron will hop on and off. So, it'll be wise to relook at the alignment for a minor route change for the San Vicente-Fairfax Hybrid alternative. Cheers.	Michael Dias

Question Details	Question	Asker Name
32	Hi i'd like to submit a comment. I like the Fairfax or the Weho branch and don't like the la brea option. La brea doesn't hit anything noteworthy, and both the fairfax and san vincente hybrids cover the noteworthy destinations. Fairfax has the advantage of being useful to tourists since wilshire/fairfax has the museums and they could go up to the grove/farmers market then go up to hollywood. I think the best option would be the fairfax option with a spur in Weho that hits the major destinations of Weho since that spur could eventuallly be extended to become a new line. The most important thing is that no matter which alternative is chosen, you guys should look for more funding to accelerate this project. Maybe the city of Weho can contribute?	Anonymous Attendee
Story Map Link	Notwithstanding traffic congestion., you must consider more than the total number of jobs. Thousands of patients and visitors each day travel to Cedars-Sinai Medical Center. When that number is added to the toral number of employees, it would be unconscionable for L.A. Metro not to route the Crenshaw Line to Cedars-Sinai!!!	Robert Footlik
https://story		
33	Not a question, but I forgot to mention how appreciative I am of you all at Metro taking the time to communicate with us felllow Angelenos on projects like these. Agree or disagree, we all hope to make LA the best it can be. :)	Bronson
34	Isn't the enire line, including all the options, underground (except for that one stretch down by Pico and SV)? Some of the comments imply that they will be at grade.	John Keitel
35	I'm going to add some of the questions I asked in my spoken comments here so they make it into the scoping report. 1) Why was the original line designed with an at-grade section in the Pico/San Vicente area when the rest is all below? 2) Will the Hollywood Bowl stop be seasonal? 3) Is it possible to add a bus route, as soon as possible, that tracks the future line to get people excited and increase the project's momentum? 4) Has Metro considered the possibility that the Olympics may be delayed to 2030 as a result of the postponement of the Tokyo games by 1 to 2 years? Knowing that we may have two more years may work to our psychological advantage in being willing to tackle what might seem like an unreasonable timetable for completion.	John Keitel
36	I had to jump on late due to family stuff, but I live in West Hollywood and fully support the Hybrid line via San Vicente through Weho on an accelerated schedule if the city can work it out.	Darien Battle
37	5) It was mentioned in the presentation that some stakeholders are advocating for more tracks than what is being proposed in the four options. Is lightrail, say up San Vicente from La Cienega to SMB/SV and then west along SMB to La Cienega or Fairfax, being considered as a possible addition to the La Cienega or Fairfax option? 6) If passed, will President Biden's infrastructure/jobs bill be a likely source of funding?	John Keitel
41	Was any study done for the Hybred alternative to running "at grade" using a former rail line right of way on Santa Monica Blvd like has been done on B and E line in many places?	David Saffer
42	Does the Peak Travel Time Comparision assumes the Hybrid alt? Fairfax Alt? or La Brea alt? or is it an average of all three?	Jerard Wright
43	OK, no problem. Any estimate when the information will be availble.	Steffen Gruber
44	L.A. Metro should definitely take the Crenshaw Line all the way north to the Hollywood Bowl.	Robert Footlik
45	Could you tell me where, I am unable to find any reference to it?	David Saffer
46	Does underground rail noise affect residences it travels under at all?	Mike Roth
47	Has Metro considered engaging any community stakeholders in the EIR scoping meetings and internal working meetings beyond these structured outreach webinars? This would be a best practice in equity and involving community voice in a more authentic way. Thank you.	Daniel Tellalian
48	Robert Moses built all the highways from NYC out to Long Island in about 2 years. He built hundreds of parks throughout NYC in 2 years. He built hundreds of low income housing apartments over 5 years. This project seems more designed for full employment of bureaucrats rather than having the goal of bringing transit relief to the city. Sorry to be so direct. Finally, where is the cost comparison among the various options? Where is the time-to-complete comparisons among various projects? What is the cost comparison of building up LaBrea vs. the other more lengthy routes IF the Metro creates cheaper, faster off-shoot tram lines going east to west from LaBrea? Thank you.	Gary Drucker
49	Confused about the 2 billion from measure m for construction in 2041. does it mean that it will take until 2041 for that 2 billion to be raised? thanks	John Roberts
50	That is an invalid link. It returns a response of "Hmm... there seems to be an issue. The story you are trying to access does not exist, or you do not have permission to view it"	David Saffer
51	A. Lee WALKUP, Member WeHo Senior Advisory Board: Is there realistic hope to construct the westernmost, WeHo inclusive San Vicente route by 2028/LA Olympics? With the promise of City of WeHo funding?	A. Lee WALKUP
52	However for the proposed Crenshaw Northern Extension, does anyone think about the perfect example of connecting further north begins from the Expo/Crenshaw Metro C Line station that will travel along San Vicente Blvd., Fairfax Avenue, Santa Monica Blvd. and the Hollywood/Highland Metro B Line station with an option to further extend with the Hollywood Bowl Station?	JOSE DENNIS ALABASO
53	My comments are as follows: I like the idea of keeping all of the railway underground as a subway. I also think extending the line to the Hollywood Bowl is excellent and a great way for more people to access the Hollywood Bowl. I think starting the project as early as possible. While I like the Fairfax and the Fairfax Hybrid version the best I wonder if the hubrid version is worth the extra effort. I think both of these options are better than the LaBrea route. Thanks for the presentation.	Nona Friedman
54	Yasss, all snaps for the La Brea route!	Seth Harrington
55	I'm so in favor of having the hybrid route as far west as possible and as soon as possible - the existing system has been a boon and this can only get more riders on board. Stopping at La Brea would litterally shsort change an enormous number of people who are critically underserved.	Craig Peterson

Question Details	Question	Asker Name
56	Rick WATTS: 1. San Vicente Route could/would incorporate existing Metro Bus Station @ Sta Monica Blvd. This option has the ADDED advantage of enabling the project to come on line YEARS earlier, by inserting tunneling simultaneiously from San Vicente/Santa Monica BOTH south down San Vicente toward Wilshire (or 3RD ST.) AND EAST from San Vicente toward LaBrea to Hollywood-Highland/Hollywood Bowl. By doing so, net construction costs are saved AND the project is brought on line YEARS earlier than the other alternatives. 2. If any pubic housing is placed in the area of the Metro Bus Station @ Sta Monica Blvd. it should be low-ncome/senior housng because it is all existing public property; and our manifest low-income/affordable housing shortage points to the need to address this need as a priority wherever possible.	A. Lee WALKUP
57	I would like to make a comment on one issue which I have seen could be an area of improvement. I am a resident of LA midtown and also an urban public transport advocate. I support the implementation is Urban transport. The issue of integration with other modes, ease of transport and last mile connenectivity should be given an emphasis.	Tewodros Abrie
58	I would like Metro to consult with the Japan Railways Group regarding the optimal alignment for this project.	Jeffrey
59	For reaspons of efficiency and safety, no part of the Crenshaw Northern extension should be at grade. If subway is too expensive, consider elevating part of it above grade.	Robert Footlik
60	I live in the Fairfax/San Vicente proposal and in fact live near Stanley and San Vicente. I favor a subway, underground all the way.	Eddie Johnson
61	What about the answers to the questions	Alexander Popov
62	Thank you all for your facinating comments. I learned alot.	Anonymous Attendee

Public Meeting Registration Sheet

Public Meeting Registration Sheet

	Attended	First Name	Last Name	Registration Time	Time in Session (minutes)
1	Yes	Daniel	Lim	4/29/2021 11:34	89
2	Yes	Esther	Carter	4/29/2021 11:36	28
3	Yes	Zennon	Ulyate-Crow	4/29/2021 11:38	101
4	Yes	Brad	Valtman	4/29/2021 11:27	79
5	Yes	Christian	Solis	4/29/2021 11:31	35
6	Yes	Andre	Parvenu	4/29/2021 11:58	27
7	Yes	Andre	Parvenu		67
8	Yes	Andrea	Conant	4/29/2021 11:50	42
9	Yes	victor	martinez	4/29/2021 11:30	72
10	Yes	Robert	Castanon	4/15/2021 12:54	62
11	Yes	Coli	Turner	4/29/2021 11:33	117
12	Yes	Brian	Mazuriewicz	4/29/2021 11:57	93
13	Yes	Maritsa	Garcia - DRA INC	4/29/2021 11:33	75
14	Yes	Chris	Scroggin	4/29/2021 9:32	30
15	Yes	Mengzhao	Hu	4/29/2021 11:31	93
16	Yes	Erik	Rodriguez	4/19/2021 11:52	45
17	Yes	Corentin	Leydis	4/29/2021 11:30	102
18	Yes	Thalia	Johnson	4/29/2021 11:32	76
19	Yes	Jeremy	H	4/29/2021 12:21	70
20	Yes	Janette	Herrera	4/29/2021 11:50	29
21	Yes	Janette	Herrera		4
22	Yes	Janette	Herrera		14
23	Yes	Kevin	Burton	4/29/2021 11:27	86
24	Yes	Doug	Mensman	4/29/2021 11:32	78
25	Yes	Alma	Stent	4/29/2021 12:20	60
26	Yes	Leslie	Karliss	4/29/2021 11:28	99
27	Yes	Josh	Kurpies	4/25/2021 22:11	118
28	Yes	Abduljeleel	Osunkunle	4/29/2021 11:27	12
29	Yes	Abduljeleel	Osunkunle		3
30	Yes	Abduljeleel	Osunkunle		17
31	Yes	Kristin	Hubner	4/29/2021 11:17	120
32	Yes	Samuel	Smith	4/29/2021 11:45	74
33	Yes	Kirby	Rose	4/29/2021 12:54	26
34	Yes	Steven	Greene	4/29/2021 11:28	114
35	Yes	Steven	Greene		31
36	Yes	Marco	Enriquez	4/29/2021 11:52	38
37	Yes	Matthew	Rasenick	4/29/2021 10:26	24
38	Yes	Matthew	Rasenick		86
39	Yes	James	Wen	4/29/2021 11:44	8
40	Yes	Brandon	Kaplan	4/20/2021 23:54	90
41	Yes	Steve	Lantz	4/29/2021 11:31	102
42	Yes	Corrie	Parrish	4/29/2021 11:35	68
43	Yes	Spencer	Jaeger	4/29/2021 10:08	65
44	Yes	Andrew	Herman	4/21/2021 21:29	85
45	Yes	Joseph	Tatum	4/29/2021 11:34	116
46	Yes	Luke	Klipp	4/29/2021 11:38	79
47	Yes	P	Chen	4/29/2021 11:21	61
48	Yes	Eric	Brach	4/20/2021 16:20	22
49	Yes	Marilouise	morgan	4/29/2021 10:51	100

	Attended	First Name	Last Name	Registration Time	Time in Session (minutes)
50	Yes	Derek	Benedict	4/29/2021 11:30	120
51	Yes	Steven	Roussey	4/16/2021 13:25	74
52	Yes	Julian	Huang	4/29/2021 11:33	51
53	Yes	Brywn	Whatford, CSR 14234	4/29/2021 11:20	120
54	Yes	Jake	Akemann	4/29/2021 11:32	113
55	Yes	Nathaniel	Bautista	4/29/2021 11:29	3
56	Yes	Nathaniel	Bautista		89
57	Yes	Dylan	Gera	4/29/2021 11:38	71
58	Yes	David	Fenn	4/29/2021 11:27	121
59	Yes	Mark	Kempton	4/26/2021 15:28	55
60	Yes	Noah	Busch	4/29/2021 11:30	95
61	Yes	Lindsey	Horvath	4/29/2021 11:37	113
62	Yes	Thomas	Fleming	4/29/2021 11:30	68
63	Yes	lizzie	mandler	4/29/2021 11:31	101
64	Yes	Abdallah	Daboussi	4/29/2021 11:29	7
65	Yes	Abdallah	Daboussi		23
66	Yes	Jeremy	Halpern	4/29/2021 11:32	115
67	Yes	Francisco	Mendez	4/29/2021 11:28	106
68	Yes	Jimmy		4/29/2021 9:51	120
69	Yes	Samuel	Lev	4/29/2021 11:23	103
70	Yes	Annie	Masdeu	4/29/2021 11:40	91
71	Yes	Derek	Bishe	4/29/2021 11:06	121
72	Yes	Alejandro	Mejia	4/29/2021 10:59	111
73	Yes	Jazmine	Johnson	4/29/2021 12:26	43
74	Yes	Dolores	Roybal Saltarelli	4/15/2021 15:39	1
75	Yes	Dolores	Roybal Saltarelli		108
76	Yes	Mark	Lehman	4/29/2021 11:30	65
77	Yes	Julianne	Rendon	4/29/2021 11:40	1
78	Yes	Billy	T	4/29/2021 11:34	44
79	Yes	Michael	Batchelder	4/29/2021 11:32	37
80	Yes	Michael	Batchelder		62
81	Yes	Taylor	Fife	4/29/2021 11:39	3
82	Yes	Paige	Portwood	4/29/2021 11:03	97
83	Yes	Lauren	Sullivan	4/29/2021 11:43	24
84	Yes	Erik	Van Breene	4/29/2021 11:27	45
85	Yes	Norman	Emerson	4/29/2021 10:39	120
86	Yes	Micha	Kempe	4/29/2021 11:30	90
87	Yes	Conrad	Starr	4/29/2021 11:12	12
88	Yes	Neil	Johnson	4/28/2021 17:20	119
89	Yes	Matthew	Parrent	4/28/2021 11:38	41
90	Yes	Del	Richardson	4/29/2021 12:04	86
91	Yes	charu	kukreja	4/29/2021 11:32	18
92	Yes	Eli	Griffen	4/29/2021 11:29	64
93	Yes	Isaiah	Ford	4/29/2021 12:06	68
94	Yes	Jonathan	Strauss	4/29/2021 11:53	42
95	Yes	Tushar	Dutta	4/29/2021 11:31	87
96	Yes	Matthew	Gerard	4/29/2021 11:35	37
97	Yes	Ray	Sosa AECOM	4/29/2021 11:33	17
98	Yes	Ray	Sosa AECOM		28
99	Yes	Ray	Sosa AECOM		23

	Attended	First Name	Last Name	Registration Time	Time in Session (minutes)
100	Yes	Rachel	Junken	4/29/2021 12:07	4
101	Yes	Noe	Mendoza	4/29/2021 11:28	92
102	Yes	Noe	Mendoza		3
103	Yes	Noe	Mendoza		14
104	Yes	Keith	Nakata	4/29/2021 11:16	100
105	Yes	Keith	Nakata		1
106	Yes	Jessica	Holzer	4/29/2021 11:32	78
107	Yes	David	Loughnot	4/28/2021 10:47	2
108	Yes	Susan	Pintar	4/28/2021 11:24	27
109	Yes	Jan	Dyer	4/29/2021 11:35	54
110	Yes	Marlén	Alfonso	4/29/2021 11:03	120
111	Yes	Marlén	Alfonso		39
112	Yes	Chris	Buonomo	4/26/2021 11:14	74
113	Yes	Jeremy		4/29/2021 12:41	14
114	Yes	Joy	Freiberg	4/15/2021 13:22	10
115	Yes	Perias	Pillay	4/29/2021 12:55	13
116	Yes	Jose	Ubaldo	4/29/2021 11:28	95
117	Yes	John	M. Erickson (He|Him|His)	4/29/2021 11:56	31
118	Yes	Eric	Daniel	4/29/2021 11:43	93
119	Yes	Connie	McCurdy	4/29/2021 11:36	114
120	Yes	Henry	Morgen	4/29/2021 11:27	64
121	Yes	Michael	Lombardi	4/29/2021 11:48	56
122	Yes	Galaxy	Tab A (8.0", 2019)	4/29/2021 12:57	3
123	Yes	Candice	Hughes	4/29/2021 10:58	3
124	Yes	Candice	Hughes		69
125	Yes	Rachelle	Andrews	4/29/2021 11:36	70
126	Yes	Alan	Rodriguez	4/9/2021 13:44	10
127	Yes	John	Heilman	4/29/2021 11:29	7
128	Yes	Laura	Boccaletti	4/29/2021 11:31	81
129	Yes	Emerald	Rennick	4/29/2021 11:32	1
130	Yes	Emerald	Rennick		101
131	Yes	Kyle	Mc	4/29/2021 11:30	69
132	Yes	Mayra	R	4/29/2021 12:58	19
133	Yes	greg	hensley	4/29/2021 11:29	59
134	Yes	Paul	M	4/29/2021 11:39	101
135	Yes	Joseph	Seibold	4/15/2021 12:17	25
136	Yes	Peter	Carter	4/29/2021 11:29	55
137	Yes	Dan	Wentzel	4/21/2021 14:29	82
138	Yes	Lauren	Estella	4/29/2021 11:53	82
139	Yes	Karl	Lott	4/29/2021 11:32	61
140	Yes	Barbara	Jones	4/29/2021 11:28	54
141	Yes	Daniel	Tellalian	4/29/2021 11:41	17
142	Yes	Stephanie Kline	Morehouse	4/29/2021 11:31	90
143	Yes	Win	Teear	4/26/2021 11:32	108
144	Yes	Chris	Cusack (he/him)	4/29/2021 11:30	76
145	Yes	Chris	Cusack (he/him)		29
146	Yes	Karen	Gardner	4/29/2021 11:29	3
147	Yes	Karen	Gardner		16
148	Yes	Karen	Gardner		14
149	Yes	Karen	Gardner		3

	Attended	First Name	Last Name	Registration Time	Time in Session (minutes)
150	Yes	Karen	Gardner		78
151	Yes	Mike	Williams	4/21/2021 14:34	99
152	Yes	Mike	Williams		103
153	Yes	Babak	Bayat	4/29/2021 11:33	1
154	Yes	Babak	Bayat		117
155	Yes	Ke	Fan	4/29/2021 11:39	80
156	Yes	Jared	Schachner	4/29/2021 11:52	98
157	Yes	Ann	Rubin	4/29/2021 11:22	121
158	Yes	Ben	Feldmann	4/29/2021 11:28	79
159	Yes	Michael	Dias	4/29/2021 11:29	120
160	Yes	Brian	Bowens	4/29/2021 11:43	107
161	Yes	Rebecca	Kalauskas	4/29/2021 11:33	25
162	Yes	Rebecca	Kalauskas		92
163	Yes	james	okazaki	4/29/2021 11:38	78
164	Yes	Luis	Lopez	4/29/2021 11:30	74
165	Yes	Wahid	Farhat	4/29/2021 11:23	119
166	Yes	Ned	Racine	4/29/2021 11:08	77
167	Yes	Jordan	David	4/29/2021 11:33	117
168	Yes	Travis	Morgan	4/29/2021 11:37	80
169	Yes	Douglas	Morris	4/29/2021 11:28	65
170	Yes	Edgar	Mercado	4/29/2021 11:42	56
171	Yes	Susan	Isaacs	4/29/2021 11:28	2
172	Yes	Susan	Isaacs		3
173	Yes	Susan	Isaacs		3
174	Yes	Susan	Isaacs		2
175	Yes	Susan	Isaacs		2
176	Yes	Susan	Isaacs		2
177	Yes	Susan	Isaacs		2
178	Yes	Susan	Isaacs		2
179	Yes	Susan	Isaacs		2
180	Yes	Susan	Isaacs		2
181	Yes	Susan	Isaacs		2
182	Yes	Susan	Isaacs		6
183	Yes	Susan	Isaacs		1
184	Yes	Susan	Isaacs		2
185	Yes	Susan	Isaacs		1
186	Yes	Susan	Isaacs		2
187	Yes	Susan	Isaacs		2
188	Yes	Susan	Isaacs		2
189	Yes	Susan	Isaacs		1
190	Yes	Susan	Isaacs		2
191	Yes	Susan	Isaacs		3
192	Yes	Susan	Isaacs		1
193	Yes	Susan	Isaacs		1
194	Yes	Susan	Isaacs		2
195	Yes	Susan	Isaacs		2
196	Yes	Susan	Isaacs		2
197	Yes	Susan	Isaacs		1
198	Yes	Susan	Isaacs		2
199	Yes	Susan	Isaacs		2

	Attended	First Name	Last Name	Registration Time	Time in Session (minutes)
200	Yes	Susan	Isaacs		1
201	Yes	Susan	Isaacs		1
202	Yes	Susan	Isaacs		2
203	Yes	Jeffry	Carpenter	4/29/2021 11:31	119
204	Yes	Gerzain	Figueroa	4/29/2021 11:33	2
205	Yes	Gerzain	Figueroa		106
206	Yes	Rob	Hertz	4/28/2021 11:20	121
207	Yes	Sebastian	Lozano	4/29/2021 11:31	119
208	Yes	Cecily	Way	4/28/2021 11:19	120
209	Yes	Abel	Abraham	4/29/2021 11:21	8
210	Yes	fca		4/29/2021 11:32	83
211	Yes	Michael	Hall	4/29/2021 11:52	15
212	Yes	Bill	Lam	4/29/2021 11:33	31
213	Yes	Bill	Lam		42
214	Yes	Bill	Lam		2
215	Yes	Bill	Lam		1
216	Yes	Bill	Lam		12
217	Yes	Bill	Lam		31
218	Yes	Steve	Moini	4/29/2021 11:22	18
219	Yes	Sara	Hartley	4/28/2021 15:34	119
220	Yes	Priya	Mehendale	4/29/2021 11:32	80
221	Yes	Jose	Pereyra	4/29/2021 11:29	59
222	Yes	Ryan	Gales	4/29/2021 11:29	55
223	Yes	Jill	Liu	4/29/2021 11:33	68
224	Yes	Erinn	Crowell	4/29/2021 11:27	5
225	Yes	Erinn	Crowell		3
226	Yes	Erinn	Crowell		73
227	Yes	Erinn	Crowell		2
228	Yes	Erinn	Crowell		4
229	Yes	Erinn	Crowell		25
230	Yes	Kimberly	Winick	4/29/2021 11:32	62
231	Yes	Francisco	Contreras	4/28/2021 11:35	25
232	Yes	Tess	Paige	4/29/2021 11:32	15
233	Yes	Tess	Paige		37
234	Yes	Morteza	Ghandehari	4/29/2021 11:34	70
235	Yes	PAUL	Hanneman	4/29/2021 11:32	80
236	Yes	Danny		4/29/2021 11:40	56
237	Yes	Lilian	De Loza-Gutierrez	4/29/2021 12:02	52
238	Yes	Alex	Nunez	4/29/2021 11:44	75
239	Yes	suzanna		4/29/2021 11:45	37
240	Yes	Joseph	McDonald	4/29/2021 11:40	13
241	Yes	Victoria	Yoon	4/29/2021 11:45	2
242	Yes	Victoria	Yoon		11
243	Yes	Mike	Peterson	4/29/2021 11:31	97
244	Yes	Vanessa	Melesio	4/29/2021 12:43	12
245	Yes	Thomas	Dorsey	4/29/2021 12:42	47
246	Yes	L	L	4/29/2021 11:31	77
247	Yes	agustine	delvalles	4/29/2021 13:09	3
248	Yes	David	Mieger	4/29/2021 11:57	59
249	Yes	Jim Keenan	AVA	4/29/2021 11:28	104

	Attended	First Name	Last Name	Registration Time	Time in Session (minutes)
250	Yes	Terence	Mylonas	4/29/2021 11:30	112
251	Yes	Jonathan	Rodriguez	4/29/2021 11:15	121
252	Yes	Adam	Light	4/29/2021 11:43	79
253	Yes	Adam	Light		78
254	Yes	John	Blevins	4/29/2021 11:35	65
255	Yes	Iván	Barragan	4/15/2021 11:04	30
256	Yes	Iván	Barragan		11
257	Yes	Iván	Barragan		16
258	Yes	Allison	Yoh	4/29/2021 11:36	83
259	Yes	Charles	McBride	4/29/2021 11:31	73
260	Yes	Galaxy	Tab A	4/29/2021 12:06	16
261	Yes	Carlos	Hernandez	4/29/2021 11:32	33
262	Yes	Aaron	Stein-Chester	4/29/2021 9:45	89
263	Yes	Rod	Sprott	4/26/2021 20:40	121
264	Yes	larry	coon	4/29/2021 11:51	27
265	Yes	Jay	Greenstein	4/29/2021 11:31	86
266	Yes	Andrew	Knipp	4/29/2021 11:37	96
267	Yes	Charles	Zacharie	4/29/2021 11:34	72
268	Yes	Jose	Varias	4/28/2021 11:29	79
269	Yes	Peter	Bonilla	4/29/2021 10:58	120
270	Yes	Jonathan	Hofert	4/29/2021 11:33	86
271	Yes	Monica	Carlos	4/29/2021 11:36	41
272	Yes	Monica	Carlos		35
273	Yes	s	l	4/29/2021 11:31	9
274	Yes	s	l		3
275	Yes	Rashanda	Davis	4/29/2021 11:19	120
276	Yes	Jose		4/29/2021 11:23	107
277	Yes	Mehmet	Berker	4/29/2021 11:32	97
278	Yes	Kari	Garcia	4/29/2021 11:19	106
279	Yes	Kari	Garcia		13
280	No	Aria	Cataño	4/5/2021 13:38	--
281	No	Mark	Terwilliger	4/20/2021 23:09	--
282	No	Bill	Hasencamp	4/26/2021 16:28	--
283	No	Steven	Finston	4/22/2021 9:16	--
284	No	D.	Ramos	4/23/2021 19:06	--
285	No	gholmes@reedsmith.com		4/25/2021 9:31	--
286	No	Robert	Perkins	4/21/2021 16:11	--
287	No	Zennon	Ulyatecrow	4/23/2021 14:38	--
288	No	ana	vallianatos	4/22/2021 11:55	--
289	No	Timothy	Tobish	4/25/2021 7:19	--
290	No	J	C	4/21/2021 11:15	--
291	No	Albert	Malvaez	4/24/2021 11:00	--
292	No	Josh	S	4/26/2021 13:01	--
293	No	James	Griglak	4/23/2021 15:10	--
294	No	hanakawano		4/28/2021 15:11	--
295	No	William	Hansmire	4/15/2021 12:27	--
296	No	Dabra	Hirsch	4/20/2021 20:59	--
297	No	Kevin	Storey	4/22/2021 9:37	--
298	No	James	Frenzel	4/21/2021 13:58	--
299	No	Carlos	Arias	4/27/2021 14:05	--

	Attended	First Name	Last Name	Registration Time	Time in Session (minutes)
300	No	Kenneth	Saucier	4/26/2021 5:17	--
301	No	adam	gilbert	4/21/2021 13:20	--
302	No	Chelsea	Byers	4/26/2021 12:16	--
303	No	Melanie	Wong	4/20/2021 22:30	--
304	No	Jaden	Langford	4/20/2021 21:44	--
305	No	Jacquelyn	Dupont-Walker	4/23/2021 22:31	--
306	No	Aaron	Thompson	4/28/2021 6:53	--
307	No	forest	mcclendon	4/22/2021 14:10	--
308	No	Alycia	Witzling	4/21/2021 14:39	--
309	No	Ari	Simon	4/21/2021 15:51	--
310	No	Jim	Miller	4/29/2021 10:00	--
311	No	Dennis	Lytton	4/24/2021 12:41	--
312	No	Tim	Tobish	4/21/2021 13:43	--
313	No	Melanie	Wong	4/14/2021 11:08	--
314	No	Conrad	Starr	4/26/2021 14:13	--
315	No	.		4/23/2021 20:15	--
316	No	john		4/29/2021 11:21	--
317	No	Isaiah		4/21/2021 11:55	--
318	No	Amy	Halvorsen	4/21/2021 8:00	--
319	No	Rick	Forrest	4/22/2021 11:16	--
320	No	Marquita	Thomas	4/22/2021 13:44	--
321	No	Tim	Furlong	4/21/2021 19:41	--
322	No	Efrain	Garibay	4/20/2021 20:09	--
323	No	JOSE DENNIS	ALABASO	4/15/2021 21:15	--
324	No	Matthew	Farina	4/23/2021 18:23	--
325	No	Sam	W	4/29/2021 10:59	--
326	No	Bwana		4/23/2021 16:38	--
327	No	Unwanaobong	Nseyo	4/21/2021 13:03	--
328	No	Mary	Evans	4/29/2021 11:22	--
329	No	alex		4/28/2021 13:08	--
330	No	Jody	Litvak	4/26/2021 7:10	--
331	No	Rev	John Miller	4/25/2021 16:50	--
332	No	Monica	Rodriguez	4/22/2021 6:27	--
333	No	Alan	Rodriguez	4/5/2021 13:33	--
334	No	Eric	Tate	4/21/2021 12:12	--
335	No	Thomas	Robinett	4/22/2021 9:11	--
336	No	Harden	A Carter	4/22/2021 4:30	--
337	No	Susan	Pintar	4/28/2021 11:20	--
338	No	Perla	Solis	4/28/2021 11:01	--
339	No	Stone	Kroft	4/26/2021 14:43	--
340	No	David		4/22/2021 13:43	--
341	No	Kevin	Holliday	4/20/2021 21:10	--
342	No	John	Roberts	4/21/2021 16:23	--
343	No	Andrew	George	4/22/2021 13:01	--
344	No	Mike	Hankin	4/26/2021 10:05	--
345	No	Paul	Hennessy	4/29/2021 9:42	--
346	No	Isai	Rosa	4/21/2021 18:39	--
347	No	Wayne	Brosman	4/22/2021 9:44	--
348	Other Attended				
349	User Name	Leave Time	Time in Session (minutes)		

	Attended	First Name	Last Name	Registration Time	Time in Session (minutes)
350	17609740029	4/29/2021 13:17	108		
351	13234937119	4/29/2021 12:57	56		
352	17609740035	4/29/2021 13:19	72		

Public Meeting Registration #2

	Attended	First Name	Last Name	Registration Time	Join Time	Time in Session (minutes)
1	Yes	Tewodros	Abrie	4/30/2021 6:47	5/6/2021 19:32	20
2	Yes	Tewodros	Abrie		5/6/2021 19:52	19
3	Yes	Tewodros	Abrie		5/6/2021 20:11	20
4	Yes	Rob	Hertz	5/6/2021 18:16	5/6/2021 18:30	121
5	No	Williams	Tia	5/6/2021 8:08	--	--
6	No	Yuan	Li	5/3/2021 16:37	--	--
7	Yes	Meg	McComb	5/6/2021 18:31	5/6/2021 18:31	120
8	Yes	Robert	Footlik	5/6/2021 17:36	5/6/2021 18:31	120
9	No	Frederico	Leonel	5/6/2021 16:09	--	--
10	No	Natalie	Mansergh	5/5/2021 14:59	--	--
11	Yes	Mollie	Knute	5/6/2021 18:33	5/6/2021 18:33	57
12	Yes	Emerald	Rennick	5/6/2021 18:31	5/6/2021 18:31	119
13	Yes	Monica		5/6/2021 18:50	5/6/2021 18:50	2
14	Yes	Monica			5/6/2021 18:55	3
15	Yes	Monica			5/6/2021 18:57	9
16	Yes	Lauren	Estella	5/6/2021 19:02	5/6/2021 19:02	7
17	No	Alex	Wong	4/22/2021 13:18	--	--
18	Yes	sheryl		5/6/2021 18:46	5/6/2021 18:46	17
19	Yes	Darrell	Clarke	5/6/2021 18:43	5/6/2021 18:43	96
20	No	Isai	Rosa	4/21/2021 18:40	--	--
21	Yes	Lauren	Selman	5/6/2021 17:12	5/6/2021 18:30	61
22	Yes	Bill	Way	5/6/2021 18:37	5/6/2021 18:37	45
23	Yes	Alexander	Popov	5/6/2021 18:29	5/6/2021 18:30	121
24	Yes	John	M. Erickson (He|Him|His)	5/6/2021 18:34	5/6/2021 18:34	46
25	Yes	Noah	Simon	5/6/2021 18:26	5/6/2021 18:30	121
26	Yes	Emily	Gable	5/6/2021 18:54	5/6/2021 18:54	90
27	Yes	Johan	Santiago	5/6/2021 18:37	5/6/2021 18:37	40
28	Yes	Justin	B	5/6/2021 19:15	5/6/2021 19:15	41
29	Yes	PETER	MARINIC	5/6/2021 18:23	5/6/2021 18:31	69
30	Yes	Jackson	Markow	5/6/2021 18:15	5/6/2021 18:32	108
31	No	Drew	Hancock	4/28/2021 19:45	--	--
32	Yes	Brywn	Whatford, CSR 14234	5/6/2021 18:24	5/6/2021 18:30	121
33	No	G	L	5/6/2021 13:12	--	--
34	Yes	Robert	Oliver	5/6/2021 18:31	5/6/2021 18:31	87
35	Yes	Adam	Kroll	5/6/2021 18:29	5/6/2021 18:31	119
36	Yes	Allan	Sheung	5/6/2021 18:35	5/6/2021 18:36	97
37	Yes	Valerie	Muller	5/2/2021 16:25	5/6/2021 18:32	24
38	Yes	Sarah	Davenport	4/30/2021 20:05	5/6/2021 18:48	103
39	No	Ilestell		4/22/2021 13:16	--	--
40	Yes	Tyler	Boylan	5/6/2021 19:01	5/6/2021 19:01	22
41	Yes	Tyler	Boylan		5/6/2021 19:23	58
42	Yes	Jeremy	Halpern	5/6/2021 18:40	5/6/2021 18:40	1
43	Yes	Nicholas	H	5/6/2021 19:23	5/6/2021 19:23	39
44	Yes	j.	cooley	5/6/2021 17:57	5/6/2021 18:30	44
45	No	Patrick	Chapman	5/6/2021 19:20	--	--
46	Yes	hanakawano		5/6/2021 18:33	5/6/2021 18:33	117
47	Yes	Marcos	Rodriguez	5/6/2021 18:48	5/6/2021 18:48	4
48	Yes	Georgia	Sheridan	5/6/2021 18:59	5/6/2021 18:59	24
49	Yes	Michael	T.	4/29/2021 15:05	5/6/2021 18:30	11
50	Yes	Michael	T.		5/6/2021 18:41	48
51	Yes	Michael	T.		5/6/2021 19:39	52
52	Yes	shannon	ryan	5/6/2021 18:46	5/6/2021 18:46	15
53	Yes	shannon	ryan		5/6/2021 19:01	1
54	Yes	shannon	ryan		5/6/2021 19:02	77
55	Yes	Allison	Dworetzky	5/6/2021 18:31	5/6/2021 18:31	77
56	Yes	Daniel	Tellalian	5/6/2021 18:32	5/6/2021 18:32	99
57	No	William	Hansmire	4/15/2021 12:36	--	--
58	No	Alan	Ruiz	5/6/2021 0:24	--	--
59	Yes	Marietta	Torriente	5/6/2021 18:03	5/6/2021 18:30	120

	Attended	First Name	Last Name	Registration Time	Join Time	Time in Session (minutes)
60	Yes	Marietta	Torriente		5/6/2021 18:31	26
61	Yes	Tanaz		5/6/2021 18:54	5/6/2021 18:54	26
62	No	Jason	Lewis	5/5/2021 16:20	--	--
63	Yes	michelle		5/6/2021 18:46	5/6/2021 18:46	2
64	Yes	michelle			5/6/2021 19:14	8
65	Yes	WMarks		5/6/2021 18:47	5/6/2021 18:47	18
66	Yes	WMarks			5/6/2021 19:04	1
67	Yes	WMarks			5/6/2021 19:05	86
68	No	Tony	Mason	5/1/2021 19:20	--	--
69	No	Velvet	Victorian	5/2/2021 7:09	--	--
70	Yes	Annie	Ruiz	5/6/2021 18:30	5/6/2021 18:30	108
71	Yes	Norman	Emerson	5/6/2021 16:10	5/6/2021 19:39	52
72	Yes	Mark	Heller	5/6/2021 18:37	5/6/2021 18:37	66
73	No	Nicole		5/6/2021 17:46	--	--
74	Yes	Ren-Horng	Wang	5/6/2021 19:33	5/6/2021 19:33	58
75	No	Richard	Hedges	4/29/2021 11:45	--	--
76	Yes	Ethan	Polk	5/6/2021 18:35	5/6/2021 18:35	27
77	Yes	Ethan	Polk		5/6/2021 19:01	71
78	Yes	Eric	Robi	5/6/2021 19:57	5/6/2021 19:57	15
79	Yes	Niki	Farahmand	5/6/2021 18:31	5/6/2021 18:31	12
80	Yes	Niki	Farahmand		5/6/2021 18:55	11
81	Yes	Niki	Farahmand		5/6/2021 19:06	17
82	Yes	Niki	Farahmand		5/6/2021 18:43	13
83	No	Melanie	Wong	4/9/2021 13:36	--	--
84	Yes	Michael	Mortimer	5/6/2021 20:19	5/6/2021 20:19	12
85	Yes	Chelsea		5/6/2021 19:07	5/6/2021 19:07	84
86	Yes	Sara	Hartley	4/28/2021 15:35	5/6/2021 18:33	118
87	Yes	Steve	Harper	5/6/2021 18:29	5/6/2021 18:30	42
88	Yes	Taylor	Fife	5/6/2021 18:37	5/6/2021 18:37	81
89	Yes	Bryan	S	5/6/2021 18:33	5/6/2021 18:33	118
90	No	Lupe	Torres	5/5/2021 17:14	--	--
91	Yes	Erik	Felix	5/6/2021 18:29	5/6/2021 18:30	121
92	Yes	Megan	Doheny	5/6/2021 18:25	5/6/2021 18:30	121
93	No	Hana	K	4/29/2021 22:12	--	--
94	No	V.	KALI	5/6/2021 12:19	--	--
95	Yes	Dan	Wentzel	4/30/2021 8:32	5/6/2021 18:30	101
96	Yes	Mike	Roth	5/6/2021 18:32	5/6/2021 18:32	54
97	Yes	Conrad	Starr	5/6/2021 18:58	5/6/2021 18:58	5
98	Yes	Conrad	Starr		5/6/2021 19:01	49
99	Yes	Elizabeth	Fuller	5/6/2021 18:32	5/6/2021 18:32	119
100	Yes	Maysonet		5/6/2021 18:55	5/6/2021 18:55	95
101	Yes	David	Saffer	5/3/2021 10:37	5/6/2021 18:30	75
102	Yes	David	Fenn	5/6/2021 18:57	5/6/2021 18:57	68
103	Yes	David	Fenn		5/6/2021 20:05	6
104	Yes	David	Fenn		5/6/2021 20:17	1
105	Yes	jaime	Honzslez	5/6/2021 18:36	5/6/2021 18:36	1
106	Yes	Ernie	Roth	5/6/2021 18:32	5/6/2021 18:32	3
107	Yes	Ernie	Roth		5/6/2021 18:38	55
108	Yes	JOSE DENNIS	ALABASO	5/6/2021 18:12	5/6/2021 18:30	121
109	Yes	Monica	Carlos	5/6/2021 18:39	5/6/2021 18:39	79
110	Yes	Eddie	Johnson	5/6/2021 18:33	5/6/2021 18:33	109
111	Yes	randolph	ruiz	5/6/2021 18:41	5/6/2021 18:41	81
112	No	Mario	Machado	5/4/2021 18:01	--	--
113	Yes	Ryan	Winn	5/6/2021 18:30	5/6/2021 18:30	120
114	Yes	Pamela	Starks	5/6/2021 18:29	5/6/2021 18:30	121
115	Yes	Pamela	Starks		5/6/2021 19:05	86
116	No	Krista	Phipps	5/5/2021 14:58	--	--
117	Yes	Benito	Chávez-Gamboa	5/1/2021 15:47	5/6/2021 18:30	121
118	Yes	fca		5/6/2021 18:35	5/6/2021 18:35	115
119	Yes	Estevan	Montemayor	5/6/2021 18:39	5/6/2021 18:39	16

	Attended	First Name	Last Name	Registration Time	Join Time	Time in Session (minutes)
120	Yes	Estevan	Montemayor		5/6/2021 18:55	95
121	Yes	Eric	C	5/6/2021 18:00	5/6/2021 18:33	54
122	Yes	Eric	C		5/6/2021 19:27	64
123	Yes	Catherine	Roberts	5/6/2021 18:35	5/6/2021 18:35	116
124	No	Perla	Solis	5/6/2021 18:09	--	--
125	Yes	Michael	Gran	5/6/2021 15:36	5/6/2021 18:58	16
126	Yes	Josh	Kurpies	5/6/2021 18:59	5/6/2021 18:59	92
127	Yes	Julia	Galaudet	5/6/2021 19:27	5/6/2021 19:27	63
128	Yes	Tina	Vartanian	5/6/2021 18:27	5/6/2021 18:30	85
129	No	Anita	Parameswaran	5/5/2021 19:23	--	--
130	Yes	John	Erickson	5/6/2021 16:33	5/6/2021 18:33	2
131	Yes	John	Erickson		5/6/2021 18:42	109
132	Yes	Anthony	Loui	5/6/2021 18:36	5/6/2021 18:36	10
133	Yes	Ron		5/6/2021 18:31	5/6/2021 18:31	120
134	No	Deryk	Robinson	4/29/2021 18:31	--	--
135	Yes	Richard	Bernard	5/6/2021 17:56	5/6/2021 18:30	90
136	Yes	Joseph	Guite	5/6/2021 18:04	5/6/2021 18:30	3
137	Yes	Joseph	Guite		5/6/2021 18:32	6
138	Yes	Joseph	Guite		5/6/2021 18:42	9
139	Yes	Keith	Nakata	5/6/2021 18:23	5/6/2021 18:30	121
140	Yes	Peter	Bonilla	5/6/2021 18:38	5/6/2021 18:38	43
141	Yes	carolyn	campbell	5/6/2021 18:28	5/6/2021 20:02	28
142	Yes	carolyn	campbell		5/6/2021 18:30	93
143	Yes	Lauren		5/6/2021 19:09	5/6/2021 19:09	26
144	Yes	Jay	Greenstein	5/6/2021 18:27	5/6/2021 18:30	121
145	Yes	Cheryl	Dorsey	5/6/2021 18:25	5/6/2021 18:30	54
146	No	Joshua	Busch	5/3/2021 11:27	--	--
147	Yes	Jacob	Sotsky	5/6/2021 18:32	5/6/2021 18:32	89
148	Yes	Kevin	Burton	5/6/2021 18:30	5/6/2021 18:30	120
149	Yes	Martin	Yernazian	5/6/2021 18:49	5/6/2021 18:50	21
150	Yes	Seth	Harrington	5/6/2021 18:51	5/6/2021 18:51	49
151	Yes	Seth	Harrington		5/6/2021 19:39	38
152	Yes	Conrad	Starr	5/6/2021 18:48	5/6/2021 18:48	14
153	Yes	RPeterson		5/6/2021 19:24	5/6/2021 19:24	54
154	Yes	A	A	5/6/2021 18:03	5/6/2021 18:30	78
155	Yes	A	A		5/6/2021 19:48	13
156	Yes	A	A		5/6/2021 20:00	1
157	Yes	A	A		5/6/2021 20:02	13
158	Yes	anthony	vulin	5/6/2021 18:31	5/6/2021 18:31	69
159	Yes	Brian	McNutt	4/28/2021 16:58	5/6/2021 18:30	121
160	No	Bryan	Fernandez	5/5/2021 19:26	--	--
161	Yes	Adam	G. Linder	5/6/2021 18:25	5/6/2021 18:30	64
162	Yes	Adam	G. Linder		5/6/2021 19:53	37
163	Yes	Austin	Cyr	5/6/2021 18:35	5/6/2021 18:35	45
164	No	Graham	Rossmore	5/6/2021 10:43	--	--
165	Yes	Rohan	Vaidya	5/6/2021 18:27	5/6/2021 18:30	53
166	Yes	Gary	Drucker	5/6/2021 18:25	5/6/2021 18:30	59
167	Yes	ubaldoj		5/6/2021 18:29	5/6/2021 18:30	48
168	Yes	ubaldoj			5/6/2021 19:18	17
169	Yes	S	A	4/20/2021 10:21	5/6/2021 18:42	9
170	Yes	Pat	Kory	5/5/2021 2:49	5/6/2021 18:41	10
171	Yes	Perias	Pillay	5/6/2021 18:32	5/6/2021 18:32	118
172	Yes	Perias	Pillay		5/6/2021 18:56	95
173	No	Shawn	Graham	5/1/2021 22:29	--	--
174	Yes	Nikki	Legesse	5/6/2021 19:12	5/6/2021 19:12	36
175	Yes	Michael	Dias	5/6/2021 18:27	5/6/2021 18:30	121
176	Yes	Micha	Kempe	5/6/2021 19:18	5/6/2021 19:18	10
177	No	SARAH	WHITAKER	4/15/2021 13:33	--	--
178	No	Melanie	Wong	4/20/2021 22:38	--	--
179	Yes	Saroya	Sandiford	5/6/2021 18:22	5/6/2021 18:37	83

	Attended	First Name	Last Name	Registration Time	Join Time	Time in Session (minutes)
180	Yes	Ann	Rubin	5/6/2021 19:41	5/6/2021 19:41	50
181	Yes	Jan	Yonan	5/6/2021 18:38	5/6/2021 18:38	75
182	No	Aria	Cataño	4/9/2021 13:43	--	--
183	No	carolyn		4/26/2021 18:22	--	--
184	Yes	Nancy	Way	5/6/2021 19:04	5/6/2021 19:04	87
185	No	ana	vallianatos	4/22/2021 11:56	--	--
186	Yes	Sam	B	5/6/2021 18:29	5/6/2021 18:30	121
187	Yes	Alan	Rodriguez	5/5/2021 15:00	5/6/2021 18:53	6
188	Yes	Rebecca	Kalauskas	5/6/2021 18:30	5/6/2021 18:30	15
189	Yes	Rebecca	Kalauskas		5/6/2021 18:45	105
190	Yes	Rebecca	Kalauskas		5/6/2021 19:11	1
191	Yes	Jeffrey		5/6/2021 18:30	5/6/2021 18:30	1
192	Yes	Jeffrey			5/6/2021 18:30	1
193	Yes	Jeffrey			5/6/2021 18:32	50
194	Yes	Jeffrey			5/6/2021 19:22	56
195	Yes	Joe	Linton	5/6/2021 17:06	5/6/2021 18:30	75
196	Yes	Tony	Hoang	5/6/2021 19:12	5/6/2021 19:12	78
197	Yes	Catherine	Brobeck	5/6/2021 18:30	5/6/2021 18:30	91
198	Yes	Alexander	Gurfinkel	5/6/2021 17:51	5/6/2021 18:30	66
199	No	Matthew	Pearson	5/6/2021 18:32	--	--
200	Yes	Karen	O'Keefe	5/6/2021 18:28	5/6/2021 18:30	73
201	Yes	P	Chen	5/6/2021 18:15	5/6/2021 18:30	62
202	Yes	P	Chen		5/6/2021 19:31	60
203	Yes	lisa	Landworth	5/6/2021 18:22	5/6/2021 18:30	72
204	Yes	Ted	Green	5/6/2021 18:40	5/6/2021 18:40	110
205	Yes	Jerard	Wright	5/6/2021 18:28	5/6/2021 18:30	121
206	Yes	MaryL	Calhoun	5/6/2021 18:34	5/6/2021 18:34	56
207	Yes	Eric	Gordon	5/6/2021 18:32	5/6/2021 18:32	49
208	Yes	John	Roberts	5/6/2021 18:07	5/6/2021 18:30	59
209	No	Sepi	Shyne (She|Her|Hers)	5/4/2021 8:49	--	--
210	Yes	ryan	holman	5/6/2021 19:19	5/6/2021 19:19	50
211	Yes	A. Lee	WALKUP	4/15/2021 14:18	5/6/2021 18:30	121
212	Yes	Jane	Kim	5/6/2021 18:35	5/6/2021 18:36	36
213	Yes	Michael	T.	5/6/2021 19:05	5/6/2021 19:05	1
214	No	Jennifer	Thoren	4/28/2021 20:50	--	--
215	Yes	Charles	Zacharie	5/6/2021 18:51	5/6/2021 18:51	95
216	Yes	Steffen	Gruber	5/6/2021 8:50	5/6/2021 18:30	50
217	Yes	NoeMendoza		5/6/2021 20:00	5/6/2021 20:00	31
218	Yes	Nona	Friedman	5/6/2021 18:19	5/6/2021 18:30	47
219	No	Engracia	Figueroa	5/6/2021 10:20	--	--
220	Yes	Paul	M	5/6/2021 19:30	5/6/2021 19:30	61
221	Yes	Brendan		5/6/2021 18:28	5/6/2021 18:30	22
222	Yes	Brendan			5/6/2021 18:54	29
223	Yes	Brendan			5/6/2021 19:24	4
224	Yes	David		5/6/2021 18:17	5/6/2021 18:30	55
225	Yes	David			5/6/2021 19:14	67
226	Yes	David			5/6/2021 19:25	57
227	Yes	Craig	Peterson	5/6/2021 19:16	5/6/2021 19:16	75
228	Other Attended					

From:	noreply@salesforce.com on behalf of Community Relations
To:	Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject:	Thank you for your inquiry Aaron
Date:	Friday, May 21, 2021 7:32:25 AM

---------- Original Message ----------
From: Aaron H [contactaaronh@gmail.com]
Sent: 5/19/2021, 7:01 PM
To: crenshawnorth@metro.net
Subject: Public Comment for Crenshaw North alternatives to study

Hello,

I hope this message finds you well. I would like to urge Metro to consider an additional alternative not currently presented in the draft Crenshaw North Plan. As a resident of Melrose and frequent Metro rider, I think it's clear from the 3 options presented that there is a need to build coverage into the expanded Metro rail system without compromising travel times that none of the options currently address. Please add an additional alternative to study a line along La Brea Ave (similar to the existing La Brea alternative) built with the expansion in mind for a future spur line through West Hollywood (west along Santa Monica from La Brea to La Cienega and then South along La Cienega). This will provide a high-quality transit connection to West Hollywood without sacrificing ridership from the hybrid plan. You can view a proposal for this additional alternative explained here: https://www.youtube.com/watch?v=FzFwWsO30KM&t=847s

Thank you for your consideration! I am looking forward to additional developments on this project! Please let me know if there are additional details I should provide.

Aaron Harris

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Aaron
Date: Wednesday, April 28, 2021 10:35:30 AM

---------- Original Message ----------
From: Aaron Thompson [asthomps@gmail.com]
Sent: 4/28/2021, 7:08 AM
To: crenshawnorth@metro.net
Subject: Re: Public Comment

I will also add that the Hollywood Bowl extension would be critical. We drive to the Bowl multiple times per year. It would take at least our car off the road.

On Wed, Apr 28, 2021 at 7:00 AM Aaron Thompson <asthomps@gmail.com> wrote:

> Hello,
>
> I'm writing to comment on the proposed northern Crenshaw line extension. I'm a homeowner with a family who lives in Leimert Park a few blocks from the Leimert station.
>
> The Fairfax-hybrid would be most useful to me as it would take me to parts of West Hollywood that are of greatest interest.
>
> Thanks,
> Aaron Thompson
>
> Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Aaron
Date: Wednesday, June 2, 2021 5:06:18 PM

---------- Original Message ----------
From: Aaron Hasson [aaron_hasson@sbcglobal.net]
Sent: 5/28/2021, 8:18 AM
To: crenshawnorth@metro.net; mayra.guevara@lacity.org
Subject: Metro Down San Vincente/Fairfax

Hi There,

Just writing this email opposing The Metro route running through San Vincente or anywhere else in 90019/90036. Our area is so densely populated with narrow streets and no parking.

Thanks.

Aaron Hasson
Zone 5
310.980.9938

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Adam
Date: Monday, May 3, 2021 7:30:21 AM

---------- Original Message ----------
From: Adam Darvish [adamdarvish2020@gmail.com]
Sent: 5/1/2021, 1:06 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Scoping Comments

I support this extension to LAX 300%. We need to catch up with NY and Chicago as more tourist visit LA and also more of our residents have jobs that takes them to LAX weekly.
Thank you for ensuring this project will move forward.
Adam Darvish
West Hollywood resident

Sent from my iPhone

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Adam
Date: Tuesday, April 27, 2021 7:48:20 AM

---------- Original Message ----------
From: Adam Spieckermann [adam.spieckermann@gmail.com]
Sent: 4/26/2021, 4:15 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern extension public comment

To whom it may concern:

Metro should include and study a fourth option for the Crenshaw Northern alignment.

This fourth option should be: La Brea plus Santa Monica Spur.

This option would include a spur line along Santa Monica Blvd west to the Pacific Design Center (turning south to terminate in the vicinity of Cedars Sinai).

This spur option would share tracks from the Crenshaw North Hollywood Bowl terminus to the Santa Monica / La Brea Station.

This spur option provides superior neighborhood centered service to West Hollywood, and faster North-South service for all users.

This spur option also has superior expansion possibilities. The spur could be extended east along Santa Monica Blvd and Sunset Blvd to Union Station. The spur could also be extended south to terminate at the Purple (D) Line station at Wilshire / La Cienega.

Both extension options would provide West Hollywood tremendously better transit and connectivity in the future, as those extensions open.

The spur also has approximately the same track mileage, (or less) than the hybrid option under consideration and could be an important cost-saving measure to provide:

Superior service
to More people
at a Lower cost.

I also wish to comment that The three options under consideration all have serious drawbacks:

1. La Brea option has extraordinary travel times but misses most destinations and employment centers further west.

2. Fairfax option misses most destinations and employment centers further west, and would incur a multibillion dollar debacle station connecting to the D line in the extremely challenging soil conditions at the intersection; which will be compounded by complex station siting issues due to the curvature required to turn North on Fairfax south of Wilshire and that

Fairfax is significantly narrower north of Wilshire. A Wilshire/Fairfax station could easily be so tremendously expensive it could drain the entire Crenshaw Northern project's funds and force the line to have a Northern terminus at this location. which would be tragic.

3. The hybrid option reaches the destinations and employment centers, but has extremely long north-south travel times that will deter many riders and profoundly inconvenience those not deterred.

Metro must study a fourth option that provides excellent north south travel time, and also accesses the most destinations and employment centers. The proposed Spur option is the only option that will do both.

Sincerely,
Adam Spieckermann



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Adam
Date: Monday, April 19, 2021 3:18:49 PM

---------- Original Message ----------
From: Adam G. Bass [adamgbass@yahoo.com]
Sent: 4/19/2021, 11:13 AM
To: crenshawnorth@metro.net
Subject: Upcoming Scoping meetings for Crenshaw North

Please consider the increased ridership and opportunities for access to healthcare at nearby hospitals, shopping and commerce at The Grove, and access to the residents of West Hollywood by prioritizing the Fairfax and/or hybrid Fairfax/San Vicente options currently under consideration.

Thank you,

Adam Bass
1000 N. Ogden Drive #2
West Hollywood, CA 90046
cell: 801.414.4586

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Adam
Date: Monday, April 19, 2021 8:39:45 AM

---------- Original Message ----------
From: Adam Linder [infinite3ent@gmail.com]
Sent: 4/15/2021, 9:49 PM
To: crenshawnorth@metro.net
Subject: CNEXT Scoping Period - Public Comment

Hello,

My name is Adam Linder and I am a resident of CD13 in Los Angeles, living in the Hollywood Studio District. It is my belief that this project is one of the most important crossroads in Metro's transit plan.

During this scoping period, what is most important to note is that this cannot be the only high quality transit line in the study area. It's imperative that we initiate studies of a proper E/W line down Santa Monica in addition to this necessary N/S connection. I understand that both West Hollywood and 3rd/Fairfax "deserve" a high quality line, but regardless of this project, both of these directions must be achieved to riders who need it most, even if a future "regional connector" is needed.

My first recommendation would be to complete this project up La Brea Ave, to ensure the quickest and most direct connection between Hollywood and LAX.

However, if this project indeed chooses the Hybrid Fairfax alignment, I request the following to be studied:

- Foremost, to ensure the alignment does not preclude a further extension East down Santa Monica Blvd from the La Brea Station towards the B Line's Vermont/Santa Monica Station, then down Sunset.
- In between the stations at San Vicente/Santa Monica & Fairfax/Santa Monica, in lieu of the current optional station at La Cienega/Santa Monica, a study of a station at La Cienega/Sunset to ensure future-proofing high quality transit access to the Sunset Strip.
- A First/Last Mile solution for the proposed Hollywood Bowl Station to access N Cahuenga Blvd and the Ford Theatre, perhaps with a secondary station access underneath the Hollywood Freeway.
- The inclusion of a secondary station access point for the future Hollywood/Highland station on the SE end of the station, accessing Selma Ave and the future Crossroads of the World development.
- To initiate the study of a further extension North, under Barham to the Burbank Media Center.

Most importantly, if needed to be built in stages, that access to the D (Purple) Line is prioritized as soon as possible.

Thank you so much for your time,

Adam Linder

--

Adam Linder
310.266.0012 (m)
Infinite3Ent@gmail.com

"We don't meet people by accident. They are meant to cross our path for a reason."
- Me (via some prophet who came before me)



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Adam
Date: Wednesday, May 19, 2021 12:27:43 PM

---------- Original Message ----------
From: Adam Faruqi [affaruqi@gmail.com]
Sent: 5/18/2021, 4:28 PM
To: crenshawnorth@metro.net
Subject: Thoughts on Crenshaw-North alignments

To whom it may concern,

I'd like to express some thoughts and worries I have about the current alignment options in consideration for the Crenshaw northern extension, and propose an alternative. None of the three alignments being studied can satisfy everyone. The Fairfax alignment avoids most of WeHo, and the La Brea alignment excludes it altogether. The hybrid option serves the heart of WeHo, but takes a circuitous route that adds considerably to the travel time.

Please consider an alternative. Building the La Brea alignment, with an additional spur to WeHo as per Mr. Nandert's suggestion. You can find a diagram of his suggestion here, at around timestamp 5:28. The La Brea alignment is a crucial north/south link in a city of almost entirely east/west transit lines. If we want this line to be attractive to the people it serves, it HAS to compete with traffic. It has to get you there fast, which the meandering hybrid route will not be able to achieve. Building a spur to WeHo sounds like a temporary fix but in fact it is the wiser option for the long term. The "pink line" has long been desired in LA as a link between Hollywood and Beverly Hills. This would provide it, with additional potential for expansion in both directions, to Venice in the west and Echo Park and Downtown in the East.

Please, the hybrid option is popular but it just does NOT make sense as a transit line. We should absolutely include WeHo in Metro expansion--they deserve it-- but we should not sacrifice the functionality of the system at whole just to include a neighborhood early.

Thank you for listening, and I hope you'll consider this option. I think it would truly be a lot better for the city in the long run than the hybrid option.

Best Wishes,
A concerned Angeleno and Metro rider,
Adam Faruqi

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Adriana
Date: Friday, May 7, 2021 1:25:10 PM
Attachments: image003.png
Metro Crenshaw Northern Extension pdf.html

---------- Original Message ----------
From: Raza, Adriana [araza@lacsd.org]
Sent: 5/7/2021, 12:15 PM
To: crenshawnorth@metro.net
Subject: Metro Crenshaw Northern Extension

Mr. Martin,

Attached please find a pdf copy of the subject NOP Response Letter.

Adriana Raza
Customer Service Specialist | Will Serve Desk
562-908-4288 ext. 2717 | Facilities Planning Department
araza@lacsd.org

LOS ANGELES COUNTY SANITATION DISTRICTS
Converting Waste Into Resources

Website | Facebook | Twitter | Instagram | YouTube

From:	noreply@salesforce.com on behalf of communityrelations@metro.net
To:	Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject:	Thank you for your inquiry Alan
Date:	Wednesday, April 28, 2021 10:37:08 AM

---------- Original Message ----------
From: Alan Ruiz [alan.ruiz65@gmail.com]
Sent: 4/27/2021, 7:04 PM
To: crenshawnorth@metro.net
Subject: Comment Crenshaw North La Brea Alignment & Spur Santa Monica Blvd and down La Cienega

Hi Metro,

My name is Alan Ruiz and I live in Los Angeles. I believe making the Crenshaw Northern Extension down La Brea makes the most sense connectivity-wise. it will enable the fastest and the most streamlined way to get from LAX/South Bay to Hollywood. Plus, LaBrea corridor is densifying quickly there is a ton of new construction in the area. The line should end at a stop at the Hollywood Bowl station where it could get people to events and help alleviate traffic in the corridor. Plus maybe in the future it could even go up to the valley.

As for not including West Hollywood the money saved by not going down Fairfax or San Vicente Hybrid could instead be used to fund a new line spur in that area. It could start at the Purple Wilshire/La Cienega station going up La Cienega or San Vicente to run East on Santa Monica Blvd to go towards the stop at the Hollywood Bowl or continue to reach Dodgers Stadium and Downtown LA. This should be looked into. On a system wide scale this could be beneficial to all.

--
Best Regards,
Alan Ruiz
Email: alan.ruiz65@gmail.com

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Alex
Date: Thursday, May 27, 2021 4:15:28 PM

---------- Original Message ----------
From: [alex.calleros87@gmail.com]
Sent: 5/27/2021, 3:21 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you,
Alex Calleros

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Alexander
Date: Wednesday, May 12, 2021 8:03:46 AM

---------- Original Message ----------
From: Alexander Popov [alexanperov@icloud.com]
Sent: 5/11/2021, 6:41 PM
To: crenshawnorth@metro.net
Subject: Central LA metro connection

My name is Alexander Popov. And I have an idea to connect the LA Expo line light rail, future purple line subway and Red line subway. Because I love LA. And agree with the new rail lines fixing the traffic problem around. And those three metro lines make good transportation to those areas in the core of the city. The only problem is those three lines being hard to get to one another with the only connection being in downtown. And on Vermont Ave. for the two subways. So if you want to get to Santa Monica from Hollywood, you have to go all the way around to downtown to get to the Expo line to there. Same will be with the future purple line subway to Beverly Hills and Century city. And that's why I propose this idea to fix this for the future.

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Alexander
Date: Wednesday, May 5, 2021 3:45:01 PM

---------- Original Message ----------
From: Alexander Popov [alexanperov@icloud.com]
Sent: 5/5/2021, 1:17 PM
To: crenshawnorth@metro.net
Subject: Central LA metro connection

My name is Alexander Popov. And I have an idea to connect the LA Expo line light rail, future purple line subway and Red line subway. Because I love LA. And agree with the new rail lines fixing the traffic problem around. And those three metro lines make good transportation to those areas in the core of the city. The only problem is those three lines being hard to get to one another with the only connection being in downtown. And on Vermont Ave. for the two subways. So if you want to get to Santa Monica from Hollywood, you have to go all the way around to downtown to get to the Expo line to there. Same will be with the future purple line subway to Beverly Hills and Century city. And that's why I propose this idea to fix this for the future.

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Alexander
Date: Friday, April 23, 2021 7:20:20 AM

---------- Original Message ----------
From: Alek [alek3773@gmail.com]
Sent: 4/22/2021, 5:17 PM
To: crenshawnorth@metro.net
Cc: danrwentzeljr@yahoo.com; miegerd@metro.net
Subject: RE: Crenshaw LRT Northern Extension

Dear Metro Representative,

First off, I hope this finds you and your staff in great health and spirit!

I've been following the 'Crenshaw LRT Northern Extension' project since day one, and am happy to comment on it, with expressing my continuous **support**. Among the options proposed, I believe the "**Hybrid**" option would be the best solution: "**FAIRFAX AVE**." LRT alternative plus a "**SAN VICENTE**" **Streetcar** line.

Here are the details.

The "**Fairfax Ave.**" option is the optimal choice due to:

- Fairfax Ave. corridor has the highest density;
- It has the popular pedestrian-oriented destinations;
- It carries the many important points of interest (the Museum district, La Brea Tar Pits, the Grove, 3rd Street Farmer's Market, CBS Studios, Fairfax high school, etc.);
- Will offer a direct connection with the future "Wilshire & Fairfax" subway station.

In addition, we need a rail corridor to also serve the core of West Hollywood (as West Hollywood severely lacks mobility options, and is filled with gridlocks all day long). I am proposing an additional route: a "**West Hollywood connector**" streetcar route.

*Attached please find two images (original was downloaded from Urbanize.LA, and I then photoshopped my suggestions). You can see two (2) corridors:

1) **Fairfax Ave**. LRT alignment (one of Metro's proposed corridors); and
2) **San Vicente / West Hollywood** streetcar route. Please refer to the legend.

There is ample space for a streetcar route both on San Vicente Blvd and Santa Monica Blvd (west of La Cienega) -- thanks to a wide center-median. As I'm sure you know, streetcars used to run in the early-to-mid 20th century both on San Vicente and Santa Monica Blvd. Also, since the streetcar would run at-grade, the construction costs will be relatively low. The streetcar would initiate at San Vicente & Fairfax, and would end at Santa Monica & Fairfax (possibly running underground between La Cienega and Fairfax -- due to at-grade space limitations).

Please seriously consider these two routes, a.k.a. "**Hybrid**" option to be built and operated simultaneously.

*Please forward these suggestions to all parties of interest.

Thank you, in advance, for your consideration.
Sincerely,

--
Alek Friedman
Urban Development / Smart Growth
Beautification Team Committee Member,
Central Hollywood Neighborhood Council
323 . 465 . 8511 Home/Office
213 . 999 . 1273 Cellular
www.ProgrammingAndImaging.com

CONFIDENTIALITY NOTICE:
This information, with any attachments, is confidential and is intended strictly for the individual or entity addressed herein. Any unauthorized review, dissemination, distribution, disclosure, copying, or other use of this information is prohibited. If you are not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, and/or if you received this e-mail in error, please reply to the sender immediately, and delete this material, including any attachments, from your computer. Thank you.



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Melanie Wong; Krista Phipps; Alan Rodriguez
Subject: Thank you for your inquiry Alexander
Date: Monday, April 19, 2021 7:13:37 AM

---------- Original Message ----------
From: Alexander Booth [alexanderbooth@kfalosangeles.com]
Sent: 4/15/2021, 2:32 PM
To: crenshawnorth@metro.net
Subject: Public Comment

Hello,

In regards to the Metro Crenshaw North project;

- The La Brea Route does not connect enough major attractions/jobs/housing to be seriously considered. If significant upzoning occurs around La Brea stations (upzoning that allows 7-10 story multifamily housing, rezoned well in advance of station construction) then the route could then be considered. Otherwise, no.

- The Fairfax Route feels the most optimal to me, it connects major attractions and more dense neighborhoods. It's within a reasonable distance to WeHo that their shuttle bus can serve the last mile to bars from transit stations. Additionally, I think Santa Monica Blvd is a perfect candidate for a streetcar system connecting the Purple Line in Beverly Hills to the Crenshaw North line. This would serve the bars and restaurants along the route particularly well as people can easily get on and off the streetcar.

- The Fairfax/San Vicente Route, while serving the most optimal amount of jobs and housing density, feels convoluted and overly lengthens the time it takes to get from Hollywood to the South Bay. Trying to hit every large target with one train line could easily make the whole project worse, I am not in favor of this option.

In conclusion, the Fairfax route is the most ideal because it hits good targets while still being a time effective route from Hollywood to the South Bay. Seriously consider additional transit projects like BRT or streetcars to serve neighborhoods close to the North Crenshaw line but that are not directly served. The most effective public transit is a system that is redundant.

Thank You,
Alex

ALEXANDER BOOTH, AIA
KFA, LLP
3573 Hayden Avenue
Culver City, CA 90232
(310) 399-7975 x270

ARCHITECTURE / FOR LOS ANGELES

kfalosangeles.com

From:	noreply@salesforce.com on behalf of Community Relations
To:	Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject:	Thank you for your inquiry Alexander
Date:	Wednesday, June 2, 2021 6:38:42 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png

---

---------- Original Message ----------
From: Bazley, Alexander [alexander.bazley@colliers.com]
Sent: 5/28/2021, 11:02 AM
To: crenshawnorth@metro.net
Subject: Public Comment

Hello – I am in full support of metro bringing the subway to West Hollywood! I think all the proposed routes have benefits – but the most important and vital element is to complete the line to West Hollywood to ensure that one of the densest neighborhoods in the City (and USA) has more accessible public transit options available.

Thank you!

Alexander Bazley

Associate Director - Retail | Greater Los Angeles

Real Estate Management Services

Alexander.Bazley@colliers.com | View Profile

Direct +323-785-2571 | Mobile +310-595-4892

Main +323-785-2560 | Fax +1 323-785-2566

7100 Santa Monica Blvd, Suite 70 | West Hollywood, CA 90046 | USA

DRE Lic 01849161

colliers.com | View Privacy Policy


Colliers



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Allan
Date: Wednesday, May 5, 2021 9:22:11 AM

---------- Original Message ----------
From: Allan Feltman [alfeltman@aol.com]
Sent: 5/4/2021, 5:05 PM
To: crenshawnorth@metro.net
Subject: Metro

WeHo Hybrid makes a lot of sense between the options.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Allen
Date: Wednesday, May 19, 2021 12:41:19 PM

---------- Original Message ----------
From: Allen Fogderude [fogderude@gmail.com]
Sent: 5/18/2021, 8:00 PM
To: crenshawnorth@metro.net
Subject: Yes! To rail service down San Vicente

As a homeowner in miracle Mile, I support metro's above ground rail service running down San Vicente between la brea and West Hollywood.
Looking forward to it!
-Allen Fogderude
323-273-7474

Sent from my iPhone

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Allie
Date: Tuesday, May 4, 2021 8:10:26 AM

---------- Original Message ----------
From: Allie Romano [aromano815@gmail.com]
Sent: 5/3/2021, 5:28 PM
To: crenshawnorth@metro.net
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Hi there!

I'm a current resident of West Hollywood and I live near the intersection of Fairfax and Santa Monica. The Fairfax-San Vicente route would greatly improve my life and give me access to public transportation I've desperately been wanting. I'm eager to drive less and want to reduce my carbon footprint. This would make that possible.

Thanks so much,
Allie Romano

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Alma
Date: Thursday, May 27, 2021 3:26:39 PM

---------- Original Message ----------
From: alma carrillo [carrilloalma993@gmail.com]
Sent: 5/27/2021, 11:52 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Hi there,

My name is Alma Carrillo and I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Amanda
Date: Friday, May 7, 2021 7:55:55 AM

---------- Original Message ----------
From: Amanda Laflen [amanda.laflen@gmail.com]
Sent: 5/6/2021, 6:25 PM
To: crenshawnorth@metro.net
Subject: Re: Comments for Metro Rail Extension West Hollywood

To Whom It May Concern-

As a both a West Hollywood resident/person who runs a business in the city, I strongly support the Fairfax/San Vicente hybrid line.

This option would serve more of our residents, and give tourists better way to get around our city. It will also reduce traffic by giving broader and safer transportation access, hopefully creating a space for more bike lanes and better roadways as less people will need to drive short distances/park along our city streets.

Thank you,
Amanda Laflen



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Krista Phipps; Melanie Wong; Connie Mejia
Subject: Thank you for your inquiry Amy
Date: Tuesday, May 25, 2021 8:10:19 AM

---------- Original Message ----------
From: Amy Amsterdam [amyamsterdam@gmail.com]
Sent: 5/24/2021, 5:55 PM
To: crenshawnorth@metro.net
Subject: Comment on Crenshaw Northern Extension Project

Hello Transit Folks:

I live 5 houses from San Vicente/Wilshire in Carthay Circle.

I want to make it known first off that I am not against transit or accessibility or thoughtful urban planning. I am really excited about all of the action in our neighborhood.

That said, I do hope that this rail project is put underground as it really will bifurcate a historic neighborhood in a way that will rip it apart. I think transit is awesome...I even welcome this project and understand the constraints of putting it underground, but we really do need to keep the integrity of one of the first historic neighborhoods in Los Angeles.

Thanks for understanding. I am happy to provide more if needed.

Amy

Amy Amsterdam
310.598.9765



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Andrea
Date: Wednesday, June 2, 2021 5:11:44 PM

---------- Original Message ----------
From: Andrea Garcia [andreaygarcia8@gmail.com]
Sent: 5/28/2021, 4:17 PM
To: crenshawnorth@metro.net
Subject: Support for San Vicente Route

Hello,

My name is Andrea Garcia. I live on South Plymouth Blvd. Los Angeles, CA 90019. Near Pico Blvd, and close to the proposed San Vicente proposed light rail route.

I'm e-mailing to voice my support to the proposed San Vicente route for the phase 2 expansion to the Crenshaw Line.

Please don't let NIMBYs ruin another wonderful public transportation project. The Fairfax route/La Brea route alternative seem to fall short on the amount of potential stations compared to the San Vicente route.

One thing I may recommend is to add a station at San Vicente Blvd / Pico Blvd, where Vineyard Junction once stood. It would be a huge benefit to the community - a community where there is many working class people who do not have access to cars.

Thank you for listening to my plea. I know that future generations will thank you for doing what is right. Thank you.

Regards,
Andrea Garcia



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Andrew
Date: Monday, April 19, 2021 8:32:42 AM

---------- Original Message ----------
From: Andrew Fox [andrew.ellis.fox@gmail.com]
Sent: 4/16/2021, 6:03 PM
To: crenshawnorth@metro.net
Subject: Comments for Crenshaw Northern Extension

In the EIR, please consider a standalone East/West line on Santa Monica Blvd and a standalone North/South line on La Brea. If Metro considers a ~$6bn hybrid alignment feasibly, why not instead spend the ~$3bn on the La Brea alignment, and another ~$3bn on a Santa Monica branch line? This will save time for riders while also setting Metro up for future expansion of the system.



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Andrew
Date: Monday, April 19, 2021 8:31:19 AM

---------- Original Message ----------
From: Andrew Fox [andrew.ellis.fox@gmail.com]
Sent: 4/16/2021, 5:59 PM
To: crenshawnorth@metro.net
Subject: Comments for Crenshaw Northern Extension

I think the best option is the route straight up La Brea. With the money saved from that route, add a spur off the La Brea line that goes down Santa Monica Blvd. to West Hollywood so that West Hollywood is still served. Then, when additional funding is available, that spur can be turned into a full line that goes down Santa Monica Blvd. My proposal is much more efficient than the Fairfax/San Vicente hybrid, while also serving the interests of West Hollywood and setting the line up for further expansion on Santa Monica Blvd., which will be critical in the future.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Andrew
Date: Wednesday, June 2, 2021 3:39:55 PM

---------- Original Message ----------
From: Andrew Tullis [atullis@verizon.net]
Sent: 5/28/2021, 8:48 AM
To: crenshawnorth@metro.net
Subject: Crenshaw Line Extension

I look forward to the Crenshaw line northern extension to get to Hollywood, via the Expo line from the Westside.

Please select either the La Brea or Fairfax route. The hybrid route adds too much time to the trip to Hollywood. The main reason I don't ride Metro more is long trip times.

Western West Hollywood and Cedars Sinai Hospital are best served by a Santa Monica Boulevard to La Cienega line which should be part of Metro's program for these dense areas. Please include a spur from the Crenshaw line to facilitate this expansion. The spur is a much better priority than a Hollywood Bowl station which would only get occasional use.

Thank you,

Andrew Tullis,
Santa Monica



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Andy
Date: Wednesday, June 2, 2021 5:05:32 PM

---------- Original Message ----------
From: Andy Hotchkiss [andy.hotchkiss@gmail.com]
Sent: 5/27/2021, 9:25 PM
To: crenshawnorth@metro.net
Subject: Mid City Metro Stop Request

Hello,

As a resident of the midcity area, we are very excited to have more public transportation in the area as our population, buildings, and community grows with the addition of the metro line.

I am very concerned that there are no stops located from the Midtown Crossing until Fairfax near the grove. That is a 2 mile stretch with no stops for our community to get on or for people to stop and visit our many shops and restaurants on Pico.
Neither of those stops are in the Pico Neighborhood Council limits. Therefore, our residents are not able to walk to a stop or use the metro that is running right through our community.

The Cochran Ave and San Vicente intersection is a great middle location in Midcity with many muli-unit residential buildings and businesses surrounding.
It is a very large intersection with the space to have a stop and would benefit the community greatly.

I am asking that you please consider this location as an additional stop on the line to support the community that the metro is planned to run through.

Thank you,
Andy

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Krista Phipps; Melanie Wong; Connie Mejia
Subject: Thank you for your inquiry Angie
Date: Tuesday, May 11, 2021 7:57:46 AM

---------- Original Message ----------
From: April Barnett: a.b.'s fuzzy babies [fuzzybabies@sbcglobal.net]
Sent: 5/10/2021, 10:15 PM
To: crenshawnorth@metro.net; mayra.guevara@lacity.org
Subject: NO to San Vicente Train!!

To Whom It May Concern:

I have been a stakeholder in Wilshire Highlands for over 25 years. The beauty and serenity that the San Vicente medians offer is unparalleled in the heart of the city. It offers a lovely vista while driving east and west and there's hardly any traffic on this road.

That's why I'm staunchly opposed to the "At Grade" Crenshaw Northern Extension Line cutting through on San Vicente. It is more logical and cost effective for the line to go north on La Brea Avenue where there are no beautiful green medians to destroy; only concrete and pavement which is far more easier and less emotionally taxing than tearing up beautiful trees and MUCH NEEDED GREENERY which currently occupies San Vicente.

PLEASE, PLEASE, do no destroy what little green spaces and peace we have left in this city. I implore you DO NOT EXTEND ON SAN VICENTE!!

Thank you,
April Barnett
1300 Block S. Mansfield Avenue



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriquez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Annaleigh
Date: Thursday, May 27, 2021 5:15:38 PM
Attachments: image001.png
image002.png
image003.png
image004.png
IGR10384 NOP Metro Crenshaw Northern Extension pdf.html

---------- Original Message ----------
From: Annaleigh Ekman [ekman@scag.ca.gov]
Sent: 5/27/2021, 3:39 PM
To: crenshawnorth@metro.net
Cc: au@scag.ca.gov; luo@scag.ca.gov; law@scag.ca.gov
Subject: SCAG Comments on the NOP of a DEIR for the Metro Crenshaw Northern Extension [SCAG NO. IGR10384]

Good afternoon Roger,

Please find attached SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Metro Crenshaw Northern Extension [SCAG NO. IGR10384].

Please contact me at (213) 630-1427 or IGR@scag.ca.gov if you have any questions or difficulties with the attached file.

In light of the coronavirus and other public health concerns, please be advised that a majority of SCAG staff are teleworking with limited access to the SCAG offices. Therefore, if you wish to submit documents for IGR review, please submit it online via the IGR webpage or via email to IGR@scag.ca.gov.

Thank you!

Intergovernmental Review (IGR) Program

Annaleigh Ekman (she/her), Assistant Regional Planner

Tel: (213) 630-1427

IGR@scag.ca.gov

SCAG
INNOVATING FOR A BETTER TOMORROW

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

900 Wilshire Blvd., Ste. 1700, Los Angeles, CA 90017



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Annie
Date: Thursday, May 27, 2021 2:42:33 PM

---------- Original Message ----------
From: annie bolding [anniebolding@gmail.com]
Sent: 5/27/2021, 9:28 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Hi there,

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you!!!

Best,
Annie B.

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Annie
Date: Thursday, May 27, 2021 2:43:07 PM

---------- Original Message ----------
From: annie bolding [anniekbolding@me.com]
Sent: 5/27/2021, 9:33 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Hi there,

I'm Annie Bolding and I live in Santa Monica and 100% support this!

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Best,
Annie

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Anthony
Date: Tuesday, May 18, 2021 9:34:04 AM
Attachments: 07-LA-2021-03555 Crenshaw LAX Northern Extesion Transit Corridor Project - NOP - SIGNED .pdf.html

---------- Original Message ----------
From: Higgins, Anthony@DOT [anthony.higgins@dot.ca.gov]
Sent: 5/14/2021, 4:06 PM
To: crenshawnorth@metro.net
Cc: state.clearinghouse@opr.ca.gov
Subject: Caltrans District 7 Comment Letter - Crenshaw / LAX Northern Extension Transit Corridor - NOP - SCH# 2021040368 - GTS# 07-LA-2021-03555

Greetings,

Please see the attached Caltrans comment letter for the following project:

Crenshaw / LAX Northern Extension Transit Corridor – NOP

SCH# 2021040368

GTS# 07-LA-2021-03555

Best,

Anthony Higgins

Associate Transportation Planner

Caltrans District 7, Division of Planning

100 S. Main Street, MS-16

Los Angeles, CA 90012

(213) 266-3574

anthony.higgins@dot.ca.gov



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Anthony
Date: Wednesday, June 2, 2021 4:03:16 PM

---------- Original Message ----------
From: Anthony Denaro [adenaro@gmail.com]
Sent: 5/28/2021, 6:40 PM
To: crenshawnorth@metro.net
Subject: I Support the Fairfax-San Vicente Hybrid Alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry April
Date: Wednesday, April 28, 2021 10:36:00 AM

---------- Original Message ----------
From: A.B. [thelinencloset@yahoo.com]
Sent: 4/27/2021, 8:47 PM
To: crenshawnorth@metro.net
Subject: NO to San Vicente Northern Extension Line!

To Whom It May Concern:

I have been a stakeholder in Wilshire Highlands for over 25 years. The beauty and serenity that the San Vicente medians offer is unparalleled in the heart of the city. It offers a lovely vista while driving east and west and there's hardly any traffic on this road.

That's why I'm staunchly opposed to the "At Grade" Crenshaw Northern Extension Line cutting through on San Vicente. It is more logical and cost effective for the line to go north on La Brea Avenue where there are no beautiful green medians to destroy; only concrete and pavement which is far more easier and less emotionally taxing than tearing up beautiful trees and MUCH NEEDED GREENERY which currently occupies San Vicente.

PLEASE, PLEASE, do no destroy what little green spaces and peace we have left in this city. I implore you DO NOT EXTEND ON SAN VICENTE!!

Thank you,
April Barnett
1300 Block S. Mansfield Avenue

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Arya
Date: Thursday, April 29, 2021 3:32:30 PM

---------- Original Message ----------
From: Arya Moalemi [arya.moalemi@gmail.com]
Sent: 4/29/2021, 3:23 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Scoping Comment - Alternative Proposal

Hello,

Would Metro please include and evaluate the following alternative when evaluating the Crenshaw Line northern extension?

The alternative I propose is a spur off the Crenshaw Line northern extension that continues to West Hollywood. This spur would continue from approximately Santa Monica / La Brea along Santa Monica to a stop at Santa Monica / San Vicente (and would potentially continue south along San Vicente or La Cienega). This spur would be off of the Crenshaw Line northern extension that connects the existing Crenshaw/K Line to the Hollywood/Highland or Hollywood Bowl station along La Brea (the La Brea concept).

As someone who lives in Leimert Park and anxiously awaits the completion of the Crenshaw/K Line, the alternative I propose would provide the benefit of a more direct connection between the existing Crenshaw Line to Hollywood and provide ample access to important areas in the very populated West Hollywood neighborhoods.

Thank you very much for your consideration.

Best regards,
Arya Moalemi



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Austin
Date: Monday, May 10, 2021 8:41:07 AM

---------- Original Message ----------
From: Austin [asbrague@gmail.com]
Sent: 5/7/2021, 9:31 PM
To: crenshawnorth@metro.net
Subject: CRENSHAW

Hi there,

I really think LA Metro should consider going with the La Brea alignment. The La Brea alignment would be the most direct route. Instead of the light rail line going through West Hollywood. However, the West Hollywood area could be planned as a spur line later on and then eventually a new east west line.

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Baker
Date: Thursday, May 13, 2021 8:21:35 AM

---------- Original Message ----------
From: Baker Wiles [bkwiles@gmail.com]
Sent: 5/12/2021, 4:42 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my mobile:

Baker Wiles
323-309-0139 mobile



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Barbra
Date: Wednesday, June 2, 2021 3:52:53 PM

---------- Original Message ----------
From: Barbra Rubin [drbarbra@sbcglobal.net]
Sent: 5/28/2021, 12:16 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Scoping Comments

I am a citizen of West Hollywood and I vote NO for the Metro here in West Hollywood
Dr Barbara Rubin
North Kings rd
90069

Sent from my iPad

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Ben
Date: Tuesday, April 27, 2021 7:45:59 AM

---------- Original Message ----------
From: btomimatsucunard [bttomimatsu39@gmail.com]
Sent: 4/26/2021, 7:21 PM
To: crenshawnorth@metro.net
Subject: Re: Comments for Crenshaw northern extension

To whom it may concern,

After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Thanks for your time and consideration. Sincerely, Ben Tomimatsu

--
Ben Tomimatsu
Background Art and Cartoonist

(310) 892-5861
btomimatsu.com

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Ben
Date: Thursday, April 29, 2021 7:57:13 AM

---------- Original Message ----------
From: Ben Pack [benbpack@gmail.com]
Sent: 4/28/2021, 3:11 PM
To: crenshawnorth@metro.net
Subject: Public Comment on Crenshaw North

Hi,

I'm writing in with a comment on the Crenshaw North alignments. My preference would be for a new proposal, as outlined in this video around minute 14, where there is a direct North/South line on La Brea and a new spur line that follows Santa Monica Blvd and then La Cienega or San Vicente to the south. To make the spur line more useful, I think we should explore if buses can share the tunnel similar to the downtown Seattle transit tunnel. Perhaps the initial spur can start by going underneath over-crowded Santa Monica Blvd, and then buses or trains can surface at San Vicente and take the old train right of way south to Wilshire where they can connect to the nearby D line station of La Cienega/Wilshire. This would equate to the same amount of tunneling as the really circuitous hybrid proposal and hopefully not be anymore expensive. It would also allow for future extensions south to Culver City or east to East Hollywood.

I know this new spur line combined with the direct north/south line would offer faster transit times from Hollywood to my neighborhood in West Adams while also providing an important regional connection to West Hollywood. For further context, I used to live at La Brea and Sunset and travel to the area several times a month. I rely on public transit and bicycling to get around.

Thank you for reading my comment.

Ben Patterson-Pack

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Bill
Date: Wednesday, May 26, 2021 7:47:51 AM

---------- Original Message ----------
From: Bill Gordon [bgordon2010@live.com]
Sent: 5/25/2021, 6:32 PM
To: crenshawnorth@metro.net
Subject: West Hollywood Alignment/Crenshaw North

Dear Metro,

I STRONGLY support the alignments that either go up San Vicente or La Cienega. Neither the Fairfax nor La Brea alignments would do much to alleviate traffic and require metro rail service, nor do they serve the critical destinations of Cedars Sinai, the Beverly Center, Boy's Town, and the La Cienega corridor. The La Brea alignment is much too far east, and the Fairfax alignment serves only to benefit Rick Caruso's Grove. Furthermore, the further west alignment of the San Vicente route would, over time, also provide favorable service to Beverly Hills, which none of the other alignments would serve.

Sincerely,
William Gordon
727 Westbourne Dr.
W. Hollywood, CA
310 867 9425

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Blake
Date: Wednesday, June 2, 2021 4:18:42 PM

---------- Original Message ----------
From: [blakeallanfairbanks@gmail.com]
Sent: 5/27/2021, 6:11 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Blake
Date: Wednesday, June 2, 2021 5:00:51 PM

---------- Original Message ----------
From: Blake Phillips-Ríos [phillipsriosb@gmail.com]
Sent: 5/29/2021, 6:33 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Bob
Date: Wednesday, June 2, 2021 5:14:00 PM

---------- Original Message ----------
From: Wolfe, Bob [mail.wolfe@gmail.com]
Sent: 5/28/2021, 7:38 PM
To: crenshawnorth@metro.net
Subject: Statement in Support of the Fairfax Alignment (Alternative #2) for Crenshaw North

Crenshaw North is a critical component to close the north-south transit gap from Torrance to Hollywood. Given the fact that there are no freeways connecting these two areas, Crenshaw North presents an unmatched opportunity to promote sustainability and help meet California's ambitious climate change goals by reducing VMT.

I write in support of Alternative #2 - Fairfax as the most feasible and environmentally desirable route to bring Crenshaw North to fruition within my lifetime.

I live in the Beach Cities / South Bay. A substantial number of our residents work in the creative industries which will be served by Crenshaw North. Their current commuting choices are bleak by automobile, and nonexistent by transit. Our major north-south highway arterials (La Cienega, La Brea, Crenshaw) already have reached capacity. Without Crenshaw North, what will it be like in the next 10-30 years?

Alternative #2 serves key cultural / employment / entertainment centers (LACMA, the Academy Award Museum, Farmers' Market & the Grove, Television City and the Fairfax district) that Alternative #1 would miss.

Alternative #2 has a much greater possibility of securing additional political and financial support from the City of West Hollywood than would Alternative #1. Particularly key is the location of a light rail transit stop at the corner of Santa Monica Blvd. and Fairfax, which can serve as a gateway to the city, with much closer proximity to the myriad of hospitality, entertainment and creative facilities located there.
There's also the possibility that a cadre of well-heeled and well-organized homeowners in Hancock Park would seek to eliminate the proposed Alternative #1 station at Beverly Blvd. / La Brea, much as they did with the Wilshire / Crenshaw station on the Purple Line -- or worse yet, work to delay or scuttle the entire Crenshaw North project altogether through protracted litigation.

Finally, I would note the a transit line up Fairfax Blvd. was the originally planned route for the Red Line from Downtown L.A. to North Hollywood. The routing was dropped only in the aftermath of the Ross Dress For Less methane gas explosion on March 24, 1985.

That transit route up Fairfax Blvd. made sense then and it makes sense now.

We need to designate an alternative that looks good not only on paper, but in reality. Our climate

crisis is real, and will become a critical and immediate issue once we get beyond the pandemic.

Alternative #2 presents the best shot for securing one-seat light rail service from Torrance to Hollywood with costs that may be attainable given this country's newfound emphasis on infrastructure investments that address the daunting challenges posed by global warming.

Thank you for consideration of these comments.

Bob Wolfe, Attorney
Hermosa Beach, CA



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Bobby
Date: Thursday, April 29, 2021 8:00:06 AM

---------- Original Message ----------
From: Bobby Guevara [bguevara2648@gmail.com]
Sent: 4/28/2021, 11:46 AM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Extension

Hello,

I am writing to express my preference in regards to the route for the Crenshaw Northern Extensions. While I understand there are funding and time-related obstacles for this project, I would like to stress that building a disconnected transit system would be as much of an issue as not building one at all. This being said, I think there is a clear approach that should be taken and that would ensure efficient and smooth connectivity for LA County.

I believe that the **Fairfax** route is the smartest option for the Crenshaw Northern Extension. This route connects the most logically for riders travelling North/South from either terminus of this line and passes through high value/demand locations.

I must also state that West Hollywood is correct in realizing and prioritizing transit connectivity in their future development. Due to this, I believe that higher speed transit should be added to this area at another time, but it would not make sense as a part of the Crenshaw Northern Extension.

In my opinion, Central LA is highly developed but under connected. The clearest need at the moment is a quick, efficient North/South corridor and this should be prioritized. Once this is completed, additional East/West and North/South connections can be and should be added. The old Pacific Electric Rail lines used to head East/West on Santa Monica Blvd and Venice Blvd, which should be able to support higher capacity transit service today as well. Western, La Cienega, and Centinela could all serve as North/South BRT corridors if needed.

Thank You,

Bobby Guevara

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Bobby
Date: Wednesday, May 19, 2021 12:30:12 PM

---------- Original Message ----------
From: Bobby Beus [beuslawrite@gmail.com]
Sent: 5/19/2021, 12:04 PM
To: crenshawnorth@metro.net
Subject: Hybrid Metro Line in West Hollywood

I support adding the Crenshaw lines to Farifax and San Vicente. As a resident of West Hollywood this would greatly increase metro transit to support locations that would be sorely missed.

Robert Beus
West Hollywood Resident



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Brady
Date: Wednesday, June 2, 2021 4:42:23 PM

---------- Original Message ----------
From: Brady Goodman-Williams [btgw1025@gmail.com]
Sent: 5/28/2021, 10:26 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Brandon
Date: Tuesday, April 27, 2021 7:44:55 AM

---------- Original Message ----------
From: Brandon Baik [brandonbaik2000@gmail.com]
Sent: 4/26/2021, 8:25 PM
To: crenshawnorth@metro.net
Subject: Comments for Crenshaw northern extension

Dear LA Metro,

After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea for Crenshaw North, plus a Santa Monica spur.

Simply put, the Crenshaw North Fairfax and hybrid options force together two incompatible transit corridors, specifically, the east-west travel corridor on Santa Monica Blvd and the north-south direction of the Crenshaw line. Forcing them together in the Crenshaw "Hybrid" will be to the detriment of both areas, needlessly increasing transit time, and overall being a poor use of LA Metro's funds.

In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise for the neeeds of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. The La Brea route will provide the best possible transit times for the Crenshaw corridor, but it can't do the work alone.

A separate spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders, which they completely deserve. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. It even provides more opportunities for systemwide expansion, such as south/west to the La Cienega/Century City B-Line stations and east towards Downtown LA via Santa Monica Blvd.

The La Brea plus Santa Monica spur concept, in short, is the best of both worlds: it gives the Crenshaw corridor significantly faster travel times between Hollywood/Highland and LAX, serves Santa Monica far better than the convoluted Hybrid option, and will be equally easy to build, if not more so, compared to the hybrid option. (thanks to their roughly equal track mileage).

As a fellow Californian, I urge LA Metro to consider building the La Brea route for the Crenshaw North line while building out the Santa Monica spur to serve West Hollywood.

Thanks for your time and consideration.

Sincerely,
Brandon Baik



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Branko
Date: Wednesday, April 21, 2021 4:24:39 PM

---------- Original Message ----------
From: branko burcksen [brankoburcksen@hotmail.com]
Sent: 4/21/2021, 11:26 AM
To: crenshawnorth@metro.net
Subject: Northern Extension Feedback

I am very excited about this line extending north!

About a year ago, one person summarized the future lines for Metro in a video that included a very brilliant idea for Crenshaw North, which now seems more possible than ever with President Bidens massive infrastructure plan!

https://www.youtube.com/watch?v=FzFwWsO30KM&t=3s



2020 Update on LA Metro Projects - YouTube

Following the 2016 video I made explaining Measure M, here's an update after four years of the measure being in effect. Opinions expressed within are solely ...

www.youtube.com

best,

Branko Burcksen

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Melanie Wong; Alan Rodriguez; Krista Phipps
Subject: Thank you for your inquiry Brent
Date: Tuesday, April 20, 2021 10:09:25 AM

---------- Original Message ----------
From: Brent Bovenzi [brent.bovenzi@gmail.com]
Sent: 4/20/2021, 8:46 AM
To: crenshawnorth@metro.net
Subject: In favor of the La Brea Alignment

Hi there,

My name is Brent and I have been car free in LA since 2016. As such I am very excited to see the Crenshaw North corridor come to fruition. It would be a game changer since driving times won't even be able to compare.

The La Brea alignment is by far the best option and I hope it is the one selected. The main problem Crenshaw North is solving is the lack of good North-South transit in the center of LA. La Brea is the most direct path, which makes it more viable to use it to connect to other metro lines. It also is easily the cheapest option. The other alignments experience "feature-creep" by trying to solve the secondary problem of East-West travel in the area. In reality we need two separate lines to properly address each pattern, by trying to do both in one line we end up worse for it. Trips from Hollywood beyond the Purple would be longer and less competitive. And the E-W corridor is incomplete without a WeHo to Century City connection. A better solution would be to build La Brea to as the best solution to N-S travel, and use the leftover money from a cheaper option to build the start of a separate E-W line along Santa Monica Blvd. In the future, with new funding sources that line could then be extended west to Century City and even east to Glendale.

In conclusion, I hope you select the La Brea option and, as a bonus, study what an E-W shuttle line could look like with La Brea.

--
Brent Bovenzi
bbovenzi.com

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Brett
Date: Wednesday, June 2, 2021 4:16:13 PM

---------- Original Message ----------
From: Brett Womack [brett.womack@gmail.com]
Sent: 5/27/2021, 10:33 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Brian
Date: Thursday, May 27, 2021 5:03:04 PM

---------- Original Message ----------
From: Brian Bosworth [surfandsailsocal@gmail.com]
Sent: 5/27/2021, 9:40 AM
To: crenshawnorth@metro.net
Subject: WeHo Extension

Hi I live near the Beverly-Western stop and I would use Metro much more if the line was extended to connect me to West Hollywood, Cedars, the Grove, and LACMA.
Thank you!

Brian Bosworth
118 Robinson St, Los Angeles, CA 90026
310.430.8377
--
- Brian

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Brian
Date: Thursday, May 27, 2021 4:00:33 PM

---------- Original Message ----------
From: Brian McNutt [brian.mcnutt@yahoo.com]
Sent: 5/27/2021, 3:33 PM
To: crenshawnorth@metro.net
Subject: comments

Hello,

I would like to support the Alternative 3: Fairfax–San Vicente Alternative (Hybrid)
I live in West Hollywood and this would be great to get us to other amazing destinations in LA County.

Brian McNutt



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Brian
Date: Tuesday, May 18, 2021 10:39:54 AM

---------- Original Message ----------
From: Brian Custer [brian.l.custer@gmail.com]
Sent: 5/16/2021, 11:58 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sincerely,
Brian Custer
310.433.5851

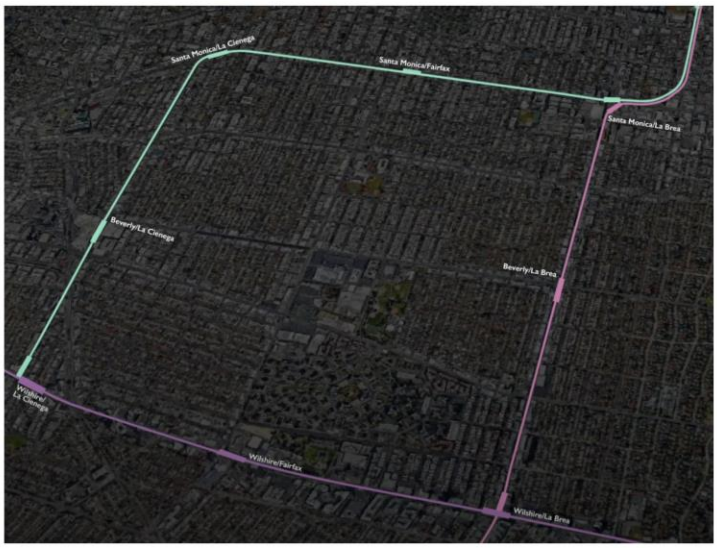


From:	noreply@salesforce.com on behalf of Community Relations
To:	Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject:	Thank you for your inquiry Brian
Date:	Wednesday, May 5, 2021 9:28:38 AM
Attachments:	Screen Shot 2021-05-04 at 6.35.28 PM.png

---------- Original Message ----------
From: Brian Girvan [bgirvan@gmail.com]
Sent: 5/4/2021, 6:37 PM
To: crenshawnorth@metro.net
Subject: Public Comment

Hello,

I'd like to submit a public comment requesting that a La Brea+Spur option be added to the environmental review. See example below.



Thank you!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Brian
Date: Wednesday, June 2, 2021 4:56:17 PM

---------- Original Message ----------
From: Brian Rubin [brianrubin88@gmail.com]
Sent: 5/28/2021, 4:21 PM
To: crenshawnorth@metro.net
Subject: Lines to Study

Hi,

When you are studying Crenshaw north routes, I would like you to consider studying a plan to build the line through La Brea and adding a spur that goes through West Hollywood. The hybrid route, while considerate to West Hollywood, is going to make using the Crenshaw line much slower for everybody else. Thank you!

Best,
Brian Rubin

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Bridget
Date: Wednesday, May 26, 2021 7:27:37 AM

---------- Original Message ----------
From: Bridget Hoffman [bridget.hoffman7@gmail.com]
Sent: 5/25/2021, 6:44 PM
To: crenshawnorth@metro.net
Subject: San Vicente line

Many are insisting that the entire line MUST BE UNDERGROUND on San Vicente. I agree!! I personally feel that having a portion of the line above ground would be harmful to the fabric of the neighborhood, functionally splitting a community in half with heavy infrastructure which can never be undone.
Thank you for safeguarding our HPOZ neighborhood, as we have all done these many years.
Bridget Hoffman
6144 Barrows driv.
Los Angeles, CA 90048



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Britta
Date: Friday, May 7, 2021 3:23:21 PM

---------- Original Message ----------
From: Britta Diaz [britta@brittadiaz.com]
Sent: 5/7/2021, 2:14 PM
To: crenshawnorth@metro.net
Subject: In favor of the Hybrid model

Hi,

I am unable to attend the zoom tonight but work in WeHo. I strongly support the Hybrid Model and wanted to voice that.

Thank you!

Britta Diaz
424-235-0577
www.brittadiaz.com
Berkshire Hathaway Home Services
Dre: 01900581

Please excuse any spelling errors! Sent by iPhone.

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Bruce
Date: Wednesday, June 2, 2021 3:57:03 PM

---------- Original Message ----------
From: Bruce Wright [brucewright@earthlink.net]
Sent: 5/29/2021, 9:36 AM
To: crenshawnorth@metro.net
Subject: Go Metro! favoring La Brea

I have just reviewed the storymaps with alternatives for the proposed Crenshaw Northern extension. I live in the Miracle Mile area (for 20 years), in a block just north of San Vicente.

Of the alternatives, the La Brea route makes the most sense to me, but I am strongly supportive of any and all development of public transit in LA.

Thank you!

Bruce Wright
1218 S Cloverdale Ave, Apt C
Los Angeles, CA 90019

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Bryan
Date: Tuesday, May 4, 2021 8:14:15 AM

---------- Original Message ----------
From: Bryan Holdman [bstylin@mac.com]
Sent: 5/3/2021, 6:18 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I am a ten year West Hollywood homeowner and twelve year resident. I currently live on the east side, near Santa Monica Boulevard and La Brea. I fully support the hybrid alignment route for a Crenshaw North extension option. Having rail as a public transit option is something that makes me want to stay in this area for years to come.

Currently, my closest station is Hollywood/Highland — over a mile away. I appreciate the proximity, which gives me access to the downtown area for dining and cultural events… but it isn't quite convenient to use regularly without some kind of "last mile" solution to get me there. This hybrid extension is so appealing because it could close that gap… and also offer me a rail option for so many close-to-home attractions that I would normally drive to. I can't help but celebrate the choice that would connect me personally to so many more local businesses and services with a significant benefit to the environment!

The hybrid alignment is an option that serves many needs. It covers ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site (slated for redevelopment), LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The hybrid would serve four times as many jobs and twice as many residents than the La Brea alignment — with more new stations, and twice as many jobs per station.

Having rail service through our community, for workers, residents and tourists, is vital to West Hollywood's continued success as a center of creative work, entertainment, nightlife and quality living. This is one of the best areas in the Greater L.A. Basin in which to live, work and play and I would like to see us continue to thrive.

Thank you,

Bryan M. Holdman

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Bryan
Date: Friday, May 7, 2021 7:30:13 AM

---------- Original Message ----------
From: Bryan Sexton [bryan@distilledmedia.com]
Sent: 5/6/2021, 7:17 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: In Support of the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Dear Metro Crenshaw North Team,
Thanks for all your work on the Zoom meetings and super excited about this Crenshaw North project and the possibility of this line coming into West Hollywood's Santa Monica / San Vicente area and possibly even to Santa Monica @ LaCienega!

Having moved from NYC to West Hollywood almost 15 years now (living close to LaCienega @ Sunset), the addition of a metro rail line through this area would not only personally benefit me and my family but also all the tenants and tourists that travel to/from the Sunset Strip or WeHo SaMo Strip area on a daily basis.

Also you could imagine my surprise when I moved from NYC to LA (Back in 2002) to find that the Metro lines didn't hit ANY of the tourist sites aside from Universal Studios and Downtown. I'm glad that we now have a train to the ocean but we need to hit more popular areas. It bodes well for a city when it can transport its denizens from the airport to where they need to go WITHOUT having to rent a car (or get into your own car).

If the "Fairfax / San Vicente Hybridb" line is chosen, I believe it will become a no-brainer with regard to airport trips to/from the Sunset Strip hotel / WeHo district for tourists and our tenants alike, not to mention all the shopping that would be done by connecting the Beverly Center or the Farmer's Market / Grove at the LaCienega @ Beverly and Fairfax @ 3rd stations.

Personally I believe this would become the most used line in the Metro system.

Thanks for your time and please let me know if I can be of any help!

Best
Bryan

Bryan Sexton | Producer (PGA, ATAS)
T: +1 (310) 819-9650 | M: +1 (310) 433-5213
9350 Wilshire Blvd Ste 203, Beverly Hills, CA 90212

CONFIDENTIALITY STATEMENT: This email may contain confidential information. If you are not the intended beneficiary, you are hereby notified that the use of information contained within this email for any purpose is prohibited. If you have received this

email unintentionally, please destroy and contact us immediately at Legal@DistilledMedia.com or (310) 819-9650. Thank you.



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Bryant
Date: Tuesday, May 4, 2021 7:53:40 AM

---------- Original Message ----------
From: Bryant Gomez [bryantgo98@gmail.com]
Sent: 5/3/2021, 8:01 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Extension Comment

Greetings,

I support the Alternative 2: Fairfax alignment with a station at the Hollywood Bowl. I believe that Fairfax serves as a compromise between speed (La Brea route) and connectivity to destinations (Hybrid route). The Fairfax route would serve: LACMA, the Grove/Farmers Market, the shops on Melrose and Fairfax avenues, West Hollywood Gateway, Hollywood/Highland, and the Hollywood Bowl, without swarming through West Hollywood (Hybrid route). The Fairfax route connects to major destinations in Mid-City and West Hollywood without compromising speed and direct connectivity between the E Line (Expo) and the B Line (Red).

Although the La Brea route is the most direct route between the E Line (Expo) and the B Line (Red), La Brea does not have a lot of major destinations compared to Fairfax. Conversely, even though the Hybrid route serves more destinations than Fairfax, it compromises speed and connection to other Metro Rail lines. Having said that, I believe that buses could compliment the Fairfax route by connecting Metro Rail riders to other destinations in West Hollywood.

The Crenshaw North Extension is a once in a lifetime opportunity for residents and commuters of Mid-City and West Hollywood and getting the alignment right is crucial to provide a speedy and well connected rail service to all. If the City of West Hollywood prefers rail over bus service through their city, maybe Metro should revive the "West Hollywood alignment" that was considered during the planning of the Purple Line Extension to West LA. The West Hollywood alignment could follow the Hybrid alignment currently proposed by the Crenshaw Northern Extension project albeit as a separate rail project. In all, I strongly support the Fairfax alignment for the Crenshaw Northern Extension project with a Hollywood Bowl station.

Kind Regards,
Bryant

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Bunok
Date: Thursday, May 27, 2021 3:17:16 PM

---------- Original Message ----------
From: Bunok [bunokk@gmail.com]
Sent: 5/27/2021, 1:07 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Cameron
Date: Friday, April 30, 2021 1:28:50 PM

---------- Original Message ----------
From: Cameron McCamy [cjmccamy@gmail.com]
Sent: 4/30/2021, 1:16 PM
To: crenshawnorth@metro.net
Subject: Comments for Crenshaw North

After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Thanks for your time and consideration. Sincerely,

Cameron



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Carloroberto
Date: Friday, April 23, 2021 12:42:30 PM

---------- Original Message ----------
From: Carloroberto Escobar [carlo.escobarr01@gmail.com]
Sent: 4/23/2021, 11:29 AM
To: crenshawnorth@metro.net
Subject: Input on Crenshaw North Project

Hi,

I am so excited to see metro and the city of Los Angeles moving forward with a project that goes through mid city. I have lived in mid city my entire life and seeing a connection being proposed excites me as this has the potential ability to bring the community closer while getting rid of everyone's biggest foe, traffic. However, I have a few concerns regarding this project. Please consider the option that would cause the least traffic in mid city as the San Vicente metro station already sees a massive amount of traffic. There is currently mild construction being done in front of the shopping center and it has made it very difficult to get by. Would the underground train be the best option?

As for what alternative works best, I liked the extension that goes through west hollywood the most. This is because of the fact that the train would be hitting iconic areas such as the grove. This is a great way to get people to use public transportation instead of their own vehicles. I would also consider how this would impact Fairfax avenue as I know this street is notorious for being traffic heavy due to the one way street between pico and olympic. I am currently reading what I wrote and I think the biggest issue you face is the impact on traffic. Please choose the best option when it comes to making traffic easier and consider the fact that this project will take years to complete.

I am excited for the future of Los Angeles and truly believe that a project like this will benefit the future of our city as well as environment.

Best,

Carloroberto Escobar

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Carmen
Date: Thursday, May 13, 2021 1:13:12 PM

---------- Original Message ----------
From: msbordas [msbordas@gmail.com]
Sent: 5/12/2021, 7:43 PM
To: crenshawnorth@metro.net
Subject: Adding a Metro station between Mid-Town/Wilshire

Hello,
I noticed that there is no station planned near La Brea as the train turns to go North.

As a resident here near La Brea, this is the way that we can engage with the new transit. If there is no train in our area, then the train is just going through our area. (near Olympic/San Vicente). This does gives residents here all the headache of the train and very little of the benefits. That does not seem equitable.

Please look into adjusting this plan to provide for a stop on La Brea in between MidTown Crossing and the next stop on Wilshire.

Further, I do not support the train going down San Vicente to Fairfax, because there are no destinations on San Vicente. We need to preserve the green space here. It is very valuable green space in the middle of the city, it is far and few between. This needs to be included in any environmental study.

I would like a response to this email.
Carmen



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Carmen
Date: Thursday, May 13, 2021 1:13:12 PM

---------- Original Message ----------
From: msbordas [msbordas@gmail.com]
Sent: 5/12/2021, 7:43 PM
To: crenshawnorth@metro.net
Subject: Adding a Metro station between Mid-Town/Wilshire

Hello,
I noticed that there is no station planned near La Brea as the train turns to go North.

As a resident here near La Brea, this is the way that we can engage with the new transit. If there is no train in our area, then the train is just going through our area. (near Olympic/San Vicente). This does gives residents here all the headache of the train and very little of the benefits. That does not seem equitable.

Please look into adjusting this plan to provide for a stop on La Brea in between MidTown Crossing and the next stop on Wilshire.

Further, I do not support the train going down San Vicente to Fairfax, because there are no destinations on San Vicente. We need to preserve the green space here. It is very valuable green space in the middle of the city, it is far and few between. This needs to be included in any environmental study.

I would like a response to this email.
Carmen



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Caroline
Date: Wednesday, April 21, 2021 4:21:06 PM

---------- Original Message ----------
From: Caroline Clark [caroline@deltavproductions.com]
Sent: 4/21/2021, 11:20 AM
To: crenshawnorth@metro.net
Subject: Public Comment re: Crenshaw North

Hello,

Writing in support of adding a La Brea+Spur alternative to the Crenshaw North study, with the spur being a separate line that breaks off from the Crenshaw Line at La Brea/Santa Monica to go into West Hollywood on Santa Monica. West Hollywood needs a train, but the hybrid option is not the right choice.

Best,
Caroline

Caroline Clark
Producer
Delta-v Productions
caroline@deltavproductions.com

This message contains information which may be confidential and privileged. Unless you are the addressee (or authorized to receive for the addressee), you may not use, copy or disclose the message or any information contained in the message. If you have received the message in error, please advise the sender by reply e-mail and delete any version, response or reference to it. Thank you.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Carter
Date: Tuesday, May 25, 2021 8:30:09 AM

---------- Original Message ----------
From: Carter Bravmann [carterbrav@aol.com]
Sent: 5/23/2021, 5:51 PM
To: crenshawnorth@metro.net; info@whamrail.com
Cc: carterbrav@aol.com; jamiko@aol.com
Subject: I support the Fairfax-San Vicente Hybrid alignment for Crenshaw North

I live in the hills just north of West Hollywood (1625 N. Crescent Heights Blvd., LA 90069). Sunset Blvd., Santa Monica Blvd. and La Cienega Blvd. are all heavily congested streets.

Access to the subway in heavily congested West Hollywood would substantially improve the viable transportation options for thus very transit (rail) deprived portion of L.A. Country.

Thank you,

Carter C. Bravmann,
Architect



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Catherine
Date: Thursday, May 13, 2021 9:32:18 AM

---------- Original Message ----------
From: Catherine Collins Bott [cmcolli@gmail.com]
Sent: 5/13/2021, 8:45 AM
To: crenshawnorth@metro.net
Subject: Metro Line Stop in Mid City

To Whom It May Concern,

As a resident of the Mid City area, we are very excited to have more public transportation in the area as our population, buildings, and community grows with the addition of the metro line.

I am very concerned that there are no stops located from the Midtown Crossing until Fairfax near the grove. That is a 2 mile stretch with no stops for our community to get on or for people to stop and visit our many shops and restaurants on Pico.
Neither of those stops are in the Pico Neighborhood Council limits. Therefore, our residents are not able to walk to a stop or use the metro that is running right through our community.

The Cochran Ave and San Vicente intersection is a great middle location in Mid City with many muli-unit residential buildings and businesses surrounding.
It is a very large intersection with the space to have a stop and would benefit the community greatly.

I am asking that you please consider this location as an additional stop on the line to support the community that the metro is planned to run through.

Thank you,

Catherine

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Chad
Date: Tuesday, May 25, 2021 4:16:50 PM

---------- Original Message ----------
From: Chad Escarcega [cdescarcega@yahoo.com]
Sent: 5/25/2021, 1:46 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It%2??s important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)%2??and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let%2??s get it right the first time. Let%2??s pick the Hybrid. And let%2??s #FinishTheLine!

Sent from Yahoo Mail on Android

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Charles
Date: Wednesday, June 2, 2021 4:48:22 PM

---------- Original Message ----------
From: Charles Ryan [charlesjryan@gmail.com]
Sent: 5/28/2021, 7:21 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Charles
Date: Monday, June 7, 2021 12:49:12 PM

---------- Original Message ----------
From: CSC ARCHITECTURE [cscarc@gmail.com]
Sent: 6/5/2021, 10:20 AM
To: crenshawnorth@metro.net
Subject: crenshaw north extension

To whom it may concern,

I was recently posting to a comment on Nextdoor re the Crenshaw North Extensions alternative routes and thought to send my comment in to Metro:

I apologize for the length of this post but a lot to unpack so to speak: I am encouraged by the community engagement on this post and am mulling over all the reasoned diversity of view points. This prompted me to take a close review of the MTA Advanced Screening Report for the Crenshaw Northern Extension http://media.metro.net/2020/CNE-Final-Advanced-AA-Screening-Report.pdf updated last year to reveal some semblance of rationality to justify any of the proposed alternative routes and to fairly evaluate the merits beyond my own biases.. Ostensibly the pragmatic direct access to the Hollywood redline is La Brea (LB). Albeit based on the Screening Report itself the La Brea option @ 60'-85' roadway width is a forced fit as proposed with an aerial alignment. The section between San Vicente (SV) and Olympic with onerous transition curves at SV, 60-75' road width, additional road curvatures and constrained intersections throughout require lot acquisition and not only center pylon supports but heavy girders spanning the "constrained" streets with paired pylon supports at the intersections. Can anyone say the Chicago "L" approach? As it is La Brea is experiencing an organic regeneration of sorts. Quite exceptional considering the last year of lockdowns. The small scale commercial retail lots support neighborhood scaled and pedestrian friendly businesses. The overhead aerial engineering disadvantages are completely out of scale for the street. And will kill businesses for many years to come. SV historically followed a perimeter fence road for Rancho La Brea and actually is pre-dated by an ancient Indian path network between local villages/ resources. i.e. LB Tar Pits. It was eventually converted to a rail line and then a roadway cutting diagonally across the Mid Wilshire region today. Growing up in the Miracle Mile (MM) I recall memories of the SV central "Median" to be grass covered, well maintained with large coral trees on it similar to San Vicente in Brentwood/Santa Monica. Many of the trees we see now are replacement trees, there was more open grass area and I do recall kids playing football/ frisbee on the stretch between Redondo and Cochran and people walking their dogs. Indeed in recent years the City started a nascent green belt walking path concept on SV and currently is developing a protected bike path alignment. At this point It is salient to opine that in the scoping meetings the MTA should complement rolling out their 'Transportation Planning Staff' with "Urban Designer Staff" to lend scale and humanity to all

the graphs and charts. MTA should work hand in hand with the City of Los Angeles to develop a more efficient process and integrated result. Maybe this just makes too much sense? The report goes a long way to identify HPOZ's along SV albeit it gives no consideration of the neighborhood between Pico and SV between LB and Fairfax (F) Note the SV alignment transversely bisects the residential area between Pico to Olympic. Does the Pico Neighborhood Council hear this? Two plausible alternatives have come to my mind for consideration: 1) Run the aerial straight down Pico From La Brea (L) to Fairfax (F) with station at Hauser and underground transition and station at Fairfax (F) and Pico (P) then run the line up Fairfax underground with station at Olympic and thus connecting to the Hybrid Option 2 up Fairfax, Beverly etc.... From an accessibility and ease of engineering aspect Pico makes alot of sense with 2 additional stops along Pico, preserving SV "Greenspace" and neighborhood scale etc. Bear in mind the SV alignment as currently configured and historically was used to advantage to *"Make up time and speed"* as there are no stops from Pico/SV to Olympic/Fairfax. It also appears the road width along Pico widens as it approaches Fairfax to allow an underground transition. On the down side, scale issues, 2 additional stops cost, additional route time and underground route Pico to Olympic cost add. 2) Run the SV Option 2 Hybrid line up SV but transition to underground between La Brea and Olympic for approximately 1 mile, "cut and cover" to mitigate cost and reconstruct the roadway above to incorporate a bonafide "Linear Green Space" to unify the Mid-Wilshire Neighborhoods North and South of SV between La Brea and Fairfax/Olympic. I would say this is a compromise solution taking advantage of the SV +75' road width and preserving a nascent linear park/bike path concept to unify neighborhoods bifurcated by SV with a nuanced long range Urban Design Plan yet also taking advantage of speed and cost savings with the construction method.

Regards,

Charles Cordero
Architect

CSC ARCHITECTURE
5820 Wilshire Blvd. Suite 201
Los Angeles, CA 90036 4587
323 899 0299
www.cscarchitecture.com
cscarc@gmail.com

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Melanie Wong; Krista Phipps; Alan Rodriguez
Subject: Thank you for your inquiry Chase
Date: Monday, April 19, 2021 7:43:47 AM

---------- Original Message ----------
From: Chase Wulff [chasewulff@gmail.com]
Sent: 4/18/2021, 6:48 AM
To: crenshawnorth@metro.net
Subject: Crenshaw Line Extension

Hi,

Just putting my two cents in. Looking at the 3 alignments, I think one is missing. There should be an alignment that runs along La Brea with a branch/spur (not sure of technical terms) that should run along Santa Monica through WeHo.

If you think that the meandering hybrid align is an actual option, then I see no reason why the alignment I just suggested can't also be an option. It appears it would be the same amount of track and be much more direct. It also seems to be very popular with other folks I am seeing on a recent online publication's comment section. Hopefully these folks email you as well.

Thanks for you time!

Chase Wulff
Los Angeles

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Chase
Date: Monday, April 19, 2021 7:11:34 AM

---------- Original Message ----------
From: Chase Cohen [chase_alt@icloud.com]
Sent: 4/15/2021, 10:07 AM
To: crenshawnorth@metro.net
Subject: Build Hybrid

Please build the fair fax-San Vicente hybrid alignment with all optional stations and alignments including Hollywood Bowl. We need to connect as much of WeHo as possible!

Sent from my iPhone 12 Pro

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Chase
Date: Tuesday, May 18, 2021 4:56:06 PM

---------- Original Message ----------
From: Chase Cohen [chase.alt@icloud.com]
Sent: 5/18/2021, 4:22 PM
To: crenshawnorth@metro.net
Subject: I support the Fairfax-San Vicente Hybrid alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone 12 Pro

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Chris
Date: Thursday, May 27, 2021 4:10:02 PM

---------- Original Message ----------
From: Chris Burkett [cburkett@westernu.edu]
Sent: 5/27/2021, 11:04 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Chris
Date: Thursday, May 27, 2021 4:02:29 PM

---------- Original Message ----------
From: Chris Duarte [cduarte125@gmail.com]
Sent: 5/27/2021, 3:10 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: Hey! I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Chris
Date: Wednesday, May 19, 2021 1:03:37 PM

---------- Original Message ----------
From: Chris Garcia [laboy8822@yahoo.com]
Sent: 5/19/2021, 12:51 PM
To: crenshawnorth@metro.net
Subject: crenshaw line north extension

Hello,
Please build the hybrid route now and do not split this project up and delay it any longer. It should continue further north too. Thank you



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Chris
Date: Wednesday, June 2, 2021 3:57:32 PM

---------- Original Message ----------
From: Chris Scroggin [chris.scroggin@parklabrea.com]
Sent: 5/28/2021, 11:15 AM
To: crenshawnorth@metro.net
Subject: Fairfax Line and San Vicente/Fairfax Line.

Crenshaw Northern Extension – Project Update April 2021

My name is Chris Scroggin, and I manage Park La Brea Apartments in the Mid-Wilshire area. We enthusiastically endorse either the Fairfax or the San Vicente/Fairfax route. For the same reasons Metro identified in its Scope Presentation, these routes connect Los Angeles residents to more jobs than does the La Brea Ave route. Furthermore, the Fairfax routes will put the 10,000+ rent-controlled residents that live at Park La Brea within walking distance of the Fairfax/Wilshire station that will service the Fairfax and San Vicente/Fairfax routes. This will open employment opportunities north and south of Park La Brea that have been difficult to access without the Crenshaw Line.

Having the Crenshaw North Line so close to over 4,200 rent-controlled apartments would have a tremendous impact on getting its residents out of their cars and into a cleaner mode of transportation. Furthermore, the introduction of the Fairfax or San Vicente/Fairfax route will likely inspire desperately needed apartment development in this area.

In closing, the Fairfax or San Vicente/Fairfax route puts desperately needed transportation within walking distance of the very people who need it the most.

Chris Scroggin CPM®

Senior Vice President of Operations

Prime Group

321 S. Burnside Ave.

Los Angeles, CA 90036

Phone: 323-634-8437

Fax: 323-389-0709

chris.scroggin@primegrp.com

This message is intended only for the designated recipient(s). It may contain confidential, privileged or proprietary information. If you are not a designated recipient, you may not review, copy or distribute this message. If you receive this message in error, please notify the sender by reply email and delete this message. Email transmission cannot be guaranteed to be secure or error-free. Therefore, none of Prime Group, Prime Finance, Prime Residential, or their affiliates represent that this information is complete or accurate and it should not be relied upon as such. All information is subject to change without notice.



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Christof
Date: Thursday, April 29, 2021 12:57:55 PM

---------- Original Message ----------
From: Christof Schroeder [christofcarl@hotmail.com]
Sent: 4/29/2021, 11:54 AM
To: crenshawnorth@metro.net
Subject: Crenshaw North Scoping Comments

Good day,

I'm a West Hollywood resident and I work and travel throughout LA County. I'm excited at the prospect of being able to do so via metro line!

The best possible route for the benefit of businesses and residents is the **Fairfax/San Vicente Route**. This will serve major commercial and residential hubs and contribute to the vibrancy of our beautiful and growing City.

Thank you for your support and consideration!

Christof Schroeder
122 N. Clark Drive, #303
West Hollywood, CA 90048
christofcarl@hotmail.com
(323) 573-7410

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Christopher
Date: Friday, May 7, 2021 7:33:34 AM

---------- Original Message ----------
From: Christopher Roth [cincycats@gmail.com]
Sent: 5/7/2021, 6:41 AM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Extension

My name is Chris Roth, I live at 7214 Fountain Ave and am an 8 year resident of West Hollywood.

I am very excited to hear about the possibility of Metrorail in WeHo!

After reviewing the materials my preference for the location is;

Alternative #3
Followed by
Alternative #2

Thank you for considering my input.

Sincerely,

Christopher Roth
323.915.9937

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Christopher
Date: Wednesday, June 2, 2021 4:26:33 PM

---------- Original Message ----------
From: Christopher Stanley [christopher.stanley@compass.com]
Sent: 5/28/2021, 3:25 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sincerely,

Christopher Stanley
COMPASS
DRE#: 01958503
9454 Wilshire Blvd
Beverly Hills CA 90212

m: 310.803.2722

https://www.compass.com/

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Cody
Date: Thursday, May 27, 2021 2:51:22 PM

---------- Original Message ----------
From: Cody Hoeppner [cody.hoeppner@yahoo.com]
Sent: 5/27/2021, 10:16 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I (Cody Hoeppner, Hollywood) support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Cody
Date: Thursday, May 27, 2021 2:51:22 PM

---------- Original Message ----------
From: Cody Hoeppner [cody.hoeppner@yahoo.com]
Sent: 5/27/2021, 10:16 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I (Cody Hoeppner, Hollywood) support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Cody
Date: Wednesday, June 2, 2021 4:46:56 PM

---------- Original Message ----------
From: Cody Palm [cody_palm93@live.com]
Sent: 5/28/2021, 8:26 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Ginny Brideau
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Conor
Date: Tuesday, May 4, 2021 8:01:07 AM

---------- Original Message ----------
From: Conor Morris [conormorris@gmail.com]
Sent: 5/3/2021, 3:29 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Hi Metro,

As a resident of Liemert Park, within walking distance of the current Crenshaw/Expo Station, I fully support the Fairfax-San Vicente Hybrid Alignment.

This is the route that will best serve my community by opening up South LA to all of the best Mid-City and WeHo destinations.

Im also of the belief that all Major Stations on this new route should be above or below grade. The Expo line @ grade has been an enormous detriment to the traffic flow in our area. At grade stations are not a mistake worth repeating.

--
Conor Morris
conormorris@gmail.com



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Cooper
Date: Tuesday, May 18, 2021 10:37:11 AM

---------- Original Message ----------
From: Cooper Johnston [cooperjohnston2001@gmail.com]
Sent: 5/17/2021, 10:51 PM
To: crenshawnorth@metro.net
Subject: Fourth Alignment Option With Santa Monica Blvd Spur

Dear Metro Staff,

I am excited by the idea of accelerating the construction of the Crenshaw Line Northern Extension since I work in the area to be covered. I would love to see this project completed sooner than the current 2047 plan; however, I think it would be greatly beneficial to add another possible alignment option to the three currently proposed.

The La Brea option is by far the most straightforward and direct route as a logical continuation of the Crenshaw LAX line, and it is the most convenient for north-south travel. Providing good coverage for West Hollywood is also hugely important, but attempting to do this by bending the Crenshaw Line out of the way as in the hybrid alignment proposal is a bad solution for both purposes. These should really be treated as two separate corridors.

The idea put forward in this YouTube video by Nick Andert for a spur among Santa Monica Blvd in addition to the La Brea alignment stood out to me as a great solution. I particularly like the potential for future expansion to the Westside. While funding may not be fully available under current circumstances, this could very well change in the future and I strongly urge you to add this as an option for environmental review and public consideration.

One last note is that I would like to see more be done to make it safe and convenient to bike to and from Metro stations. I like the bike parking that is available and that there are bike paths that run along some lines, but too often stations are located on busy, high-traffic roads with nonexistent or inadequate bike infrastructure, which makes biking out of the question for the vast majority of people. Perhaps some type of initiative could be created to build safe bike routes out into the areas serviced by stations, or does this already exist?

Sincerely,
Cooper Johnston

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Corentin
Date: Tuesday, May 11, 2021 4:57:48 PM

---------- Original Message ----------
From: Corentin Leydis [corentin.leydis@gmail.com]
Sent: 5/11/2021, 3:45 PM
To: crenshawnorth@metro.net
Subject: Comments on Metro Crenshaw line extension

Hello,

First of all, thank you for working on this great and much-needed project. The overall new route(s) makes a lot of sense and we are looking forward to its completion to use it!

However I live in San Vicente, near La Brea, and I am pretty shocked to see a portion of this new route being at-grade/above-grade in a residential area.

I believe it's pretty much common sense to agree on the fact that at-grade/above-grade railway is considered a nuisance and produces a lot of visual and auditive pollution (and also some vibration sometimes). On top of that, the railway would be destroying the greeneries that are currently in the middle of San Vicente, with a lot of beautiful and old-aged threes. Considering the challenges ahead when it comes to climate change, I cannot understand how such a project could have been considering and is still on the shortlist. Especially in a city such as LA, which barely has any public park/green areas.

It's pretty clear that the main decision criteria here is to save money (at whatever cost for the environment(s)). And one reading of the situation is that it's easier to get an above-ground portion to get passed in a residential area because people are more vulnerable, less organized. In comparison to the more commercial areas up north of the line, with developers and businesses more organized to fight such projects.

The impact of creating a non-underground portion on San Vicente would be very shortsighted, changing the landscape of a nice residential area forever. I have always been a strong supporter of urbanization and understand the challenges and opportunities offered by public transit, but in this situation all I am seeing is unfairness.

Hope you will be taking into consideration our comments.

Thank you,
Corentin Leydis
310 721 9618



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Corey
Date: Friday, April 23, 2021 7:19:14 AM
Attachments: Screen Shot 2021-04-20 at 1.49.03 PM copy.png

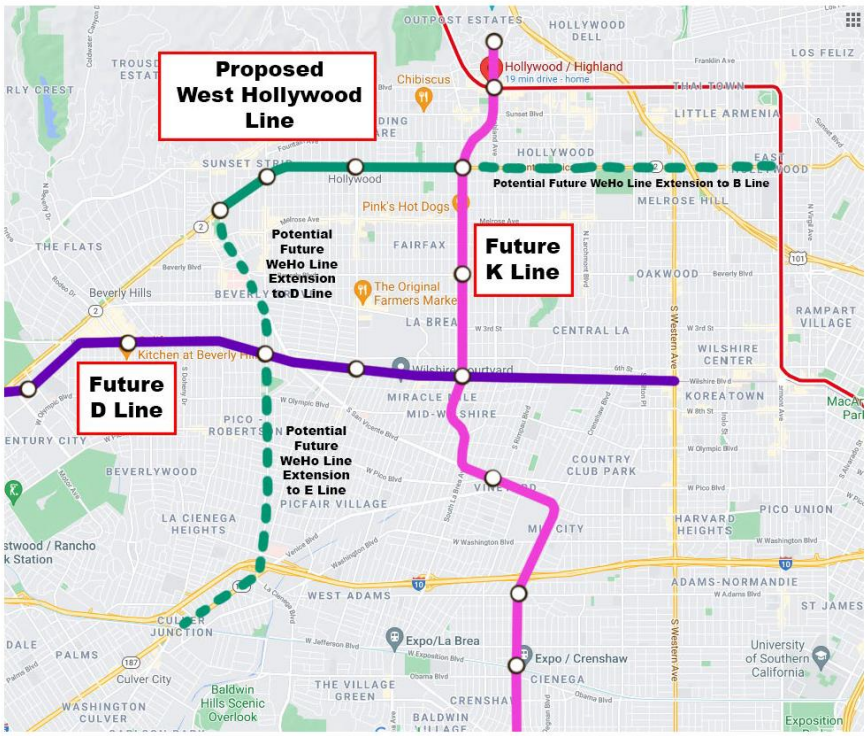
---------- Original Message ----------
From: Corey Barnes [livingfruitvirus@gmail.com]
Sent: 4/22/2021, 3:55 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Comments

Hello.

I wanted to comment on the routes being chosen for Crenshaw North. I am a Glendale resident who works gigs in Hollywood at studios like Titmouse on Santa Monica and Seward, and for someone like myself who wants to use Metro to get where I need to go and quickest, I feel I can comment on these routes. As we are getting our own BRT in the next few years, I think the input from people in our area is going to be more useful as we start depending on the Metro lines to commute.

First off, I'm most in favor of the La Brea alignment because it'll be the fastest. However, I understand the need to serve the residents of West Hollywood. At the same time though, I don't think a primarily north-south line like Crenshaw/LAX is what is needed for that. West Hollywood and Santa Monica Blvd is an east-west running corridor, and while Fairfax is ok but not great, the hybrid alignment is trying way too hard, and twisting the line only makes it less efficient and might cause people like myself to exit and bus or rideshare the rest of the way south just to avoid the WeHo diversion.

What I've drawn below is an idea for a separate, shorter line that runs east-west and connects the Crenshaw line to West Hollywood without impacting efficiency. It can serve the residents of WeHo by getting them onto the Metro, and retain direct flow for a La Brea alignment for people who need to get from Hollywood or the valley to a spot like LAX in a hurry. The east-west line could also be expanded in the distant future to serve areas like East Hollywood, Beverly Hills and Culver City, linking the Red, Purple and Expo lines. It could even travel further east into neighborhoods like Silver Lake or Echo Park.



Thank you and I look forward to more information on the project.

Corey

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Craig
Date: Monday, May 10, 2021 8:31:35 AM

---------- Original Message ----------
From: Craig [craig@muvnday.com]
Sent: 5/8/2021, 11:20 AM
To: crenshawnorth@metro.net
Subject: Comments

Hi,

I'd like to write in support for the San Vicente Hybrid and spur option and a stop at the Hollywood Bowl. I think network coverage and accessibility to more locations is more important than creating a shorter more direct connection that other options offer.

The additional 8 minutes minutes will give access to additional areas is well worth and will increase potential Metro ridership.

Craig Lyn



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Craig
Date: Thursday, May 27, 2021 2:56:58 PM

---------- Original Message ----------
From: Craig Peterson [craigellery@yahoo.com]
Sent: 5/27/2021, 10:14 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Dear Sir or Madam,

I would like to make it clear that I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve **four** times as many jobs and **twice** as many residents than the La Brea alignment.

It is so important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I strongly urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's **#FinishTheLine!**

Thank you for your attention!

Craig Peterson
craigellery@yahoo.com



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Krista Phipps; Alan Rodriguez; Melanie Wong
Subject: Thank you for your inquiry Dan
Date: Monday, April 19, 2021 8:43:03 AM

---------- Original Message ----------
From: Dan Wentzel [danrwentzeljr@yahoo.com]
Sent: 4/15/2021, 1:54 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Metrorail Extension Scopting

Dear Metro,

I want to express my full support for either the Fairfax or Hybrid alignments of the Crenshaw North Metrorail Projects. There are tons of working class jobs at and around The Grove, Television City, Beverly Center, and Cedar Sinai, and West Hollywood, and I believe the area would be better served by these alignments.

I want to recommend removing the La Brea alignment from further consideration which I believe would be a big mistake, as it misses all of the key ridership destinations in the area and would be a wasted opportunity. Using that alignment would be like running the A ("Blue") Line on Alameda and missing the core of downtown.

This area is a YIMBY area for Metrorail, so please bring Metrorail to West Hollywood and Mid-City.

Thank you!

Dan Wentzel
+1-(310)-413-8653
danrwentzeljr@yahoo.com

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Dan
Date: Tuesday, May 11, 2021 12:06:14 PM

---------- Original Message ----------
From: Dan Poineau [dpoineau@gmail.com]
Sent: 5/11/2021, 11:47 AM
To: crenshawnorth@metro.net
Subject: Re: Comments for Crenshaw northern extension

After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur.

The hybrid option is fundamentally flawed because it mixes the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors.

The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro rail service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond.

Thanks for your time and consideration.
Daniel Poineau

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Daniel
Date: Monday, April 19, 2021 9:18:55 AM

---------- Original Message ----------
From: Daniel Clark [daniel.clark.audio@gmail.com]
Sent: 4/19/2021, 8:51 AM
To: crenshawnorth@metro.net
Subject: Public Comment about Crenshaw North

I'd like to voice support for the addition of a study option to the EIR for the Crenshaw North project: an alignment that includes the La Brea option plus a separate spur that goes into West Hollywood from Hollywood and Highland. It would contain less miles of track and fewer stations than the hybrid option, and would solve the problem of West Hollywood getting rail service without creating a long, tortured route that slows down the line for everyone else.

Daniel J. Clark
daniel.clark.audio@gmail.com



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Daniel
Date: Tuesday, May 25, 2021 8:34:00 AM

---------- Original Message ----------
From: Daniel J. Kolodziej [dk@tstlawoffice.com]
Sent: 5/24/2021, 5:52 PM
To: crenshawnorth@metro.net
Subject: Metro Crenshaw Northern Extension/ comments

My wife and I are residents of Carthay Circle for over 20 years. We wish to comment regarding the Metro Crenshaw Northern Extension. We understand that the path of the Crenshaw Northern Extension (that will run on San Vicente before heading north) is currently being considered and that a portion of the rail between the Midtown Crossing Shopping Center and Stanley is proposed at grade and/or aerial on San Vicente Boulevard, and will run through Carthay Circle between Fairfax and Wilshire Boulevard. Carthay Circle is one of the oldest neighborhoods in the heart of Los Angeles, and over the years, has sought to reinforce that historic quality by introducing an Historical Preservation Zone, and registering many properties under the Mills Act. It is currently Those self-imposed restrictions on development have helped preserve the character and quality, quietude and peacefulness, and –importantly- safety, of the neighborhood – not to mention property values and tax base. Placing the metro line above ground through this critical artery in the center of Carthay Circle will forever detrimentally impact the neighborhood, causing additional noise and traffic congestion as well as creating a massive physical barrier and safety hazard right through the heart of the neighborhood. Likewise, it will destroy the parkway that runs along San Vicente, providing shade, wildlife, and a garden like setting in what is otherwise an urban throughway. In effect, an above ground metro line on San Vicente, and at that section of Fairfax to Wilshire in particular will be a horrible blight, not a benefit. Thus, we respectfully urge, nay, demand, that the entire line MUST BE UNDERGROUND on San Vicente.

WE VOTE; please respect our wishes and our homes.

Kind Regards,

Daniel J. Kolodziej and Shanon Trygstad

6286 Del Valle Drive

Los Angeles, CA 90048

(310) 552-0500 (tel)

(310) 552-1306 (fax)

dk@tstlawoffice.com

This email is for the sole use of the intended recipient(s). It may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please alert the sender by reply email and destroy all copies of the original message.



From:	noreply@salesforce.com on behalf of Community Relations
To:	Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject:	Thank you for your inquiry Daren
Date:	Thursday, May 27, 2021 5:12:59 PM
Attachments:	SCH2021040368 Metro Crenshaw Northern Extension NOP-CPUC Comment 05262021 pdf.html

---------- Original Message ----------
From: Gilbert, Daren S. [daren.gilbert@cpuc.ca.gov]
Sent: 5/26/2021, 3:38 PM
To: crenshawnorth@metro.net
Cc: antranig.garabetian@cpuc.ca.gov; ainsley.kung@cpuc.ca.gov; stephen.artus@cpuc.ca.gov; jose.pereyra@cpuc.ca.gov; madeline.ocampo@cpuc.ca.gov; state.clearinghouse@opr.ca.gov; matthew.bond@cpuc.ca.gov; roger.clugston@cpuc.ca.gov
Subject: SCH20210040368 Metro Crenshaw Northern Extension Project - CPUC Comment letter

Mr. Martin:

Attached is the comment letter of the California Public Utilities Commission staff on the referenced NOP for the Metro Crenshaw Northern Extension Project.

Thank you,

Daren Gilbert, Manager

Rail Transit Safety Branch (RTSB)

Rail Safety Division (RSD)

California Public Utilities Commission

180 Promenade Circle, Suite 115

Sacramento, CA 95834

Office Ph 916-928-6858

Cell Ph 916-803-0736

Daren.gilbert@cpuc.ca.gov



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Darien
Date: Wednesday, June 2, 2021 4:08:50 PM

---------- Original Message ----------
From: Darien Battle [darienbattle@gmail.com]
Sent: 5/28/2021, 10:02 AM
To: crenshawnorth@metro.net
Subject: I Support the Fairfax-San Vicente Hybrid Alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Dave
Date: Wednesday, June 2, 2021 4:05:22 PM

---------- Original Message ----------
From: Dave O'Brien [badgerdaveo@gmail.com]
Sent: 5/28/2021, 11:27 AM
To: crenshawnorth@metro.net; +info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriquez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry David
Date: Wednesday, May 19, 2021 12:44:52 PM
Attachments: BurbankCommentLetter_PlanningProgramming_AgendaItem15_NoHoPasadenaBRT_pdf.html

---------- Original Message ----------
From: Kriske, David [dkriske@burbankca.gov]
Sent: 5/18/2021, 4:59 PM
To: goinsc@metro.net
Cc: nohopasbrt@metro.net
Subject: Public Comments - Planning Programming Committee for May 19 - Agenda Item 15

Hello,

Please see the attached public comments from the City of Burbank for tomorrow's Planning and Programming Committee Meeting for Agenda Item 15 – NoHo to Pasadena BRT.

Thank you,

David

DAVID L. KRISKE, AICP
ASST. COMMUNITY DEVELOPMENT DIRECTOR

TRANSPORTATION DIVISION

818-238-5269 | BURBANKCA.GOV | BURBANKBUS.ORG
Working together for a safe, beautiful and thriving community.

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry David
Date: Monday, May 10, 2021 8:38:39 AM

---------- Original Message ----------
From: David Pohl [davidnpohl@gmail.com]
Sent: 5/7/2021, 3:52 PM
To: crenshawnorth@metro.net
Subject: Comments on extension

Hello -

I live in Leimert park and am excited by this project and would use it frequently once opened. Personally the most direct route to Hollywood is my preference, people are more likely to use the train if it is fast and efficient. However if securing funding for this route pushes the timeline out to 2040 then I prefer the option that gets something built sooner, say by 2030, such as the route through W Hollywood. This is less practical but does accomplish more by hitting a number of landmarks, and perhaps for this reason results in more co-funding.

Thank you,

David Pohl, 310-526-1416

From:	noreply@salesforce.com on behalf of communityrelations@metro.net
To:	Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject:	Thank you for your inquiry David
Date:	Tuesday, May 4, 2021 8:15:48 AM

---------- Original Message ----------
From: Dave Kinnick [davekinnick@gmail.com]
Sent: 5/3/2021, 8:08 PM
To: crenshawnorth@metro.net; +info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I live in W. Hollywood near Fountain Ave. and Sweetzer Ave.

I'd like to see the metro come to "downtown" W. Hollywood or come as close as possible.

- David Kinnick



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry David
Date: Thursday, April 29, 2021 12:59:14 PM

---------- Original Message ----------
From: David Holmes [davidallenholmes@gmail.com]
Sent: 4/28/2021, 3:33 PM
To: crenshawnorth@metro.net
Subject: Comments for Crenshaw Northern Extension

After reviewing your existing options, I urge you to consider an additional option: Either La Brea or Fairfax, plus a spur down Santa Monica.

The current hybrid option is a poor compromise that serves no one well, but I strongly believe West Hollywood deserves rail service. A spur line on Santa Monica traveling from Hollywood/Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders and can be extended in the future. A La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond.

Thank you for your consideration.

Sincerely,

David Holmes

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry David
Date: Wednesday, April 28, 2021 10:45:03 AM

---------- Original Message ----------
From: David Goldberg [d.goldberg1992@gmail.com]
Sent: 4/27/2021, 2:31 PM
To: crenshawnorth@metro.net
Subject: Comments for Crenshaw northern extension

Hello,

After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur.

The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors.

The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction

with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond.

Thanks for your time and consideration.

Sincerely,

David Goldberg



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Krista Phipps; Alan Rodriguez; Connie Mejia; Melanie Wong
Subject: Thank you for your inquiry David
Date: Wednesday, April 28, 2021 10:40:28 AM

---------- Original Message ----------
From: David Goldberg [david@davidgoldberg.realtor]
Sent: 4/27/2021, 2:33 PM
To: crenshawnorth@metro.net
Subject: Comments for Crenshaw northern extension

Hello,

After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur.

The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors.

The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact

the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond.

Thanks for your time and consideration.

Sincerely,

David Goldberg--
-David Goldberg
-Real Estate Broker / Independent Realtor

WEB: http://www.davidgoldberg.realtor
EMAIL: david@davidgoldberg.realtor
CELL: 818-966-1227
CA BRE License#: 02009905



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry David
Date: Monday, April 19, 2021 4:01:10 PM

---------- Original Message ----------
From: David Bohnett [dcbohnett@yahoo.com]
Sent: 4/19/2021, 3:54 PM
To: crenshawnorth@metro.net
Subject: In support of the San Vincente metro line

Dear Metro,

I am writing in support of the San Vincente line.

As a resident of Los Angeles, this new subway line is imperative to connect the densely populated West Hollywood area to the rest of Los Angeles.

Expanding access to MORE parts of LA via the subway line is key to the sustainable growth of the city.

My option one is the San Vincente line, with option two being La Brea.

We look forward to seeing this line come to fruition.

Warmest regards,

David Bohnett

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry David
Date: Wednesday, June 2, 2021 5:01:59 PM

---------- Original Message ----------
From: David Viste [dgcviste@gmail.com]
Sent: 5/28/2021, 11:06 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my phone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Derek
Date: Thursday, May 27, 2021 2:24:37 PM

---------- Original Message ----------
From: Derek Bishe [dbishe@icloud.com]
Sent: 5/27/2021, 9:50 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: Crenshaw North Hybrid Alignment all the way!!

Hello! I live in downtown, work in WeHo and spend many evenings in Weho. With the hybrid line I would absolutely drive less as I would be able to get to all the places I want to go in a short walk from the train! Everyday I can leave my car parked in its spot is a huge success for me, and I think this alignment would finally mean more days a year spent taking the train then having to drive! I would be ecstatic!

Also, as a former Hollywood resident I will always say that a Hollywood Bowl station would be incredible. I don't go to the bowl that often (but I would go way more if I could actually get there!) But I was CONSISTENTLY stuck in traffic at the highland exit of the 101 when there were bowl events. It was so bad that even if it wasn't bowl season I would usually extend my trip further past the highland exit in order to avoid the chance of getting stuck in that awful traffic. I've probably spent a full week of my life in stand still there.

That said: Hybrid line will serve way more people and take way more cars off the road than the bowl station, I just think if you can get the Disney's or other Billionaires to buy naming rights to fun a Hollywood bowl station and relieve even more of the traffic nightmares in that area you should pursue it :)

Thanks for your time!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Dmitrii
Date: Wednesday, June 2, 2021 4:46:24 PM

---------- Original Message ----------
From: Dmitrii Garin [timeslidery@gmail.com]
Sent: 5/28/2021, 9:21 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Best
Dmitrii Garin

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Dolly
Date: Monday, April 26, 2021 9:44:36 AM

---------- Original Message ----------
From: Dolly Williams [dollyw@gmail.com]
Sent: 4/25/2021, 2:31 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North

I think that the K line should go north on La Brea to the Hollywood Bowl. Then starting at the Hollywood Bowl There should be a spur called the W Line going with the K line one stop to Santa Monica then turning on to Santa Monica Making stops at Fairfax/Santa Monica and La Cienega/Santa Monica then turning on to La Cienega and making stops at Beverly/La Cienega and Wilshire/La Cienega then either continuing down to Venice or following the D Line to Union Station or Arts District (depending on weather that's added or not) If the The second option is taken then there should be a BRT Line going from Wilshire/La Cienega to Venice called the F



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Dominic
Date: Monday, April 19, 2021 8:35:05 AM

---------- Original Message ----------
From: Dom Soo [doms.soo@gmail.com]
Sent: 4/18/2021, 4:58 PM
To: crenshawnorth@metro.net
Subject: Feedback on Northern Crenshaw Expansion

Hi,

I'm writing to provide feedback on the latest environmental review for the Northern Crenshaw line. I urge metro not to build the hybrid line as it puts the needs of WeHo above the entire system. I feel that the best solution is to build a La Brea line and an additional east-west extension to West Hollywood via SMB.

This line is crucial for for people in Hollywood and the Valley to travel to LAX and vice versa. Building a line that routes through west hollywood is not an efficient system as it adds almost 8 minutes to the journey and costs significantly more to build.

However La Brea is not enough and I do understand the need to stop at more locations especially in WeHo. I'm wondering if there has been discussions of building out an additional line through Santa Monica Blvd. if metro is willing to spend $6bn on a hybrid route, why not spend $3bn on la brea, and another $3bn on the SMB extension?

Please do consider these comments as I'm a metro rider and would love efficiency in our system. We have to think of the larger system as a whole and this needs to be at least 2 separate lines.

Thank you.
--
Dom Soo



From: noreply@salesforce.com on behalf of Ginny Brideau
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Doug
Date: Thursday, April 29, 2021 1:02:48 PM

---------- Original Message ----------
From: Doug Morris [dougmorris1@gmail.com]
Sent: 4/29/2021, 12:35 PM
To: crenshawnorth@metro.net
Subject: Comment on line options

I am a West Hollywood resident and participated in this morning's Zoom meeting on the Crenshaw Northern extension. I am a strong advocate of expanded metro lines and in this project, I would strongly support the hybrid route.

I also would highly support the Bowl extension. Everyone dreads the traffic and the whole departure process from the Bowl and a metro stop would hugely improve things.

Thanks,
Doug Morris

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Dylan
Date: Tuesday, May 4, 2021 4:06:58 PM

---------- Original Message ----------
From: Dylan Giliberto [dylangiliberto@gmail.com]
Sent: 5/4/2021, 2:33 PM
To: crenshawnorth@metro.net
Subject: Comment on Crenshaw North Project

Hello,

Thank you for opening this project to public comment!

I think the Fairfax alternative for the Crenshaw North Project makes the most sense. It will provide a quick connection between the B and D lines, which is important, but also doesn't skip over important destinations.

I also feel that West Hollywood needs a connection, but that the hybrid alternative would make the overall trip time too long. I think, like many others have said, that West Hollywood should be connected by a Santa Monica branch line. It could share all the same facilities, and even be part of the same line as the Crenshaw North Line. It is normal in cities like Boston or London to have branches, and I don't see why this would be any more expensive than the Hybrid alternative.

Furthermore, this option would allow future expansion in a way that makes more sense, and will allow people in the future to move around Los Angeles quickly.

I urge LA Metro to add a fourth alternative, consisting of the Fairfax alternative as well as a branch that heads East towards West Hollywood, to the study. I also believe that it is important to maintain that the majority of the project is grade-separated, either elevated or underground, like how the current three alternatives are.

Thank you for the opportunity to comment!

--

Dylan Giliberto
Student - University of La Verne



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Dylan
Date: Wednesday, June 2, 2021 4:41:22 PM

---------- Original Message ----------
From: Dylan Michael [dylan.ambro@gmail.com]
Sent: 5/28/2021, 10:47 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Kindest regards,

Dylan Michael | Los Angeles
dylanmichaelhair.com | @dylanmichaelhair

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Eduardo
Date: Thursday, May 27, 2021 2:54:23 PM

---------- Original Message ----------
From: Eduardo Paz [eduardospl96@hotmail.com]
Sent: 5/27/2021, 9:51 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

- Eduardo Paz
City: Playa Vista

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Elisabeth
Date: Wednesday, June 2, 2021 3:55:23 PM

---------- Original Message ----------
From: EOClark [elisabeth.clark24@gmail.com]
Sent: 5/27/2021, 9:28 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Scoping Comments

To the Metro Board or Commission

I am writing to you in support of the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

I would urge you to include a Metro stop at Fairfax and Santa Monica Boulevards, as it would serve several residential areas nearby, including Spaulding Square and Sunset Square. This would increase ridership and provide public transportation to an area that is currently congested nearly all day.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B) and potentially even the Hollywood Bowl!

I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process.

Let's get it right the first time. Please choose the Hybrid Line proposal as the preferred route. .Thank you for your careful consideration in this matter that will determine the viability of several residential communities and business areas over the next decades.

Elisabeth O. Clark, Ph.D.
Resident of Sunset Square

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Elizabeth
Date: Wednesday, April 21, 2021 7:35:26 AM

---------- Original Message ----------
From: Elizabeth S. [amaya_elika@yahoo.com]
Sent: 4/20/2021, 10:04 PM
To: crenshawnorth@metro.net
Subject: Scoping comment

Hello,

I saw the youtube video about the crenshaw northern extension. I think the fairfax and san vincente avenue would be best since it goes to the museum, grove, and cedar sinai. Good for shopping and tourism plus for ppl needing to go to cedar sinai. The hollywood bowl connection is good too and would make more ppl go there.

Thank you

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Ella
Date: Tuesday, May 11, 2021 4:59:19 PM

---------- Original Message ----------
From: Ella Smith [ellamsmith89@gmail.com]
Sent: 5/11/2021, 3:53 PM
To: crenshawnorth@metro.net
Subject: San Vicente line comments

hello-
I just wanted to quickly email to thank you for all that youre doing- i think the metro in our neighborhood will be great! but I would like to plea for the section on san vicente to go underground. as a long time resident of this neighborhood (with my windows facing san vicente near cochran) this would absolutely destroy the neighborhood.
This section of the metro should go underground just as the rest of it will be- i find it insulting that the line runs underground in more affluent neighborhoods and then at grade (destroying our neighborhood) in this area. It is a very blatant commentary on the socioeconomic divide in our communities!

Please please take this section underground like the rest of the line!!! Im begging you!!!

thank you
Ella S



From:	noreply@salesforce.com on behalf of communityrelations@metro.net
To:	Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject:	Thank you for your inquiry Emery
Date:	Friday, April 23, 2021 7:21:19 AM

---------- Original Message ----------
From: Chang, Emery M.D. [Med-Peds/HIV] [emerychang@mednet.ucla.edu]
Sent: 4/22/2021, 11:04 PM
To: crenshawnorth@metro.net
Subject: In full support of the Crenshaw North extension

The Crenshaw North extension is LONG overdue and needs to be expedited to reduce traffic and pollution, connect a very landlocked but very popular/populous area to the rest of LA, to give a north/south connection, and give access to key employment areas, entertainment centers and world class neighborhoods.

Though the LA Brea option is the shortest and cheapest, missing the opportunity to connect West Hollywood's Santa Monica Blvd, Cedars, LACMA & the Hollywood Bowl would be a shame. I strongly support connecting these internationally known landmarks to the Metro system. This would improve road safety by giving effective public transport to the millions of visitors to this area by reducing traffic on surface roads, reducing drunk driving and improving the experience for the visitors.

Also considering an exit at La Brea X Melrose from the La Brea X Santa Monica Blvd station maybe of value

Anything we can do to expedite this extension needs to happen given the major growth of office and housing space in the area, limited road capacity and need to reduce our impact on the climate.

Emery H Chang, MD, AAHIVM (Pronouns: he/him/his)
Associate Professor
UCLA CARE Clinic
1399 Roxbury Drive Suite 100
Los Angeles, CA 90035
310.557.2273
310.557.3450 FAX
www.uclahealth.org/carecenter

Santa Monica-UCLA Internal Medicine-Pediatrics
1245 16th Street, Suite 125
Santa Monica, CA 90404
310.315.8900
310.315.8902 FAX
http://www.uclamedpeds.com/

"Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do, so throw off the bowlines, sail away from safe harbor, catch the trade winds in your sails. Explore, Dream, Discover". -- Mark Twain

UCLA HEALTH SCIENCES IMPORTANT WARNING: This email (and any attachments) is only intended for the use of the person or entity to which it is addressed, and may contain information that is privileged and confidential. You, the recipient, are obligated to maintain it in a safe, secure and confidential manner. Unauthorized redisclosure or failure to maintain confidentiality may subject you to federal and state penalties. If you are not the intended recipient, please immediately notify us by return email, and delete this message from your computer. 

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Emmett
Date: Monday, April 26, 2021 9:46:26 AM

---------- Original Message ----------
From: Emmett Broustis [ebroustis@gmail.com]
Sent: 4/25/2021, 3:53 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Alignment

As a public transit enthusiast, I was interested in looking at the alignment options up for review on Crenshaw North. I believe that from a system-wide connectivity perspective the direct alignment along La Brea is most logical, however this leaves West Hollywood mostly unserved. To remedy this I would suggest another alternative to be put up for environmental review in which a spur would be built from the northern terminus of Crenshaw North to West Hollywood along Santa Monica Boulevard. I am not a resident of this area and realize that the alignment options may already be largely finalized, but given the long time frame before construction is set to begin I thought it would be worth giving my input in case anybody else has a similar opinion.

Thank you,
Emmett B.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Enrique
Date: Wednesday, June 2, 2021 4:26:25 PM

---------- Original Message ----------
From: EMD [emd1229@gmail.com]
Sent: 5/28/2021, 3:51 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Eric
Date: Wednesday, May 19, 2021 1:15:19 PM

---------- Original Message ----------
From: Eric Ngov [ericngov22@hotmail.com]
Sent: 5/19/2021, 12:44 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Extension

Please build the hybrid and don't skimp out by doing La Brea, there's nothing there! We need this project now, not in the 2040s.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Eric
Date: Monday, May 10, 2021 8:41:05 AM

---------- Original Message ----------
From: ERIC CARDENAS [mreric@ucla.edu]
Sent: 5/7/2021, 7:46 PM
To: crenshawnorth@metro.net
Cc: mreric@ucla.edu
Subject: Crenshaw North - West Hollywood subway

May 7, 2021

Hello Metro,
I am writing to give my input on the Crenshaw Expansion - West Hollywood Subway line.

I would like to throw my support for the **Fairfax-San Vicente Hybrid**, fully underground. This I feel is the best option to serve the riders and the visiting tourists. Tourists are frequently overlooked in these studies. Most LA visitors do not have cars, so they need this line to visit The Hollywood area and Miracle Mile locations. La Brea can be serviced with more buses. But the West Hollywood area is too busy to add buses. That area is best served with an underground subway that can allow people to access Cedars Sinai, the West Hollywood sheriff station, the Beverly center and farmers market. It is worth the longer and more expensive route, even if it cannot start until 2041

I would like to note that I oppose speeding up construction prior to the 2028 Olympics. It appears that it would not be possible at this point to complete the project prior to the LA Olympic games. If would not benefit the economics of the area around the subway line to have streets torn up when the Olympics are in progress. It would not be a good look for the tourist to see that.

Sincerely,
Eric Cardenas

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Eric
Date: Friday, May 7, 2021 1:26:30 PM

---------- Original Message ----------
From: Eric Martina [ewm91@outlook.com]
Sent: 5/7/2021, 9:57 AM
To: crenshawnorth@metro.net
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

West Hollywood needs rail access! It's such a vibrant and popular destination that is currently underserved by transit, not incorporating this area within the Crenshaw expansion would be a waste.

Thank you for all your work,

Eric.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Eric
Date: Wednesday, June 2, 2021 4:27:03 PM

---------- Original Message ----------
From: Eric Lockwood [lockwoodofavalon@gmail.com]
Sent: 5/28/2021, 1:18 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Erich
Date: Tuesday, April 27, 2021 8:02:38 AM

---------- Original Message ----------
From: Erich Rodriguez [effenerik@gmail.com]
Sent: 4/26/2021, 12:25 PM
To: crenshawnorth@metro.net
Subject: Weho Crenshaw Extension

Hello,

I'd like to submit my preference for the Crenshaw North Extension to run along the 1.) La Brea Alternative route.

As a West Hollywood resident I believe this alternative is cost efficient and runs along a Blvd ripe for a subway.

Thank you,
Erik Rodriguez

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Erik
Date: Wednesday, June 2, 2021 3:38:02 PM

---------- Original Message ----------
From: Erik Van Breene [vanbreene@laconservancy.org]
Sent: 5/28/2021, 11:02 AM
To: crenshawnorth@metro.net
Cc: afine@laconservancy.org
Subject: Comments for the Notice of Preparation of the Metro Crenshaw Northern Extension Project

Mr. Martin,

Please find the Los Angeles Conservancy's comments for the Crenshaw Northern Extension Project attached to this email. Should you have any questions do not hesitate to contact me directly.

Best,

Erik

Erik Van Breene

Preservation Coordinator

Los Angeles Conservancy

523 West Sixth Street, Suite 826

Los Angeles, CA 90014

(213) 430-4206 | vanbreene@laconservancy.org

Pronouns: He / His / Him / Mr.

laconservancy.org

E-News – Facebook – Twitter – Instagram

Membership starts at just $40

Join the Conservancy today



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Ever
Date: Wednesday, May 19, 2021 8:24:04 AM

---------- Original Message ----------
From: Ever Moreno [mever7345@gmail.com]
Sent: 5/18/2021, 5:31 PM
To: crenshawnorth@metro.net
Subject:

I would like to travel to West Hollywood for the Northern Crenshaw Train



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Ever
Date: Wednesday, May 19, 2021 8:23:23 AM

---------- Original Message ----------
From: Ever Moreno [mever7345@gmail.com]
Sent: 5/18/2021, 5:32 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
Thank you

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Ever
Date: Wednesday, May 19, 2021 8:25:10 AM

---------- Original Message ----------
From: Ever Moreno [mever7345@gmail.com]
Sent: 5/18/2021, 5:29 PM
To: crenshawnorth@metro.net
Subject:

I would like the Northern Crenshaw train go thru West Hollywood.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Felipe
Date: Thursday, May 27, 2021 2:51:23 PM

---------- Original Message ----------
From: Felipe Carbonell [frcarbonellm@icloud.com]
Sent: 5/27/2021, 9:40 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Hello,

My name is Felipe and I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

- Felipe Carbonell

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Felipe
Date: Thursday, May 27, 2021 2:51:23 PM

---------- Original Message ----------
From: Felipe Carbonell [frcarbonellm@icloud.com]
Sent: 5/27/2021, 9:40 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Hello,

My name is Felipe and I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

- Felipe Carbonell

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Finn
Date: Wednesday, June 2, 2021 5:04:01 PM

---------- Original Message ----------
From: Early Bird Real Estate [earlybirdrealestate@gmail.com]
Sent: 5/27/2021, 6:35 PM
To: crenshawnorth@metro.net
Subject: Please Don't ByPass Mid-CIty and WE Ho!

To Whom it may concern,

Please extend the metro line up Fairfax! I live in West Hollywood and that would be very useful for me and my business.

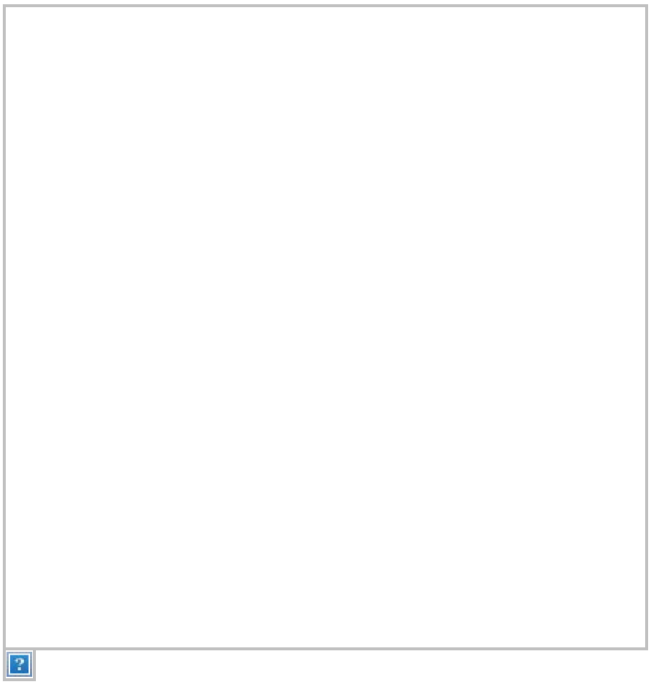
My address is 915 N Genesee Ave, West Hollywood, CA 90046.

Please! Please! Please!

An Avid Voter,

Finn Egan

Early Bird Real Estate, Owner / Compass, Broker Associate
Finneus Egan
Mobile: 310-266-4650
DRE # 01816916
Youtube: https://www.youtube.com/c/EarlyBirdRealEstateFinneusEgan



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Fletcher
Date: Thursday, May 27, 2021 3:27:57 PM

---------- Original Message ----------
From: Fletcher Hurley [f.b.hurley@gmail.com]
Sent: 5/27/2021, 11:37 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Hello,

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

-Fletcher Hurley

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Forrest
Date: Monday, May 10, 2021 8:36:01 AM

---------- Original Message ----------
From: Forrest Hong [forrhong@gmail.com]
Sent: 5/8/2021, 10:58 AM
To: crenshawnorth@metro.net
Subject: Input

Thank you for your presentation this morning.

I am a resident in the Mid-City neighborhood and would like to recommend:
1. Fairfax San Vicente hybrid
2. 100% underground
3. Consider a stop between LA Brea and Redondo Blvd where the population is dense and will offer an aging population in these areas easier access.
4. Yes to a Hollywood Bowl stop.
5. Wondering if the pending Olympics coming to LA can be influential in exploring options to finish the project before 2040.

I appreciate your consideration.

Thank you,
Forrest Hong

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Francisco
Date: Friday, May 14, 2021 8:18:24 AM

---------- Original Message ----------
From: Francisco J. Valencia [fv031691@gmail.com]
Sent: 5/13/2021, 8:09 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Rail Project!!

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project, because it will bring much more Ridership, more Jobs in the Community, and More other destinations in Mid City & WeHo to go much more quicker & faster that taking the Bus such as:

The Grove, Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA, Hollywood Bowl, Museum Row, WeHo Nightlife, Pacific Design Center, West Hollywood Park, and other Fantastic Places!!

I believe that this Alignment will Work for the Future of LA's Transit System!!!

In addition, It will also connect with the Metro Expo Line (E) and of course the Metro Red Line (B)!!!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Francisco
Date: Wednesday, May 19, 2021 12:34:25 PM

---------- Original Message ----------
From: Francisco Contreras [fcontreras@weho.org]
Sent: 5/19/2021, 10:41 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

The Fairfax-San Vicente Hybrid alignment would serve ALL the significant destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents as the La Brea alignment.

More jobs and residents served by the Hybrid alignment will get more people out of their cars and into transit.

We must get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood, connecting with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

E-mail correspondence with the City of West Hollywood (including any attachment) is a public record under the California Public Records Act, which may be subject to public disclosure under the Act.

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Fred
Date: Friday, May 21, 2021 7:35:48 AM

---------- Original Message ----------
From: Fred Tomson [fredthomson54@outlook.com]
Sent: 5/19/2021, 2:16 PM
To: crenshawnorth@metro.net
Subject: Crenshaw extension project

I think La Brea doesn't make sense, please build the other routes as soon as possible, and keep it separated from traffic the whole way



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry g
Date: Wednesday, June 2, 2021 5:13:28 PM

---------- Original Message ----------
From: g t [gltbh@hotmail.com]
Sent: 5/28/2021, 11:07 AM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: STRONGLY OPPOSE the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I strongly oppose the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project.

The Fairfax-ONLY would BETTER serve the major destinations in Mid City and WeHoEAST , including the Grove, the Farmers Market, the CBS Television City Site, LACMA and Museum Row, a range of underserved communities and job centers along the way.

I urge Metro to DENY the Fairfax-San Vicente Hybrid alignment in the environmental process.

Thank you!

GLT
resident of west hollywood

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Gabriel
Date: Tuesday, May 4, 2021 8:16:32 AM

---------- Original Message ----------
From: Gabriel Mu?oz [gabriel_munoz7@hotmail.com]
Sent: 5/3/2021, 8:24 PM
To: crenshawnorth@metro.net
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support this alignment

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Gabriela
Date: Thursday, May 27, 2021 2:53:32 PM

---------- Original Message ----------
From: Gabriela Centanino [gabby2189@gmail.com]
Sent: 5/27/2021, 9:48 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Gabriela
Date: Thursday, May 27, 2021 2:53:01 PM

---------- Original Message ----------
From: Gabriela Centanino [gabby2189@gmail.com]
Sent: 5/27/2021, 9:30 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Gabriela
Date: Thursday, May 27, 2021 2:52:15 PM

---------- Original Message ----------
From: Gabriela Centanino [gabby2189@gmail.com]
Sent: 5/27/2021, 9:31 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Gabriela
Date: Thursday, May 27, 2021 2:53:54 PM

---------- Original Message ----------
From: Gabriela Centanino [gabby2189@gmail.com]
Sent: 5/27/2021, 9:48 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Garrett
Date: Monday, April 19, 2021 8:24:44 AM

---------- Original Message ----------
From: Garrett Wilkinson [garrett.wilkinson@gmail.com]
Sent: 4/16/2021, 2:01 PM
To: crenshawnorth@metro.net
Subject: Public Comment on Crewnshaw Northern Extension

My comment is as follows:

> **Having reviewed the three current concepts, I would recommend the Fairfax route with the Hollywood Bowl extension. The La Brea route, while direct, does not offer as much connectivity to important destinations such as museums and Farmer's Market. The hybrid route is convoluted and tries to go to too many places. Not connecting to Hollywood Bowl would be a missed opportunity and I very much support that optional extension.**

Thanks,

GARRETT WILKINSON, ARCHITECT

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Gary
Date: Friday, May 21, 2021 4:03:07 PM

---------- Original Message ----------
From: Gary Byrne [gary.byrne@live.com]
Sent: 5/21/2021, 11:11 AM
To: crenshawnorth@metro.net
Subject: Scoping Comment

Thank you for all your hard work!

I'm writing in support of the Fairfax/San Vicente Hybrid Alternative.

This option provides the most connectivity to the most key destinations. It is also the only option which fully serves the City of West Hollywood and will provide a vital connection between the core of West Hollywood and the broader regional transit network.

Thank you again and good luck!

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Gary
Date: Monday, April 19, 2021 8:33:29 AM

---------- Original Message ----------
From: Gary Riichir? Fox [garyrfox@gmail.com]
Sent: 4/16/2021, 2:33 PM
To: crenshawnorth@metro.net
Subject: Comments on crenshaw north extension

Hello,

I'd like to voice support for an alternative not currently under consideration. I strongly believe that the Crenshaw line should extend directly north along La Brea to Hollywood and Highland, *only if* Weho is also served, initially, by a dedicated spur from Hollywood and Highland that goes West along Santa Monica Blvd. Eventually this line could swing down San Vicente to meet the Purple Line at the La Cienega station. (This line could then continue down La Cienega and turn West along Venice Blvd at least to the Sepulveda line, though of course this would be decades off.) Though this is clearly a very expensive proposition, it would better establish a framework for future expansion, sensible routing, and a useful transit grid. As it stands, the hybrid route would be insanely slow and become a problem to plan future lines around. If the proposal to develop two lines is a total non-starter, I would support the Fairfax routing as a compromise, though I suspect this will leave Weho less than pleased.

Thanks for your consideration.
Best,
Gary



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Gary
Date: Thursday, May 27, 2021 2:59:04 PM

---------- Original Message ----------
From: Gary M. [gmoshkovich@gmail.com]
Sent: 5/27/2021, 10:37 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Hello,

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Gary



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry George
Date: Wednesday, June 2, 2021 4:06:18 PM

---------- Original Message ----------
From: George Faerber III [faerber3@gmail.com]
Sent: 5/28/2021, 10:49 AM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you
George P Faerber III
950 Larrabee st #201
West Hollywood CA. 90069

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Gidian
Date: Thursday, April 29, 2021 1:41:08 PM

---------- Original Message ----------
From: Gidian Mellk [gidianmellk@gmail.com]
Sent: 4/29/2021, 9:47 AM
To: crenshawnorth@metro.net
Subject: Line extension

Hello -

I am a resident of Carthay Square. I understand you are soliciting comments regarding the proposed extension of the Crenshaw Line. I just wanted to add my two cents and say I would love to have a station at Fairfax and San Vicente. The convenience would be unbeatable.

Thank you!
Gidian Mellk

Sent from my iPhone

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Grace
Date: Thursday, April 22, 2021 8:42:11 AM

---------- Original Message ----------
From: Grace Peng [spikey@gmail.com]
Sent: 4/21/2021, 7:24 PM
To: crenshawnorth@metro.net
Cc: gspeng.lwv@gmail.com
Subject: Support La Brea Route alternative

Folks,

I am looking forward to riding the Crenshaw line from Redondo Beach, whenever it opens. LOL.

I prize fast, direct, frequent & reliable service.
The La Brea line is the most direct and cheapest option.
Although I like to visit LACMA and Beverly Center,
a direct train line followed by a transfer to the Wilshire line or a bus is fine. The faster train ride to Hollywood and shorter build time will do more people more good than a ridiculous sojourn into WeHo.
The 704 on Santa Monica Blvd runs frequently enough for those who need it. Don't slow everyone else down.

With the money you save, perhaps you can roll out BRT on Vermont and Crenshaw, which would really help speed up my trips.

Thanks,
Grace Peng, PhD
Redondo Beach



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Grant
Date: Thursday, May 27, 2021 4:37:52 PM

---------- Original Message ----------
From: Grant Keiner [grant.keiner@gmail.com]
Sent: 5/27/2021, 2:27 PM
To: crenshawnorth@metro.net
Subject: Miracle Mile Rail Routes

Dear Metro,

I am writing because it has come to my attention that Metro has proposed running the Crenshaw north extension above ground alog San Vicente. As someone who commutes along and recreates along the San Vicente multiple times a day and who lives along the proposed line I would ask the Metro run all trains below ground along San Vicente. Running the train at grade would divide the neighborhood. It would increase noise, interfere with bicycle and pedestrian traffic and increase congestion at LaBrea and San Vicente, an increasingly congested area. More importantly it would deprive this neighborhood of the green space that currently exists in the median of San Vicente.

Perhaps worse than these direct impacts is the message this sends. In running the train above ground through this section of while running below grade through the wealthier neighborhoods it tells everyone in the community that Metro does not value the Communities that exist in these les affluent areas and it does not value the existing character of predominantly black and brown neighborhoods as it does those in wealthier whiter areas because it will not bear the cost of construction to build rail access in a way that enhances the community but prefers to divide these communities and trample on their character.

I support increasing rail transit throughout Los Angeles and applaud Metro's dedication to increased mobility and integration of last mile solutions. Running light rail along San Vicente above grade is a mistake that will mar the neighborhood and pit the community against Metro's goals of increased mobility.

Grant Keiner
323-788-4890

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Melanie Wong; Krista Phipps; Alan Rodriguez
Subject: Thank you for your inquiry Gregory
Date: Monday, April 19, 2021 8:00:36 AM

---------- Original Message ----------
From: Gregory Gladkov [gtgladkov@gmail.com]
Sent: 4/18/2021, 3:36 PM
To: crenshawnorth@metro.net
Subject: Take into account a future network when building Crenshaw North

Hello,

I would like to voice a major concern I, and many others have with the current alternatives for the Crenshaw Northern Extension project. The fact that there is an expensive hybrid alternative that snakes around West Hollywood in an attempt to hit all important destinations shows that a single rail line cannot effectively serve the region.

Metro should instead consider a future grid network that does not sacrifice speed and convenience in an attempt to hit every destination. Slow, winding alternatives are not the solution. We cannot repeat the mistakes of the L line near Chinatown, Union Station, and East LA, and the A line near Long Beach.

Instead of the hybrid alternative, metro should consider the La Brea alternative coupled with a spur line down Santa Monica Blvd and La Cienega Blvd. The hybrid alternative is already ~3 billion dollars more expensive than the La Brea option. Those funds would be better spent on a spur line to West Hollywood that could be extended East down Santa Monica Blvd to Silver Lake, Echo Park, and downtown LA, and South down La Cienega Blvd to Culver City, and ultimately down Venice Blvd to Venice Beach. Please see the attached map for more details.

Please include an option in the alternatives analysis that includes both the La Brea alternative, and an extendable spur that can serve West Hollywood and other destinations in the future.

Best,
Greg Gladkov

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Gregory
Date: Wednesday, June 2, 2021 4:59:06 PM

---------- Original Message ----------
From: Gregory Lee [lee.gregorym@gmail.com]
Sent: 5/31/2021, 11:54 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Melanie Wong; Krista Phipps; Alan Rodriguez
Subject: Thank you for your inquiry Griffin
Date: Monday, April 19, 2021 7:57:14 AM

---------- Original Message ----------
From: griffinkantz@earthlink.net [griffinkantz@earthlink.net]
Sent: 4/16/2021, 11:10 PM
To: crenshawnorth@metro.net
Subject: Draft EIR: The need to study a two-line option

Hi Metro,

I am very glad to see progress on the planning of the Crenshaw Line Northern Extension – a critical missing link for our regional transit network.

The Draft EIR really, really must examine the option of a two-line alternative in the scoping of this project: a North-South route, and a Hollywood-West Hollywood route.

The alternatives analysis phase demonstrated how the Hybrid San Vicente alignment offers high ridership and VMT reduction potential, but this is likely because the Hybrid alignment compromises between two network roles simultaneously: it serves regional connectivity on the North-South corridor between Hollywood and LAX, as well as local connectivity along the dense corridor between Hollywood and West Hollywood.

Reconfiguring this project as two lines could serve each of these roles more effectively, potentially improving the benefit-cost balance of the project, while still benefitting key stakeholders such as the City of West Hollywood. A more linear North-South route on La Brea or Fairfax would offer improved travel times for regional travelers, and a local East-West route between Hollywood and West Hollywood (and possibly Beverly Hills) could include more station stops and more demand-responsive service than a regional line could. This dual approach advances regional VMT reduction and rider equity needs in tandem. Furthermore, a two-line option would require less mileage of track or tunnelling overall than the individual Hybrid option (!). Attached are three maps illustrating these routing options.

Examining a two-line alternative—one North-South route on La Brea or Fairfax, and a Hollywood-West Hollywood route branching off from it—would be the most forward-thinking strategy for this Draft EIR. It is so crucial that this Draft EIR study this possibility,

even if the time for conceptual alternatives analysis seems to have passed. We must not lose forever the opportunity to build this project right.

Best,

Griffin Kantz

Transportation Planner

Master in City Planning, MIT 2020



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Hana
Date: Thursday, May 13, 2021 8:25:51 AM

---------- Original Message ----------
From: Hana Kawano [hana805@me.com]
Sent: 5/12/2021, 5:41 PM
To: crenshawnorth@metro.net
Cc: tlambertperkins01@gmail.com; hana805@me.com
Subject: Crenshaw Northern Extension Project

Dear Metro,

I recently attended the May 6th Zoom presentation for the Crenshaw Northern Extension Project.
I **heard** that the section going north/northwest from the Midtown Crossing Shopping Center would **be all underground**. Is that correct?
I am asking because, I did not **see** anything in the visual aids that indicated an all underground route.

Thank you,

Hana Kawano

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Harlan
Date: Monday, April 19, 2021 8:40:37 AM

---------- Original Message ----------
From: Harlan Felix [bennychill09@gmail.com]
Sent: 4/15/2021, 4:28 PM
To: crenshawnorth@metro.net
Subject: Comments and Proposals

The hybrid option is definitely the better option here. West Hollywood NEEDS this connection!!! And no I do not mean La Brea. Cedars Sinai and the Beverly Connection have plenty of hardworking people who work in those areas. My guess is that the stop at the grove will be on 3rd Street in the parking lot next to Du-Pars. I do like the extension to the hollywood bowl, very convenient. It would be wise to extend it further north towards the Warner Brother Studios, Burbank airport and eventually towards the burbank empire shopping center with a final stop in Downtown Burbank.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Harlan
Date: Monday, May 10, 2021 8:40:48 AM

---------- Original Message ----------
From: Harlan Felix [bennychill09@gmail.com]
Sent: 5/8/2021, 12:45 PM
To: crenshawnorth@metro.net
Subject: Updated Comments and Proposals

The hybrid option is definitely the better option here. West Hollywood NEEDS this connection!!! And no I do not mean La Brea. Cedars Sinai and the Beverly Connection have plenty of hardworking people who work in those areas. My guess is that the stop at the grove will be on 3rd Street in the parking lot next to Du-Pars. I do like the extension to the hollywood bowl, very convenient. It would be wise to extend it further north towards the Warner Brother Studios, Burbank airport and eventually towards the burbank empire shopping center with a final stop in Downtown Burbank.

Update: Listening in on the meeting today, I think it would be really wise to look into a spur of the line where the hybrid is still selected but will run east towards; Dodger Stadium, DTLA, the San Gabriel Valley via Valley Blvd or Hunington Dr, Chino or possibly the Ontario Airport! The second line could be the La Brea line where a Junction Box can be created at La Brea and Santa Monica for an east/ west and north/ south connection. The Hollywood Bowl option should stay with a consideration of the burbank extension that I referenced above. Another junction box to consider would be Dodger stadium if the Santa Ana Branch has a northern extension through Atwater Village, Glendale and Burbank. The two lines can be 2 levels similar to the 7th st metro center. There should also be a consideration for a stop along San Vicente and Hauser. This train should remain underground for the entire line. Please take these things into consideration. We have to look at the long term not just the short term.

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Harrison
Date: Thursday, May 27, 2021 4:10:45 PM

---------- Original Message ----------
From: HARRISON LEVY [hlevy@g.ucla.edu]
Sent: 5/27/2021, 11:23 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Please do this for the gays. I think it would really cut down on drunk and intoxicated driving in West Hollywood. Traffic from commuters and Ubers is out of control. We need rail in the community ASAP.

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Harrison
Date: Thursday, May 27, 2021 4:24:32 PM

---------- Original Message ----------
From: [madman1067@aol.com]
Sent: 5/27/2021, 11:19 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Hayden
Date: Thursday, May 27, 2021 3:24:28 PM

---------- Original Message ----------
From: Hayden Bebber [haydenbebber@gmail.com]
Sent: 5/27/2021, 12:40 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Howard
Date: Friday, May 7, 2021 7:48:02 AM

---------- Original Message ----------
From: HOWARD SHORE [howardpaulshore1@gmail.com]
Sent: 5/6/2021, 8:58 PM
To: crenshawnorth@metro.net
Subject: huge mta / lrt fan

dear crenshawnorth@metro.net executive:

please get your crenshaw and west hollywood lrt projects completed in time for the los angeles olympics that are coming in 2028.

thank you.

sincerely yours,

howard paul shore

/hps

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Hugh
Date: Friday, April 30, 2021 1:21:20 PM

---------- Original Message ----------
From: Hugh Brockington [hughfb3@aol.com]
Sent: 4/30/2021, 10:06 AM
To: crenshawnorth@metro.net
Subject: Re: Comments for Crenshaw northern extension

Dear Metro,

After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur.

The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors.

The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond.

Thanks for your time and consideration.

Sincerely,

Hugh F Brockington III

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Ian
Date: Thursday, May 27, 2021 4:13:08 PM

---------- Original Message ----------
From: Ian Grady [ian.c.grady@gmail.com]
Sent: 5/27/2021, 11:16 AM
To: crenshawnorth@metro.net
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

--
Ian C. Grady
Pronouns: he/him/his



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Ian
Date: Wednesday, June 2, 2021 4:19:52 PM

---------- Original Message ----------
From: Ian Kopack [iankopack@gmail.com]
Sent: 5/27/2021, 3:10 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you,
Ian Kopack

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Ignacio
Date: Wednesday, June 2, 2021 4:22:30 PM

---------- Original Message ----------
From: Ignacio Gutierrez [imgutierrez90@gmail.com]
Sent: 5/28/2021, 10:09 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Ileana
Date: Monday, May 3, 2021 3:39:35 PM
Attachments: Crenshaw Northern Extension (PLB Feedback) .pdf.html

---

---------- Original Message ----------
From: Ileana Firchau [ileana.firchau@parklabrea.com]
Sent: 5/3/2021, 1:24 PM
To: crenshawnorth@metro.net
Cc: chris.scroggin@parklabrea.com
Subject: Park La Brea Apartment Feedback - Crenshaw Northern Extension - Project Update April 2021

To Whom it may concern,

Attached is some feedback from Chris Scroggin the Sr. VP of Operations for Park La Brea Apartments.

Thank you,

Ileana Firchau | Administrative Assistant
Park La Brea Apartments
6200 W. 3rd St., Los Angeles, CA 90036
P: (323) 549-5485 **| F:** (323) 983-5931 **| E:** Ileana.Firchau@parklabrea.com

This message is intended only for the designated recipient(s). It may contain confidential, privileged or proprietary information. If you are not a designated recipient, you may not review, copy or distribute this message. If you receive this message in error, please notify the sender by reply email and delete this message. Email transmission cannot be guaranteed to be secure or error-free. Therefore, none of Prime Group, Prime Finance, Prime Residential, or their affiliates represent that this information is complete or accurate and it should not be relied upon as such. All information is subject to change without notice.

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Irwin
Date: Tuesday, April 27, 2021 8:03:36 AM

---------- Original Message ----------
From: Irwin Chen [irwinc@gmail.com]
Sent: 4/26/2021, 11:37 AM
To: crenshawnorth@metro.net
Subject: Comments for Crenshaw northern extension

After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur.

The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors.

The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west towards purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond.

Thanks for your time and consideration.

Sincerely,

Irwin Chen



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Isaac
Date: Monday, April 19, 2021 8:34:17 AM

---------- Original Message ----------
From: Isaac Katz [isaachkatz@gmail.com]
Sent: 4/16/2021, 4:41 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Line - West Hollywood

Hello,

I recently saw that Metro is studying the environmental impact of extending the Crenshaw line north with three options - one directly up La Brea, and two that meander west.

I'm writing to urge you to consider the direct La Brea option north — with an east-west spur along Santa Monica Blvd through West Hollywood.

This would probably be the same total cost as the San Vicente option, but for me personally (as well as for my many friends who live in West Hollywood) it'd be much more useful to have a line that gets directly south to the Expo Line and Purple line as fast as possible.

This is a once in a generation investment for the Los Angeles area! Don't mess it up by forcing a north/south line into a slower east/west direction — instead be much more efficient and do a north/south line with an east/west spur through West Hollywood.

Thank you,
Isaac Katz

From:	noreply@salesforce.com on behalf of Community Relations
To:	Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject:	Thank you for your inquiry Israel
Date:	Wednesday, May 12, 2021 7:20:19 AM
Attachments:	Spur line addition.png

---------- Original Message ----------
From: Israel Vasquez [israelv53@gmail.com]
Sent: 5/11/2021, 6:13 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North // La Brea and West Hollywood Spur Suggestion

Hello Sir or Madam,

My name is Israel Vasquez and I am more than happy to share my thoughts of possible routes for Crenshaw North. I believe building out the direct La Brea line (magenta line in image below) would be the best option alongside a spur line (turquoise/teal line in image below) that connects West Hollywood!

The quick line on La Brea is the most economical for all residents and adding the spur will increase foot traffic to many sectors of the LA community. Not only that, but it would give an opportunity for commerce and travel a huge boost!

See below for a diagram of the best option that will satisfy most la folks!

Thank you and I am excited about the future.



--
Israel Vasquez
(805) 280-6006 (c)
israelv53@gmail.com



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong
Subject: Thank you for your inquiry Israel
Date: Tuesday, May 25, 2021 1:09:42 PM

---------- Original Message ----------
From: Israel Jacquez [mrkotfw@gmail.com]
Sent: 5/25/2021, 11:47 AM
To: crenshawnorth@metro.net
Subject: Please support the Fairfax-San Vicente Hybrid alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

Would it be possible to finish parts of the line in segments, out of order?

For example, construction might start way down starting on the Expo Line, but would it be possible to build out places where we know there's a really high volume of passengers? For example, Santa Monica & La Brea connecting to the Red Line could be one part that would be completed first. This would serve WeHo the best in the meantime other portions are being constructed?

Or maybe start backwards? Start from the Red Line and work down? We already have lines going down connecting to the Expo Line, whereas WeHo only has the 4/704 (105/705?, going N/S).

Underground heavy rail would of course be ideal. The issue I have with light rail is that while it's cheaper, it comes with more political hurdles. In that, councilmembers/political groups cave to pressure from drivers in giving more priority to the light rail line. This line would go through a few councilmember's districts.

The Optional alignment option is also great.

Thanks,
Israel Jacquez



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Iván
Date: Tuesday, April 27, 2021 8:00:01 AM

---------- Original Message ----------
From: Iván Barragan [iv2893an@gmail.com]
Sent: 4/26/2021, 1:54 PM
To: crenshawnorth@metro.net
Subject: Re: Comments for Crenshaw northern extension

After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur.

The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors.

The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond.

Thanks for your time and consideration.

Sincerely,

--
Iván Barragan, MPH
Tel.: 323.352.7718


From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry J.P.
Date: Monday, April 26, 2021 9:23:13 AM

---------- Original Message ----------
From: J.P. Duprey [jpd303@gmail.com]
Sent: 4/23/2021, 2:35 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North scoping input

Hello Metro,

I am very excited about the Crenshaw North extension. I hope the route will go all the way to the Fairfax/San Vicente hybrid alternative. Building a metro station at Santa Monica/San Vicente will allow redevelopment of Metro's bus depot at the site to be build into a Wilshire/Vermont-style complex that can house a Metro office, the West Hollywood Sheriff station, and more! This will make getting discounted fare passes easier for me and others living locally in Weho. Right now, we have to go to Koreatown or King Blvd Metro offices.

J.P. Duprey
248-763-1538
jpd303@gmail.com



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Jack
Date: Monday, April 26, 2021 9:49:00 AM

---------- Original Message ----------
From: Jack Johnson [jack727johnson@gmail.com]
Sent: 4/25/2021, 4:01 PM
To: crenshawnorth@metro.net
Subject: Alignment on Crenshaw North

Hello,

As a public transit enthusiast, I was looking at videos on YT and happened upon one discussing the alignment of Crenshaw North. In terms of system-wide connectivity, the most direct alignment, along La Brea, makes the most sense. The hybrid alignment would serve WeHo but it does not provide a timely connection to the Red Line, which would lower ridership at stations to the south of the proposed WeHo dogleg. To resolve this, I suggest building both the La Brea route and a spur that goes along the Hybrid route into WeHo that would be much easier to extend at a later date. Building a spur and the La Brea route would achieve both the aims of the Crenshaw Light Rail Project, allow a quicker connection to the Red Line for riders to the south, and more effectively serve WeHo with a built out spur than the Hybrid, La Brea, or the other routings alone.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Jackson
Date: Wednesday, May 19, 2021 12:47:45 PM

---------- Original Message ----------
From: Jackson Hurst [ghostlightmater@yahoo.com]
Sent: 5/18/2021, 4:48 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Extension Scoping Meeting Spring 2021 Comment

Name - Jackson Hurst

Address - 4216 Cornell Crossing, Kennesaw, Georgia 30144

Comment - The alignment alternative that I support for Metro's Crenshaw Northern Extension Project is the Fairfax-San Vicente (Hybrid) alignment because the Fairfax-San Vicente alignment provides access to the Beverly Center and Cedars-Sini Medical Center.

sent from ghostlightmater@yahoo.com

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Jacob
Date: Wednesday, April 28, 2021 10:39:03 AM

---------- Original Message ----------
From: Jake Whitney [jacobwhitney123@gmail.com]
Sent: 4/27/2021, 2:47 PM
To: crenshawnorth@metro.net
Subject: Public Comment on Crenshaw Northern Extension

Hello Metro,

I'd like to submit the following comment to the public record for consideration regarding the Crenshaw Northern Extension project. I believe that the La Brea alternative is the most efficient route for the Crenshaw Northern Extension due to how direct it is and the time savings it would offer passengers. However we cannot ignore the fact that many of the biggest attractions and draws on the westside would be bypassed by this route. Hence I would advise adding a spur rail section starting from Hollywood and Highland station and going along the path of Santa Monica Boulevard until San Vicente boulevard and then heading south to merge onto La Cienega Boulevard until eventually connecting to the existing E line. These two rail sections would enable quick and efficient travel on the Crenshaw line from the south bay to Hollywood while still having a rail segment to serve boystown in West Hollywood and the various attractions in that area as well. This in my opinion should be a part of the scoping/ environmental review process. Thanks again.

-Jake Whitney (Resident of Palms Los Angeles)

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry James
Date: Wednesday, June 2, 2021 5:12:56 PM

---------- Original Message ----------
From: James Bellavance [jambellavance@gmail.com]
Sent: 5/28/2021, 11:52 AM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: STRONGLY OPPOSE the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I strongly oppose the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project.

The Fairfax-ONLY would BETTER serve the major destinations in Mid City and WeHoEAST , including the Grove, the Farmers Market, the CBS Television City Site, LACMA and Museum Row, a range of underserved communities and job centers along the way.

I urge Metro to DENY the Fairfax-San Vicente Hybrid alignment in the environmental process.

James Bellavance
West Hollywood



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry James
Date: Tuesday, May 25, 2021 8:17:59 AM

---------- Original Message ----------
From: James Moll [jm@allentownproductions.com]
Sent: 5/24/2021, 7:53 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Expansion

To the LA Metro Team:

Please, please PLEASE do not allow a portion of the Metro to be above ground in our beautiful neighborhood along San Vicente in the Carthay Circle.

My family has lived here since 1976 and this is one of LA's most cherished historic neighborhoods.

I am solidly in favor of the construction of an underground transportation system in our city, and I don't even mind if it goes under our neighborhood. But PLEASE do not allow the rail to go above ground. It would be devastating to me and to my neighbors.

Is there anything more I can do to have my voice heard in this matter?

Sincerely,

James Moll
Carthay Circle Homeowner
323-303-9326

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry James
Date: Friday, May 14, 2021 8:17:52 AM

---------- Original Message ----------
From: James Carter [willaimjcarter@gmail.com]
Sent: 5/13/2021, 5:06 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North

Hi, Metro.

Please consider constructing two routes on the Crensahw North line: one that is direct and a spur that connects West Hollywood.

Thanks!

In solidarity,

James
No human is illegal.

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry james
Date: Wednesday, June 2, 2021 3:50:12 PM

---------- Original Message ----------
From: james caplan [worcester1647@yahoo.com]
Sent: 5/29/2021, 12:14 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Extension

Why go above ground in a residential are when on Pico right nearby there is a commercial are which is more appropriate? IT MAKES NO SENSE?

What are you thinking?

It is disruptive brings more crime into a residential area and lowers property values but if on PICO would bring foot traffic to the businesses

WhT are you thinking???

Firmly and adamantly opposed

I

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Jamie
Date: Friday, May 7, 2021 7:51:40 AM

---------- Original Message ----------
From: Jamie Watkins [j.l.watkins@me.com]
Sent: 5/7/2021, 7:34 AM
To: crenshawnorth@metro.net
Subject: Metro Line - Request for Underground line near our house

To Whom it May Concern,

Thank you for all of the work you are doing to bring the Metro more fully into Los Angeles. I am writing to express my concern about the possible above ground/aerial portion of the line just feet away from our front door (near La Brea & San Vicente)

Please, please try to find a way to bring the line underground on this area. Otherwise, an above ground line will be highly disruptive to our community, our children, and our quality of life in this area.
Thank you

Jamie Watkins Kagianaris
j.l.watkins@me.com



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Jared
Date: Thursday, May 13, 2021 1:23:25 PM

---------- Original Message ----------
From: Jared Bogda [jared.bogda@gmail.com]
Sent: 5/12/2021, 8:04 PM
To: crenshawnorth@metro.net
Subject: Request for a Stop at San Vicente Blvd. and S. Cochran Ave 90019

Hello,

As a resident of the midcity area, we are very excited to have more public transportation in the area as our population, buildings, and community grows with the addition of the metro line.

I am very concerned that there are no stops located from the Midtown Crossing until Fairfax near the grove. That is a 2 mile stretch with no stops for our community to get on or for people to stop and visit our many shops and restaurants on Pico.
Neither of those stops are in the Pico Neighborhood Council limits. Therefore, our residents are not able to walk to a stop or use the metro that is running right through our community.

The Cochran Ave and San Vicente intersection is a great middle location in Midcity with many muli-unit residential buildings and businesses surrounding.
It is a very large intersection with the space to have a stop and would benefit the community greatly.

I am asking that you please consider this location as an additional stop on the line to support the community that the metro is planned to run through.

Thank you,
Jared Bogda



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Jasmine
Date: Friday, May 21, 2021 7:42:47 AM

---------- Original Message ----------
From: Jasmine Larkin [jlarkin1988@gmail.com]
Sent: 5/20/2021, 1:36 PM
To: crenshawnorth@metro.net
Subject: Comment on Crenshaw Line North

Hello,

I think that instead of picking one of the three route options for the Crenshaw Line North, Metro should select **both** the La Brea option and the La Cienega option as a spur of the La Brea route.

The La Brea option is great because it's the fastest and most direct of the routes; it would allow for significantly quicker travel between Hollywood and LAX than the winding hybrid option currently under consideration. That said, I do think that West Hollywood also deserves a good rail line that will service its many destinations along Santa Monica Blvd. So why not combine the best of both worlds by building both options? West Hollywood seems eager to help accelerate rail construction with financial support, so I imagine they'd be supportive of this proposal to do both routes.

An added bonus from building the La Cienega/San Vicente option as a spur line of the La Brea option is that Metro could eventually extend from Wilshire/La Cienega down to Culver City and then on to Venice, and on the other end toward downtown via Silver Lake and Echo Park. This would be a great benefit to the entire Metro system to bring these neighborhoods into Metro rail's reach (and to connect to the forthcoming Sepulveda Pass line, which hopefully will NOT be monorail).

So to sum up, I strongly support Metro building **both** the La Brea option and a separate spur line that follows the San Vicente option through West Hollywood and down to Wilshire/La Cienega.

Thanks for your consideration.

All the best,
Jasmine

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jason
Date: Wednesday, June 2, 2021 4:04:34 PM

---------- Original Message ----------
From: Jason Sleisenger [jasonsleisenger@gmail.com]
Sent: 5/28/2021, 2:44 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment

Dear Metro:

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA, Academy Museum, and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

Not to mention, this'll enhance local economies across the county.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Best,

Jason Sleisenger

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jason
Date: Wednesday, June 2, 2021 5:00:22 PM

---------- Original Message ----------
From: Jason Barschi [barschi@me.com]
Sent: 5/29/2021, 10:46 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from Jason's iPhone

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Javier
Date: Tuesday, April 27, 2021 7:43:53 AM

---------- Original Message ----------
From: Javier Orozco [orozco.javier@outlook.com]
Sent: 4/26/2021, 11:16 PM
To: crenshawnorth@metro.net
Subject: Re: Comments for Crenshaw northern extension

After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur.

The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors.

The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond.

Thanks for your time and consideration.

Sincerely,

Javier Orozco

orozco.javier@outlook.com

(323) 326-5288



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jay
Date: Thursday, April 29, 2021 1:45:06 PM

---------- Original Message ----------
From: Jay Calcagno [jmcalcagno1@gmail.com]
Sent: 4/28/2021, 1:11 PM
To: crenshawnorth@metro.net
Subject: Public Comment for Crenshaw North Extension

Dear Crenshaw North Planning Committee:

After reviewing the three existing options (La Brea, Fairfax, and hybrid), I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur.

The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors.

The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond.

Thanks for your time and consideration.

Sincerely,

Jay Calcagno

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Krista Phipps; Alan Rodriguez; Melanie Wong
Subject: Thank you for your inquiry Jeff
Date: Monday, April 19, 2021 8:43:58 AM

---------- Original Message ----------
From: Jeff Korell [jeff@platinumofficellc.com]
Sent: 4/15/2021, 12:29 PM
To: crenshawnorth@metro.net
Subject: TWO THINGS

TWO THINGS:

1.) I think the LaBrea option is the best one, because it is the MOST DIRECT, which not only will make it the fastest route across, it will also make it cheaper to build.

2.) I think the Crenshaw/LAX line should extend even further north than the Hollywood Bowl. There is no direct rail connection between Hollywood and Burbank, two very important areas in the LA area. So my suggestion is, after the Hollywood/Highland transfer with the B (Red) Line, the Crenshaw LAX Line should continue north and after a station for the Hollywood Bowl, it should continue north and follow the route of Barham Blvd from Hollywood to Burbank, then follow Olive Ave across Burbank and it should end up where the Burbank Media Center Mall is, or to the outdoor shopping, dining, and entertainment is on San Fernando Rd, just south of that mall.

What do you think?

Jeff Korell
(818) 809-2400
Jeff@PlatinumOfficeLLC.com

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jeff
Date: Wednesday, June 2, 2021 4:02:57 PM

---------- Original Message ----------
From: Jeff Kiernan [jkiernan@cacities.org]
Sent: 5/28/2021, 7:03 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jeffrey
Date: Tuesday, May 25, 2021 1:07:46 PM

---------- Original Message ----------
From: Jeffrey Langham [jeffrey.langham@me.com]
Sent: 5/25/2021, 12:29 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment

I support the Fairfax-San Vicente Hybrid alignment as long as there is stop on Santa Monica and Fairfax.

Sent from iCloud



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jenni
Date: Wednesday, June 2, 2021 4:25:38 PM

---------- Original Message ----------
From: Jenni Armstrong [jenni.armstrong@gmail.com]
Sent: 5/28/2021, 5:21 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Jennifer
Date: Wednesday, May 19, 2021 12:35:47 PM

---------- Original Message ----------
From: Jennifer Grega [jlgrega@yahoo.com]
Sent: 5/19/2021, 8:12 AM
To: crenshawnorth@metro.net
Subject: Crenshaw North Extension - YES to La Brea Option

To Whom It May Concern -

I live in Wilshire Vista. I am writing to urge Metro to choose the La Brea route for the Crenshaw North expansion of Metro. The two other proposals for the train to run at street level along San Vicente Boulevard have the train running right through a RESIDENTIAL SECTION of San Vicente - mostly apartments and duplexes. This is not an appropriate area for a train to be run. Merely for starters, how will those residents cope with the noise? A commercial strip such as La Brea is the far better option and less disruptive to people's sleep and quality of life.

Thank you.

Jennifer Grega
1238 S. Spaulding
LA 90019
Wilshire Vista
CD10 (Ridley Thomas)



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jeptha
Date: Thursday, May 27, 2021 4:07:19 PM

---------- Original Message ----------
From: Jeptha Lohmeyer [jepthalohmeyer@gmail.com]
Sent: 5/27/2021, 10:47 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thanks,

Jeptha Lohmeyer

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jerard
Date: Wednesday, May 26, 2021 7:49:22 AM
Attachments: Crenshaw North Extension comments 2021-05-25_pdf.html

---

---------- Original Message ----------
From: Jerard Wright [wrightconcept@gmail.com]
Sent: 5/25/2021, 7:16 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Extension comments

Please see the attached comments for the Crenshaw North Extension.

Thank you
--
Wright Concept
Jerard Wright
(323) 919-9424
wrightconcept@gmail.com

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriquez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jerard
Date: Thursday, May 27, 2021 2:22:47 PM
Attachments: image001.png
GLAR Letter 2021-05-27 Crenshaw Northern Extension comments pdf.html

---

---------- Original Message ----------
From: Jerard Wright [jerard@glarealtors.com]
Sent: 5/27/2021, 11:11 AM
To: crenshawnorth@metro.net
Cc: chandlerp@metro.net
Subject: GLAR Letter and Comments for Crenshaw Northern Extension

Please see the attached comment letter from the Greater LA Realtors.

Sincerely

Jerard Wright
Government Affairs Director

Greater Los Angeles REALTORS®
6330 San Vicente Boulevard, Suite 100, Los Angeles, California 90048
T 310.967.6600 x 203 | M 323.919.9424 | E jerard@glarealtors.com | W greaterlarealtors.com

CORONAVIRUS UPDATE
To keep our team and members safe in this time of uncertainty our office is closed to the public. Our Team Members are working offsite until further notice. We are still available to assist members through email, phone, website & social media - Monday - Friday from 9am - 12pm & 1pm - 4pm.

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jeremy
Date: Wednesday, June 2, 2021 4:57:18 PM

---------- Original Message ----------
From: Jeremy Stutes Entertainment [jeremystutesent@gmail.com]
Sent: 5/28/2021, 8:04 PM
To: crenshawnorth@metro.net
Subject: I Support the La Brea Alignment for Crenshaw North

I support the La Brea alignment as a preferred alternative for the Crenshaw Northern Extension.

La Brea would serve as a the most direct route closing the rail gap between the Crenshaw line, Hollywood, and the Red Line, making it more efficient and cost effective for those living in the Valley to benefit from the rail connection to the airport. It would also allow for a future rail grid to continue expansion - perhaps down Santa Monica Blvd and Robertson.

Whatever alternative is chosen, emphasis should be placed on allowing for a future extension down Santa Monica Boulevard. The most important aspect of the project for me is that it connect with the Metro Red Line, and all three alternatives do that. Please plan ahead to make future expansion of a rail grid easier and more cost effective. Connecting destinations in this dense job center will be vital, and we can't stop with the Crenshaw line.

Jeremy Stutes
424.252.2432
jeremystutes.com

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jericho
Date: Wednesday, June 2, 2021 4:09:54 PM

---------- Original Message ----------
From: Jericho Wilson [jerichozwilson@gmail.com]
Sent: 5/28/2021, 12:39 PM
To: crenshawnorth@metro.net
Subject: I support the Fairfax - San Vicente Hybrid route, please

TO: Roger Martin

Dear Mr. Martin,
As a daily rider of METRO since February 2000, I support the Crewshaw Northern Extension Project. And as a resident living near where the line would be located, I enthusiastically support the Fairfax-San Vicente hybrid route.

I do not own a car, but I have lived and worked in the Hollywood/West Hollywood area for the past 13 years. And I will definitely still be living and working here once this route is completed. Rest assured, I will use this route 52 weeks a year.

The Fairfax-San Vicente hybrid would help me get to where I live, work, shop and go to all my medical appointments. I turn 55 next year and as a senior citizen, I will be more dependent on METRO than ever. And I'm already riding METRO buses and trains every day.

Please choose the Fairfax-San Vicente hybrid route for the Crenshaw Northern Extension!

Sincerely,
JERICHO WILSON
Cell # 310-993-2543

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jericho
Date: Wednesday, June 2, 2021 4:27:47 PM

---------- Original Message ----------
From: Wilson, Jericho [jericho.wilson@cbs.com]
Sent: 5/28/2021, 12:45 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sincerely,

JERICHO WILSON

Cell # 310-993-2543



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jesse
Date: Wednesday, June 2, 2021 4:49:08 PM

---------- Original Message ----------
From: Jesse Loera-Mota [ramkitty1@outlook.com]
Sent: 5/28/2021, 6:33 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Jesse Santos Loera-Mota
Sent from my iPhone

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jim
Date: Thursday, April 29, 2021 7:56:13 AM

---------- Original Message ----------
From: Jim M [jimmill12@gmail.com]
Sent: 4/28/2021, 5:33 PM
To: crenshawnorth@metro.net
Subject:

Thanks for this, but I don't think this extension should happen at all. It is at least 4 billion dollars and metro train ridership is still falling. It was falling prior to the pandemic and has now plummeted. This money can be spent in better ways on the environment and on the people. Here is an article emphasizing my point
- https://la.curbed.com/2019/12/12/21011353/los-angeles-metro-ridership-stats-2019



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Jim
Date: Wednesday, June 2, 2021 3:40:39 PM

---------- Original Message ----------
From: Jim Sabey [j.sabey@mac.com]
Sent: 5/28/2021, 11:19 AM
To: crenshawnorth@metro.net
Subject: Crenshaw North Extension WANTED!

Hi - -

As a resident of West Hollywood, I absolutely support the extension of the Crenshaw Line into West Hollywood. An extensive rail network is absolutely needed to solve many many issues facing the Los Angeles basin. This project is KEY to it's development.

Best,
James Sabey

From: noreply@salesforce.com on behalf of Ginny Brideau
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Joan
Date: Tuesday, May 4, 2021 8:00:16 AM

---------- Original Message ----------
From: Joan Arroyo [joanbjoon@gmail.com]
Sent: 5/3/2021, 3:30 PM
To: crenshawnorth@metro.net; +info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Joan Arroyo
West Hollywood resident



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Joan
Date: Wednesday, June 2, 2021 4:07:39 PM

---------- Original Message ----------
From: Joan Arroyo [joanbjoon@gmail.com]
Sent: 5/28/2021, 10:30 AM
To: crenshawnorth@metro.net; +info@whamrail.com; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Joan Arroyo
West Hollywood resident

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Joe
Date: Tuesday, May 4, 2021 8:07:40 AM

---------- Original Message ----------
From: Joe Eastwood [j.eastwood310@gmail.com]
Sent: 5/3/2021, 5:24 PM
To: crenshawnorth@metro.net; +info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

And I support expediting the construction of the route through one of Los Angeles' most densely populated areas.

Thank you.



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Joe
Date: Monday, April 26, 2021 11:01:38 AM

---------- Original Message ----------
From: Joe Eastwood [j.eastwood310@gmail.com]
Sent: 4/26/2021, 10:40 AM
To: crenshawnorth@metro.net
Subject: San Vicente Route Preference

Thank you for the opportunity to voice my route preferences. As a 35 year resident of West Hollywood, I would love to see either the San Vicente Hybrid. It would be a shame if Cedar Sinai and the Nightlife district weren't included in this expansion since they are major contributors to traffic in the area.



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Melanie Wong; Krista Phipps; Alan Rodriguez
Subject: Thank you for your inquiry Joe
Date: Monday, April 19, 2021 8:01:55 AM

---------- Original Message ----------
From: Joe Luther [josepheluther@gmail.com]
Sent: 4/16/2021, 4:11 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Line Northern Extension

Hello,

I'm emailing regarding the review for the Crenshaw Line Northern Extension. I am glad to see this extension is being built as it will be a vital part of the rail network connecting Los Angeles, and I hope it comes to fruition quickly. While any additional rail is appreciated, I would like to comment that I hope Metro chooses the La Brea option for its extension. I believe the other extension options would be too meandering in their path. I hope that Metro will simultaneously consider building an additional East/West line that would run down Santa Monica and connect to the Red Line (and ideally continue down Sunset to DTLA!).

Thanks so much for your time.

Best,
Joe Luther

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Joe
Date: Wednesday, June 2, 2021 4:12:48 PM

---------- Original Message ----------
From: Joe Patrick [jwill1277@gmail.com]
Sent: 5/28/2021, 10:48 AM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Strongly Support the Fairfax-San Vicente Hybrid Alignment

Hello,

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. To me this makes the most sense given the number of high-traffic areas served in the more dense parts of the city.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! As expensive as it may be compared to the other routes, it's significantly cheaper in hindsight to to spend the money now than to wait for 10-15 more years and pay for adjustments then. Invest now, get it right, and reap the rewards down the line!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thanks so much,
Joe Wills

Sent from my iPhone, please interpret typos accordingly

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Joebie
Date: Tuesday, May 11, 2021 10:31:25 AM

---------- Original Message ----------
From: Joebie Kong [joebiekong@gmail.com]
Sent: 5/11/2021, 10:03 AM
To: crenshawnorth@metro.net
Subject: Public Comment

I strongly advocate the addition of a spur line to WeHo as another option for Crenshaw North; while Crenshaw itself would take the "fast" route. This allows for much better connectivity and possible future connections.

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry John
Date: Wednesday, June 2, 2021 4:05:49 PM

---------- Original Message ----------
From: John Leonard [johnleonard80@gmail.com]
Sent: 5/28/2021, 11:12 AM
To: crenshawnorth@metro.net; +info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry John
Date: Thursday, May 27, 2021 2:57:42 PM

---------- Original Message ----------
From: John Boyden [john@themepark.com]
Sent: 5/27/2021, 10:21 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry John
Date: Wednesday, May 19, 2021 12:39:38 PM

---------- Original Message ----------
From: [jheilman90069@aol.com]
Sent: 5/18/2021, 10:06 PM
To: crenshawnorth@metro.net
Subject: comments on the northern extension

Hi. I fully support the northern extension of the Crenshaw Line to West Hollywood. I think the route which heads north and intersects with Santa Monica at San Vicente. I would suggest that Metro look at the following stops:

San Vicente and Melrose
Santa Monica and La Cienega
Santa Monica and Fairfax
Santa Monica and LaBrea

I know this would put stops somewhat closer than Metro's normal policy, but the stop at San Vicente and Melrose is essential, but it would primarily serve our business community since that area has some of the lowest residential density in West Hollywood.
Having stops at La Cienega, Fairfax and La Brea would serve the maximum number of West Hollywood residents. Putting stops at those intersections would also allow for the maximum number of connections to existing Metro bus lines.

I also hope that Metro has learned from the experiences at other Metro stations. While having public plazas sounds like a good idea, the plazas at existing Metro stations have not been particularly successful. I hope you will look at integrating transit entrances and exits into new construction or that the entrances are not surrounded by open plazas which don't seem to serve the public well.

Thank you for your work on this.
John



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry John
Date: Tuesday, May 18, 2021 10:42:07 AM

---------- Original Message ----------
From: JUDY REIDEL [judyreidel@mac.com]
Sent: 5/14/2021, 9:20 AM
To: crenshawnorth@metro.net
Subject: Include farmers market, grove, n museums

Do it all. Can join Fairfax n West Hollywood. Also can take Olympic east to wilshire western station. Hollywood bowl good too.

xxx judy reidel
323-731-4200
Sent from my iPhone

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry John
Date: Tuesday, May 4, 2021 8:09:00 AM

---------- Original Message ----------
From: John Erickson [jerickson85@gmail.com]
Sent: 5/3/2021, 5:27 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Hello -

I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North which will finally bring Metro to West Hollywood as well as connect us to jobs, community, and regions oftentimes only connected via cars.

You might hear the argument that West Hollywood or Santa Monica Blvd. should be a separate line or spur rather than part of Crenshaw North. While that might make sense in a perfect world with unlimited funding and political will for transit, that's not realistic in the environment we live in. Measure M (the ½ cent sales tax funding our region's transit expansion) has projects waiting in line for funding into the 2060's and 2070's and any attempt to add new projects in this area before then would be met with stiff opposition from the rest of the region which already eyes the various projects built and/or in development in the Westside and Central LA with suspicion. Even if it could be funded, a spur would be inefficient to operate and unlikely to be extended West due to seismic faults and a less enthusiastic jurisdiction in Beverly Hills. Add to that the fact that Crenshaw North itself was originally scheduled for 2047 and is only moving forward now because of efforts to find additional local funds led by the City of West Hollywood. WeHo is unlikely to contribute funds for the La Brea alignment because it would mean a single station on the edge of the City at considerable expense. Joint Development of Metro's Division 7 site at San Vicente/Santa Monica could be another source of funds but it's not likely to be in play if La Brea is selected.

The choice here isn't between one line or two. It's between a slightly longer and more expensive route that would hit all the major destinations in Mid City and WeHo that we could fund and build in our lifetime and the possibility of nothing until 2047 (or later) and *maybe* another line decades after that.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you!

John Erickson
West Hollywood

--
John Erickson, Ph.D.
linktr.ee/johnerickson
(He|Him|His)



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry John
Date: Tuesday, May 4, 2021 7:55:11 AM

---------- Original Message ----------
From: JUDY REIDEL [judyreidel@mac.com]
Sent: 5/3/2021, 5:17 PM
To: crenshawnorth@metro.net
Subject: Crenshaw San vicente Fairfax

That's the best. La Cienega next best. La Brea no no no.

xxx judy reidel
323-731-4200
Sent from my iPhone

From:	noreply@salesforce.com on behalf of communityrelations@metro.net
To:	Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject:	Thank you for your inquiry John
Date:	Tuesday, May 4, 2021 7:52:45 AM

---------- Original Message ----------
From: John E. Kerr [johnkerr87@gmail.com]
Sent: 5/3/2021, 6:39 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Options - No to the Hybrid!

Dear Metro Staff,

The Crenshaw Northern Extension is one of the most exciting rail projects in Los Angeles, second only to the regional connector in terms of potential impact. Having a fast, reliable rail transit connection between the red and purple lines in Central LA, and South LA and LAX is paramount to getting people to mode switch and ultimately help LA reach our climate goals. That said, Metro will only become a viable option if we build these lines correctly and efficiently. I am worried that the proposed Hybrid route will make this line more like a camel instead of a racing horse. While hitting more bold-name destinations, the Hybrid's circuitous route and longer travel time will turn off the majority of riders who are looking to connect to points further to the south (like the Purple Line or LAX) or the North (Hollywood, Universal and the Valley).

Out of the three presented options, Fairfax is probably the best. It provides better access to West Hollywood, direct access to Hollywood, the Fairfax District/Fairfax High School, Melrose Ave (please add a stop there!), the Farmer's Market, the Grove, LACMA and Little Ethiopia while avoiding the worst contortions of the Hybrid model. Fairfax was also the original proposed route of the Red Line back-in-the-day so it seems appropriate that this corridor host rapid transit.

That said, what to do about West Hollywood? It's a dense part of the central area and clearly wants the Hybrid model. The problem is that the Crenshaw Line is just NOT the project to do it. I've seen plans online that propose splitting the Crenshaw Northern Extension into one trunk line going down Fairfax and one spur line serving Santa Monica Blvd. This seems ideal since it would provide West Hollywood with more direct service to Hollywood and the Red Line, while also preserving travel times for the core transit ridership that already exists. Plus, it opens Metro up to extend the Santa Monica spur line further east into East Hollywood, SIlver Lake and beyond and west or south to Century City or Culver City. This would set up the Central LA area with a more efficient transit network in the long-term instead of creating a nightlife circuit in the short term that will make those future corridors more expensive if not downright impossible.

If a spur is out of the question perhaps Metro can provide a BRT lines along Santa Monica Blvd and La Cienega in the project area to connect West Hollywood with the Crenshaw Line at Fairfax and the Purple Line at La Cienega?

Please, do NOT squander good service and future connectivity for core transit riders to satisfy the demands of West Hollywood nightlife. That city deserves improved transit, but not at the cost that the Hybrid route demands.

Thank you,
John Kerr



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry John
Date: Monday, April 19, 2021 8:23:26 AM

---------- Original Message ----------
From: J.B. [j.b@johnblevins.com]
Sent: 4/16/2021, 11:44 AM
To: crenshawnorth@metro.net
Subject: Public Comment Submission: Route Choice for Crenshaw North

Dear Metro,

As a very concerned and involved citizen, living and working, with property ownership in the Crenshaw North study area, I **STRONGLY** support the selection of **Route choice as the Fairfax/San Vicente Hybrid route** (extends the furthest west to Metro Division 7 bus layover yard at the intersection of San Vicente and Santa Monica Boulevards).

Please support and select this route as the final approved route for the Crenshaw North extension.

Sincerely,
John Blevins
1203 S. Rimpau Blvd.
Los Angeles, CA 90019



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry John
Date: Wednesday, June 2, 2021 4:25:07 PM

---------- Original Message ----------
From: John Boucher [john_e_quest@hotmail.com]
Sent: 5/28/2021, 5:36 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

John Boucher

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Johnathan
Date: Thursday, May 27, 2021 2:59:28 PM

---------- Original Message ----------
From: johnathan garcia [jthangarcia@gmail.com]
Sent: 5/27/2021, 10:53 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Johnny
Date: Thursday, May 13, 2021 12:54:38 PM

---------- Original Message ----------
From: Johnny Menhennet [johnny.menhennet@gmail.com]
Sent: 5/13/2021, 10:58 AM
To: crenshawnorth@metro.net
Subject: Public Comment

Good morning, I wanted to voice my support for the La Brea alignment on Crenshaw North. As someone who frequently travels between the Valley and LAX, and the Westside more generally, I support La Brea for the lower cost, the fastest time from end-end, and the connection possibilities. I like the idea of a separate line down Santa Monica Blvd that would serve WeHo destinations, but it should not be Crenshaw North as the time penalties are too much for daily commuters without a commensurate ridership gain to justify the higher costs. Thank you for your time and consideration.

Johnny Menhennet

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Johnny
Date: Thursday, May 13, 2021 12:54:38 PM

---------- Original Message ----------
From: Johnny Menhennet [johnny.menhennet@gmail.com]
Sent: 5/13/2021, 10:58 AM
To: crenshawnorth@metro.net
Subject: Public Comment

Good morning, I wanted to voice my support for the La Brea alignment on Crenshaw North. As someone who frequently travels between the Valley and LAX, and the Westside more generally, I support La Brea for the lower cost, the fastest time from end-end, and the connection possibilities. I like the idea of a separate line down Santa Monica Blvd that would serve WeHo destinations, but it should not be Crenshaw North as the time penalties are too much for daily commuters without a commensurate ridership gain to justify the higher costs. Thank you for your time and consideration.

Johnny Menhennet

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Jon
Date: Monday, May 3, 2021 7:37:03 AM

---------- Original Message ----------
From: Jon Tautalafua [j2foa16@gmail.com]
Sent: 5/1/2021, 7:20 PM
To: crenshawnorth@metro.net
Subject: Spur option through WeHo

Hello, I'd like to offer up another option for the Northern extension of the Crenshaw line. Build out La Brea option with a spur option that goes into West Hollywood. This would serve WeHo with a great rail line without having a long tortured route for everyone else. The travel time to wind thru the hybrid option necessitates a wholly different spur that would terminate at the purple line Wilshire/La Cienega station. Future extensions possibly to Venice to South and to Downtown to the east.

Jon T

Sent from j2foa

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jonathan
Date: Tuesday, May 25, 2021 1:01:07 PM

---------- Original Message ----------
From: Jonathan Smith [jonathan@jpsmith1.com]
Sent: 5/25/2021, 11:32 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment

Hi Metro!

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B). I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

This alignment will be a boon to all areas. It will open doors to more housing, jobs, and create better living conditions for everyone.

Best,

Jonathan Smith (90046)

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Jonathan
Date: Wednesday, May 19, 2021 12:42:25 PM

---------- Original Message ----------
From: Jonathan Strauss [j@jstrauss.me]
Sent: 5/18/2021, 7:38 PM
To: crenshawnorth@metro.net
Subject: I support the Fairfax-San Vicente Hybrid alignment

As a homeowner and resident of the Tri-West neighborhood of West Hollywood, I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. And it would make it easy for my two kids to get around by rail!

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

https://jstrauss.me
https://twitter.com/jstrauss

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jonathan
Date: Thursday, May 13, 2021 8:27:19 AM

---------- Original Message ----------
From: Jonathan Neff [jneff548@gmail.com]
Sent: 5/12/2021, 9:55 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Jonathan
Date: Monday, April 26, 2021 9:50:16 AM

---------- Original Message ----------
From: Jonathan Eby [joneby22@gmail.com]
Sent: 4/25/2021, 4:33 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Extension

Hi,

I'd just like to give some feedback on the proposed plans for the Crenshaw/LAX northern extension.

I travel from LMU to Hollywood all the time when it's not a pandemic. I usually bike up Ballona Creek to Expo, then go east to downtown, then take the B line to Hollywood. I'm very excited for the Crenshaw Northern Extension because it could shave 40 minutes to an hour off that trip.

The LaBrea alignment would help me the most, as it would complete the trip in around 9 minutes instead of around 20 minutes for the Hybrid route.

The LaBrea route would help people going north quickly, but it wouldn't serve WeHo that well. Instead of trying to serve both northern riders and WeHo riders poorly, with the hybrid route, (which meanders to different places instead of forming a transit network) I think Metro should take the LaBrea route north, and create a SantaMonica Spur for WeHo.

The WeHo spur can serve WeHo very well, especially because it can be expanded east down Santa Monica, and south down La Cienega towards Venice. Going east, the spur could eventually reach Echo Park, Dodger Stadium and Downtown, and going south it could hit the Purple Line, the expo line at Culver City, then go along Venice Blvd till hit hits Abbot Kinney and Venice Beach.

These are longer term ideas, but I think that we need to build that initial spur in order to make that bigger network possible. We need to think about the long term health of Metro's network now. Which is why I think we should build the Northern extension up LaBrea, then build a Santa Monica Spur we can extend later on.

Thanks for taking input. Here is an article that goes deeper on this subject.

https://la.streetsblog.org/2020/01/09/who-are-we-building-transit-for/



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Jonathan
Date: Wednesday, June 2, 2021 3:59:01 PM

---------- Original Message ----------
From: Jonathan Beckhardt [jbeckhar@gmail.com]
Sent: 5/28/2021, 1:30 PM
To: crenshawnorth@metro.net
Subject: Ensure Metro Studies a Light Rail Station between Midtown Crossing and LACMA

Dear Metro and Crenshaw Extension Planners,

As the representative for the Wilshire Highlands neighborhood, which includes San Vicente from La Brea to Cochran, I strongly urge Metro to include an additional metro stop between Midtown Crossing and LACMA in their forthcoming study of the Northern Extension of the Crenshaw line.

As the current plan stands, a significant residential community is left without access to the metro line that runs directly through the neighborhood. This would be a lost opportunity to significantly increase ridership and provide rail access to over 15000 residents who are either too far north to take advantage of the Expo line and too far south to take advantage of the Purple line.

Many individuals I have spoken with have expressed excitement about both the purple line and the Northern Extension of the Crenshaw line. However, given the distance, they generally view this as something they will use on occasion (less than monthly). In most instances, automobile will still be the fastest way to get to their destination. When the possibility comes up of an additional station between Midtown Crossing and LACMA, they voice that they would use this daily or weekly.

Furthermore, this region of Central Los Angeles is an area of increasing development and commerce. Pico, which is a short walk from San Vicente, is a destination for its small businesses. It is also seeing increasing development through the TOC program. Over the next decade, this will only increase the number of people that use this station, and make the need for non-car modes of transportation only more acute.

The difference between a system that is occasionally used versus one used daily and weekly will be significant for both ridership and for providing transportation alternatives for those who need it. In this region, 10% of individuals do not own cars, and a disproportionate percentage of lower income, less-educated, and historically marginalized communities rely on non-car modes of transportation.

It will be a lost opportunity to not include this additional station in Metro's study. I strongly encourage Metro to please include it in its forthcoming study.

Thank you kindly,

Jonathan Beckhardt

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jose
Date: Thursday, May 27, 2021 3:00:37 PM

---------- Original Message ----------
From: Jose Flores [joseflo87@yahoo.com]
Sent: 5/27/2021, 10:44 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Jose Florentino
This route would greatly increase my use of public transportation. I am definitely for the proposed stops

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jose
Date: Tuesday, May 25, 2021 12:56:58 PM

---------- Original Message ----------
From: Jose Escobar [jose.escobar.220@gmail.com]
Sent: 5/25/2021, 11:58 AM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Extension

Hello,
I am writing to express my support for the Fairfax-San Vicente Hybrid option. We should look to build a line that offers exciting destinations and could also be used by thousands of employees. From Cedars-Sinai, Beverly Center, The Grove, West Hollywood nightlife districts, these are all very appealing to have a direct connection. I don't think the added 4-5 minutes from end-to-end should matter to most people, considering they will still save time by taking the train than bus or car. Even if it costs more money and adds a little extra time, I think this option will be the most exciting of all the options on the table. It will serve the most people for both work and leisure trips.
Please don't be short-sighted and choose this option.
Thank you,
Jose Escobar
Monrovia, CA

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jose
Date: Tuesday, May 25, 2021 8:28:09 AM

---------- Original Message ----------
From: Jose Dennis Alabaso [dalabaso@gmail.com]
Sent: 5/21/2021, 6:20 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com; charliefarrellcharlie@outlook.com; thetraceii@aol.com; trlissauer@gmail.com; davestanke@hotmail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

On the other hand, I'd rather stay with the San Vicente-Fairfax Hybrid Alignment (straight up and down) for Crenshaw North, because it could be much easier to connect with the Metro Bus Lines 14, 105/ 705, 217/717 and 4/704 and beyond. Okay? Thank you very much for your generous support and for your cooperation.

Yours sincerely,

JOSE DENNIS ALABASO

From: noreply@salesforce.com on behalf of Ginny Brideau
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jose
Date: Tuesday, May 4, 2021 8:02:31 AM

---------- Original Message ----------
From: Jose Dennis Alabaso [dalabaso@gmail.com]
Sent: 5/3/2021, 4:04 PM
To: crenshawnorth@metro.net; +info@whamrail.com
Cc: andrewturczyn@hotmail.com; davestanke@hotmail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I prefer Fairfax Avenue/Santa Monica Blvd. Hybrid Alignment, so it's going to be much better and easier than the Fairfax Avenue/San Vicente Blvd. Hybrid Alignment. However, it could be underground (if necessary), and we'll give that a shot.

Also, please count me in for the next live ZOOM meeting for Thursday, May 6th, 2021 from 6:30 to 8:30 PM. Okay? Thank you very much.

Yours very truly,

JOSE DENNIS ALABASO

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jose
Date: Wednesday, June 2, 2021 4:03:47 PM

---------- Original Message ----------
From: Jose Dennis Alabaso [dalabaso@gmail.com]
Sent: 5/28/2021, 3:11 PM
To: andrewturczyn@hotmail.com; crenshawnorth@metro.net; trlissauer@gmail.com; davestanke@hotmail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

By the way, I rather prefer staying with Fairfax-San Vicente Alternate #2 to help make things easier in a more connective way in public transportation. Okay?

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Signed,

JOSE DENNIS ALABASO

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Joseph
Date: Tuesday, May 18, 2021 10:38:49 AM

---------- Original Message ----------
From: Mic Mandula [outlook_987a3863bf960920@outlook.com]
Sent: 5/15/2021, 12:49 PM
To: crenshawnorth@metro.net
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

As a twenty year resident of West Hollywood, I strongly support this transportation alternative as it would serve the most residents, visitors and destinations. Just as I supported the Wilshire/West Hollywood Subway (Alternative #11) in May of 2009 which never came to fruition.

Sincerely,

Joseph Mandula

949 N. Kings Rd. Apt 214

Sent from Mail for Windows 10



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Josh
Date: Tuesday, May 18, 2021 12:46:47 PM

---------- Original Message ----------
From: Josh Einsohn [txjoshinla@gmail.com]
Sent: 5/17/2021, 1:07 PM
To: crenshawnorth@metro.net
Subject: Support for light rail on San Vicente

I was just made aware (via Next Door) that there are tentative plans to run a rail line up San Vicente and that people in my neighborhood (Carthay Circle area) seem to object to it, so I wanted to say that I **STRONGLY SUPPORT a light rail line being run up San Vicente to West Hollywood**. I am tired of this NIMBY garbage when we're talking about a bunch of medians that nobody uses. I am only sad we have not had it for years already.

I hope that it's not too late to avoid workarounds and to still move forward with the San Vicente plan. The street was literally, originally designed for just this.

All the best,
Josh Einsohn
(1017 S Cochran Ave, 90019)

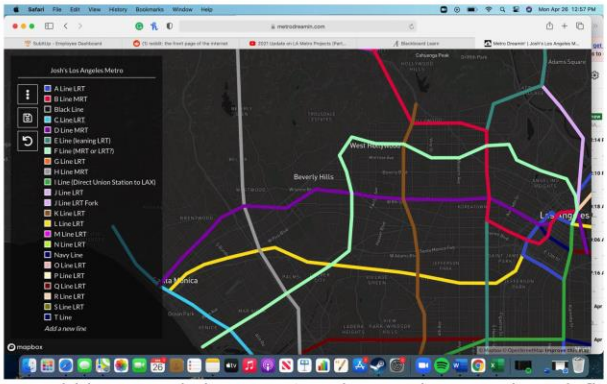
From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Josh
Date: Monday, April 26, 2021 11:03:16 AM

---------- Original Message ----------
From: Josh Kibler [joshwk10@gmail.com]
Sent: 4/26/2021, 10:04 AM
To: crenshawnorth@metro.net
Subject: Route Path

There is a local YouTuber called "nandert" who discusses LA metro expansions and ideas and I wanted his option to be pushed an option for the Crenshaw North Project.



The current hybrid path may be good for WeHo residents but hurts system-wide connectivity. This plan would do both, and do it better.



It could be expanded to DTLA and to Venice over time, definitely something to be put on the drawing board.

Best Regards,
Joshua Kibler.

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Josh
Date: Wednesday, June 2, 2021 4:04:51 PM

---------- Original Message ----------
From: [josh.t.atkinson@gmail.com]
Sent: 5/28/2021, 1:25 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment

Dear Roger Martin,

I want to provide my emphatic support for extending rail services into West Hollywood and maximizing the potential populations that the rail would be accessible to. Currently, I spend >1 h in my car driving to and from the University of Southern California on a daily basis. Unfortunately, I don't know of anyone else making this commute and am unable to attempt to car pool and this results in a significant increase in my carbon footprint as well as making me a contributor to traffic on La Cienega and on I-10 and limits my personal productivity. I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. Access to a potential station at Beverly and La Cienega would fundamentally alter my and many other's mobility throughout the LA region. It would be a shame to extend rail into West Hollywood but only on the Eastern border of the city on La Brea, this would make rail inaccessible to me.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. Additionally, the region that the rail would traverse near La Cienega is ripe for future development with many single level commercial properties (many of which are currently vacant) that could be developed into mixed use housing and commercial property. This would increase the economic impact of the region while also contributing to safety in the region.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you for your consideration!

Josh Atkinson

Resident on N. Croft and Melrose Aves, West Hollywood, CA



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Joshua
Date: Thursday, May 13, 2021 1:27:05 PM

---------- Original Message ----------
From: Joshua Blonsky [joshua.blonsky@gmail.com]
Sent: 5/13/2021, 1:13 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Extension Public Comment - add La Brea+Spur option

To whom it may concern,

I am a resident of Los Angeles adding public comment to the Metro Crenshaw Northern Extension. As a former resident of West Hollywood and a current resident of Hollywood, I encourage Metro to explore the La Brea+Spur option to the environmental review as commented by this advocate in his youtube video here (min 12:31-16:02): video here

Thank you,
Joshua Blonsky

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Judy
Date: Wednesday, June 2, 2021 3:49:01 PM

---------- Original Message ----------
From: JUDY REIDEL [judyreidel@mac.com]
Sent: 5/28/2021, 12:42 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Extension yes West Hollywood via San vicente

Please use San vicente. NIMBY is only for a few hundred who live there yet millions will benefit from mass transit as was there in last century Los Angeles. Let's get to grove n museums n West Hollywood. Like Hollywod bowl stop too. Thanks

xxx judy reidel
323-731-4200
Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Kaitlyn
Date: Thursday, May 27, 2021 4:16:50 PM

---------- Original Message ----------
From: Kaitlyn Loughran [kaitlyn.mara@gmail.com]
Sent: 5/27/2021, 3:15 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Karen
Date: Wednesday, June 2, 2021 5:03:29 PM

---------- Original Message ----------
From: Karen Evans [karenevansviscomi@gmail.com]
Sent: 5/28/2021, 3:13 PM
To: crenshawnorth@metro.net
Subject: Please don't have the metro train above ground up San Vicente

We have been homeowners on a parcel on Curson ave between Olympic and San Vicente for 20 years. The noise pollution from the buses along Olympic are strong. We are excited about the bike lane being implemented on San Vicente and don't want an above ground Metro line. Also bad optics considering this section of San Vicente houses many lower-income families in low build apartments whom we love as part of this neighborhood diaspora.
Thanks for allowing my feedback.

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Kari
Date: Wednesday, June 2, 2021 3:48:03 PM

---------- Original Message ----------
From: Kari Garcia [kgarcia@me.com]
Sent: 5/28/2021, 10:14 AM
To: crenshawnorth@metro.net
Subject: Crenshaw northern line - underground please

Hello Crenshaw northern line representative,

I am a 28 year resident of Miracle Mile and live a few blocks from the proposed metro rail.

I support public transportation and look forward to better options to mobilize our neighbors, improve access two commercial areas at hospitals.

I do not support Crenshaw line at grade through Miracle Mile. I do support the Crenshaw northern line staying underground and going up La Brea.

It is no secret that the Crenshaw northern line is heavily funded by West Hollywood who is extremely interested in gaining more access. This is understandable but not at the cost of ruining a historic neighborhood with a massive cement bridge over La Brea and across San Vicente into a Miracle Mile.

It is also no secret that the Crenshaw northern line bypassed Hancock Park.

Once again it is no secret that Carthay Circle HOA made it very clear they did not want and at grade rail through their neighborhood.

The difference in ridership between La Brea and option number three, running the rail up San Vicente, Fairfax to West Hollywood does not justify the additional cost for this route.

I urge you to keep the rail underground and run it up La Brea.

Thank you,

- Kari

Kari Garcia
1025 South Dunsmuir Avenue



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Karin
Date: Tuesday, May 11, 2021 10:34:54 AM

---------- Original Message ----------
From: Karin Purchas [kpurchas@sbcglobal.net]
Sent: 5/11/2021, 9:12 AM
To: crenshawnorth@metro.net
Cc: mayra.guevara@lacity.org
Subject: OPPOSITION to Metro Route Extension

To Whom it May Concern:
I would like to express my deep opposition to having a Metro surface rail extension along San Vicente Boulevard between La Brea and Fairfax.
I have been a resident of this community for over 40 years and we have all fought to keep our neighborhood safe, quiet and peaceful!
This proposed extension would negate everything that we in this community have fought HARD for. This section of San Vicente should be no different
to all other sections stretching from Pico Boulevard to Santa Monica and the residents of this community should be able to take walks along the median and enjoy the beauty of the environment.

Again I am STRONGLY OPPOSED to this extension and would appreciate your consideration of other alternatives that will be acceptable to the residents of this community.
I would appreciate your keeping me updated on any planned meetings that residents can participate in and express their concerns.

THANK YOU!



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Karl
Date: Tuesday, May 18, 2021 4:20:51 PM

---------- Original Message ----------
From: Karl [karljlott@gmail.com]
Sent: 5/18/2021, 4:07 PM
To: crenshawnorth@metro.net
Subject: Fairfax-San Vicente Hybrid - Crenshaw Northern Extension

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!



From: noreply@salesforce.com on behalf of Community Relations
To: Connie Mejia; Alan Rodriguez; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Kevin
Date: Friday, May 7, 2021 7:44:15 AM

---------- Original Message ----------
From: Kevin Burton [kevburto@gmail.com]
Sent: 5/6/2021, 7:23 PM
To: crenshawnorth@metro.net
Cc: dfenn@weho.org; lhorvath@weho.org
Subject: Comments for Crenshaw North scoping meeting, 5/6/21

Hello,

Please see my comments below for the environmental review stage of the Crenshaw Northern Extension project.

Regards,

Kevin Burton
West Hollywood

The Fairfax–San Vicente (Hybrid) Alternative has several advantages over the others:

1) The number of destinations for jobs is far greater, so to serve commuters, it clearly has a net advantage in terms of numbers of riders.

2) The number of destinations for entertainment and other businesses is greater.

3) The number of bus lines, both east-west and north-south, crossed by that route is greater, allowing for better integration with the bus network.

4) West Hollywood is a dense, walkable city, so there are more options for riders to use the subway and walk/bike/scoot to/from their final destination. The proposed station at Santa Monica and La Cienega would further help with the first/last mile problem.



From: noreply@salesforce.com on behalf of Ginny Brideau
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Kimberly
Date: Friday, April 30, 2021 1:25:49 PM

---------- Original Message ----------
From: Kimberly S. Winick [kwinick@clarktrev.com]
Sent: 4/29/2021, 4:13 PM
To: crenshawnorth@metro.net
Cc: d.banchik@att.net; lesliecarliss@gmail.com; ericdarb@gmail.com; sheilakad1@gmail.com; phanneman60@gmail.com; manny205@aol.com
Subject: Today's scoping meeting

Hello. I am the secretary of the West Hollywood West Residents Association. We represent approximately 1000 households in the area between Doheney and La Cienega, Melrose and Beverly. We request that you clarify the intentions for the hybrid option. I thought it absolutely was to be underground north of Olympic on San Vicente but have since seen comments that it could be above LG round through Beverly center/cedars to Melrose, which would bisect and destroy a long established neighborhood (West Hollywood west) , and would destroy a crucial civic center and public space (Melrose to Santa Monica). West Hollywood previously was assured that this segment of San Vicente, north of Olympic, would be underground. Please advise! Anything but underground is not acceptable to this established community.

Kimberly S. Winick
Clark & Trevithick
www.clarktrev.com
213.629.5700

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Kristin
Date: Wednesday, June 2, 2021 6:39:31 PM

---------- Original Message ----------
From: Kristin Hubner [kristin.hubner@icloud.com]
Sent: 5/28/2021, 12:21 PM
To: crenshawnorth@metro.net
Subject: prefer the San Vicente hybrid route for the Crenshaw Northern extension

Dear LA Metro Crenshaw Northern Extension scoping:

I attended via Zoom the April 29 scoping meeting, and listened with interest.

I want to give feedback that my preference is first for the San Vicente hybrid alternative, or next choice the Fairfax alternative.

The La Brea alternative seems to me to *only* be really useful for through traffic, whereas the other alternatives also provide
access to useful additional locations such as Cedars-Sinai, The Grove, West Hollywood library/nightlife/Pacific Design Center.

I realize that every little bit adds up, so for through traffic traveling to, say, LAX, the swerve into West Hollywood adds a bit of time.
But in the overall amount of travel time, I don't think any extra 10 minutes will be a deal breaker to using the subway, as I expect
driving times to just get worse and worse, and hence the subway to get more attractive. And the time to get to the West Hollywood
locations via streets is already very burdensome and likely to get worse, and the San Vicente hybrid option in particular I think has
potential to help east-west travel.

The east-west arteries such as Sunset Blvd and Melrose Ave are very heavily used (pre-COVID-19 and presumably again soon)
in the area in question, to the point that during rush hour time cars — and buses — aren't necessarily faster than walking.
Pre-COVID-19 I walked along Sunset Blvd from about Fairfax to San Vicente in the mornings and evenings at "rush hour" time and
watched buses not always do the trip any faster than my walk. So I disagree with the thought (that commenters arguing for La Brea
suggested) that the subway should just do the more direct La Brea route and then buses should connect from La Brea stops to travel
west — I think that shows lack of awareness of the east-west travel issues already existing in the area. Whereas a subway avoiding
street travel could actually help with east-west travel.

Thank you,

Kristin Hubner
(resident of West Hollywood)

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Kristy
Date: Wednesday, June 2, 2021 3:46:15 PM
Attachments: Kristy Munden .pdf.html

---------- Original Message ----------
From: Kristy Munden [kristymunden@sbcglobal.net]
Sent: 5/28/2021, 4:54 PM
To: crenshawnorth@metro.net
Subject: Crenwshaw extension



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Kyle
Date: Tuesday, April 27, 2021 8:00:35 AM

---------- Original Message ----------
From: Kyle Jenkins [krljenkins@gmail.com]
Sent: 4/26/2021, 1:43 PM
To: crenshawnorth@metro.net
Subject: Comments for Crenshaw northern extension

Hello,

I am commenting on the Crenshaw northern extension as both a resident and worker in Los Angeles.

After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: Fairfax or La Brea plus Santa Monica spur.

The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors.

The Fairfax or La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the Fairfax or La Brea train and not unnecessarily impact the service quality of the Crenshaw line via Fairfax or La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond.

Thanks for your time and consideration.

Best,

Kyle Jenkins



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Kyle
Date: Tuesday, May 18, 2021 10:44:53 AM

---------- Original Message ----------
From: Kyle Kerley [kpkerley@icloud.com]
Sent: 5/17/2021, 12:42 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B) and potentially even the Hollywood Bowl!

I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Lacy
Date: Wednesday, June 2, 2021 4:17:51 PM

---------- Original Message ----------
From: Lacy Wright [lacylewwright@yahoo.com]
Sent: 5/27/2021, 7:23 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Lacy Lew Nguyen Wright

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Larry
Date: Tuesday, May 11, 2021 7:52:34 AM

---------- Original Message ----------
From: Larry Haddad [larryhaddad@yahoo.com]
Sent: 5/10/2021, 9:04 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Line Northern extension - Public comment for the record

Dear LA Metro,

Thank you for the opportunity to provide comments on this important study.

The La Brea alternative is the sensible solution for the long term viability of the Metro system. It will provide efficient access between the Hollywood and the West Side (Purple and Expo Lines), as well as from Hollywood to LAX.

As a general rule for designing an efficient and scalable system, the Metro rail network should follow the road grid, along the main North/South and East/West routes. Therefore the La Brea route is most scalable for the Crenshaw extension.

Eventually a East/West route along Santa Monica Blvd will be needed too. With some funding by the City of West Hollywood, the first leg of the Santa Monica line could be built as a separate project.

Thank you for the consideration,

Yours truly,

Larry Haddad

Rancho Palos Verdes CA



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Laura
Date: Wednesday, June 2, 2021 4:17:21 PM

---------- Original Message ----------
From: Laura Traferro Florio [lauratraferro@hotmail.com]
Sent: 5/27/2021, 7:43 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

As a Hollywood resident (Hollywood @ Curson, 5 blocks from Fairfax), I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thanks!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Laura
Date: Tuesday, May 25, 2021 1:12:20 PM

---------- Original Message ----------
From: Laura Cohen [lacohen18@yahoo.com]
Sent: 5/25/2021, 9:15 AM
To: crenshawnorth@metro.net
Subject: Metro Crenshaw Northern Extension

Hi there,

We are residents of Carthay Circle and we wanted to officially share our support of the Metro Crenshaw Northern Extension which will run along San Vicente. We do not oppose it being above ground.

Thank you,
Laura Cohen & Arik Ahitov



From:	noreply@salesforce.com on behalf of Community Relations
To:	Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject:	Thank you for your inquiry Laura
Date:	Wednesday, June 2, 2021 5:14:55 PM
Attachments:	Scoping-comment Crenshaw-Northern-Extension Laura-Meyers doc.html

---------- Original Message ----------
From: Laura Meyers [lauramink@aol.com]
Sent: 5/28/2021, 3:37 PM
To: crenshawnorth@metro.net; chandlerp@metro.net
Subject: Scoping comments, Crenshaw North Extension (attached and copied below)

May 28, 2021

Patrick Chandler,
Manager, Community Relations - Westside
METRO (Crenshaw Northern Extension)

RE: Scoping Comments on Crenshaw Northern Extension
Via email: crenshawnorth@metro.net, chandlerp@metro.net

To L.A. Metro Staff:

I am writing you today **primarily as an individual**, but also as a community leader.

I have only brief comments to make at this "scoping" stage for the Crenshaw Northern Extension – primarily because, thus far, you have NOT had a community meeting/presentation within the footprint of the extension of the LAX/Crenshaw rail line from Exposition (current terminus) to Venice Boulevard, that is, for the stakeholders and community I represent, specifically the United Neighborhoods of the Historic Arlington Heights, West Adams and Jefferson Park Communities Neighborhood Council (UNNC). Without having had a meeting or presentation – and frankly with public materials that seemingly have glossed over that portion of the proposed extension route – it was not possible for UNNC to vote to prepare comments.

The extension route "touches" – runs on the edge of – the Jefferson Park and Arlington Heights neighborhoods.

The potential station at Adams Boulevard is at the terminus of the locally-designated Adams Boulevard Scenic Highway (located between Flower/Figueroa on the east and Crenshaw on the west), at the edge of Jefferson Park and West Adams Avenues.

The potential station at Washington Boulevard lays between or "at" Arlington Heights and the identified (not designated) Bronson Avenue National Register District on the east and Lafayette Square (a designated Historic District) and Wellington Square neighborhoods on the west. These latter two neighborhoods are within the Mid-City Neighborhood Council.

My strong preference remains that Metro present this project to UNNC, with an emphasis on acquiring public comments on the potential construction impacts as well as permanent impacts to the stretch of the proposed extension through our community. I am happy to discuss potential dates with you, as I have mentioned previously.

In the meantime, for scoping purposes, I would ask that you be sure to explore as a part of the environmental evaluation the potential impacts to:

1). Adjacent historic districts, both those already designated and those which have been identified by SurveyLA or other surveys;

2). The potential impact of a station and surrounding above-ground improvements on the Adams Boulevard Scenic Highway;

3). Potential impacts on the view shed for West Adams Avenues if there are TOD-sized improvements surrounding a station at Adams Boulevard and Crenshaw; and

4). Potential impacts (if any) on the remaining (heritage) vestiges of the Japanese American community that surrounds the portion between Exposition and 30th Street, for example the former Bank of Tokyo building and the former Grace Pastries building, both located near the intersection of Jefferson and Crenshaw.

This is likely not a comprehensive list. I did attend one of the scoping workshops. I have watched the presentation. Both basically emphasized the alternative routes after the line makes the westerly turn on Venice and heads to the Midtown station. And I have also looked at the associated materials. It was only by downloading the "Advanced Alternative Analysis Study, Task 6.2 Final Screening Report, Appendix C: Conceptual Engineering Drawings" that I even discovered that you are also contemplating a Washington Boulevard station.

So, since I do not know what else I do not know…and other community members may not even be aware of this project or in particular the possible locations of stations, there may well be other items that might have been addressed in scoping comments and should be addressed in the EIR.

Thank you for your consideration.

Laura Meyers

Title for identification purposes only: President and Land Use Chair, UNNC

Cell 323-868-0854; lauramink@aol.com

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Laurel
Date: Wednesday, June 2, 2021 4:57:02 PM

---------- Original Message ----------
From: Laurel Fishman [laurelfishman@gmail.com]
Sent: 5/28/2021, 4:17 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: In Support of the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

To Whom It May Concern:

I'm writing to support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would be greatly beneficial for large numbers of people in the Los Angeles area.

It would serve to bring riders to so many key destination points in Mid-City and WeHo, such as:

- the Grove
- Farmers Market
- Cedars-Sinai Medical Center
- Beverly Center
- CBS Television City
- LACMA/Museum Row
- WeHo's many attractions and restaurants, its shopping and all kinds of retail establishments, including the Melrose Ave. district
- the Pacific Design Center
- local communities, neighborhoods and considerable number of places of employment

I believe it's important to ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid-City and West Hollywood to Hollywood, to connect with the Metro Red Line (B) and potentially to transport passengers to the Hollywood Bowl.

I strongly urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process.

Thank you,
Laurel Fishman

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Lauren
Date: Friday, May 7, 2021 7:38:07 AM

---------- Original Message ----------
From: Lauren Selman [lauren.selman@gmail.com]
Sent: 5/6/2021, 5:41 PM
To: crenshawnorth@metro.net
Subject: I support of the Fairfax/San Vicente Hybrid :)

Hello Metro -

My name is Lauren and I have lived in Los Angeles for over 10 years. Five years ago, I was in a car accident and now choose to personally not own a vehicle. I rely on the metro, my bicycle and sharing a vehicle with my fiancé to get around town.

We live in **Mid-City at Cloverdale and Pico** and when I take the metro, I most frequently use the Expo line to get to and from the west side and DTLA, however, traveling north south has been very difficult. Since I live in the odd midsection of mid-city, I still need to take a rideshare or have my fiancé drop me off to get to the Expo Line or Red Line. I would love to have an alternative that comes through my neighborhood!

Professionally I work as a production manager at the Academy of Motion Pictures (Wilshire/Doheny), do events for the Academy Museum (Fairfax/Wilshire), freelance for Westfield Century City (Santa Monica Blvd) and for clients around Los Angeles. Most recently we did The Oscars at Union Station and it just underlined the importance of the metro system in our city!

Bottom line is, I am looking forward to the Metro Crenshaw Extension and am in full support of the northern extension. Especially the connection to LAX! As a Bay Area native, one of the best things they did in SF was to have the BART go all the way to SFO. It makes travel so much easier!!

Personally, I am a support of the **Fairfax San Vicente Hybrid route** as it not only goes to museum row (home of the Academy Museum, Peterson and LACMA) and the Grove (which is adjacent to PanPacific Park where I have run my dog and met friends and TJ's where I get groceries,), but it also opens the option to go to West Hollywood which is one of my favorite destinations in town. This improves travel options for me both personally and professionally.

Destinations along this route that are of interest to us include:
* Museum Row
* The Grove
* Cedar Sinai
* Beverly Center (with Beverly Connect, Target, and delicious restaurants down the street!!)
* Gracias Madre, Zinc, Urth Cafe and other restaurants adjacent to the Pacific Design Center
* Whole Foods on Santa Monica Blvd.

Thank you so much for taking my opinion and thought into your scope. We look forward to seeing this project take shape.

Lauren



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Lauren
Date: Tuesday, May 18, 2021 10:36:17 AM
Attachments: image001.png

---------- Original Message ----------
From: Lauren Meister [lauren@meisterco.com]
Sent: 5/14/2021, 9:30 AM
To: crenshawnorth@metro.net
Cc: whwra90048@gmail.com
Subject: EIR Scoping Questions

To whom it may concern,

Please include my questions in the EIR process.

Questions:

1. When LA County was conducting storm drain work on San Vicente Blvd., between Beverly and Melrose, in the late 1990's/early 2000's, the neighborhood experienced subsidence. How will rail construction affect the ground stability in this area?

2. This area (Doheny to La Cienega, Beverly Blvd. to Melrose Ave.) also has a high water table. How will that be impacted by rail construction?

Thank you.

Regards,

Lauren

Lauren Meister, Resident of West Hollywood West

Direct Line: +1 310-659-3378

Email: lauren@meisterco.com

The information in this e-mail is confidential and may be legally privileged. It is intended solely for the addressee and access to this e-mail by anyone else is unauthorized. If you have received it in error, please contact Lauren Meister immediately. Thank you.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Leslie
Date: Monday, May 24, 2021 9:33:02 AM

---------- Original Message ----------
From: West Hollywood West Residents Association [whwra90048@gmail.com]
Sent: 5/24/2021, 9:13 AM
To: crenshawnorth@metro.net
Cc: council@weho.org
Subject: Crenshaw Northern Extension

Dear Metro Board Members,

The West Hollywood West Residents Association represents approximately 1000 households between Doheny and La Cienega on the west and east, and Melrose and Beverly Blvd. on the north and south. This is a well-established and diverse neighborhood that includes apartments, duplexes, single family homes and business. It is an integral part of the West Hollywood urban village. There are homes with front doors on San Vicente Blvd., which runs through the middle of our neighborhood. West Hollywood Park and Library are also on San Vicente, north of Melrose to Santa Monica Blvd. San Vicente itself plays a crucial role in the city's Pride and Halloween festivities when it is closed to vehicular traffic, as well as in our neighborhood's annual National Night Out celebration.

West Hollywood's City Council has assured our neighborhood in the past that ***only*** an underground configuration on San Vicente between Beverly and Santa Monica would be acceptable. Similarly, at Metro scoping meetings, representatives have indicated that Metro is no longer considering an at grade or aerial installation. However, Metro's Advanced Alternatives Analysis Study Final Screening Report Executive Summary dated August 2020 indicates the hybrid line runs at grade or aerial on San Vicente between Beverly and Santa Monica.

If the San Vicente hybrid is the route chosen for the Crenshaw northern extension, the West Hollywood West Residents Association firmly advocates that it be installed underground. An aerial or at-grade configuration on San Vicente would divide a close-knit neighborhood in half, would be mere steps from residential front doors and would spoil the quality of life its residents currently enjoy. It would also destroy a crucial civic space for greater West Hollywood.

Thank you for your consideration.

Sincerely,

Leslie Karliss, President



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Levi
Date: Wednesday, June 2, 2021 4:47:40 PM

---------- Original Message ----------
From: Levi Schoenfeld [levischoenfeld@icloud.com]
Sent: 5/28/2021, 8:19 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Leyla
Date: Friday, May 21, 2021 7:37:06 AM

---------- Original Message ----------
From: Leyla Ponder [leylaponder@protonmail.com]
Sent: 5/19/2021, 2:11 PM
To: crenshawnorth@metro.net
Subject: crenshaw north

Hi, I would like to support the hybrid route and for construction to be done by the olympics. please do not split this project into 2 and do la brea, bypassing all the important places in this area. Thank you,

Leyla

Sent with ProtonMail Secure Email.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Lizzie
Date: Wednesday, May 12, 2021 7:50:04 AM

---------- Original Message ----------
From: Lizzie Mandler [lizziemandler@gmail.com]
Sent: 5/11/2021, 3:23 PM
To: crenshawnorth@metro.net
Subject: METRO LINE CONCERNS

Hello,
I am writing today about the metro line extension on san vicente. I am a home owner who lives directly in front of where the subway is supposed to be at grade. This is deeply upsetting for the following reasons
1) you will be tearing out precious and very old greenery. One of the best parts about san vicente is the beautiful median. Tearing this up would be a massive disservice to the community and destroying very old trees in our area
2) our property value- as a homeowner with my windows on san vicente the noise pollution, construction and visual pollution of the metro at grade level will absolutely destroy my property value. it is completely unfair to do this in a residential neighborhood. it is well known that metros are of huge benefit in commercial areas, so then this metro should run down pico which is commercial instead of san vicente which is entirely residential.
3) This is the only small section of the entire line that is at grade. this is almost a blatant insult to the homeowners and residents of the area. I cannot bare to think that this is due to budget when this project is already in the billions, putting this section of the metro underground will not be a drop in the bucket of the overall budget

I am begging you to please please put this section underground, as it will be for the entire rest of the route. Please do not absolutely destroy our neighborhood, especially one that does not have the finances to fight the way beverly hills did. The socioeconomic politics of this move are shocking- why should a metro be at grade in our neighborhood but entirely underground running through more affluent neighborhoods?

I am 100% in favor of this metro line, just please show us the courtesy that other neighborhoods (and the rest of this route) have been shown and put this section entirely underground.

thank you
Lizzie Mandler

--





From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Lorenzo
Date: Monday, April 19, 2021 3:26:18 PM

---------- Original Message ----------
From: Lorenzo Mutia [lrmutia@yahoo.com]
Sent: 4/19/2021, 1:12 PM
To: crenshawnorth@metro.net
Subject: Comments on Crenshaw North Extension

Hello- I just wanted to comment on the current proposed options for the Crenshaw North extension. None of the proposals thus far are perfect- that's fine. However, Metro needs to do this right and not rush it necessarily just because West Hollywood wants direct service (to the detriment of the rest of the LA region). La Brea offers direct service but doesn't directly service highly trafficked locations. Fairfax could be seen as a compromise but still misses a couple areas. Fairfax-San Vicente Hybrid hits all the locations but is overly circuitous, makes trips longer, and doesn't seem to be a good long term investment. This last plan however is on the right track ideologically- people want one-seat trips. Yet the cost of this plan and it's potential complications just outweigh the benefits of direct service.

Metro needs to thoroughly look at other ways to serve West Hollywood without slowing the rest of the region. This project has such potential- it is faster to take rail to LAX from Hollywood than it will be to drive (because the only alternatives are surface streets). We need to do this right. Santa Monica Boulevard- from roughly San Vicente in the west to Vermont in the East, is a prime candidate for a high-capacity transit route of its own. It is unfortunate that Rapid service is being removed from this street in the next round of NextGen Bus updates but the need for a speedy, dedicated service is still there. A high-quality BRT: with dedicated stations and lanes that are (mostly) center-running, with buses that have doors on both sides and offer platform-level boarding can and should be implemented here. If this is not a cost effective option, at minimum Metro should consider a way to implement high quality BRT express services to Hollywood/Highland Station. West Hollywood already has bus service but I imagine it is mired in traffic. The Crenshaw North rail extension should take Fairfax (or La Brea as a compromise on speed/cost). Serving Fairfax offers many options to connect to highly trafficked destinations like the Grove/Farmers Market and Park La Brea (which means a 3rd Street Station should be built). While critics may decry the lack of direct service to Beverly Center and Cedars-Sinai— funding for frequent shuttle service to these private businesses could be offered if neither is willing to fund it on their own (potentially reallocating from whatever they spend on parking and other transportation benefits at their sites).

To summarize:

-Look at offering high-quality BRT service on Santa Monica Boulevard between San Vicente and Vermont / San Vicente to Hollywood/Highland Station.

-Prioritize Fairfax as route for rail extension (La Brea as fall-back), build a station at 3rd Street.

-Fund shuttle service to highly trafficked destinations like Beverly Center and Cedars-Sinai Hospital to closest stations on Fairfax.

Lorenzo Mutia



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Lorrie
Date: Thursday, May 13, 2021 1:26:07 PM

---------- Original Message ----------
From: Lorrie Marlow [lorriegay@aol.com]
Sent: 5/13/2021, 1:07 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment & MORE

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the **Grove, the Farmers Market, Cedars-Sinai Medical** Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, **WeHo nightlife, the Pacific Design Center, West Hollywood Park,** and a range of underserved communities and job centers along the way.

The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

As a West Hollywood resident who LONGS TO BE CONNECTED since Metro Rail has NO PARKING at any stops so DRIVING to a metro stop is out of the question (WHO thought THAT was a good idea in Los Angeles?!?!?!) having access in WALKING DISTANCE because....no parking?!?!?! is fabulous!

I am ALSO concerned about a Crenshaw dynamic I didn't see cleared up in the materials. You DO mean LEIMERT PARK/CRENSHAW right? That battle HAS been won? Yes? Because doing all this and then almost willfully murdering a hub of black arts and creativity that has flourished IN SPITE OF THE MOST EGREGIOUS ODD (anyone remember when Ikea wanted to be there rather than Burbank and the councilwoman at the time vetoed that?) so...IS LIEMERT PARK/43rd place NOW SECURE???

thanks!

LorrieGay Marlow



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Lorrie
Date: Thursday, May 13, 2021 1:26:07 PM

---------- Original Message ----------
From: Lorrie Marlow [lorriegay@aol.com]
Sent: 5/13/2021, 1:07 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment & MORE

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the **Grove, the Farmers Market, Cedars-Sinai Medical** Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, **WeHo nightlife, the Pacific Design Center, West Hollywood Park,** and a range of underserved communities and job centers along the way.

The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

As a West Hollywood resident who LONGS TO BE CONNECTED since Metro Rail has NO PARKING at any stops so DRIVING to a metro stop is out of the question (WHO thought THAT was a good idea in Los Angeles?!?!?!) having access in WALKING DISTANCE because....no parking?!?!?! is fabulous!

I am ALSO concerned about a Crenshaw dynamic I didn't see cleared up in the materials. You DO mean LEIMERT PARK/CRENSHAW right? That battle HAS been won? Yes? Because doing all this and then almost willfully murdering a hub of black arts and creativity that has flourished IN SPITE OF THE MOST EGREGIOUS ODD (anyone remember when Ikea wanted to be there rather than Burbank and the councilwoman at the time vetoed that?) so...IS LIEMERT PARK/43rd place NOW SECURE???

thanks!

LorrieGay Marlow



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Lyle
Date: Thursday, May 6, 2021 1:11:48 PM

---------- Original Message ----------
From: [asavwasa@aol.com]
Sent: 5/6/2021, 12:14 PM
To: crenshawnorth@metro.net; info@whamrail.com; info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Dear Metro, WHAM and All on Board,

I am in full support of the Fairfax-San Vicente Hybrid Alignment for Crenshaw North plan. It's the only plan that encompasses needs that would include the other alignments goals and so is the only one that makes sense for the long run. We can't afford any longer to short change the future of mass transit. We already have.

If you have any questions please email me.

Thank you,
Lyle Palaski

L.P.
924 Hancock Ave. #5
West Hollywood, CA 90069



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Melanie Wong; Krista Phipps; Alan Rodriguez
Subject: Thank you for your inquiry Lyle
Date: Monday, April 19, 2021 7:42:34 AM

---------- Original Message ----------
From: [asavwasa@aol.com]
Sent: 4/17/2021, 1:00 PM
To: crenshawnorth@metro.net
Subject: My 2 cents

Hello,

--I don't have much access to Zoom so I am submitting my comments by email.

--I know the upcoming meetings are to discuss and "identify issues, questions and concerns for Metro to address in the Draft Environmental Impact Report (DEIR)." I am not sure what that all entails, but here is my opinion on the proposed alternatives of the Crenshaw Northern Extension Project.

--I think that the only one that makes more sense than the others is the Fairfax-San Vicente Hybrid Route.
Yes, it's the longest one and that probably means more time and money, but it's the one that opens up
moving about the city to a wider swath of the population that has never had easier access to public
transportation alternatives. Plus, with that particular extension completed, it could lead to easier and
shorter future routes that might be warranted. The Fairfax-San Vicente route is like completing the framework on which to build a complete building.

--Going up La Brea just seems to ignore the whole west side in the public transportation realm.

--Anything that lessens traffic on Santa Monica Blvd. also has to be of great significance.
Even during the pandemic all last year the road was filled with cars all day. (Not at night.)

--I've always used public transportation whenever possible. When I'm in West Hollywood, one has to take (and wait for) two separate buses to get to Hollywood and Highland to use the red line.
Or, you have to take crowded buses on Santa Monica Blvd. all the way to Vine, and then walk a considerable distance, or all the way to Vermont if you don't want to walk.

--Anyone who has ever been to the Hollywood Bowl wants the proposed stop to be constructed there!

--If you want to ask me anything else, I'd be glad to respond, please email me.

Lyle Palaski



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Lyle
Date: Wednesday, May 19, 2021 12:26:38 PM

---------- Original Message ----------
From: [asavwasa@aol.com]
Sent: 5/18/2021, 4:21 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

WHY? It's the only one that makes sense. Why build something of less use to the most people with the other alternatives?

I love using Metro Rail, but I do not much because I cannot get to a station from the west side without a lot of difficulty. I do not drive.

Anyone who's ever been to the Hollywood Bowl will support a station at that stop as well. I'd suport one at Dodger Stadium! Heh!

ALSO:

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we **get this right** and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sincerely,
Martin Pal

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Malcolm
Date: Thursday, May 27, 2021 3:27:24 PM

---------- Original Message ----------
From: Malcolm Friedman [malcolmjfriedman@gmail.com]
Sent: 5/27/2021, 11:38 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

All the best,

Malcolm
Malcolmjfriedman@gmail.com
(626) 807-6564

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Mali
Date: Thursday, May 27, 2021 2:31:36 PM

---------- Original Message ----------
From: Mali Elfman [malielfman@icloud.com]
Sent: 5/27/2021, 10:55 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone - beware typos!!!

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Manny
Date: Monday, May 3, 2021 8:29:12 AM

---------- Original Message ----------
From: Manny Rodriguez [manny205@aol.com]
Sent: 5/2/2021, 12:40 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Scoping Comments

Metro in Los Angeles is a fantasy. No one rides it and no one will.

Spending hundreds of billions of dollars to run empty trains is foolish, irresponsible and just plain nuts.

Give it up Metro!

Manny Rodriguez
West Hollywood



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Manny
Date: Tuesday, May 25, 2021 12:56:28 PM

---------- Original Message ----------
From: Manny Rodriguez [manny205@aol.com]
Sent: 5/25/2021, 10:33 AM
To: crenshawnorth@metro.net
Subject: Crenshaw North Scoping Comments

BIG WASTE OF MONEY.

NO ONE WILL USE IT (or not enough)…...LOOK AT THE DATA.

IT'S AN EXPENSIVE FANTASY.

From:	noreply@salesforce.com on behalf of communityrelations@metro.net
To:	Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject:	Thank you for your inquiry Marceline
Date:	Monday, April 26, 2021 9:47:43 AM

---------- Original Message ----------
From: Marceline Phillips [marcelinephillips@gmail.com]
Sent: 4/25/2021, 4:01 PM
To: crenshawnorth@metro.net
Subject: Routing

My opinion is that the La Brea route should be chosen.
But there should be a spur or branch line to West Hollywood along Santa Monica Blvd (like the Hybrid option) rather than the Hybrid option being the definitive routing.

The La Brea option is best for systemwide connectivity, but having part of the Hybrid route option as a branch gives Metro the option of extending that into another line in the future, much like how the D Line was a branch of the B Line before becoming its own line.

Best,
Marceline



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Marisa
Date: Tuesday, May 11, 2021 7:54:15 AM

---------- Original Message ----------
From: Marisa Mandler [marisamandler@gmail.com]
Sent: 5/10/2021, 5:15 PM
To: crenshawnorth@metro.net
Subject: METRO LINE COMMENTS

Hi,
I am writing in regards to the metro line which is being proposed to run along San Vicente. We have worked very hard to own our own home and FINALLY do (on San Vicente, a block west of La Brea). Unfortunately this is the exact area you are planning on possibly building an at grade metro line which would run directly out of our window, right in front of our house. This will affect us horribly as it will not only be awful to live next to, it will completely de-value our house which we have worked SO hard to buy.

I cannot plead with you enough to please make this metro line **below ground.** Apparently you are thinking of making it below ground everywhere, except in this small strip of residential homes along San Vicente. THIS MAKES NO SENSE and hurts people just like me who have worked so terribly hard to finally own a home and then just have that home be de-valued by this decision.
Please make the metro below ground all the way.

Please feel free to contact me if you would like any more feedback (all neighbors share the same sentiment). Is there anything else we can do to voice our opinion and stop this from happening?

Thank you,
Marisa Mandler

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Marisa
Date: Wednesday, May 19, 2021 12:40:40 PM

---------- Original Message ----------
From: Marisa Mandler [marisamandler@gmail.com]
Sent: 5/18/2021, 8:22 PM
To: crenshawnorth@metro.net
Subject: SUBWAY ALONG SAN VICENTE

I am writing to voice my concern with the metro running above ground/ at grade along san vicente. We live directly on San Vicente, just west of La Brea, and while we all can agree LA needs this subway system, there is no reason why it should run at grade in a highly residential area.
It will create awful noise and light pollution directly outside of our windows, and also will greatly devalue our property and homes. Please please please make this BELOW ground.
Thank you,
Marisa Mandler



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Mark
Date: Monday, May 10, 2021 8:30:01 AM

---------- Original Message ----------
From: Mark Hughes [markhughesfilms@aol.com]
Sent: 5/8/2021, 2:03 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Scoping Comments

I would like to add my voice in support of the hybrid model.

There is a great deal of tourism and commuting to, from, and through West Hollywood every day, and much of the local population is older and have mobility issues.

Multiple stops will help with the flow of so many people through the city; will ease travel for those with physical limitations and restrictions; and will help reduce the amount of vehicular traffic through the city, reducing congestion and pollution over time.

West Hollywood includes some of the most popular tourist and local destinations in the greater LA area, including the Sunset Strip, The Rainbow District and Cedars-Sinai. Many of LA's most important traffic arteries pass through West Hollywood's relatively small square-miles footprint, including Santa Monica Blvd, Fairfax Ave, Fountain Ave, and Melrose Ave, streets lined with popular businesses, restaurants, bars, and shopping hotspots.

More 3.6 million tourists pass into and through West Hollywood every year, according the West Hollywood Travel & Tourism Board. Getting more of them out of cars and using public transit would increase local shopping while reducing congestion and pollution.

We can boost business while easing travel and cleaning our air, and that's something we should be eager to do if we really want and plan to try to stop Global Warming and protect the environment as much as folks claim to.

More subway stops means easier access and more likelihood it will be used. If we are going to do it, it needs to be done now and done expansively. Please use the hybrid model.

Thank you for your attention in this matter.
Mark Hughes
West Hollywood, CA

Sent from the all new AOL app for iOS

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Mark
Date: Monday, May 3, 2021 8:28:29 AM

---------- Original Message ----------
From: Mark Johnston [canammj@yahoo.com]
Sent: 5/2/2021, 7:48 PM
To: crenshawnorth@metro.net
Subject: COMMENTS FOR CRENSHAW NORTHERN EXTENSION

The La Brea option is the best in my opinion:

1/ Lowest cost is always the best option in the time of budgets
2/ Fastest running time since it is a straight line- we can't have lines wandering when this line is already going to be a very long line whether its through routed to either Norwalk or eventually Torrance
3/ Still connects the 3 other lines (Red-Purple-Expo)
4/ Spacing of the stations is perfect
5/ Stations are the biggest expense, this line only has 6, thus less expense

To make this line even better:

1/ Make sure tunnel , no elevated. Another reason for shortest distance is less tunneling.
2/ Make sure the Hollywood Bowl extension is included. This station makes a perfect turn-back station, so build it with 3 tracks/3 platforms to also accommodate Bowl Event. This station also makes for a good park and ride just off the freeway and the existing parking lots are generally empty during the work day.

Note- West Hollywood really wants a line through their city, but should not be at the overall benefit of this project. HOWEVER, I would plan for a spur, as the start of a longer line, through West Hollywood.
Build a proper junction at Santa Monica Blvd and La Brea to send a line down Santa Monica Blvd before turning south down La Cienega to Wilshire Blvd and then eventually to another station at La Cienega/Pico, continues down La Cienega to a station at Venice, then comes up above ground on Venice, heading down first to the Expo Line station and then then on to Venice Beach. Could be a really popular line, connecting many other current and future transit lines.

Thank you, Mark Johnston
Chino, CA

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Mark
Date: Monday, May 3, 2021 8:27:28 AM

---------- Original Message ----------
From: Mark F [markfugina@gmail.com]
Sent: 5/2/2021, 9:27 AM
To: crenshawnorth@metro.net
Subject: Comment on proposed Route

Hello,

I live in DTLA, and once the purple line and the northern crenshaw lines are built, would love to take advantage of the rail service instead of using my car to visit the areas served by the hybrid option.

That said, I wish that metro would study the viability of building the La Brea alignment in conjunction with a spur line into West Hollywood. A picture is attached. This would both allow for a quicker ride north/south on the La Brea alignment and the possibility of reaching more riders via extending the spur route in the future (both to the east to connect to the red line and to the south to connect to the expo and possibly beyond). It feels like a better long term strategy than the somewhat confusing and winding hybrid route.

No matter what route is taken, I strongly support extending the line to the Hollywood bowl!

Best,
Mark

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Krista Phipps; Alan Rodriguez; Connie Mejia; Melanie Wong
Subject: Thank you for your inquiry Mark
Date: Wednesday, April 28, 2021 10:49:31 AM

---------- Original Message ----------
From: Mark Bisaha [sportbiker@mac.com]
Sent: 4/27/2021, 8:44 AM
To: crenshawnorth@metro.net
Subject: scoping for Crenshaw North

To the project team: I want you to scope an alternative including a straight shot up La Brea plus a spur traveling from La Brea west along Santa Monica. This will give the fastest north-south travel times (important for through riders) as well as give West Hollywood its much-deserved connections. The SM stub could be designed for future continuation west on Sunset, as well as future continuation east on Sunset through Los Feliz/East Hollywood, Silver Lake, Echo Park and DTLA (possibly becoming a "northern extension" of the WSAB line). A back-of-the-napkin calculation shows about the same route milage between this initial proposal and the hybrid route, meaning that construction cost could be about the same, while having the possibility of much higher ultimate utility.

Mark Bisaha
5420 Russell Ave #8, 90027

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Mark
Date: Monday, April 26, 2021 9:41:02 AM

---------- Original Message ----------
From: Mark Lehman [mark@marklehmanesq.com]
Sent: 4/24/2021, 10:30 AM
To: crenshawnorth@metro.net
Subject: Support for the Fairfax - San Vicente - Hybrid (Westernmost) Crenshaw Northern Extension

Dear MetroRail:

As a nearly 40 year homeowner and resident who also practices law in West Hollywood I strongly support the Fairfax - San Vicente Hybrid (westernmost) Crenshwa Nothern Extension option.

As long term resident and business person who is very active in the community it is immediately apparent that this option - which includes the important intersections of:

1. San Vicente and Beverly Boulevards where Cedars Sinai Medical Center with its thousands of daily staff members, patients and visitors, the Beverly Center and Beverly Connection are located:

2. San Vicente and Melrose Avenue which is the location of the Pacific Design Center and the burgeoning West Hollywood Design District; and

3. San Vicente and Santa Monica Boulevard, with its busy hospitality and entertainment district, long a key destination for the LGBTQI community and entry to West Hollywood's main street.

Choosing this westernmost option will service many thousands of residents, commuters, shoppers, guests and visitors on a daily basis and makes the most long-term sense if our desire is to have mass transit make a dent in our travel habits in the LA Basin and thereby cut greenhouse emissions.

This westernmost route will also best service Santa Monica Boulevard, the main street and lifeblood of West Hollywood business and the thousands of West Hollywood residents, like myself, who live within the residential areas abutting Santa Monica Blvd.

Environmentally and from an urban planning perspective this Fairfax- San Vicente option would ultimately have the most favorable long-term environmental impacts and best service the community.

Thank you.

Mark Lehman

Mark E. Lehman
Law Offices of Mark E. Lehman
9255 Sunset Blvd., Suite 730
West Hollywood, CA 90069
Phone: (310) 919-4180
Fax: (310) 276-2513
E-mail: Mark@MarkLehmanEsq.com
www.MarkLehmanEsq.com

This e-mail is covered by the Electronic Communications Privacy Act, 18 U.S.C. 2510-2521 and is legally privileged and protected. The information contained in this communication is confidential and if directed to a client, or between lawyers or experts for a client, is intended by the sender to be subject to the attorney-client and attorney work product privileges. This information may constitute inside information, may be subject to further restrictions on disclosure by contract or other binding agreement, and is intended only for the use of the intended recipient. This communication is the property of the Law Offices of Mark E. Lehman and/or its clients. Any unauthorized use, disclosure or copying of this communication or any part thereof is strictly prohibited and may be unlawful. If you have received this communication in error, please notify us immediately by return e-mail or by e-mail to mark@marklehmanesq.com, and then destroy this communication and all copies thereof, including all attachments.

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Mark
Date: Monday, April 19, 2021 8:42:00 AM

---------- Original Message ----------
From: Mark Johnston [canammj@yahoo.com]
Sent: 4/15/2021, 4:05 PM
To: crenshawnorth@metro.net
Subject: Comments on Crenshaw North extentsion

The La Brea line is the only logical choice=

-straightest— on a long line can't be wandering all over

-fastest- once again, end to end needs to be as fast as possible

-least costly to build- in time of budgets, this has to happen

Has to be underground, not elevated

Has to have the extension to Hollywood Bowl- makes a perfect large park and ride during the week and a good place to build your turn back facility
I would suggest a 3rd track/3 platform station for Bowl events

West Hollywood will have to be part of another line some other time.

Thank you
Mark Johnston
canammj@yahoo.com
Chino, CA, formerly of Pasadena



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Mark
Date: Thursday, May 13, 2021 1:16:51 PM

---------- Original Message ----------
From: Mark Anderson [markanderson69@gmail.com]
Sent: 5/12/2021, 3:54 PM
To: crenshawnorth@metro.net
Subject: Comments West Hollywood Extension

Good afternoon!

Thank you for the great video. That was very informative.

I strongly prefer the alternative that services the Beverly Center, Cedars & the Weho nightlife district.

I have lived in Weho for 14 years and would dearly love public transportation options.

Yes, please add the Hollywood bowl extension! That would be amazing!

Thank you so much!

Mark Anderson
1010 N Kings Rd, #308
West Hollywood, CA 90069

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Marlene
Date: Wednesday, June 9, 2021 4:43:13 PM

---------- Original Message ----------
From: Marlene Larson [mblarson7@aol.com]
Sent: 6/9/2021, 2:45 PM
To: crenshawnorth@metro.net
Subject: Question re. optional alignment route

To whom it may concern,

The optional alignment route going north on Crenshaw Blvd. curves somewhere after Washington Blvd (Where does the curve begin?) and intersects with Venice Blvd. I live in La Fayette Square and would like to know what north/south streets (Victoria, Wellington, Virginia, Buckingham) will be impacted by this curve? Under what streets will the route be tunneled? Is there someone I can contact to get more detailed information about the optional alignment route? Your assistance would be appreciated.

Sincerely,

Marlene Larson
1757 Buckingham Rd.
LA 90019

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Marshall
Date: Tuesday, May 25, 2021 8:17:02 AM
Attachments: Crenshaw North Branches Alt.png

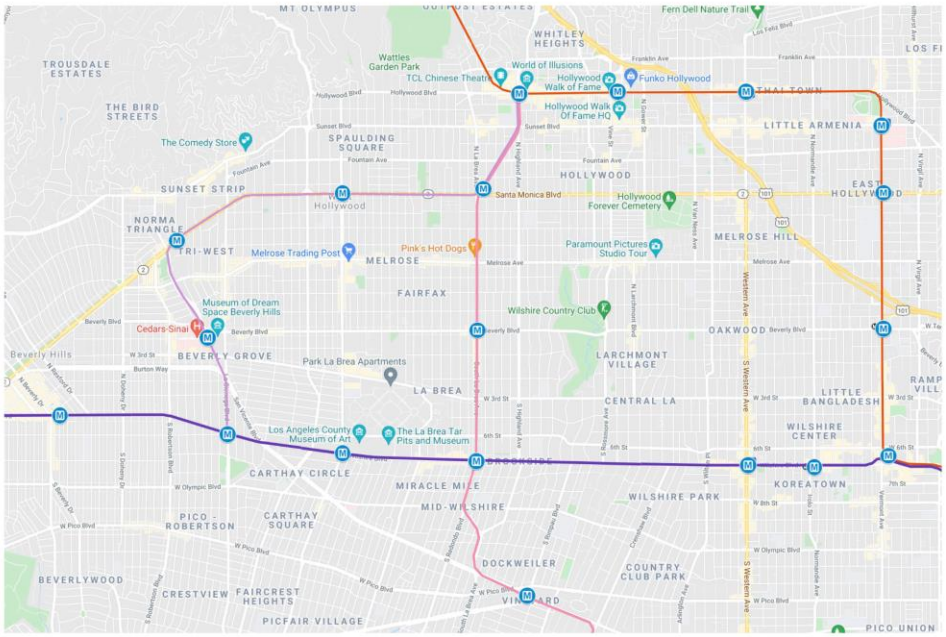
---------- Original Message ----------
From: Marshall Knight [m.alex.knight@gmail.com]
Sent: 5/24/2021, 2:36 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Extension Scoping Comments (Branching Alternatives)

To Whom It May Concern,

I apologize for the length of these comments. I'm a 10-year Fairfax district resident who plans to make Mid-City West or West Hollywood my lifelong home, so I am deeply invested in getting this right.

I believe **Metro is asking us to choose between three problematic alternatives**: two routes (Fairfax and La Brea) that do not adequately serve Mid-City West/West Hollywood, and one messy compromise (Fairfax-San Vicente Hybrid) that serves the neighborhood at the expense of regional travelers. I was an early advocate for the Hybrid, but I realized that I was only **pushing the Hybrid out of fear that this is the last chance to see rail service in our lifetimes.** That's because Metro eliminated the West Hollywood branch of the Purple Line in 2010, and the Crenshaw North Extension is the only project in the Measure M expenditure plan that *could* serve our vibrant neighborhoods in the heart of the city.

But it's become clear that one line cannot adequately serve as both a regional commuter line and a local circulator**.** Rather than pushing through one of these three alternatives, **Metro should explore building two branches as part of the EIR.** For example: if the ~$6 Billion Hybrid alternative is considered achievable, could Metro instead build the ~$3 Billion La Brea alternative and a branch from Hollywood/Highland through West Hollywood and Beverly Grove (as pictured below) for a similar expense?



Such a scheme would fulfill the goals of the Crenshaw North Extension more fully than any of the current alternatives, while relieving the anxieties of both Mid City West/West Hollywood locals, and long-distance commuters. **Although the idea of a Hollywood Bowl station is appealing, I would rather that money be spent building a more holistic system.**

There's recent precedent for such a two-pronged approach: the Gold Line Eastside Extension, which until recently was to include routes to both South El Monte and Whittier. If branches were considered viable for the Gold Line, why shouldn't the same apply to the Crenshaw Line?

Thank you for taking the time to consider my comments, and for your hard work on this project. Go Metro!

All the best,

Marshall Knight

Marshall Knight
(707) 287-3851

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Matt
Date: Wednesday, June 2, 2021 4:06:50 PM

---------- Original Message ----------
From: Matt Hersch [matthersch@gmail.com]
Sent: 5/28/2021, 11:06 AM
To: crenshawnorth@metro.net
Subject: I support the Fairfax-San Vicente Hybrid alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Matt
Date: Thursday, May 27, 2021 4:37:22 PM

---------- Original Message ----------
From: Matt Tassone [mltassone@yahoo.com]
Sent: 5/27/2021, 12:03 PM
To: crenshawnorth@metro.net
Subject: Missed Meeting

Just wanted to throw support behind the La Brea option. The extension will be most useful as a means to link the existing lines so the most direct means of doing so will be the most efficient use of the line.

Thank you.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Matt
Date: Thursday, May 13, 2021 8:30:39 AM

---------- Original Message ----------
From: Matt McKee [mattmckeedesign@gmail.com]
Sent: 5/12/2021, 8:11 PM
To: crenshawnorth@metro.net
Subject: Mid-City Resident Request

Hello,

I heard about the proposed metro line through my neighborhood council. I would like to request a stop near Cochran & San Vicente as the other stops just seem too far away and makes it unusable without a bike, which is not an option for many people.

Thank you,
Matt McKee
(323) 537-1768
mattmckeedesign@gmail.com 

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Matt
Date: Tuesday, April 27, 2021 7:59:08 AM

---------- Original Message ----------
From: Matt Kelly [mattkellyvfx@gmail.com]
Sent: 4/26/2021, 4:35 PM
To: crenshawnorth@metro.net
Subject: Comments for Crenshaw northern extension

After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur.

The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors.

The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond.

Sincerely,

Matt Kelly
Gamma Ray Studios
213-500-0363
mattkellyvfx@gmail.com

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Matt
Date: Wednesday, June 2, 2021 4:08:10 PM

---------- Original Message ----------
From: Matt Johnson [johnson.matthew.david@gmail.com]
Sent: 5/28/2021, 10:10 AM
To: crenshawnorth@metro.net; +info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It would also reduce reliance on cars in an area with heavy pedestrian traffic, improving safety and enjoyment for everyone, especially children, the elderly, and people with mobility limitations,

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Matthew
Date: Friday, May 21, 2021 7:44:40 AM

---------- Original Message ----------
From: Matthew Swanson [matthewcswanson@gmail.com]
Sent: 5/20/2021, 9:15 AM
To: crenshawnorth@metro.net
Subject: Comment on Crenshaw Line North

Hello,

I would like to voice my support for Metro building the La Brea option for the Crenshaw North **in addition to** a spur line that goes through West Hollywood and then south to Wilshire/La Cienega.

The La Brea option would allow for faster, more efficient travel between Hollywood and LAX, compared to the meandering, circuitous hybrid proposal under consideration. This speed would be a benefit to many, many Angelenos. But adding a separate spur through West Hollywood would benefit many as well by better serving more of the central part of the LA basin than any single line could.

Constructing two lines would open up many excellent and appealing options that would help on a system-wide level, such as (1) extending the spur line from Wilshire/La Cienega to Culver City and then on to Venice, and (2) eventually converting the spur into a separate line that extends to downtown LA via Silver Lake and Echo Park.

Although the cost would increase by building two lines, I would think that West Hollywood, which seems eager to be serviced by Metro stations, would be amenable to building both lines and could offer financial support for this idea.

To sum up, I strongly support Metro building two lines: the La Brea option for Crenshaw Line North and a separate spur line that more or less follows the San Vicente option through West Hollywood and down to Wilshire/La Cienega.

Thank you for your time and consideration.

All the best,

Matthew

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Matthew
Date: Tuesday, May 18, 2021 10:35:14 AM

---------- Original Message ----------
From: Matthew Brinkmoeller [mbrinkmoeller@gmail.com]
Sent: 5/17/2021, 1:31 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Scoping Comments

As a West Hollywood resident, I'd like to submit a comment for supporting the western alignment of the metro.

thanks,

--
Matthew L Brinkmoeller (he/him/his)
mbrinkmoeller@gmail.com

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Matthew
Date: Friday, May 14, 2021 8:03:08 AM

---------- Original Message ----------
From: Matthew Brady [matthew@mrbproductions.com]
Sent: 5/13/2021, 7:08 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Matt Brady
Tel: 323.965.8881

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Matthew
Date: Wednesday, May 12, 2021 4:33:25 PM

---------- Original Message ----------
From: Matthew Louchheim [mlouchheim@gmail.com]
Sent: 5/12/2021, 2:29 PM
To: crenshawnorth@metro.net; +info@whamrail.com
Cc: mlouchheim@bobrick.com; jennifer.louchheim@gmail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment

I live at 8917 Dorrington Ave in West Hollywood and support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Matthew
Date: Monday, April 19, 2021 3:28:09 PM

---------- Original Message ----------
From: Matthew Rasmussen [matthew.s.rasmussen@gmail.com]
Sent: 4/19/2021, 10:28 AM
To: crenshawnorth@metro.net
Subject: Fairfax please!

La Brea serves no destinations and the hybrid model kills the momentum of transit.

If the goal of the hybrid is to ultimately service Santa Monica Blvd in WeHo, perhaps a separate line that snakes across SM, continues down Sunset through Silver Lake + Echo Park, and ultimately terminates in DTLA would truly be the greatest thing to happen to this city. Could we possibly consider that as well?



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Matthew
Date: Thursday, May 27, 2021 3:25:29 PM

---------- Original Message ----------
From: Matthew Fenn [mdfenn98@gmail.com]
Sent: 5/27/2021, 11:54 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Matthew Fenn

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Melissa
Date: Thursday, May 13, 2021 8:22:45 AM

---------- Original Message ----------
From: Melissa B. [brodymel@gmail.com]
Sent: 5/12/2021, 9:23 PM
To: crenshawnorth@metro.net
Subject: Public Comment

Hello. What is the best way to register a public comment on plans for the Crenshaw Northern Extension Project? For the Fairfax and Fairfax-San Vicente options, I would like to suggest that a station be included at or near the intersection of San Vicente and Fairfax or San Vicente and Hauser. I would love to see the train come through our community, but it should be accessible if it does, especially since we have one of the worst auto intersections in the city at Fairfax and San Vicente. Thank you for the work you are doing.

Melissa Brody
(310) 709-1059



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Melissa
Date: Wednesday, June 2, 2021 3:58:33 PM

---------- Original Message ----------
From: Melissa Gruhin [melissa.gruhin@gmail.com]
Sent: 5/28/2021, 3:47 PM
To: crenshawnorth@metro.net
Subject: Ensure Metro Studies Crenshaw Extension Stop Between Midtown Crossing and LACMA

Hello!

I am a resident of the Pico/Cloverdale area. I was very excited to hear about forthcoming plans for the Crenshaw Extension. However, I was disappointed to see that while the train will come through this neighborhood, there will not be a stop. Without this stop, I know I would be far less likely to ride the metro, as other modes of transportation would be faster for me. I think it's important that we connect the communities bounded by San Vicente, the 10, La Brea, and La Cienaga with the Metro line. By not including this in the study, we lose out on the opportunity to connect a large residential population with their surrounding communities.

Please consider including this in your study as it would be hugely beneficial to our community.

Thank you,
Melissa



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Michael
Date: Wednesday, June 2, 2021 4:43:24 PM

---------- Original Message ----------
From: Michael Ramirez [mramirez27@live.com]
Sent: 5/28/2021, 10:15 AM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
Get Outlook for iOS

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Michael
Date: Wednesday, June 2, 2021 4:18:15 PM

---------- Original Message ----------
From: Michael Kuhlmann [sethk10@icloud.com]
Sent: 5/27/2021, 6:18 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment for Crenshaw North

Yea! I support the line through West Hollywood l! This is essential for the people in making this city even greater!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Michael
Date: Wednesday, June 2, 2021 4:09:37 PM

---------- Original Message ----------
From: Michael Batchelder [michaelbatchelder91@gmail.com]
Sent: 5/28/2021, 9:14 AM
To: crenshawnorth@metro.net
Subject: I support the Fairfax-San Vicente Hybrid alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
--

Michael Batchelder
Post Production Coordinator
Cell: 402-680-5741

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Michael
Date: Thursday, May 27, 2021 4:06:29 PM

---------- Original Message ----------
From: Michael Moffatt [mikey9897@gmail.com]
Sent: 5/27/2021, 10:46 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Michael
Date: Tuesday, May 25, 2021 12:58:55 PM

---------- Original Message ----------
From: Michael Hayes [mhayes23@fordham.edu]
Sent: 5/25/2021, 11:21 AM
To: crenshawnorth@metro.net
Subject: Fairfax Hybrid

Hello Roger,

Thanks for your effort to include community input for what will become one of the regions most efficient means of transit connection for N/S travel and airport access.

I'd like to voice my support for the fairfax-San Vicente hybrid route as I believe it best serves existing / future communities of higher density and social activity patterns. If our current lack of political will to upzone transit equipped areas is any indicator, proposing a route for "expected future growth" is a sense of false hope. The stretch of Santa Monica through weHo is already urban and vibrant, it ought to benefit from more efficient travel options.

Further, the added end to end travel time is mostly insignificant in my opinion. I've lived in NY, Paris and Rome (as well as other transit rich cities) nobody cares how circuitous a route is or how long a route takes to get from the top of the Bronx to the end of Brooklyn, people just want a convenient way to get them from one place to another, and seldom is that from one end of the line to the other or the most direct path.

For these reasons, I believe fairfax San Vicente hybrid is the best choice.

Thanks again for your efforts to improve the lives of the residents and visitors of the LA area.

Best,

-m
--
Michael James Hayes
Fordham University
Communications Media Studies



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Michael
Date: Friday, May 21, 2021 10:26:10 AM

---------- Original Message ----------
From: Michael - Holloway Partners [michael@hollowaypartners.com]
Sent: 5/21/2021, 8:27 AM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Best regards,
Michael | **HOLLOWAY PARTNERS** | P:310.707.1077 |
F: 310.707.0173 | HollowayPartners.com

----------**Representations, Privilege and Confidentiality Notice**----------
This correspondence is from an agent of the Landlord/Lessor ("Landlord") who has no authority to bind the landlord unless or until the landlord reviews, confirms, accepts and approves the content hereof and accepts the same in a writing signed by the Landlord. This correspondence contains information that has not yet been reviewed or confirmed or accepted by the Landlord/Lessor ("Landlord") and it is understood and agreed that Landlord is not making any promises, representations or warranties of any kind or nature as to the accuracy or completeness of such information. The content of this correspondence is for discussion purposes only and is not and shall not act in any manner to alter, amend or modify the terms and conditions of any written agreement including but not limited to any Lease agreement that may exist between the Landlord and Tenant/Lessee ("Tenant"). This correspondence is not an offer and nothing contained herein may be accepted by the recipient or any third party unless

or until the same is reduced to a writing and signed by the Landlord. It is further understood and agreed that Landlord shall not have any liability or responsibility to Tenant or to any other person or entity resulting from the use of any information contained herein unless or until the Landlord approves the same in a writing signed by the Landlord. Should a written lease already be in place between Landlord and the recipient of this correspondence, then, consistent with the provisions of the Lease, the Lease may only be altered, amended or modified by an original writing signed by both the Landlord and Tenant which specifically references the Lease provisions that it purports to alter, amend or modify. *In case there is any discrepancy between the terms and conditions of any existing Lease and this correspondence, the Lease shall always prevail.* **Nothing contained in this communication shall be binding, or contractual in nature. The Landlord, upon review of this correspondence, may accept, adopt, reject or modify as it deems appropriate in its sole and absolute discretion some or all of this correspondence.**

The information contained in this email message is intended only for the personal and confidential use of the intended recipient. This message is privileged and confidential. If the reader of this message is not the intended recipient, you are hereby notified that you have received this document in error, and that any review, dissemination, disclosure, distribution, copying, or use of the content of this message is strictly prohibited. If you are not the intended recipient and have received this communication in error, please notify us immediately by email, and delete the original message from your computer entirely. Unauthorized disclosure or failure to maintain confidentiality of this email may subject you to federal and state penalties.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Michael
Date: Friday, May 21, 2021 7:45:33 AM

---------- Original Message ----------
From: Michael Ferrera [mfgb7467@icloud.com]
Sent: 5/19/2021, 8:48 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Michael Ferrera
Los Angeles, 90069

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Cc: crenshawnorth@metro.net
Subject: Thank you for your inquiry Michael
Date: Friday, May 21, 2021 7:44:08 AM

---------- Original Message ----------
From: Michael Wacht [mwacht@intuarch.com]
Sent: 5/20/2021, 1:15 PM
To: crenshawnorth@metro.net
Subject: Ensure Metro Studies a Light Rail Station on San Vicente

Hello Metro,

Letter with Supporting Documentation Attached

On behalf of Destination:Pico, I write to advocate for the study of a Metro Station midway along San Vicente Boulevard to be included within the upcoming analysis of the Crenshaw Northern Extension. There is proposed to be a 2 mile stretch without access for our community between the stations at Midtown Crossing and LACMA Wilshire/Fairfax.

Please confirm receipt,

Sincerely,

Michael Wacht
Board Member, Destination:Pico

Michael Wacht (he/him) AIA LEED
[8758 Venice Blvd - Suite 200] [Los Angeles, CA 90034]
[M: 646 / 872 / 5031] [O: 310 / 954 / 1346]
[*website*] [*instagram*]

[Board Member] [DestinationPico]
[Board Member] [ONE Archives Foundation]

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Michael
Date: Tuesday, May 18, 2021 1:21:50 PM

---------- Original Message ----------
From: Michael Wacht [mwacht@intuarch.com]
Sent: 5/18/2021, 11:56 AM
To: crenshawnorth@metro.net; mwong@leeandrewsgroup.com
Cc: lk@lisakaye.com
Subject: Re: Crenshaw Northern Extension Virtual Scoping Meeting #3 Confirmation

Hi Melanie, Crenshaw North,

I am a member of the P.I.C.O. Neighborhood Council Land Use committee. A few of us have attended the recent Metro scoping meetings. San Vicente is a very important street for our community, and I believe our community would be interested in hearing an update about the scoping process, in particular with two issues and how to best advocate:

(1) The careful study of placing the Metro below ground for the length of San Vicente

(2) If a Station within our community can be studied along San Vicente. There is a 2 mile gap between stations as currently proposed.

Our next Land Use meeting is Thursday, May 27, at 6:30 via zoom. We would be very appreciative if someone could join us.

Thanks!

-Michael Wacht

Michael Wacht (he/him) AIA LEED
[8758 Venice Blvd - Suite 200] [Los Angeles, CA 90034]
[M: 646 / 872 / 5031] [O: 310 / 954 / 1346]
[*website*] [*instagram*]

[Board Member] [DestinationPico]
[Board Member] [ONE Archives Foundation]

On Sat, May 8, 2021 at 9:59 AM Melanie Wong <no-reply@zoom.us> wrote:

> Hi Michael Wacht,
>
> Thank you for registering for "Crenshaw Northern Extension Virtual Scoping Meeting #3".
>
> Please submit any questions to: mwong@leeandrewsgroup.com

Date Time: May 8, 2021 10:00 AM Pacific Time (US and Canada)

Join from a PC, Mac, iPad, iPhone or Android device:
Click Here to Join
Note: This link should not be shared with others; it is unique to you.
Add to Calendar Add to Google Calendar Add to Yahoo Calendar

Or One tap mobile :
US: +16699006833,,84880363069# or +13462487799,,84880363069#

Or Telephone:
Dial(for higher quality, dial a number based on your current location):
US: +1 669 900 6833 or +1 346 248 7799 or +1 253 215 8782 or +1 929 205 6099 or +1 301 715 8592 or +1 312 626 6799
Webinar ID: 848 8036 3069
International numbers available: https://us02web.zoom.us/u/kb3mMmUC3

You can cancel your registration at any time.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Michael
Date: Friday, May 14, 2021 8:17:08 AM

---------- Original Message ----------
From: Michael de Villiers [mdevilliers@verizon.net]
Sent: 5/13/2021, 7:56 PM
To: crenshawnorth@metro.net
Subject: Comment on Crenshaw Northern Ext route selection

Metro Planners:

Thank you for your public forum on Saturday May 8 2021.

Please select the Fairfax or La Brea alignment, and plan for a western Spur on Santa Monica Boulevard. As was pointed out in a comment on Saturday, total initial route length including the Spur could be shorter than the Hybrid.

At three minutes additional trip-time over the baseline La Brea alignment, The Fairfax alignment is a reasonable compromise to engage The Grove / CBS and greater residential population near Fairfax Avenue as compared to La Brea.

The Hybrid route is too convoluted. Eight minutes over the baseline is an unacceptable burden for all riders, and will handicap the line in its purpose of regional travel.

The Santa Monica Boulevard Spur could include all the additional stations of the Hybrid. Grown to become a fully-networked separate line from East Hollywood to Culver City (and potentially beyond in both directions), the Spur allows for a system Los Angeles needs to move the needle on connectivity, speed and ridership.

Hollywood and these parts of Central Los Angeles compare to Downtown in employment and residential density and deserve a comprehensive network of fast rail transit. With existing densities and ongoing development, there's no redundancy in parallel routes Hollywood Bl / Santa Monica and Fairfax / La Cienega.

The mostly-West Hollywood residents who in the Saturday meeting supported the Hybrid route for the additional stations are not wrong in wanting those stations. But Metro would be short-sighted to select that alignment because it would be at the expense of recognizing the full dynamics of this part of Central Los Angeles and its importance in the region.

Thank you

Michael de Villiers
Metro rider

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Michael
Date: Thursday, May 6, 2021 1:10:22 PM

---------- Original Message ----------
From: Michael Dias [diasmi012@gmail.com]
Sent: 5/5/2021, 8:39 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

This line is the ultimate "BINGO" for serving all jobs, retails, commercial, parks, recreations and residential areas. Not to mention, it will one day have 2 spurs (C and K lines) running from the South Bay to Hollywood and Norwalk to Hollywood in the future, respectively. So yeah, the "hybrid" proposal should get selected, even if the cost of the whole project rises to $10 billion or more.

From:	noreply@salesforce.com on behalf of communityrelations@metro.net
To:	Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject:	Thank you for your inquiry Michael
Date:	Tuesday, April 27, 2021 7:03:10 AM
Attachments:	image001.png

---------- Original Message ----------
From: Michael S. Tanner [mtanner@psrs.com]
Sent: 4/26/2021, 12:11 PM
To: crenshawnorth@metro.net
Subject: Public Comment on Crenshaw Line North

I think Crenshaw Line north route should follow La Brea with either a spur line into West Hollywood or that West Hollywood is served by a line that runs down Santa Monica Blvd between the B/Red and D/Purple.

As a resident of Westchester, I'm really hoping you guys can get the LAX/Crenshaw/K Line done soon. We've been dying to use it and its getting embarrassing how far behind we've fallen.

MICHAEL S. TANNER
PRESIDENT / PRINCIPAL
PSRS
O: 310-440-2304 | F: 310-440-2319
11911 SAN VICENTE BLVD, SUITE 390
LOS ANGELES, CA 90049
MTANNER@PSRS.COM | CALBRE #01470108
VCARD | LINKEDIN | PSRS WEBSITE | BIO

SAM STRATEGIC ALLIANCE MORTGAGE

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Melanie Wong; Alan Rodriguez; Krista Phipps
Subject: Thank you for your inquiry Michael
Date: Monday, April 19, 2021 8:20:51 AM

---------- Original Message ----------
From: Michael Follo [braves9@gmail.com]
Sent: 4/17/2021, 4:37 PM
To: crenshawnorth@metro.net
Subject: Suggestion.

To the Project Team,

I do have a suggestion that I hope can be considered as part of the scoping process & into the DEIS & my suggestion is:

-Have the Crenshaw Line run up Fairfax Av to Hollywood Blvd & along Hollywood Blvd to connect with the Red Line at Highland Av & Hollywood Blvd & then up to Hollywood Bowl.

-Built a new light rail along both Santa Monica Blvd & Sunset Blvd (the old Red Cars used to serve this corridor) that would operate between Century City Purple Line Station & Union Station.
There would be a reroute of service, have the light rail run along LaCienega Blvd & Beverly Blvd, this reroute would give riders direct access to both Ceders Sinai & Beverly Center, also, this new light rail line would also serve Hollywood Forever Cemetery, Silver Lake & Echo Park (both areas that don't have rail service today) Century City & Beverly Hills, this would give riders direct connections to the Purple Line at Century City, the Red Line at Santa Monica Blvd & Vermont Av & with Amtrak, MetroLink, the Red & Purple Lines & the Gold Line at Union Station.

Transfers between these two lines will be at Fairfax Av & Santa Monica Blvd.

Sincerely,
Michael

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Michael
Date: Wednesday, June 2, 2021 4:58:06 PM

---------- Original Message ----------
From: Michael Lombardi [michael@mlombardi.com]
Sent: 5/27/2021, 11:05 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid Extension of the Crenshaw Line

I would like to voice my support for the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension project.

In addition to serving all major destinations in Mid City, the Fairfax-San Vicente Hybrid alignment would add stops at vital areas of West Hollywood, adding popular destinations along the line and increasing the overall viability of the project by increasing ridership. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process.

Regards,

Michael

Michael Lombardi MIES LC LEED AP BD+C

michael@mlombardi.com

+1.646.709.5440



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Michelle
Date: Wednesday, May 19, 2021 1:05:45 PM

---------- Original Message ----------
From: Michelle V [michellev0011@outlook.com]
Sent: 5/19/2021, 12:42 PM
To: crenshawnorth@metro.net
Subject: CNE scoping

Hi,

My name is Michelle Valentino and I've been a resident of LA for over 40 years. I would like to urge Metro to choose the hybrid model and build the project now. This is a vital link that should have been built years ago. Thank you,

Michelle



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Miguelangelo
Date: Wednesday, June 2, 2021 5:09:44 PM

---------- Original Message ----------
From: Miguelangelo Padilla [miguelangelo.padilla@gmail.com]
Sent: 5/28/2021, 8:22 AM
To: crenshawnorth@metro.net
Subject: Metro Crenshaw Extension Concerns

Hello,

I have lived in the Mid-Wilshire area for about 10 years and currently own a Triplex on the 1300 block of Cloverdale Ave between Pico Blvd and San Vicente in Wilshire Vista Highlands. Although I am excited about the extension of the Metro Crenshaw line through our neighborhood, I am very disappointed to see that a station for our neighborhood is not currently being considered.

As currently contemplated, the Crenshaw extension will be passing within 1 1/2 blocks of my property, however, the closest station would actually be the future purple line station at Wilshire and La Brea, which is a 25 minute walk crossing 3 major streets where crosswalks are scarce. The majority of the properties in my neighborhood are multi-family residential like mine, so the area is densely populated with people who would use the rail line if access were within walking distance. I also think a station in our area would help boost growing businesses along Pico Blvd in PicFair.

Please consider a station on San Vicente at Redondo, Cochran or Hauser in your study. I don't want a large section of Mid-City and Mid-Wilshire neighborhoods to endure several years of construction without seeing the benefit of public transportation once the line is complete.

Thank you,

Miguel Padilla
310-804-0818

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Mike
Date: Monday, April 19, 2021 3:29:55 PM

---------- Original Message ----------
From: Mike Roth [mike.roth@me.com]
Sent: 4/19/2021, 11:15 AM
To: crenshawnorth@metro.net
Subject: Stakeholder feedback

I am extremely enthusiastic and excited for the Crenshaw northern extension. I believe that the route up La Brea would be the best option, because there is already so much commercial and residential development, and it would get the most use. It would also be the least expensive option.

That being said, I would be happy with whatever route would get this project completed the fasted. I know that WeHo has offered to kick in about $1B to get the train through its commercial district. If the money that WeHo would be willing to kick in would make the difference between getting the Northern line done sooner rather than later, then I would say it would be worth it to go that route.

So basically, route up La Brea I think would get the most use. 2nd place would be the route up Fairfax. But whatever route you choose, please accelerate this project to get it started (and completed ASAP). I live in Mid City and the development is exploding, so that Northern Extension will have huge ridership — me included.

I'm also happy to provide feedback on this project at any stage. I live in Mid City and it's also where my small business is based.

-

Mike Roth
Video Content Creator
Producer | Director | Writer | Editor | Videographer
MikeRoth.tv | 310.433.8685



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Mike
Date: Friday, May 7, 2021 7:54:02 AM

---------- Original Message ----------
From: Mike Roth [mike.roth@me.com]
Sent: 5/6/2021, 7:37 PM
To: crenshawnorth@metro.net
Subject: My comments after 5/6 scoping meeting

Hello,

I just finished the Zoom Scoping presentation and I would like to make offer my comments.

I think the Northern Crenshaw extension is Metro's most important project in terms of the number of people it will affect, and I am extremely enthusiastic about accelerating this project to the front of the line.

I live in Mid City — about two blocks from the proposed Midtown Crossing station. I am well aware that the construction will have an impact on my community for a few years, but that is a price I'm willing to pay to ultimately get this line.

I also think it's a great idea to add a terminus to the Hollywood Bowl, and I support that idea.

Most importantly, though, is that some information I learned at the scoping meeting has changed my mind. I earlier submitted a comment that I felt the La Brea route was the best option, because I have observed so much commercial development on that street compared with Fairfax and San Vicente. And while I'm a big fan of WeHo, I also felt that the San Vicente option was mostly going to just speed up transportation to the WeHo nightlight.

However, after seeing the charts about the number of residences and jobs that each route would affect, I have been persuaded that the new Fairfax/San Vicente hybrid route is the best option. Even though it will be the most expensive and take the longest to construct, I see from the proposed map that the number of stops will positively benefit far more people than the La Brea option, and it will serve many more major areas in that part of town than just the WeHo nightlife scene.

I had also written in my previous comments that I supported whatever option would get construction going the fastest, however I was also persuaded by several other stakeholders comments during the meeting that we are only going to have one chance to get this right. When we've taken shortcuts in the past, it has resulted in lines not being as useful as they could be (ie not having an easy way to get that last mile to a destination). I think we should do this right — keep it underground where possible, and serve the most number of destinations. (But I will also say that for that one stretch near Stanley where the train would need to be at grade.. that is ok with me, and I do not live too far from that area.)

Thank you for keeping this on track.

Michael Roth
4558 St Charles Pl
Los Angeles

-

Mike Roth
Video Content Creator
Producer | Director | Writer | Editor | Videographer
MikeRoth.tv | 310.433.8685



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Miles
Date: Tuesday, May 18, 2021 12:57:06 PM

---------- Original Message ----------
From: Miles Mueller [milesmmueller@gmail.com]
Sent: 5/17/2021, 2:22 PM
To: crenshawnorth@metro.net
Cc: +info@whamrail.com
Subject: Public Comment from WeHo Resident - Fairfax-San Vicente Hybrid Option!

Good afternoon,

As a West Hollywood / LA County resident, I wanted to lend my support to the Fairfax-San Vicente Hybrid option.

Although the other route options would be "cheaper" in the quantitative short term, qualitatively we'll have a much much richer community by going all-in with the option that serves the most hubs of our area.

We need to think as long-term as possible with this important transportation infrastructure, as it's obvious this century will be seeing major changes to how we live and go about our lives, including a transition away from individual cars. We need to be ready and welcoming to this societal transformation by getting it right ahead of time!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Lastly, just so you know, I'm extremely supportive of expediting this construction as much as possible. Thank you so much for all the work your whole team is doing, can't wait to #FinishTheLine!



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Mitch
Date: Wednesday, April 28, 2021 10:46:02 AM

---------- Original Message ----------
From: Mitchell Reynolds [mitch24reynolds@gmail.com]
Sent: 4/27/2021, 10:42 AM
To: crenshawnorth@metro.net
Subject: Route Suggestion

Hello - I am very excited about the ridership/development possibilities for the northern extension of the Crenshaw line.

Each way the line has been preliminarily studied to go seems to be an area with a lot of population and job density, however, I think there is one route that is gaining a lot of traction that should be strongly reconsidered: Fairfax Hybrid.

With this route, I understand the importance of hitting all the major job/population centers: the Grove, Television city (and its upcoming redevelopment), Beverly Center/Cedars Sinai, the heart of WeHo and more.

However, look around the world at world class Metro systems and please inform me which one of their most vital/most popular Metro lines has a winding route like this one.

If anything, to hit all of the prospective "hot spots" like the ones mentioned above, a city would have crossing routes of two lines or more - or one line that splits into two, giving riders the option to cover more ground on Metro but take a more directional route if they choose.

For this matter, I strongly suggest a split line. From San Vicente/La Brea (which seems to be the main "break point" for the alternatives analysis study where study routes break off) the entire line would go up La Brea to Hollywood/Highland and possibly the Hollywood Bowl as Metro has previously suggested. However, coming south from Hollywood/Highland, the line should split at Santa Monica Blvd creating a wye so trains going south can split at that wye and go west on Santa Monica over to La Cienega or San Vicente, then traveling down one of those two streets to meet down at the intersection of La Cienega and San Vicente where it would then terminate at the La Cienega/Wilshire Purple line station.

Comparing the routes from La Brea/San Vicente break off, the Fairfax hybrid is approx 7.8 miles whereas the option I am proposing is 7.6 miles (using Google maps walking directions to adjust walking distance to the exact route). This 7.6 miles does not include any overlap from La Brea/Santa Monica to Hollywood/Highland for the spur going west to La Cienega/Wilshire.

I understand money is an issue, but this is a hugely vital line and I'm sure that Metro could get some great federal/state funding on this line in addition to completely fulfilling WeHo's wishes of having a legit Metro line in its city and take advantage of the estimated +$1B from the EIFD they are proposing in their city to raise funds for the line.

If you want some other cost savings tips, PLEASE PLEASE STOP BUILDING

MEZZANINES IN OUR SUBWAY STATIONS - nowhere around the world do they do this unless perhaps it's a major, major train station or if two lines are crossing over each other like 7th/Flower. It adds so much extra cost, so much unnessary cost that could be used towards building the line.

I know Metro can get this right - i really hope they do, but there's no place in world-class transit systems for winding routes like Fairfax Hybrid. Also, if we're going to get people out of their cars then the alternative has to be just as good or better than driving. My proposed route will do that but I can't say the same for Metro riders coming from further south on the Crenshaw line going north or future Purple line riders from the west side going north to Hollywood and whether they would want to take this long, winding route up to Hollywood.

Thank you for reading! Please feel free to email me for future ideas or further conversation or participation with the community if you like my feedback.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Mito
Date: Tuesday, May 18, 2021 10:41:33 AM

---------- Original Message ----------
From: MITO AVILES [commissioner.aviles@gmail.com]
Sent: 5/17/2021, 2:47 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B) and potentially even the Hollywood Bowl! I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you!

Always,
Mito Aviles
323.356.4289

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry MJ
Date: Wednesday, April 21, 2021 4:31:09 PM

---------- Original Message ----------
From: MJ Godges [onetake@sbcglobal.net]
Sent: 4/21/2021, 12:55 PM
To: crenshawnorth@metro.net
Subject: Let's go San Vicente to WeHo

Hello, putting in my vote for the West Hollywood line. It would cover an increasingly, highly congested area.
Especially, exponentially, in the last 5-10 years.

Plus, can we start this, yesterday? Ok, at least a couple decades before 2041.

Since riding the buses and trains, life is much simpler and healthier, than being trapped behind the wheel of a car, in WeHo gridlock.
This is one unique area, where the traffic does not die down, as the night gets later.

Bus drivers and train engineers are always helpful and impressively skilled at their job.

Keep up the good work.

Happy earth day.

Mj godges

www.traipsingthrufilms.com
www.facebook.com/LGBTHollywood

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Monica
Date: Wednesday, June 2, 2021 5:15:41 PM

---------- Original Message ----------
From: Monica Carlos [carlostellalian@gmail.com]
Sent: 5/28/2021, 10:44 AM
To: crenshawnorth@metro.net
Subject: Public Comment - Carthay Circle Resident

Dear Esteemed Metro staff and board members,

I am a resident of Carthay Circle, an urban planner, a parent and a supporter of public transit. I am excited that the Crenshaw line will be extending north providing much needed public transportation connections and access. I do however struggle with the fact that the Crenshaw Northern Extension is not being proposed to actually "extend north on Crenshaw" which seems like a logical extension of a Metro project. I realize that this would mean that it wouldn't service West Hollywood which is a separate issue. But I also realize that because years ago the wealthy property owners and residents of Hancock Park successfully blocked a purple line station at Crenshaw in their community, this now means that the Crenshaw line isn't slated to continue north on Crenshaw, as the name implies. The ramifications from past decisions that reflect the privileged being pacified and empowered, are now glaringly evident.

However, we must now move forward and do better in the future. I am pleased and thankful that the original alignments were adjusted after Carthay residents spoke out about the possibility of an at grade line on San Vicente to Wilshire, bisecting a historic, residential community. Unlike Hancock Park, we were not saying that we did not want stations or rail in our community. Indeed, we have been supportive of the purple line construction over the past years. We were simply asking that the residential fabric of our community not be destroyed by plowing a train through the middle of it. Rail belongs on commercial or industrial corridors, not residential streets.

With this sentiment in mind, I have to also contest the portion of the Crenshaw Northern Extension that is being proposed on San Vicente between Midtown Crossing and Stanley that will be either aerial or at grade. Once again, this is a residential community, dense with multi-family housing on San Vicente and single family homes immediately off of San Vicente. This community deserves for the rail to be underground as it is for the remainder of the route, especially considering that the alignment does not even include a local station. What is being proposed with this option is bisecting a residential community with heavy infrastructure, destroying an existing tree-lined median, creating an unsafe situation for pedestrians and forever disrupting the fabric of a neighborhood. All of this without even the benefit of access through a station. We have seen in other communities like Boyle Heights, East LA and South LA how neighborhoods are forever negatively impacted when transportation infrastructure is built in the middle of a dense, vibrant community. Please do not make these mistakes again, they can't be undone.

It is evident that a lot of money and support is coming from the City of West Hollywood and the WHAM initiative. In the end I hope that the environmental studies and community feedback will help Metro determine a route that can give the City of West Hollywood and powerful property owners like Cedars Sinai and Beverly Center the access they want, while not harming other local communities with less money and power.

Many thanks to the diligent Metro team, we are grateful.

Sincerely,

Monica Carlos

Carthay Circle resident



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Narineh
Date: Thursday, May 27, 2021 4:43:32 PM

---------- Original Message ----------
From: Narineh Hacopian [narineh@gmail.com]
Sent: 5/27/2021, 2:33 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: Metro expansion -- I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Dear Los Angeles County MTA,

Hello! I'm a lifelong Angeleno and I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

thank you,
Narineh Hacopian, Los Angeles (Sherman Oaks)

From:	noreply@salesforce.com on behalf of communityrelations@metro.net
To:	Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject:	Thank you for your inquiry Nasim
Date:	Wednesday, April 28, 2021 10:34:28 AM

---------- Original Message ----------
From: Nasim Thompson [nasim.thompson@gmail.com]
Sent: 4/28/2021, 9:58 AM
To: crenshawnorth@metro.net
Subject: Public comment - Metro extension Fairfax-hybrid + Hollywood Bowl

Hello,

I'm writing to comment on the proposed northern Crenshaw line extension. I'm a homeowner and live in south LA near the Leimert Park stop with my husband and toddler daughter.

The Fairfax-hybrid would be very useful to me and my family and it would take us to parts of West Hollywood that are of greatest interest. The Hollywood Bowl extension would be critical too. We drive to the Bowl multiple times per year. It would take at least our car off the road.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Nayereh
Date: Tuesday, May 18, 2021 10:34:17 AM

---------- Original Message ----------
From: Nayereh Parvinpour [nayerehpar@icloud.com]
Sent: 5/15/2021, 1:34 PM
To: crenshawnorth@metro.net
Subject: Crenshaw north project

Hello,
I would like to express my support for this project and the hybrid route. Please build it now instead of 2047. Thank you,

Nayereh P.

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Connie Mejia; Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Neil
Date: Thursday, April 22, 2021 2:29:49 PM

---------- Original Message ----------
From: Neil [neilo2001@yahoo.com]
Sent: 4/22/2021, 1:25 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: Crenshaw Northern Extension

Dear METRO Los Angeles Team,

I have been a long-time believer in Metro LA over the decades, and I continue to cheer you on !

I will be watching some of your meetings regarding the Crenshaw Northern extension, but I wanted to send this personal message your way.

I grew up in New York City, and I was a bit spoiled by the mass transit systems there. When my family and I moved to Los Angeles, we were a bit puzzled by the lack of subway/ rail lines; however, the good old RTD was, by far, the best bus transit system I've ever known. Countless thanks to you and your team for getting me (and my family and friends) where I needed to go during very crucial years in my life.

When you began your light rail system with the Long Beach line, I was extremely happy to see that Los Angeles was finally going to benefit, once again, from the conveniences provided by rail transit. As I was once a resident of the Hollywood area, I had dreamed of jumping on a subway or light rail in order to get to the beach, or downtown LA, or the South Bay or the San Gabriel/ San Fernando Valley, just all over. And, for the Hollywood Bowl, to reduce that long walk and pricey parking to arrive by train ! WOW ! Please don't forget that extra stop to the Bowl.

So, I've been following your light rail constructions over the years, and I am so impressed. You and your team should be so proud to know that you've done such great projects, and truly, so quickly. You are deserving of commendations from all as you are benefiting not only us now but future generations of Angelenos. That's so important to remember. You're making life that much easier and economical for so many.

As for the Crenshaw Northern extension, I would be thrilled with whatever path you decide. I can't complain at all. Either route will bridge communities. I think you'll make the right decisions when you take into account all the costs, benefits and community engagements.

Keep rocking ! Keep doing the great job you've always done !

Sincerely,

Neil Johnson
El Monte, CA

(former resident of Hollywood, CA)

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Neil
Date: Thursday, April 29, 2021 2:47:44 PM

---------- Original Message ----------
From: Neil [neilo2001@yahoo.com]
Sent: 4/29/2021, 1:12 PM
To: crenshawnorth@metro.net
Subject: Thank You for the first Scoping meeting - Comments

Dear METRO,

I wanted to take a few minutes to thank you for providing these scoping meetings for the Crenshaw North extension. I thank the Metro representatives for providing information on these proposed routes, and I appreciate all your efforts.

I just have a few comments:

I can see why the Hybrid spur would cost more to develop, but I find that you will see more transit rides on weekends from tourists and those who are not week-day commuters. I would like to know if any additional municipal taxes can be generated, temporarily, to help with these costs. I believe Los Angelenos would vote for some additional spending for this project considering it encompasses so many bridges, cultural landmarks, etc... And, ideally, this immense project will be shovel ready sooner than projected.

I'm certain that you will save costs and on the scaling down of the Metro buses which will help financially.

I believe just the addition of the Hollywood Bowl station will generate many thousands of more rides in and of itself, and funds raised from folks who are not regular MTA users.

I am certain that you can find private partnerships to help with funding. I would like to know more about these ventures ?

Of course, I am hoping that Metro receives additional funds from CA State, and hopefully from the Federal Govt.

Thank you again, Metro, for your efforts on behalf of the residents of Los Angeles.

Sincerely,

Neil Johnson

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Nicholas
Date: Thursday, May 27, 2021 5:05:58 PM

---------- Original Message ----------
From: Nicholas Harsin [nharsin@gmail.com]
Sent: 5/27/2021, 10:12 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: This is why we NEED the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Dear Los Angeles decision makers and ponderers-
I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thanks so much. -Nicholas Harsin 90013
--
-
https://activepitch.com/nicholasharsin

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Nicholas
Date: Thursday, May 27, 2021 2:55:48 PM

---------- Original Message ----------
From: Nicholas Kielborn [nickkielborn@icloud.com]
Sent: 5/27/2021, 9:55 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Nicholas
Date: Wednesday, June 2, 2021 4:41:52 PM

---------- Original Message ----------
From: Nicholas Ley [contactnick.ley@gmail.com]
Sent: 5/28/2021, 10:56 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

My name is Nick Let and I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Nick
Date: Monday, April 19, 2021 8:22:37 AM

---------- Original Message ----------
From: Nick Andert [nickandert@gmail.com]
Sent: 4/16/2021, 3:19 PM
To: crenshawnorth@metro.net
Subject: Public Comment: Crenshaw North alignment

Hello,
I'd like to add a public comment in support of adding a route alternative to the EIR for the Crenshaw Northern Extension project. It seems that Metro has not considered the possibility of adding a **spur line to the La Brea alignment**, even though that would combine the speed of the La Brea alternative for the main trunk with the benefit of serving many West Hollywood destinations of the Hybrid alternative. It seems likely that a spur line from the northern terminus, along Santa Monica, to La Cienega or San Vicente, could be built along with the La Brea alternative for the same price as the hybrid alignment... or even a spur that went all the way down to the D line.

This would by far be the best option for the network as a whole, in a final build-out of the system, as the spur line could later be extended southwest to Venice, and East to Silver Lake, Echo Park, and even the San Gabriel Valley. The shared portion of the line to the terminus could be quadruple-tracked so as to not halve capacity on either line, and a junction box could be built under Santa Monica between La Brea and Highland to allow for a future eastward extension without disrupting service (to avoid a problem similar to the one encountered in trying to extend the B line south down Vermont).

Politically, this satisfies both WeHo and their desire for service, along with other neighborhoods and their desire for fast, direct network connections. It seems that at minimum, it should be an option that is studied, as in every comments section on the Crenshaw North project, this idea garners the most public support.

Thank you for your time.

Nick Andert
Resident, Los Angeles CD4.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Nina
Date: Tuesday, May 25, 2021 8:18:31 AM

---------- Original Message ----------
From: Nina Hyun [nina.hyun@yahoo.com]
Sent: 5/24/2021, 7:20 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Extension

As much as I love the metro and all public transportation, I love our neighborhood just as much. I'm excited about the extension and more transit available as long as it's underground. San Vicente is a beautiful street as is and I would hate to see it change with railway on the ground. Please consider other options then changing the beauty of our neighborhood.

Best,

Nina Hyun
Nina.hyun@yahoo.com
310.720.9055



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Noe
Date: Thursday, May 27, 2021 4:09:02 PM

---------- Original Message ----------
From: Noe Mendoza [noemendoza1989@gmail.com]
Sent: 5/27/2021, 10:52 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Nona
Date: Tuesday, May 18, 2021 10:37:59 AM

---------- Original Message ----------
From: Nona Friedman [nonasue@earthlink.net]
Sent: 5/17/2021, 2:07 PM
To: crenshawnorth@metro.net
Subject: Great project

Dear Metro,

I watched your presentation last week. I think it's a great project. I like the Fairfax and the Fairfax to Cedars as the best choices. I also think starting the project as soon as possible would be much better than waiting multiple years. Let's expedite the project.

I also think adding bike lanes to the streets you have to take apart would be another great way to improve transportation throughout the city.

Thank you,
Nona Friedman
224 N. Ridgewood Place, 90004
nonasue@earlink.net

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Olga
Date: Wednesday, May 19, 2021 12:33:29 PM

---------- Original Message ----------
From: Olga Lexell [olga.lexell@gmail.com]
Sent: 5/19/2021, 10:56 AM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Best,
Olga Lexell



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Olive
Date: Tuesday, April 27, 2021 7:41:15 AM

---------- Original Message ----------
From: olive long [olong@g.ucla.edu]
Sent: 4/26/2021, 4:55 PM
To: crenshawnorth@metro.net
Subject: Re: Comments for Crenshaw northern extension

After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur.

The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors.

The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond.

Thanks for your time and consideration.

Sincerely,

Olive Long

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Osama
Date: Wednesday, June 2, 2021 4:39:27 PM

---------- Original Message ----------
From: Osama Sultan [sultan.osama.14@gmail.com]
Sent: 5/28/2021, 11:57 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sincerely,
Osama Sultan
Sent from my iPhone

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Connie Mejia; Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Ozzie
Date: Monday, April 26, 2021 9:42:45 AM

---------- Original Message ----------
From: Oz Cruse [ozzie_cruse@hotmail.com]
Sent: 4/25/2021, 1:57 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Options

Hi Metro

My name is Ozzie Cruse, I am a Culver City who works in the Gateway Cities area. Let me first of all thank you for the work that you do and the opportunity to comment and provide input on this project. While I find the hybrid route the most useful thanks to the connections to the Museum Row, The Grove, Beverly Center/Cesar Sinai and WEHO I am well aware that the LaBrea option makes the most sense due to cost and speed. With the possible Hollywood Bowl station and possibility for future extension into the NoHo / Burbank area this line should be built smartly, this being said I believe that a spur option from LaBrea / Santa Monica to WEHO to be an option that needs serious examination as WEHO has been extremely steadfast in its support of Metro's expansion and deserves connection to the Metro network. A spur such as this would provide a great opportunity for serving the WEHO community, tremendously important destinations and future expansions as this spur could be extended east to the DTLA Core or NE to Silverlake and Glendale and further west and south to serve Beverlywood and Culver City

Please forgive the slightly long winded email as I do believe this to be extremely important to serve the future of Los Angeles
Ozzie

Sent from Outlook



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Paige
Date: Wednesday, June 2, 2021 3:55:07 PM

---------- Original Message ----------
From: Paige Portwood [paige.portwood@gmail.com]
Sent: 5/28/2021, 9:11 AM
To: crenshawnorth@metro.net
Subject: Crenshaw North Scoping Comments

Hello,

My name is Paige Portwood. I am regular Metro user of both bus and rail.

I urge Metro to seriously consider the Fairfax or Fairfax-San Vicente Extension routes for the Crenshaw North Line to provide commuters and visitors to West Hollywood an additional alternative mode of transportation besides bus and vehicle.

My daily commute from the North Hollywood area to West Hollywood requires that I take rail and two buses. My commitment to drive less, being environmentally friendly and personal responsibility to enhance the mobility and accessibility of everyone in LA County motivates me to make this commute – others do not/cannot make this sacrifice.

We **need** to provide easier access to the west side of the County through rail – by not extending the line more westward for this project, when?

Will it be another 100 years that we see the inequitable access of residents in the Valley and other areas of the County to Westside communities?

The rail can and will make a statement that the County's priority is to unite its communities. We need to make this plan now before the wealth gap continues to increase, and individuals become more territorial of their communities.

In a time of exclusion – government agencies such as Metro need to create opportunities for inclusivity and the rail to West Hollywood area would definitely be a start to that initiative.

Paige Portwood



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Parker
Date: Tuesday, May 4, 2021 8:05:35 AM

---------- Original Message ----------
From: Parker Green [parkergreen3797@yahoo.com]
Sent: 5/3/2021, 4:38 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

This is the best route to take!
It goes to the places that people would actually want to go to and would use!
Build transit in areas where people would actually use it!!

Sincerely,

Parker Green

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Patrick
Date: Wednesday, June 2, 2021 6:37:54 PM

---------- Original Message ----------
From: [spencepatrickj@gmail.com]
Sent: 5/29/2021, 12:20 AM
To: crenshawnorth@metro.net
Subject: Public Comment

Good afternoon,

I am submitting a public comment in favor of broadening the study options for the Crenshaw Line Northern Extension to Hollywood/Highland. It is my concern that studies of the La Brea option, which I favor, do not consider how the billions of dollars saved by building along La Brea instead of Fairfax or San Vicente could be used to provide further capital construction in the area, potentially serving the areas further west which other alignments supposedly serve better—but may, in fact, not serve well at all. Moreover, I am concerned the options proposed do not consider how they might optimally fit into a much expanded network in several decades to maximize both coverage and efficiency.

As I'm sure you're aware, grids will—by their innate geometric shape—maximize coverage and minimize travel time between any given point. Diverging from this model is bound to create problems with future construction. Imagine if the La Cienega alternative is built slashing across the grid. Any future east-west line north of Wilshire—for example, along Santa Monica Boulevard—is bound to have awkward duplication with the Crenshaw Line's northern extension. No north-south line along La Brea will ever be viable because it has nowhere to the north or south to tie into, meaning any north-south journeys through this dense part of the city will take twice as long as they need to forever. Any north-south line to the west —for example, dropping down to Culver City—will also be awkward because of the junctions and transfers forced with Crenshaw North and the Westside subway.

All of this is to say that I strongly support the La Brea alternative for Crenshaw North because it avoids any disruption of a future metro grid across the western portion of Los Angeles. However, I think it would be a mistake to simply build La Brea without a more complete understanding of how much is to be gained by planning for a real grid in the area. Considering the billions of dollars saved by going up La Brea instead of Fairfax or San Vicente, I support studying the La Brea option with an additional spur along Santa Monica Boulevard, stopping at Santa Monica/Fairfax, Santa Monica/La Cienega, and West Hollywood Park (Santa Monica/San Vicente). This would require no additional track mileage of construction compared against the longest Crenshaw North alignment while preserving grid integrity, shortening LAX-Hollywood Journey times, and serving West Hollywood as well as possible.

A stacked, cut-and-cover station between Santa Monica/La Brea and Santa Monica/Highland would allow a single track to attach from the spur towards Hollywood/Highland, while allowing for a future, segregated line to extend east across Hollywood to Vermont/Santa Monica. To the west, the line could bend south through Beverly Grove to Wilshire/La Cienega, and eventually to Culver City and beyond. This efficient crosstown line would essentially allow everywhere to everywhere service through urban Los Angeles while initially serving West Hollywood effectively. Most importantly, its tie-in to Crenshaw North would allow easy LRT operations, with trains running from LAX to Hollywood/Highland, turning back to West Hollywood Park as a different line, returning to Hollywood/Highland, and returning south to LAX—initially allowing for simple maintenance and operations. I am confident this use of money would generate higher ridership than any of Metro's initial routings along San Vicente, deserves to be studied, future-proofs the system, and will not cost more than the current most-expensive alternative. I hope you will add this to the options you study as this project progresses.

Best Regards,

Patrick Spence



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Patrick
Date: Wednesday, June 2, 2021 6:38:11 PM

---------- Original Message ----------
From: [spencepatrickj@gmail.com]
Sent: 5/29/2021, 12:20 AM
To: crenshawnorth@metro.net
Subject: Public Comment

Good afternoon,

I am submitting a public comment in favor of broadening the study options for the Crenshaw Line Northern Extension to Hollywood/Highland. It is my concern that studies of the La Brea option, which I favor, do not consider how the billions of dollars saved by building along La Brea instead of Fairfax or San Vicente could be used to provide further capital construction in the area, potentially serving the areas further west which other alignments supposedly serve better—but may, in fact, not serve well at all. Moreover, I am concerned the options proposed do not consider how they might optimally fit into a much expanded network in several decades to maximize both coverage and efficiency.

As I'm sure you're aware, grids will—by their innate geometric shape—maximize coverage and minimize travel time between any given point. Diverging from this model is bound to create problems with future construction. Imagine if the La Cienega alternative is built slashing across the grid. Any future east-west line north of Wilshire—for example, along Santa Monica Boulevard—is bound to have awkward duplication with the Crenshaw Line's northern extension. No north-south line along La Brea will ever be viable because it has nowhere to the north or south to tie into, meaning any north-south journeys through this dense part of the city will take twice as long as they need to forever. Any north-south line to the west —for example, dropping down to Culver City—will also be awkward because of the junctions and transfers forced with Crenshaw North and the Westside subway.

All of this is to say that I strongly support the La Brea alternative for Crenshaw North because it avoids any disruption of a future metro grid across the western portion of Los Angeles. However, I think it would be a mistake to simply build La Brea without a more complete understanding of how much is to be gained by planning for a real grid in the area. Considering the billions of dollars saved by going up La Brea instead of Fairfax or San Vicente, I support studying the La Brea option with an additional spur along Santa Monica Boulevard, stopping at Santa Monica/Fairfax, Santa Monica/La Cienega, and West Hollywood Park (Santa Monica/San Vicente). This would require no additional track mileage of construction compared against the longest Crenshaw North alignment while preserving grid integrity, shortening LAX-Hollywood Journey times, and serving West Hollywood as well as possible.

A stacked, cut-and-cover station between Santa Monica/La Brea and Santa Monica/Highland would allow a single track to attach from the spur towards Hollywood/Highland, while allowing for a future, segregated line to extend east across Hollywood to Vermont/Santa Monica. To the west, the line could bend south through Beverly Grove to Wilshire/La Cienega, and eventually to Culver City and beyond. This efficient crosstown line would essentially allow everywhere to everywhere service through urban Los Angeles while initially serving West Hollywood effectively. Most importantly, its tie-in to Crenshaw North would allow easy LRT operations, with trains running from LAX to Hollywood/Highland, turning back to West Hollywood Park as a different line, returning to Hollywood/Highland, and returning south to LAX—initially allowing for simple maintenance and operations. I am confident this use of money would generate higher ridership than any of Metro's initial routings along San Vicente, deserves to be studied, future-proofs the system, and will not cost more than the current most-expensive alternative. I hope you will add this to the options you study as this project progresses.

Best Regards,

Patrick Spence



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Melanie Wong; Krista Phipps; Alan Rodriguez
Subject: Thank you for your inquiry Paul
Date: Monday, April 19, 2021 7:14:21 AM

---------- Original Message ----------
From: Paul Moore [paulmooreusc@gmail.com]
Sent: 4/15/2021, 3:40 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Extension / Paul Moore

Hi Friends,

I am writing in support of the San Vincente line.

Connecting the city of West Hollywood to the line will be imperative.

As a resident of Los Angeles, I live close to the corner of La Brea and Hollywood Blvd. Expanding access to MORE parts of LA via the subway line is key to the sustainable growth of the city.

My option one is the San Vincente line, with option two being La Brea.

We look forward to seeing it come alive.

Thanks,
Paul



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Paul
Date: Thursday, May 27, 2021 2:51:54 PM

---------- Original Message ----------
From: Paul Masdeu [pmasdeu@gmail.com]
Sent: 5/27/2021, 9:44 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Howdy,

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo that I visit regularly, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thanks,
Paul

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Paula
Date: Monday, May 10, 2021 8:36:47 AM

---------- Original Message ----------
From: Paula Yerman [pcyerman@gmail.com]
Sent: 5/8/2021, 10:48 AM
To: crenshawnorth@metro.net
Subject: Crenshaw North

I prefer:
1. Fairfax San Vicente hybrid
2. 100% underground
3. Consider a stop at La Brea and San Vicente. There's a large hill between that location and Rimpau terminal. It would be a big hike.
4. Yes to Hollywood Bowl stop.
5. Completion of project timeline is too long. Olympics are coming here. Why so long?

Paula Yerman

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Pavlo
Date: Tuesday, May 25, 2021 8:29:33 AM

---------- Original Message ----------
From: Pavlo Chernyshenko [pchernyshenko@gmail.com]
Sent: 5/23/2021, 3:24 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment for Crenshaw North

We live in Leimert park and would love to take metro to wear Hollywood!

Pavlo O'Connor
1(917)710-2668

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Payam
Date: Thursday, May 27, 2021 2:26:29 PM

---------- Original Message ----------
From: Payam Ayazi [info@supercopyinla.com]
Sent: 5/26/2021, 4:43 PM
To: anajarian@glendaleca.gov; fourthdistrict@bos.lacounty.gov; tony.tavares@dot.ca.gov; firstdistrict@bos.lacounty.gov; nohopasbrt@metro.net; eaglerockforward@gmail.com; mike.bonin@lacity.org; jdupontw@aol.com; goinsc@metro.net
Subject: BRT Refined F1 Route on Colorado

Hello,

My name is Payam Ayazi, owner of Super Copy here in Eagle Rock. I am writing you to show my support for for refined F1 route on Colorado Blvd. As a long time business owner here in the community, I have seen the neighborhood change. I feel that public transportation, bike lanes, landscaping and making this community more pedestrian friendly would be greatly beneficial for local businesses and a big part of economic development, which benefits the surrounding communities.

I kindly ask that you please support last week's vote for this. Thank you and have a great day.

--
Best,
Payam Ayazi
Super Copy



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Penny
Date: Wednesday, June 2, 2021 4:28:28 PM

---------- Original Message ----------
From: pennycollins [pennycollins@mindspring.com]
Sent: 5/28/2021, 12:42 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Hello,

This message is in support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B) and potentially even the Hollywood Bowl!

I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you!

Penny Collins
West Hollywood

Sent from my T-Mobile 4G LTE Device

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Peter
Date: Tuesday, May 25, 2021 8:34:23 AM

---------- Original Message ----------
From: Peter [bonillap@aol.com]
Sent: 5/21/2021, 12:27 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I support the Hybrid subway alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

I believe that the other choices fall short and that the more ambitious Hybrid alignment will much better enable us to turn greater Los Angeles into a smog free word class metropolis. We've got too much catching up to do to take half measures!

Best regards,
Peter Bonilla
927 N. Kings Road, apt. 103
West Hollywood, CA 90069

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Peter
Date: Tuesday, May 25, 2021 8:30:39 AM

---------- Original Message ----------
From: Peter Hernandez [petervhernandez@gmail.com]
Sent: 5/24/2021, 7:35 AM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Dear Metro,

I live in Highland Park and have often traveled to West Hollywood by car and occasionally by Metro bus. Each time, I'll admit it's an exercise in patience. I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project, as it would greatly benefit not only my access to many more locations on the West Side, but it would also clearly benefit those who live in the area for greater connectivity by rail.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sincerely,

•
Peter Hernández
petervhernandez@gmail.com

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Peter
Date: Friday, May 21, 2021 7:36:21 AM

---------- Original Message ----------
From: Peter Dunne [lasurfboy@yahoo.com]
Sent: 5/19/2021, 2:14 PM
To: crenshawnorth@metro.net
Subject: hybrid route

My name is Peter Dunne and I've been a resident of West Adams for 15 years. I think Metro should build the hybrid route that was presented and build it before 2041. This is a vital project for all of LA.. Thank you,

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Peter
Date: Tuesday, May 18, 2021 12:56:13 PM

---------- Original Message ----------
From: Peter Marinic [petemarinic@yahoo.com]
Sent: 5/15/2021, 9:38 AM
To: crenshawnorth@metro.net
Subject: Public Comment for Crenshaw Line Extension

Dear Metro Team,

I am writing to express my strong support for the hybrid route option to bring the light rail line through West Hollywood. I also strongly advocate that this project be escalated to complete prior to the 2028 Olympics. This routing is aligned right through some of the highest density areas of the westside. Los Angeles and West Hollywood desperately needs this transportation solution and I'm so excited to see the progress being made to assess the options. Thanks for all you are doing to bring this project to fruition.

Regards,
Pete Marinic, West Hollywood homeowner

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Peter
Date: Thursday, May 13, 2021 1:15:48 PM

---------- Original Message ----------
From: Peter Persic [pvpersic@gmail.com]
Sent: 5/12/2021, 1:22 PM
To: crenshawnorth@metro.net
Subject: Comment Re: Northern Extension

Dear Metro,
I oppose an "on grade" extension along any portion of San Vicente and urge Metro to keep the Crenshaw Northern Extension **fully underground** along San Vicente.

I am a property owner and resident of the area that will be impacted by the San Vicente route. An on-grade line is incompatible with the surrounding area and will remove much-needed greenspace.

Thank you,
Peter Persic



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Peter
Date: Thursday, May 13, 2021 1:15:48 PM

---------- Original Message ----------
From: Peter Persic [pvpersic@gmail.com]
Sent: 5/12/2021, 1:22 PM
To: crenshawnorth@metro.net
Subject: Comment Re: Northern Extension

Dear Metro,
I oppose an "on grade" extension along any portion of San Vicente and urge Metro to keep the Crenshaw Northern Extension **fully underground** along San Vicente.

I am a property owner and resident of the area that will be impacted by the San Vicente route. An on-grade line is incompatible with the surrounding area and will remove much-needed greenspace.

Thank you,
Peter Persic



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Peter
Date: Wednesday, June 2, 2021 3:58:01 PM

---------- Original Message ----------
From: Peter Lehman [peterjameslehman@gmail.com]
Sent: 5/28/2021, 6:07 PM
To: crenshawnorth@metro.net
Subject: Extension on La Brea and a better idea for a bike path on San Vicente

Hello,
I used to take the 305 line on San Vicente to work until they discontinued it because there were, according to the number crunchers, "not enough" people taking it. Now the proposal is not only to build a much more expensive Metro rail project on San Vicente but also to destroy a long standing green space with giant trees in the San Vicente divider? I'm all for the North-South Crenshaw extension and look forward to the purple line extension opening. It would be great to have the Crenshaw extension stay on La Brea where there's already a lot of traffic to alleviate and concrete infrastructure to build on.

As I understand it, there's also a bike path planned for San Vicente. I fully support that, but it would be great to have the bike path in the middle of the divider. As someone who relies on their bike for transportation, not only is that a much safer place to ride on a busy street like San Vicente. It would be a route bikers would *choose* to ride on because it is pleasurable to bike on a path that winds slightly through trees, with no cars and no sudden car doors opening. No need to cut down big beautiful trees. No need to extend the road or cut down lanes for most of that route. Keep it green, enhance that space, and let us take the Crenshaw extension up La Brea! Thank you for your time and your consideration,

Sincerely,
Peter Lehman
located a few blocks away from La Brea and a block from San Vicente

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Phil
Date: Thursday, May 27, 2021 2:32:45 PM

---------- Original Message ----------
From: Phil Ring [phil.ring12@gmail.com]
Sent: 5/27/2021, 10:53 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you.
Best,

Philip Ring

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Phil
Date: Thursday, May 27, 2021 2:32:45 PM

---------- Original Message ----------
From: Phil Ring [phil.ring12@gmail.com]
Sent: 5/27/2021, 10:53 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you.
Best,

Philip Ring

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Philip
Date: Wednesday, May 19, 2021 1:14:19 PM

---------- Original Message ----------
From: Philip Smith [philiplaboy22@yahoo.com]
Sent: 5/19/2021, 12:33 PM
To: crenshawnorth@metro.net
Subject: crenshaw northern line

Hi, My name is Philip Clark and I live near Crenshaw/Washington. I think this project should be accelerated and built today. Please choose any route other than La Brea and keep it underground. I also support ending it at the bowl. Thank you,
Philip



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Pornsakdi
Date: Wednesday, June 2, 2021 4:45:36 PM

---------- Original Message ----------
From: Pornsakdi Thammaraks [pthammaraks@gmail.com]
Sent: 5/28/2021, 9:06 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B) and potentially even the Hollywood Bowl!

I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you!

Pornsakdi Thammaraks

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Priya
Date: Thursday, May 27, 2021 4:12:33 PM

---------- Original Message ----------
From: "Priya R." "Gandhi" [prgandhi@uci.edu]
Sent: 5/27/2021, 11:33 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Hello,

This is Priya Gandhi from the Mid-city area in Los Angeles. I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Rachael
Date: Wednesday, May 19, 2021 1:11:33 PM

---------- Original Message ----------
From: Rachael Jabor [rachaeljabor88@yahoo.com]
Sent: 5/19/2021, 12:39 PM
To: crenshawnorth@metro.net
Subject: hybrid route crenshaw north

Hello,

Please build the hybrid route and before the olympics. IT must stay underground and include a station at the bowl and at the grove. Thank you,

Rachael



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Rachele
Date: Thursday, May 27, 2021 4:18:23 PM

---------- Original Message ----------
From: Rachele DeSantis [rachele.c.desantis@gmail.com]
Sent: 5/27/2021, 3:29 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Randolph
Date: Wednesday, May 5, 2021 9:23:52 AM

---------- Original Message ----------
From: Randolph Ruiz [randolph.ruiz@gmail.com]
Sent: 5/4/2021, 5:42 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Route Alternatives

To whom it may concern,

The citizens of West Hollywood are right to want to be served by a Metro rail line, but the proposed routings of Crenshaw North line that reach the city are too expensive, too long, and do a poor job of serving anyone. The proposed Hybrid line should definitely be rejected for is higher cost, slow running, and insignificant gain in projected ridership.

Instead, I strongly urge Metro to study and consider another route alternative that would primarily use the La Brea Alternative to quickly and efficiently connect to the B Line in Hollywood, while also building a spur along Santa Monica Boulevard to serve West Hollywood.

This new spur is not an ideal solution in the short term, but it could be the start of a very valuable rail corridor serving Santa Monica Boulevard, and could be extended eastward to Downtown. I have seen one proposal to extend the eastern end of a conjectural West Hollywood branch south along La Cienega Boulevard to Culver City, and then west along Venice Boulevard to Venice Beach. The transportation coverage this would provide would be terrific and could help sponsor some much needed development along these auto-oriented corridors.

The west side of Los Angeles is a dense, urban area worthy of rail transportation investment. I hope Metro can appreciate the long term benefits of such an approach.

Thank you for your consideration

Randolph Ruiz, Architect

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Ray
Date: Tuesday, April 27, 2021 8:01:21 AM

---------- Original Message ----------
From: Ray Simmons [rayinla@aol.com]
Sent: 4/26/2021, 1:00 PM
To: crenshawnorth@metro.net
Subject: Comments for Crenshaw northern extension

After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur.

The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors.

The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond.

Thanks for your time and consideration.

Sincerely,

Ray Simmons

"The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated, and no Warrants shall issue, but upon probable cause, supported by Oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized." - Amendment IV, The Constitution of the United States of America.

“All, too, will bear in mind this sacred principle, that though the will of the majority is in all cases to prevail, that will, to be rightful, must be reasonable; that the minority possess their equal rights, which equal laws must protect, and to violate would be oppression.” - Thomas Jefferson



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Richard
Date: Thursday, May 6, 2021 1:13:13 PM
Attachments: image.png

---------- Original Message ----------
From: Richard Bourne [rpbourne@gmail.com]
Sent: 5/6/2021, 9:24 AM
To: crenshawnorth@metro.net
Subject: options for Crenshaw Northern Extension

I am writing in response to the scoping of the Crenshaw Northern Extension.

I am generally supportive of the project but am afraid of the costly detour to the west that will slow the line down. I would like to see an option added where the N-S mainline follows La Brea mostly, and then a stub going west on Santa Monica is added that also terminates at Hollywood and Highland. Later this could be expanded east and/or west as funds become available.



I am also supportive of including a station north of Hollywood blvd for the Hollywood Bowl although I do not think there will be funding available for it at current.

I am also supportive of building the line in phases. The segment between Wilshire and Expo is critically important and should be prioritized.

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Richard
Date: Monday, May 24, 2021 9:00:23 AM

---------- Original Message ----------
From: Richard Margulieux [rmargulieux@gmail.com]
Sent: 5/24/2021, 6:33 AM
To: crenshawnorth@metro.net
Subject: Comments on Crenshaw North Scoping

Good morning,

I'm writing in support of a more holistic approach to transit in the Crenshaw north study area. In the initial studies, the La Brea and Fairfax routes had the best cost / benefit ratio due to their directness. While the other routes might serve more direct locations today, they degrade system connectivity and cost significantly more. Consider ways in which the La Brea and Fairfax options might be improved by investing in the connecting bus infrastructure. Consider spending the "saved money" on the addition of BRT or BRT-lite along Beverly and Santa Monica. The travel patterns established by a La Brea rail + Santa Monica Blvd BRT may one day warrant a new line under Santa Monica as many advocates have suggested!

I support the Hollywood Bowl stop, and see the potential for alternate revenue streams to pay for the increased costs.

Richard Margulieux

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Ricky
Date: Friday, April 30, 2021 1:17:15 PM

---------- Original Message ----------
From: Ricky Ramirez [rickymaka25@gmail.com]
Sent: 4/30/2021, 8:57 AM
To: crenshawnorth@metro.net
Subject: Crenshaw North

Crenshaw North Up La Brea to Hollywood Bowl, and a completely separate line from Downtown via Sunset and La Ciénega towards Venice



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Riley
Date: Wednesday, May 19, 2021 12:36:57 PM

---------- Original Message ----------
From: Riley Warton [riley.warton@gmail.com]
Sent: 5/19/2021, 7:01 AM
To: crenshawnorth@metro.net
Subject: Add a La Brea+Spur option to the Environmental Review

Hello,

I want to start by saying that I am not from Los Angeles, nor am I from the area. I am from Colorado. I sent an email hoping that this alternative (where a separate light rail line is built to West Hollywood) could be completed. I hope that this spur can eventually become something very useful in the metro area, and that it can be used as a good example of what a transit project should look like. Cities across the US looking to improve their public transit for the environment can look to Los Angeles to do it, and I feel like that is a great model. If Los Angeles can develop a brand new, high-quality, and highly used system, it can be a model for the entire nation, not just a benefit for Los Angeles. Hence why I care about a transit system so far away from my state.

Riley Warton

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Krista Phipps; Alan Rodriguez; Connie Mejia; Melanie Wong
Subject: Thank you for your inquiry Rob
Date: Wednesday, April 28, 2021 10:47:48 AM

---------- Original Message ----------
From: Rob Goubeaux [rfgoubeaux@sbcglobal.net]
Sent: 4/27/2021, 10:15 AM
To: crenshawnorth@metro.net
Subject: Crenshaw extension

I would like to register my support for the Crenshaw North extension into West Hollywood. My preference is for the Fairfax-San Vicente hybrid plan. Because of the areas that it covers, that seems to me to be the most useful plan for extending service to the largest part of West Hollywood.

Thank you,
Rob Goubeaux
914 N. Kings Road #2
West Hollywood, CA 90069



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Rob
Date: Thursday, May 27, 2021 4:01:19 PM

---------- Original Message ----------
From: Rob Saltzman [robsaltzman@gmail.com]
Sent: 5/27/2021, 3:18 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Scoping Comments

To Whom It May Concern:

I strongly support the Fairfax San Vicente route. It would best serve West Hollywood's Main Street: Santa Monica Boulevard at San Vicente. It would also best serve Cedars Sinai Medical Center.

Thank you.

_____

Rob Saltzman
Robsaltzman@gmail.com
310 497 1061
818 N Doheny Drive APT 1206
West Hollywood CA 90069
Pronouns: He/Him/His

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Robert
Date: Thursday, May 27, 2021 3:00:33 PM

---------- Original Message ----------
From: Robert Aronoff [ondbeach@icloud.com]
Sent: 5/27/2021, 10:59 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Robert
Date: Thursday, May 27, 2021 3:00:33 PM

---------- Original Message ----------
From: Robert Aronoff [ondbeach@icloud.com]
Sent: 5/27/2021, 10:59 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Robert
Date: Tuesday, May 4, 2021 7:59:06 AM

---------- Original Message ----------
From: Rob Harryman [robert.harryman@gmail.com]
Sent: 5/3/2021, 3:23 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I believe this option would generate the greatest ridership adoption and provide a safe transportation option for people to and from WeHo's nightlife district, keeping more cars (and drunk drivers) off the road.



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Robert
Date: Tuesday, May 4, 2021 7:56:17 AM

---------- Original Message ----------
From: Rob Harryman [robert.harryman@gmail.com]
Sent: 5/3/2021, 3:14 PM
To: crenshawnorth@metro.net; +info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I believe ridership will be maximized using the Fairfax-San Vicente Hybrid Alignment.



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Robert
Date: Wednesday, April 21, 2021 4:18:29 PM

---------- Original Message ----------
From: Robert Johnson [rbjohnson266@gmail.com]
Sent: 4/21/2021, 11:03 AM
To: crenshawnorth@metro.net
Subject: Scoping Suggestion

Just saw the video update for the Crenshaw Extension on youtube. Here is my scoping comment/suggestion:

I don't care which proposed line you choose as long as it is the one that will be approved and constructed the SOONEST. 2041 is too far away. Who knows what this city will even look like with drones, automated cars, etc by then. We need this extension NOW. The goal should be to have at least some stops built even BEFORE the coming Olympics.

If the line needs to go through West Hollywood to get funding in order to make it happen sooner then that is the route that should be taken. If constructing on La Brea is the fastest and it will be constructed most quickly then that is the route that should be chosen. These parts of the city needed to be connected 10 years ago. Quit messing around make this happen in our lifetimes.

- Robert Johnson



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Robert
Date: Wednesday, June 2, 2021 3:52:22 PM

---------- Original Message ----------
From: Robert Zabb [rzabb@hotmail.com]
Sent: 5/29/2021, 1:38 AM
To: crenshawnorth@metro.net
Subject: Crenshaw North Scoping Comments

Dear Sir or Madam,
as a West Hollywood resident, I hope you keep the metro outside West Hollywood. The city cannot support additional development as the road system is overloaded at present and the streets are way too narrow to support more development. The metro would result in more development and a lot of wishful thinking about use of mass transit, intentionally overlooking that Los Angeles is still car reliant. Developers would greatly profit but the quality of life in West Hollywood would be greatly impaired.
Sincerely,
Robert Zabb

Sent from my iPhone

From: noreply@salesforce.com on behalf of Ginny Brideau
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Rose
Date: Tuesday, May 4, 2021 8:06:18 AM

---------- Original Message ----------
From: Rose Rentals [roserentals1@gmail.com]
Sent: 5/3/2021, 4:56 PM
To: crenshawnorth@metro.net
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax San Vicente Hybrid route to serve these major destinations.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Ryan
Date: Wednesday, June 2, 2021 4:23:38 PM

---------- Original Message ----------
From: Ryan Basham [ryan.basham@me.com]
Sent: 5/28/2021, 6:20 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B) and potentially even the Hollywood Bowl!

I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you!

Ryan

--
Ryan Basham
ryan.basham@me.com
(323) 919-2799

Sent from Colonial One, typos courtesy of Cylon Infiltrators

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Ryan
Date: Wednesday, June 2, 2021 4:16:45 PM

---------- Original Message ----------
From: Ryan Song [ryan.b.song@gmail.com]
Sent: 5/27/2021, 9:57 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Ryan
Date: Thursday, May 27, 2021 4:25:16 PM

---------- Original Message ----------
From: Ryan Kearney [rkearney61@gmail.com]
Sent: 5/27/2021, 11:32 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Ryan
Date: Thursday, May 27, 2021 3:17:48 PM

---------- Original Message ----------
From: Ryan Thomas [rwh2991@yahoo.com]
Sent: 5/27/2021, 1:02 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Hi there Ryan here,

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Ryan
Date: Tuesday, May 18, 2021 12:49:57 PM

---------- Original Message ----------
From: Ryan Cook [rwcook14@gmail.com]
Sent: 5/15/2021, 8:48 AM
To: crenshawnorth@metro.net
Subject: San Vicente Underground Request

To whom it may concern,

I don't normally write in about metro projects, as I think any and all public transit improvements are greatly welcome in this city.

However, I'd like to point out that one of the next largest "existential" issues with our city is not enough green space. Building the north extension along San Vicente above ground will remove even more of the already sparse green space that our city has.

I implore you to please consider the long term effect that taking away even more green space will have against the short term costs. Over the 100+ year life of this metro line, consider all the generations of families who will live along and near San Vicente and how this will impact them.

Thanks

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Ryan
Date: Monday, May 3, 2021 8:30:17 AM

---------- Original Message ----------
From: Ryan Sharp [rts91990@gmail.com]
Sent: 5/2/2021, 8:48 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Extension Public Comment

Hello,

I'm emailing to submit a public comment on the proposed alternatives for the northern extension of the crenshaw line.

The La Brea route provides the most value for total cost. The other alternatives add significant cost without adding any substantial increase in ridership to justify it - beyond that, they actually make the line less functional for the city as a whole as it drastically increases end-to-end trip times.

I encourage Metro to pursue the La Brea option, and, in order to best serve the WeHo community that has been a big proponent of additional rail lines, a separate line (or a spur off of this extension) that would travel down Santa Monica blvd.

Thank you,

Ryan Sharp

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Ryan
Date: Tuesday, April 27, 2021 7:04:50 AM

---------- Original Message ----------
From: Ryan Burns [rwillburns@gmail.com]
Sent: 4/26/2021, 12:58 PM
To: crenshawnorth@metro.net
Subject: Public Recommendation - Ryan Burns

Do Whom it May Concern,

I live in the Jefferson Park neighborhood and think the Crenshaw north line would be best served using La Brea. Also, adding an additional line that serves direction West Hollywood as outlined in this video:

https://youtu.be/CUrFswVO4Ms?t=332

Thank You,

Ryan Burns



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Ryan
Date: Wednesday, June 2, 2021 4:44:23 PM

---------- Original Message ----------
From: gCal [ryanbarlow1@gmail.com]
Sent: 5/28/2021, 9:12 AM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment for Crenshaw North

Hello,

I am a resident of West Hollywood and am writing to **support** the **Fairfax-San Vicente** alignment that would service West Hollywood and not skip it entirely.

Ryan Barlow D.O.
Phone - (801) 645-7455
ryanbarlow1@gmail.com

Sent from my iPhone



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Sam
Date: Friday, May 21, 2021 7:49:05 AM

---------- Original Message ----------
From: Sam Singh [ssingh1010@mail2one.com]
Sent: 5/19/2021, 2:27 PM
To: crenshawnorth@metro.net
Subject: scoping comment

Hi,

My name is Sam and I believe Metro should build the hybrid route now or before the olympics. please do not split the project into 2 or delay this any further.

Sam S



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Melanie Wong; Krista Phipps; Alan Rodriguez
Subject: Thank you for your inquiry Sam
Date: Monday, April 19, 2021 8:04:54 AM

---------- Original Message ----------
From: Sam Lev [samlevla@gmail.com]
Sent: 4/16/2021, 11:08 PM
To: crenshawnorth@metro.net
Subject: Preference For La Brea Alignment

Hello,

I'd like to put in a public comment in support of the La Brea alignment of the Crenshaw line northern extension. Looking at the ridership forecasts the additional ~2,000 riders per day is not worth the additional expense of billions of dollars. That money would be much better spent on a new BRT line (or several), or a spur line to serve the job centers near WeHo. Furthermore the roundabout route options work against the very core idea of rapid transit. All the benefits of not being stuck in car traffic disappear if the train is forced to take an indirect route. Thanks for having this open comment period, and thanks to everyone at Metro for working to make our city better.

Regards
Sam Lev

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Sam
Date: Wednesday, June 2, 2021 5:06:03 PM

---------- Original Message ----------
From: Sam Evans [sam.a.evans@gmail.com]
Sent: 5/28/2021, 4:41 PM
To: crenshawnorth@metro.net
Subject: Metro Stop

Hi there,

I am a 4-year resident of S Orange Grove off of San Vicente. I was very excited to hear about forthcoming plans for the Crenshaw Extension. However, I was disappointed to see that while the train will come through this neighborhood, there will not be a stop close to my home. Without this stop, I personally would be far less likely to ride the metro, as other modes of transportation would be faster for me. My family would use this line regularly if it was nearby, but far less frequently if the closest stop was LACMA. I think it's important that we connect the communities bounded by San Vicente, the 10, La Brea, and La Cienaga with the Metro line. By not including this in the study, we lose out on the opportunity to connect a large residential population with their surrounding communities.

Thanks for your consideration,

Sam



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Samantha
Date: Wednesday, May 19, 2021 1:11:49 PM

---------- Original Message ----------
From: Samantha Rawlinson [samantharawlinson99@hotmail.com]
Sent: 5/19/2021, 12:36 PM
To: crenshawnorth@metro.net
Subject: crenshaw line north

Hi,
My name is Samantha Rawlinson and I reside in Mid City West. I would like to urge Metro to build the hybrid or fairfax alternatives now and not wait until 2041. Please keep it in subway and include a station at the hollywood bowl. Thank you,
Samantha



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Sammy
Date: Wednesday, May 12, 2021 7:59:20 AM

---------- Original Message ----------
From: sammy [sammygazda@gmail.com]
Sent: 5/11/2021, 4:54 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Line Northern Extension

Dear Metro Staff,

Good afternoon! I'm an incoming freshman at UCLA and public transportation is something I take very seriously. I've been doing research on the construction of the Crenshaw Line Northern Extension and hope it can begin soon.

However, my friends and I would like to see an additional alignment option added for consideration.

The La Brea route is the most direct and makes the most sense as its own transit corridor, but it is also important to provide good coverage for West Hollywood. The problem is that these should really be treated as separate corridors, and trying to combine them, such as with the Fairfax/San Vicente hybrid proposal, creates a suboptimal result for both.

I have seen the idea floated in this video (https://youtu.be/FzFwWsO30KM?t=749) to build the La Brea alignment as well as a spur along Santa Monica Blvd, and I think this would be the best solution, especially considering future expansion potential. I understand this would require more funding, but I would like to see it be evaluated further and added to the map for public consideration.

Sincerely,
Samantha Gazda
--
Samantha Gazda
Climate Activist and Organizer
Senior at Coral Gables Senior High School

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Samuel
Date: Wednesday, June 2, 2021 3:41:09 PM

---------- Original Message ----------
From: Samuel Blum [shb@samuelblum.com]
Sent: 5/28/2021, 5:01 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North feedback (La Brea route preference)

Hi there, regarding the Crenshaw northern extension plan, I am strongly in favor of the route that travels along the La Brea route -- but with further consideration to a branch/spur line from Hollywood/Highland or La Brea/Santa Monica traveling west through West Hollywood and eventually meeting the D Line at either the Century City station or Wilshire/La Cienega station.

My hope with these comments is that Metro will look at the big picture and what makes the most sense, both financially and efficiently (efficiency of full build-out timeline and actual ride experience). Understandably the residents of West Hollywood are highly motivated and in favor of the lengthier route that meanders through their city.

Most certainly West Hollywood should have rail connection, however I don't necessarily believe the desires of a small number of county residents should outweigh the desires of the considerably larger number of county residents to the north and south of West Hollywood. Again, West Hollywood deserves rail connection, but the circuitous routing does not seem efficient nor remotely feasible for a full build-out in the near future.

I would hope that long-term vision would prevail in this case, and as more development is built along the La Brea routing, direct access to rail services would be a need eventually, particularly as it would satisfy proximate rail connection for those residents along and around Highland Ave as well.

Ideally a West Hollywood spur/branch route could still connect directly to Hollywood and share routing for numerous stops, not unlike the current B/D shared stations.

Further, service to major work centers such as Cedars-Sinai/Beverly Center would benefit from connection to the nearby Wilshire/La Cienega in an alternate spur/branch routing. I would even go as far as suggesting that the perfect solution would be to build a dedicated West Hollywood route, along with the La Brea route and, eventually, a short connection along Fairfax to connect to the tourist locations such as Little Ethiopia (which I would argue deserves its own station), Farmers Market/Grove and eventually connect north to the future West Hollywood spur route.

To sum it up: a one size fits all approach is not ideal for the short or long-term needs of the county. It may be beneficial in the medium term, after a lengthy and costly construction timeline, but to only those West Hollywood residents, whereas separate/overlapping,

dedicated service for the La Brea routing AND West Hollywood spur/branch could result in quicker construction and service sooner for the La Brea route and "future proofing" as demographics change and new developments rise along those respective corridors.

I think the longer route may look good to many on a map, but I don't believe actual riders will enjoy the longer hybrid route to appease the handful of generally wealthier West Hollywood residents.

Let's keep a long-term big-picture mindset. We should be bold and do it right the first time. The La Brea route, along with a dedicated West Hollywood route is a no-brainer.

Lastly I would **highly** encourage the Metro board to review the comments section in the following Los Angeles-centric development blog for great, logical insights into this exact project:

https://urbanize.city/la/post/metro-los-angeles-crenshaw-line-extension-eir

Thank you for your time and efforts.

—

Samuel Blum

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Sara
Date: Tuesday, April 20, 2021 2:31:28 PM

---------- Original Message ----------
From: Sara Siegal [ssiegal@gmail.com]
Sent: 4/20/2021, 12:44 PM
To: crenshawnorth@metro.net
Subject: Comments on EIR for Crenshaw line northern extension

Hi,

I live in LA near Culver City and would like to express my excitement about these possible options for creating a north-south Crenshaw line. Currently there is no good way for me to get to Hollywood using public transportation. I usually drive, even though I prefer to take public transit or bike.

I would slightly prefer the Fairfax-San Vicente Hybrid option. However, any of these options would make such a difference in my day-to-day life, I love them all! Please find a way to complete them before 2040!

Sara Siegal
12030 Aneta St, Culver City, CA 90230



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Sarah
Date: Wednesday, June 2, 2021 1:51:08 PM

---------- Original Message ----------
From: Sarah Baker [saysay112@yahoo.com]
Sent: 5/29/2021, 7:17 PM
To: crenshawnorth@metro.net
Subject: A vote for the fairfax-san vicente hybrid alignment

As a native Angeleno excited about the upcoming subway/ rail projects, I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project!

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

- Sarah Baker

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Scott
Date: Wednesday, June 2, 2021 4:59:51 PM

---------- Original Message ----------
From: Scott Musgrove [scottmusgrove@mac.com]
Sent: 5/29/2021, 12:07 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Dr. C. Scott Musgrove
Psychologist / LMFT
7257 Beverly Boulevard #108
LA CA 90036
323-908-3073

www.scottmusgrove.net



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Sean
Date: Tuesday, April 20, 2021 7:52:18 AM

---------- Original Message ----------
From: Sean Thibault [seanthibault@gmail.com]
Sent: 4/20/2021, 7:11 AM
To: crenshawnorth@metro.net
Subject: Northern Extension

Good day,

As a local resident and frequent rider of transit, who also owns two cars and uses them often as well, I am writing to strongly encourage you to advance the longer westward alignment that would directly serve Cedars (among other stops).

I personally understand that the longer route and connection times might be troublesome if the line were used by riders who merely want the connection to the major rail lines that already exist or will soon. However, the incentive of having the city of WeHo basically pay for at least 30% of the increased costs of the alignment that most serves the city is vital.

Furthermore, while the La Brea alignment may be good for many, the cost of running any line is high enough that riders want to be able to actually reach crucial job centers (like Cedars, CBS, Museum Row, etc). The Grove is a 25m walk from La Brea, and no one with a family or mobility issues will ever consider that a walkable or viable option — especially not for opportunistic riders that ought to provide a boost when the real ridership settles in.

Many thanks,

Sean Thibault
Los Angeles, Calif.
202-236-3692



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Sean
Date: Thursday, May 6, 2021 1:14:05 PM

---------- Original Message ----------
From: Sean Thibault [seanthibault@gmail.com]
Sent: 5/5/2021, 5:19 PM
To: crenshawnorth@metro.net
Subject: Routing

Good day,

I am writing to share my input about the potential routes being considered for this line. I ride metro when I go to my office downtown and use bike lockers as well. I live in Koreatown. I also drive often to help ferry my children about to their activities.

It is vital that this project serve the major job centers in the hybrid alternative (Cedars, civic We Ho, etc). Some may argue for a direct connection route(eg La Brea) but research shows that facilitating short trips on transit builds ridership — and that means loading up on destinations. At many times of day, driving will often be faster than transit (true everywhere). Today, residents in midcity have no rail options to Hollywood or elsewhere. All of the proposed routes would bridge that — and when traffic moves faster than rail, bus options can serve those riders who would prefer a more direct but less stations and service.

One potential alternative worth considering is the so call Spur line that some advocates have floated. Of course this introduces other trade-offs...

In a universe of limited alternatives, the San Vicente / Santa Monica route provides the highest ridership and crucial planned stops and growing nodes in Central LA.

Thank you for your consideration,

Sean Thibault
Los Angeles, Calif.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Sergio
Date: Wednesday, June 2, 2021 4:59:21 PM

---------- Original Message ----------
From: Sergio Mandiola [foufut@yahoo.com]
Sent: 5/29/2021, 12:08 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you !

S. R. Mandiola
18 year resident of West Hollywood
11 year resident /homeowner of Westwood
15 years and counting working in Beverly Hills

Sent from my iPhone

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Melanie Wong; Krista Phipps; Alan Rodriguez
Subject: Thank you for your inquiry Seth
Date: Monday, April 19, 2021 8:12:26 AM

---------- Original Message ----------
From: Seth Harrington [sethmharrington@gmail.com]
Sent: 4/16/2021, 2:09 PM
To: crenshawnorth@metro.net
Subject: Please pick the La Brea option for Crenshaw North extension

Hi - I'm a resident of Leimert Park, who would love to use the Crenshaw line as an opportunity to go to Hollywood and the San Fernando Valley. Metro rail is always an option that I pick first when it seems the fastest.

By doing a weird roundabout loop to WeHo, you severely degrade the lines utility as an alternative to driving.

Please, please, please pick the La Brea option for the Northern extension.
Thank you,
Seth

--
Seth Harrington
2020 WGA Awards, Winner
The Black List, featured pilot, STAND
Who Wants To Be A Millionaire (ABC)



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Sid
Date: Tuesday, April 27, 2021 7:47:09 AM

---------- Original Message ----------
From: Sid Feddema [sidfeddema@gmail.com]
Sent: 4/26/2021, 6:45 PM
To: crenshawnorth@metro.net
Subject: Re: Comments for Crenshaw northern extension - Add a spur for WeHo, and route the Crenshaw line along La Brea

Hello,

I strongly urge Metro to add a fourth option to consideration for environmental review: an extension of the Crenshaw line north along La Brea, while adding a Santa Monica spur to serve WeHo.

The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors.

With the spur line option, ultimately the Santa Monica line should be extended down Santa Monica to Sunset, and from there to Union Station, with stops along Santa Monica and in Silverlake, Echo Park, and Dodger Stadium.

While I'm at it, please also make sure an Arts District stop happens sooner rather than later!

Thanks for your time and consideration.

Sincerely,
Sid



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Skye
Date: Tuesday, May 25, 2021 8:08:52 AM

---------- Original Message ----------
From: Ciello ___ [iammr.higa@gmail.com]
Sent: 5/24/2021, 6:38 PM
To: crenshawnorth@metro.net
Subject: Comment for Crenshaw North Extension

I would like to add another option for the line, A La Brea plus Spur option.

The hybrid option is too long and will not serve East-west or North-South Travelers well. A La Brea plus spur would surve both needs well. A spur on Santa Monica blvd from Hollywood/highland to SM Robertson can serve West Hollywood better. This line could be extended too in the future, while running with the La Brea option.

Thanks,

Skye Higa

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Slade
Date: Wednesday, June 2, 2021 4:24:37 PM

---------- Original Message ----------
From: Slade Lin [sjlin1@aol.com]
Sent: 5/28/2021, 5:46 PM
To: crenshawnorth@metro.net
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

As a 35 year resident of the City of West Hollywood, I do **NOT** support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project.

While I do support the extension of the Crenshaw Line, I believe it ought to travel north on Highland Blvd,
to the existing Metro Station at Hollywood & Highland. There would be a **HUGE COST SAVINGS** not needing to build a whole new station in West Hollywood. People will have access to both Hollywood & West Hollywood from that station.

One of the most common crimes in West Hollywood is the "smash & grab" - typically vehicles, but also store fronts. Currently, WeHo Deputies are able to apprehend some of these criminals; but a Metro Station right in the middle of the City will allow perps the ability to quickly get out of sight, hide amongst the crowd waiting for a train, and then jump on the next one for a quick "escape."

West Hollywood already has numerous transient people who cause problems. Putting a Metro Station smack in the middle will draw more of them. As a 35 year resident and 21 year property owner, I have seen the homeless population swell over the past 7-8 years; it has gotten substantially worse over the past 3 years.

Residents do not feel comfortable **going to our own library** because homeless individuals - who are not there to read/check out books or do research etc - infiltrate the space. It is not ok that my property tax dollars were spent on this monolithic library, and yet, I won't go there due to overwhelming presence of the homeless, many of whom are fairly shady and/or high and/or mentally ill.

I'm a liberal democrat & have worked in social services my whole career. But when drunk homeless people are literally sitting on your steps (private property), and then pull attitude when they are asked to leave - oh, and did I mention they take dumps in our bamboo trees, up against our walls and in our plants - it makes one start to re-think political alliances. A Metro Station in the middle of WeHo will only draw more of them…yeah, no.

Slade Lin



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Sonia
Date: Wednesday, June 2, 2021 3:50:43 PM

---------- Original Message ----------
From: Sonia Kreitzer [sonia.kreitzer@gmail.com]
Sent: 5/28/2021, 6:35 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Extension

Hello,

Just wanted to reach out in support of the Crenshaw Extension. I live in LA, in midcity, and think it's important to connect our community through the Metro line (I would also be using it a lot!)

Thank you,
Sonia

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Spencer
Date: Monday, April 19, 2021 3:30:51 PM

---------- Original Message ----------
From: Spencer Allegaert [sallegaert@gmail.com]
Sent: 4/19/2021, 1:19 PM
To: crenshawnorth@metro.net
Subject: Comment on Crenshaw Northern Extension

Hi there,

Just want to leave a comment about the potential draft EIR for the Crenshaw North Alignment. First and foremost, I would like to voice my support for the La Brea alignment. This is the most sensical and cost effective option. However, given that the options metro has presented range from $3-6.5bn, the high end being the "hybrid alternative", then I implore metro to try and consider using the leftover funds from doing the La Brea option to consider a spur line between SM / La Brea, down Santa Monica Blvd to San Vicente, then down La Cienega connecting to the purple line. The reality is that one day we should be planning for a E/W line from Santa Monica Vermont, down SMB, through Weho then Beverly hills down La cienega to culver city and then down Venice to the beach. Obviously, this is decades away, but we need to plan for future extensions, not try to solve too many problems at once and then end up with a mediocre line (hybrid alt.).

Thanks!

--
Spencer Allegaert
862-596-9875



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Stephen
Date: Friday, May 21, 2021 10:30:33 AM

---------- Original Message ----------
From: Stephen [stephenperisho@gmail.com]
Sent: 5/21/2021, 9:54 AM
To: crenshawnorth@metro.net
Subject: Public comment regarding Crenshaw Line extension

Hello,
I would like Metro to analyze an alternative that has not been described as part of the existing alignment alternatives for the Crenshaw Northern Extension.
The alternative I would like Metro to evaluate is a northern extension of the K (Crenshaw) Line along La Brea (the La Brea concept) to the Hollywood Bowl along with a spur that continues to West Hollywood. This West Hollywood spur would connect to the K Line at approximately Santa Monica / La Brea and continue along Santa Monica to a stop at Santa Monica / San Vicente (and would potentially continue south along San Vicente or La Cienega).
As someone who lives in Leimert Park and looks forward to the completion of the K Line, the La Brea Concept with West Hollywood spur would provide the benefit of a more direct connection between the existing K Line to Hollywood and provide ample access to important areas in West Hollywood.
Thank you very much for your consideration.
Best regards,
Stephen Perisho
Medicare Health Insurance Plans &
Estate Planning Attorney

CA Insurance License #0L05681
Phone: 626-456-4483
Email: stephenperisho@gmail.com

Privacy Notice: This electronic mail message, and any attachments, are confidential and are intended for the exclusive use of the addressee(s) and may contain information that is proprietary and that may be Individually Identifiable or Protected Health Information under HIPAA. If you are not the intended recipient, please immediately contact the sender by telephone, or by email, and destroy all copies of this message. If you are a regular recipient of our electronic mail, please notify us promptly if you change your email address.

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Melanie Wong; Krista Phipps; Alan Rodriguez
Subject: Thank you for your inquiry Steven
Date: Monday, April 19, 2021 7:40:25 AM

---------- Original Message ----------
From: Steven Alexander Littaua [alexlittaua@live.com]
Sent: 4/16/2021, 4:41 PM
To: crenshawnorth@metro.net
Subject: Public Comment on the Crenshaw North Alignment

Dear LA Metro,

I am writing today to provide my public comment on the Crenshaw Northern Extension project and what should be included in the EIR and project scope.

The three proposed routes all have their benefits and pitfalls, but in particular, I suggest and strongly urge that Metro do the following actions when defining their project scope:

- go forward with the Fairfax alignment (option 2)
- study the feasibility and EIR of a spur line (akin to how the Purple Line used to be prior to the extension) through the Santa Monica portion of the Fairfax/San Vicente alignment
- study the feasibility and EIR of a circular spur route encompassing the alignment and route of the Fairfax/San Vicente proposal (option 3)
- addition of a Hollywood Bowl stop for train turnback and revenue use during events at the Hollywood Bowl

Option 2 reaches more regional destinations and still serves the residents of La Brea neighborhood by increasing last mile ground service to station stops. However, I would like to note that this underserves West Hollywood from the transit they deserve (the city has been extremely supportive of public transportation more than other jurisdictions). Therefore, I propose that Metro studies the option for spur/circular route. Benefits of a spur/circular route include:

- More stops benefit regional and local transportation, especially a transit friendly jurisdiction who is considering an EIFD.
- It creates the groundwork to build an east-west route along Santa Monica, Melrose, and Sunset. Possible future extensions could go into Los Feliz, Silver Lake, and/or Glendale.
- Creates an instance where portions of Metro's system can begin to mimic elements of some East Coast metro systems with lots of rail coverage, eliminating the need for intra-area bus services.
- Create Metro's first "walkable" jurisdiction in the county backed up with a circular or spur routing.

Justifications for the Hollywood Bowl stop:

- Some proposals by Metro indicate it may be where the TBMs might be launched, which drives down the costs for an outright station box when the area will already be excavated for TBM purposes.
- It would alleviate traffic issues and provide an alternative mode of transportation during mass events at the Hollywood Bowl.
- Station would only be necessary during large events.
- Provides Metro an established place for staff changes, short-term vehicle storage, and train turnbacks from away from the Hollywood/Highland station, much akin to the new run-through turn back facility at Union Station for the Red/Purple Lines.
- Provides Metro the ability to build a northern extension into Burbank with minimal disruptions to regular daily revenue service, should that be part of a future Long Range Transportation Plan.

In conclusion, I hope my comments are taken into account for any future decisions.

Best,
Steven Littaua



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Steven
Date: Tuesday, May 11, 2021 5:03:09 PM

---------- Original Message ----------
From: Steven J. Kung [stevenjkung@gmail.com]
Sent: 5/11/2021, 3:40 PM
To: crenshawnorth@metro.net
Subject: letter of support for Fairfax/San Vicente Hybrid Route

Dear Committee members,

I already spoke at the Scoping Meeting on 5/8/21, but wanted to highlight my points in writing.

I have lived in West Hollywood for twenty years and I support the Fairfax/San Vicente alternative for the following reasons:

1. **It would introduce a critical mass of new riders to the Metro system.** Residents of West Hollywood, who would normally drive places, would suddenly find themselves within walking distance to a metro stop. Having them take the metro would not only decrease traffic in the West Hollywood area, but also through the LA metropolitan area. This critical mass of riders is essential to luring the people who drive to take the metro, not just people who take mass transit. This could be the tipping point that elevates the Metro to a system that everyone takes, just like in NY, San Francisco, and DC.

2. **The Fairfax/San Vicente Line would best serve regular commuters, including those coming from the south.** I wanted to counter the argument that the Fairfax or La Brea lines would be the most racially equitable because commuters of color would save 8 minutes on the way to their destination. This specious reasoning doesn't account for the fact that the San Vicente line would open up more options and destinations to commuters from the south. Commuters of color not only need to get north, they also need to go west. Many of them work in West Hollywood, especially the Beverly Center and the Cedars Sinai, and so these destinations would serve a new swath of riders of color. More destinations = more riders of color. The Fairfax/San Vicente line would be the most equitable to communities of color because they would serve more riders of color, as opposed to only those who are already taking transit to get north.

3. On the map it shows a stop at **Santa Monica and La Brea**. This is a high traffic area and I fully support putting a station here.

4. **I also support the Hollywood Bowl stop** - Everyone who has driven on the 101/or in the area during Hollywood Bowl season knows traffic there is a disaster.

5. **Expedite the Construction Timeline** - this was echoed by everyone on the call. The sooner this is built, the better. We selfishly want to be able to ride the Metro while we are still

physically able.

Thank you for considering my thoughts on the new Metro Line. I wish you godspeed moving forward with the plans.

All best,
Steven

Steven J. Kung
1310 N. Detroit St. #204
Los Angeles, CA 90046
323-842-8862



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry stuart
Date: Wednesday, June 2, 2021 3:51:36 PM

---------- Original Message ----------
From: Stuart Denenberg [stuart@denenbergfinearts.com]
Sent: 5/28/2021, 11:12 AM
To: crenshawnorth@metro.net
Cc: jdamico@weho.org; sshyne@weho.org; lindsey@lindseyphorvath.com; jerickson@weho.org; lmeister@weho.org
Subject: Crenshaw Northern Extension

Dear Metro folks,

We are residents and business owners living and working at 417 N. San Vicente; our building lies between Beverly Boulevard and Melrose Avenue at the corner of Ashcroft Avenue.

As convenient as it may seem to run the Metro underground directly in front of our house, after several visits to Portland, Oregon, we are intense and enthusiastic proponents of an above-ground route—not on San Vicente but on La Cienega. La Cienega is the locus of a very large collection of shoulder-to-shoulder businesses—including retail furniture stores, wine shops, galleries, design shops, restaurants, and much more. An above-ground metro would have *infinitely more charm* if it were to run on a wide, business-populous boulevard like La Cienega, rather than diving under N. San Vicente as an invisible underground leg between stations on Wilshire and Santa Monica. We understand that an above-ground treatment would also be much less costly to build.

Moreover, the stretch of N. San Vicente between Melrose Ave.

and Beverly Blvd. continues to be a dangerous speedway—indeed, on two occasions our property sustained a crash through a concrete-reinforced wall, and a wire-reinforced hedge!

We hope you take this alternative into serious consideration, and if you have not visited Portland, Memphis, or any of a number of other cities that have adopted above-ground transportation where you can experience the on/off, pedestrian friendly, community-conscious trolleys, we urge your design team to make the effort to do so.

Very truly yours,

Stuart & Beverly Denenberg
Denenberg Fine Arts, Inc.
417 N San Vicente Blvd
West Hollywood, CA 90048

Mobile 415-828-8600



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Susan
Date: Wednesday, June 2, 2021 3:51:52 PM

---------- Original Message ----------
From: Susan Tanner [susanjaytea10@yahoo.com]
Sent: 5/29/2021, 2:27 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Scoping Comments

I think the San Vicente line is provides much more availability than the alternatives and, personally would be
much more conducive to my own needs and desires.

If possible, could an extension to the Hollywood Bowl be made? This would be a Godsend and would completely turn my life around.

Thanks for all the work and planning!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Susan
Date: Wednesday, May 19, 2021 12:31:17 PM

---------- Original Message ----------
From: Susan Pintar [skpintar@gmail.com]
Sent: 5/19/2021, 11:47 AM
To: crenshawnorth@metro.net
Subject: Crenshaw north comment

I support the Fairfax-San Vicente Hybrid alignment.
Susan Pintar
1636 N Stanley Ave,
West Hollywood, CA 90046



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Melanie Wong; Krista Phipps; Alan Rodriguez
Subject: Thank you for your inquiry Susan
Date: Monday, April 19, 2021 7:12:37 AM

---------- Original Message ----------
From: Susan Isaacs [susanisaacs@mac.com]
Sent: 4/15/2021, 12:47 PM
To: crenshawnorth@metro.net
Subject: Northern Extension of Crenshaw line

Hello,

I attended, back in 2018 (I think!?) an informational tour by Metro Board with the City of West Hollywood's support. It was exciting to know that a much-needed link between West Hollywood and the Crenshaw area was being planned.
Given the mounting suspicion of, and antagonism toward, people of color, I was hoping this extension could happen sooner rather than later.

I've been a resident of West Hollywood for 24 years. For all its forward thinking, this city is not made up of a diverse group of citizens. People of color are rarely to be seen. My hope is that the Metro line will enable me to visit and become involved with residents of the Crenshaw area as well as allowing people of color who live south of us to visit and become involved with the residents of West Hollywood. A small but important step toward bringing people closer together to learn from one another and mitigate the communication abyss that currently exists.

Thank you for your "ear".

Susan Isaacs, MS, CPDT-KA
The Well-Heeled Dog
310-248-2420
susanisaacs@mac.com
www.wellheeleddog.com

Dog Trainers' Alliance of Southern CA
AKC CGC Evaluator
Licensed Presenter, Family Paws & Doggone Safe
WeHo Chamber of Commerce Small Business Award

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Susan
Date: Wednesday, June 2, 2021 4:40:53 PM

---------- Original Message ----------
From: Susan Isaacs [susanisaacs@mac.com]
Sent: 5/28/2021, 11:03 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B) and potentially even the Hollywood Bowl!

I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps
Subject: Thank you for your inquiry Susanna
Date: Wednesday, June 2, 2021 3:48:19 PM

---------- Original Message ----------
From: Susanna Wise [swise01@mica.edu]
Sent: 5/28/2021, 10:24 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Extention

Dear Metro Staff,

I am really looking forward to the construction of the Crenshaw Line Northern Extension and hope it can begin soon. But I would like to see an additional alignment option added for consideration.

The La Brea route is the most direct and makes the most sense as its own transit corridor, but it is also important to provide good coverage for West Hollywood. The problem is that these should really be treated as separate corridors, and trying to combine them, such as with the Fairfax/San Vicente hybrid proposal, creates a suboptimal result for both.

I have seen the idea floated in this video (https://youtu.be/FzFwWsO30KM?t=749) to build the La Brea alignment as well as a spur along Santa Monica Blvd, and I think this would be the best solution, especially considering future expansion potential. I understand this would require more funding, but I would like to see it be evaluated further and added to the map for public consideration.
Thank you,
Susanna Wise

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Sydney
Date: Thursday, May 27, 2021 2:32:06 PM

---------- Original Message ----------
From: Sydney Wagner [snrwagner@gmail.com]
Sent: 5/27/2021, 10:54 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
Sydney wagner, Los Angeles

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Sydney
Date: Thursday, May 27, 2021 4:08:32 PM

---------- Original Message ----------
From: Sydney Wagner [snrwagner@gmail.com]
Sent: 5/27/2021, 10:51 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Tania
Date: Wednesday, May 19, 2021 12:32:42 PM

---------- Original Message ----------
From: Tania Becker [tania@telus.net]
Sent: 5/19/2021, 11:51 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project.

Having travelled extensively for my work, I am continually shocked to hear from the LA community that they would never consider using trains (some don't even know we have them!!) and that they choose their cars even in situations where it would be quicker for them to travel by Metro.

The 2 reasons I see for this is:

1) Metro does not serve a wide enough area in LA
...and perhaps more importantly...
2) LA culture does not embrace subway culture as other major cities do.

The Fairfax-San Vicente Hybrid alignment would serve all the major destinations in Mid City and WeHo, including a range of mixed community riders, underserved communities, tourists and job centers. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

I live in WeHo and have so far survived without owning a car. But depending on my work, I have to rethink this on a regular basis. I have worked extensively in New York in the past and have never owned or rented a car there.

With Uber Pool not being offered currently, it is too expensive for me to use Uber to get to my jobs. This along with Weho being underserved in terms of subway service, may push me to get a car. :(

I look forward to a time where LA residents don't see train travel as inconvenient, unsafe..or just "unpleasant". There's no reason our culture shouldn't embrace the use of the Metro. This needs to change. We have beautiful stations - we just need more riders!! A route deeper into WeHo would encourage both travelers and locals to use our metro, and make it safer and warrant more trains.

I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process.

Thank you!
Tania

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Taylor
Date: Wednesday, June 2, 2021 4:42:53 PM

---------- Original Message ----------
From: Bazley, Taylor [taylor.bazley.2022@anderson.ucla.edu]
Sent: 5/28/2021, 10:17 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Taylor Bazley
MBA Candidate, UCLA Anderson
Mobile: (310) 853-6183

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Taylor
Date: Wednesday, June 2, 2021 4:43:52 PM

---------- Original Message ----------
From: Taylor Bazley [taylorbazley@gmail.com]
Sent: 5/28/2021, 10:14 AM
To: crenshawnorth@metro.net
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

As a Mid-city Los Angeles resident I urge you to support the community!

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!--

Taylor Bazley

Green Qween | UCLA Anderson School of Management

Mobile: 619.721.7897
Address: 616 S Crescent Heights Blvd., Los Angeles, CA 90048
Web: www.linkedin.com/in/tbazley/
Web: www.thegreenqween.com

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Terence
Date: Thursday, April 29, 2021 2:28:05 PM

---------- Original Message ----------
From: Terence Mylonas [tmylonas@gmail.com]
Sent: 4/29/2021, 12:58 PM
To: crenshawnorth@metro.net
Subject: feedback on Crenshaw North

Hello Metro,
Please strongly consider making the Crenshaw North extension a subway between Midtown Crossing and Stanley Ave. I am a huge advocate of all of the alignments as proposed except for the Fairfax and Hybrid being at grade. As feedback from countless constituents has already stated:

- The Midtown Crossing to Stanely section is nearly 100% residential and so the negative impact of it being at/above-grade to the health and well-being of the adjacent residents cannot be understated
- Wilshire Vista and Miracle Mile are, on a map, distinct neighborhoods, but in reality this is a vibrant walking neighborhood with people from both communities frequently crossing over San Vicente, with Miracle Mile residents visiting the tree-lined Wilshire Vista streets and the retail on Pico, and Wilshire Vista residents visiting the tree-lined Miracle Mile streets, the retail on Wilshire and of course Museum Row. Putting up a fence/wall between these two neighborhoods would do a great disservice to residents and the community's ability to interact and benefit from the massive community benefits that have recently and are being created such as Destination PICO, the LACMA renovation, and the Purple Line extension
- Los Angeles has a desperate need for green space and the trees and grass of San Vicente are a critical community benefit. This is a great opportunity to double down on that green space by putting this section of the train underground and further improving the greenery on San Vicente. I will proactively fundraise to improve the green experience on San Vicente if you will put the subway underground

Please confirm receipt of this email. Thank you very much for your consideration.

Kind regards,
Terence Mylonas
Miracle Mile resident

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Teresa
Date: Wednesday, June 2, 2021 3:47:02 PM

---------- Original Message ----------
From: Teresa Dahl [dahlking@sbcglobal.net]
Sent: 5/28/2021, 11:50 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Route North

Dear Metro Team,

My family and I live in Carthay Circle and are thrilled about living so close to both the Purple Line and the Crenshaw North Line.

We would like to share out preferences for the Crenshaw North Line:

1. Underground along San Vicente to West Hollywood. To be efficient and thereby be useful enough to draw residents out of their cars, the line must be entirely underground.

2. Second preference, is for the line to run north up La Brea also underground.

Thank you,

Teresa Dahl, Brian, Blanca and Mars King
323.552.8999

Sent from my telephone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Thanh
Date: Thursday, May 27, 2021 2:21:13 PM

---------- Original Message ----------
From: Thanh Nguyen [nguyen.t12090@gmail.com]
Sent: 5/27/2021, 9:38 AM
To: crenshawnorth@metro.net
Subject: Hybrid Route Support!

I Support the Fairfax-San Vicente Hybrid route!!

Thanh Nguyen
11021 Missouri Ave. Unit 2
LA 90025

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Thomas
Date: Wednesday, May 26, 2021 8:06:00 AM

---------- Original Message ----------
From: Soul Of America [thomas@soulofamerica.com]
Sent: 5/25/2021, 11:19 PM
To: crenshawnorth@metro.net
Cc: thomas@soulofamerica.com
Subject: Another comment on Fairfax-San Vicente-SMB Option

In addition to my earlier comments, I believe the FTA will look less favorably on Fairfax-San Vicente-SMB-Hollyood Option than on Fairfax-SMB-Hollywood Option because it smacks of Wealthy Preference over Equity.

They will ask, why would a wealthy part of Beverly Center-WeHo get 4-5 stations that slow down a line headed to Hollywood, before extending C-Green Line by 2 stations over to Norwalk-Santa Fe Springs to connect with Metrolink-Amtrak-HSR?

Why aren't they connecting that Metrolink-Amtrak-HSR station to jobs at LAX and Inglewood Entertainment Complex, rather than "Gold-Plating" a line for wealthy Beverly Center-WeHo that is also slated to receive a new BRT from SMB to Culver City, https://urbanize.city/la/post/metro-staff-recommend-five-corridors-future-brt-lines. It seems that the BRT line could be readily extended to Fairfax-SMB station, if not Western-SMB station.

FTA will quickly figure out, that Norwalk-San Fe Springs is lower income & more transit dependent than Beverly Center-WeHo area, yet would get less equity.

Thomas Dorsey



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Thomas
Date: Tuesday, May 25, 2021 1:13:26 PM

---------- Original Message ----------
From: Soul Of America [thomas@soulofamerica.com]
Sent: 5/25/2021, 11:28 AM
To: crenshawnorth@metro.net
Cc: thomas@soulofamerica.com
Subject: Metro Crenshaw Northern Ext comment

Roger,

I once supported San Vicente-Santa Monica Blvd alignment, . Since that option has been removed for Fairfax-San Vincente Hybrid, I do not support the hybrid.
Instead, I support Fairfax-SMB alignment for these reasons:

1. If using Fairfax-SMB alignment, its faster from LAX going straight up to SMB then right-north to Hollywood; that was my original second choice.
2. Fairfax-SMB goes to more activity centers than LaBrea-SMB option
3. Fairfax-SMB has Less likelyhood of tunneling unknowns that could delay timely completion.
4. Fairfax-SMB is less disruptive to businesses
5. WeHo still gets 2 Metro Stops (Fairfax-SMB and LaBrea-SMB), which has Metro Rail equity per mile with many other districts/citiesin LA
6. SMB should also receive a new BRT line from Vine St to Century City; that would give WeHo more rapid transit equity and access

Thomas Dorsey

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Thomas
Date: Friday, April 30, 2021 2:44:59 PM

---------- Original Message ----------
From: Thomas Einspahr [thomas.einspahr@gmail.com]
Sent: 4/30/2021, 2:11 PM
To: crenshawnorth@metro.net
Subject: Adding Option for Spur to West Hollywood instead of route.

To Whom it May Concern,

As you begin researching the possible routes for the Crenshaw Line North extension I would like for your team at Metro to consider another alternative proposed in this video, https://www.youtube.com/watch?v=FzFwWsO30KM&t=847s. I think its important to have both an option that is direct to Hollywood and Highland up La Brea and also one that travels through West Hollywood. As someone who lives in Silverlake I also like the possibility that the spur could be extending down Santa Monica to East Hollywood and Silverlake in the future. It is important for me for Metro to at least research this possibility now as this route would help convince younger people like me to get out of their cars and take more public transit.

Thank you for your time and Good luck with this public comment process.

Sincerely,
Tom

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Thomas
Date: Thursday, April 29, 2021 2:17:17 PM

Ginny Brideau
Community Relations Manager: Construction Relations
Community Relations: Communications
213.248.0698
My mission is to provide world-class transportation for all.

---------- Original Message ----------
From: Tom Praderio [tom.praderio@gmail.com]
Sent: 4/29/2021, 12:32 PM
To: crenshawnorth@metro.net
Subject: Comments for Crenshaw northern extension

After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur.

The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors.

The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond.

Thanks for your time and consideration.

Sincerely,

Tom Praderio
819 N Bonnie Brae St
Los Angeles CA 90026
tom.praderio@gmail.com



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Thomas
Date: Wednesday, June 2, 2021 3:56:11 PM

---------- Original Message ----------
From: Thomas Hennessey [hennessey.thomas@yahoo.com]
Sent: 5/27/2021, 6:30 PM
To: crenshawnorth@metro.net
Cc: hennessey.thomas@yahoo.com
Subject: Crenshaw North Line

- Hello,

I would like to have the Crenshaw North Line come up Fairfax Avenue to Santa Monica and then east to LA Brea to connect with the Red Line. To me, that would make better sense.

Sincerely,

Thomas Hennessey

via West Hollywood Official App

Sent from Yahoo Mail on Android

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Tim
Date: Thursday, May 27, 2021 2:40:55 PM

---------- Original Message ----------
From: Timothy Hooper [timothydhooper@gmail.com]
Sent: 5/26/2021, 7:05 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

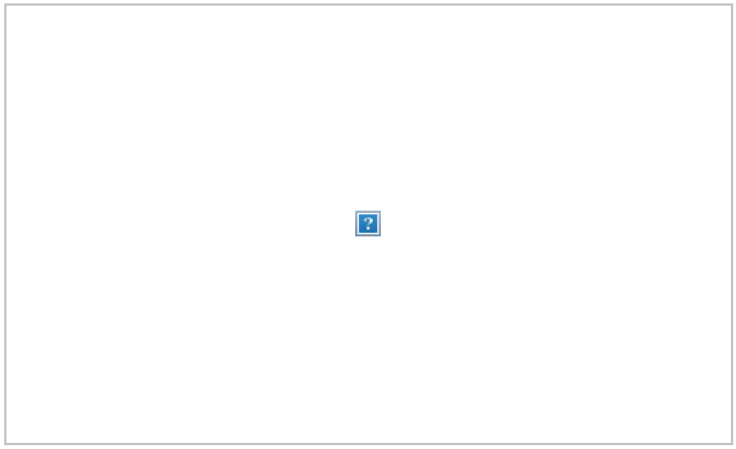
From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Tim
Date: Friday, May 21, 2021 7:38:19 AM

---------- Original Message ----------
From: Timothy Tobish [timtobish@gmail.com]
Sent: 5/19/2021, 1:14 PM
To: crenshawnorth@metro.net
Subject: Hybrid LIne

I'm writing to express my strong support for the "hybrid" line extension via San Vicente. I think the La Brea route is short sighted and only impacts 25% of jobs and workspaces that the hybrid approach would reach. Given the delays on the southern portion, I have little faith that any additional spur lines would be built anytime in my lifetime. We have one shot to this and I can't stress enough the importance of getting this route right. I live less than a mile from Expo and Crenshaw and so have a personal stake in this.

Best:

--





From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Tim
Date: Thursday, May 27, 2021 2:40:55 PM

---------- Original Message ----------
From: Timothy Hooper [timothydhooper@gmail.com]
Sent: 5/26/2021, 7:05 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Timothy
Date: Tuesday, May 25, 2021 1:02:08 PM

---------- Original Message ----------
From: Tim Furlong [timfur@gmail.com]
Sent: 5/25/2021, 11:32 AM
To: crenshawnorth@metro.net; info@allonboardcoalition.com
Subject: I support the Fairfax-San Vicente Hybrid alignment

Dear Metro-

The La Brea option would be the worst decision since LA passed on Olmstead's plan for municpal parks.

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thanks,
—
Tim Furlong
m: 310.413.0144

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Timothy
Date: Thursday, May 13, 2021 1:18:25 PM

---------- Original Message ----------
From: Tim Grant [tim.grant.90014@gmail.com]
Sent: 5/12/2021, 5:03 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Tim Grant
Hollywood
Sent from my Brain

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Timothy
Date: Thursday, May 13, 2021 1:18:25 PM

---------- Original Message ----------
From: Tim Grant [tim.grant.90014@gmail.com]
Sent: 5/12/2021, 5:03 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Tim Grant
Hollywood
Sent from my Brain

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Timothy
Date: Thursday, May 27, 2021 2:25:22 PM

---------- Original Message ----------
From: Tim Brockett [tjbrockett@gmail.com]
Sent: 5/26/2021, 10:50 PM
To: crenshawnorth@metro.net
Subject: Comment on potential alignments

Hello,

I would like to state my support for either the La Brea or Fairfax alignment for the northern Crenshaw segment of the Crenshaw (K) line. As a primary north/south route through Mid-City I believe a more direct line going up to Hollywood would serve the overall Metro rail network the best and provide the best utility for riders.

Although the Santa Monica Blvd. alignment is interesting, it deviates too much from the north/south route and will make rides from the Purple (D) line to the Red (B) line too slow and meandering. I think one day a route should go east/west along Santa Monica through West Hollywood and perhaps break south down La Cienega. This alternate line could even reach Sunset Blvd and link Silverlake, Echo Park, and DTLA.

Finally, I also urge Metro to add the Hollywood Bowl station as the terminus for the Northern Crenshaw line. This makes too much sense and should be done! I can imagine that it will provide a great place to stage construction and launch the TBMs from over somewhere on Hollywood Blvd.

Thank you!

Regards,

Tim Brockett



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Tina
Date: Thursday, May 27, 2021 2:41:10 PM

---------- Original Message ----------
From: Tina Alva [tinaalva@mac.com]
Sent: 5/26/2021, 7:36 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Yes, yes, yes!!! I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

As a 50 year old 20 year resident of WeHo I'm concerned about traffic in our city. We have a growing number of residents and businesses which creates more traffic. This Metro line would help our city tremendously and cut down on cars and congestion on our streets. I look forward to the day I can walk to the train and go anywhere in Los Angeles. LETS MAKE IT HAPPEN!

Tina Alva

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Tina
Date: Thursday, May 27, 2021 2:41:10 PM

---------- Original Message ----------
From: Tina Alva [tinaalva@mac.com]
Sent: 5/26/2021, 7:36 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Yes, yes, yes!!! I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

As a 50 year old 20 year resident of WeHo I'm concerned about traffic in our city. We have a growing number of residents and businesses which creates more traffic. This Metro line would help our city tremendously and cut down on cars and congestion on our streets. I look forward to the day I can walk to the train and go anywhere in Los Angeles. LETS MAKE IT HAPPEN!

Tina Alva

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry TJ
Date: Wednesday, June 2, 2021 4:14:11 PM

---------- Original Message ----------
From: TJ O'Brien [tj.obrien@yahoo.com]
Sent: 5/28/2021, 12:06 AM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

TJ O'Brien

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Todd Hunter
Date: Friday, May 21, 2021 7:33:29 AM

---------- Original Message ----------
From: Jason Currie [jasonwcurrie@gmail.com]
Sent: 5/19/2021, 5:36 PM
To: crenshawnorth@metro.net
Subject: Re: HAVE A SAY in Metro's Crenshaw Northern Line Extension -

Hi Metro Team,

My name is Jason Currie and I am a homeowner in West Hollywood.

Thanks for putting together the presentation. My strong preference is for the San Vicente hybrid line, as that will serve the most people and hit the popular/destination areas. Please consider extending late hours for weekend use, too, and to reduce drunk driving.

Also, I think the Hollywood Bowl extension line is a brilliant idea. It will help alleviate a great deal of the traffic that occurs in that area during events at The Bowl.
Thank you,
-Jason



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Tomas
Date: Monday, May 3, 2021 3:41:23 PM

---------- Original Message ----------
From: Tomas Newsom [tomas@davincila.com]
Sent: 5/3/2021, 3:19 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

please get this hybrid route approved and built!

--
Thank you,

Tomas Newsom

DAVINCI Los Angeles
T 323-655-3325
CHECK OUT OUR WEBSITE: davinciLA.com
Estimates Valid for 30 DAYS

This message is private or privileged. If you are not the person for whom this message is intended, please delete it, notify me immediately, and do not copy or send this message to anyone else.

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Tomas
Date: Thursday, April 29, 2021 2:24:42 PM

---------- Original Message ----------
From: Tomas Newsom [tomas@davincila.com]
Sent: 4/29/2021, 1:43 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Extension

Hi
Question:
After this 45 day public comment period, what is the timeline for the project to be started?
And finished?

--
Thank you,

Tomas Newsom

DAVINCI Los Angeles
T 323-655-3325
CHECK OUT OUR WEBSITE: davinciLA.com
Estimates Valid for 30 DAYS

This message is private or privileged. If you are not the person for whom this message is intended, please delete it, notify me immediately, and do not copy or send this message to anyone else.

From:	noreply@salesforce.com on behalf of communityrelations@metro.net
To:	Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject:	Thank you for your inquiry Tomas
Date:	Tuesday, May 4, 2021 7:57:21 AM

---------- Original Message ----------
From: Tomas Newsom [tomas@davincila.com]
Sent: 5/3/2021, 3:15 PM
To: crenshawnorth@metro.net; +info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

please get this approved and built

--
Thank you,

Tomas Newsom

DAVINCI Los Angeles
T 323-655-3325
CHECK OUT OUR WEBSITE: davinciLA.com
Estimates Valid for 30 DAYS

This message is private or privileged. If you are not the person for whom this message is intended, please delete it, notify me immediately, and do not copy or send this message to anyone else.

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Tommy
Date: Wednesday, June 2, 2021 4:28:43 PM

---------- Original Message ----------
From: Tommy Pathammavong [pathammavongtommy@gmail.com]
Sent: 5/28/2021, 12:00 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Best Regards,

Tommy Pathammavong
Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Trent
Date: Wednesday, June 2, 2021 4:26:03 PM

---------- Original Message ----------
From: Trent Mear [tmearx@gmail.com]
Sent: 5/28/2021, 5:06 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Trenton Mear
Los Angeles, CA
Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Trevon
Date: Friday, May 21, 2021 7:48:12 AM

---------- Original Message ----------
From: Trevon Garcia [trevong665@mail2world.com]
Sent: 5/19/2021, 2:32 PM
To: crenshawnorth@metro.net
Subject: support for crenshaw line to hollywood

My name is Trevon and I urge Metro to build the Crenshaw Line all the way to Hollywood now, and to include stations at beverly center and at the grove. please don't split this project or delay it. it should have been done already.

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Trevor Rodriguez
Date: Friday, May 21, 2021 7:37:38 AM

---------- Original Message ----------
From: Trevor Rodriguez [trodriguez7373@outlook.com]
Sent: 5/19/2021, 2:06 PM
To: crenshawnorth@metro.net
Subject: Crenshaw eir

Hi, My name is a Trevor and as a resident of West Hollywood I would like Metro to build the hybrid model route now and not in 2041. Thank you,
Trevor

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Trevor
Date: Wednesday, April 28, 2021 10:52:14 AM

---------- Original Message ----------
From: Trevor Reed [trevorreed283@gmail.com]
Sent: 4/28/2021, 10:43 AM
To: crenshawnorth@metro.net
Subject: La Brea + Spur Option

Add the La Brea + Spur Option to the environmental review, it makes more sense than the current, compromised, proposals.



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Vanessa
Date: Friday, May 21, 2021 7:34:33 AM

---------- Original Message ----------
From: Vanessa Garcia [lagalww@mail2art.com]
Sent: 5/19/2021, 2:30 PM
To: crenshawnorth@metro.net
Subject: west hollywood extension

Please build this project now and include west hollywood and cedars. and keep it in subway, thank you!!!

Vanessa



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Veronica
Date: Tuesday, May 18, 2021 12:47:41 PM

---------- Original Message ----------
From: [veronicarodriguez432@yahoo.com]
Sent: 5/15/2021, 1:44 PM
To: crenshawnorth@metro.net
Subject: Scoping

Hi, I am a resident of Leimert Park and support the hybrid model
Please do not prolong everything by splitting the project up and build it now
I also support ending it at the Bowl and keeping it underground so it doesn't have to deal with traffic. Thank you,

Veronica Rodriguez

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Wally
Date: Friday, May 7, 2021 7:45:00 AM

---------- Original Message ----------
From: Wally Marks [wally@wnmrealty.com]
Sent: 5/6/2021, 8:34 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North - scoping meeting comment

Hello Metro.

I support the La Brea north route. As an active Metro rider, I know that we have transportation choices. As an incentive to have Angelenos get out of their cars, mass transit must be close to, equal to or ideally faster than the car travel time.

The people who reside in the San Fernando Valley (SFV) need to have the fastest route to get south to Wilshire and then to LAX and the converse is true for those who reside south of the 10 freeway and access to the Crenshaw line. This is why I support La Brea route.

Moreover, I recognize the large job centers at 3rd and Fairfax, 3rd and La Cienega and along Santa Monica Boulevard, but the added travel times, upwards to 12 extra minutes, will be a detriment and a de-incentive to get out of one's car.

I suggest a new, closed loop starting from the north/south La Brea route as follows:

- From the station at La Brea and Beverly, head west along Beverly;

- Then to the station at Fairfax and Beverly, continue west along Beverly;
- Then to the station at La Cienega and Beverly, continue north to Santa Monica Boulevard; and
- Then along Santa Monica Boulevard back to La Brea.

The closed loop could swiftly move transit riders to their job centers while not slowing down the travel for SFV residents heading south and those residents with access to the Crenshaw South district heading north into the heart of our city and onward to the SFV.

I am pleased to learn that the route will be below grade.

I urge Metro to figure a way to add the extension to the Hollywood Bowl terminus.

Thank you.

Wally Marks

310-678-5524 (m)

wally@wnmrealty.com



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Wes
Date: Wednesday, June 2, 2021 4:15:43 PM

---------- Original Message ----------
From: Wes Bell [wesmbell@gmail.com]
Sent: 5/27/2021, 11:19 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Hello,

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thanks for your time!

Wes

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Will
Date: Thursday, May 27, 2021 2:58:08 PM

---------- Original Message ----------
From: Will Edmonson [will.edmonson@gmail.com]
Sent: 5/27/2021, 10:28 AM
To: crenshawnorth@metro.net; info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Will Edmonson



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Will
Date: Monday, May 24, 2021 9:01:06 AM

---------- Original Message ----------
From: Will Norman [bitterwithoutu@gmail.com]
Sent: 5/23/2021, 5:07 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Extension Public Comment

I am **not** in favor of the Crenshaw Northern Extension.

Hollywood and West Hollywood already have too much traffic and not enough travel/walking space. Your proposed construction will most likely take years to complete, making an already challenging situation worse.

Additionally, we also have travel services like Lyft and Uber. Your new extension is really too little too late.

Sincerely,

William Norman

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Will
Date: Wednesday, April 21, 2021 4:29:35 PM

---------- Original Message ----------
From: Will Tentindo [will.tentindo@gmail.com]
Sent: 4/21/2021, 11:33 AM
To: crenshawnorth@metro.net
Subject: Public Comment

Hi,

I am writing to submit a public comment ahead of the environmental review process.

I am largely in favor of getting this project done as soon as possible, which probably means that the Hybrid alignment is preferable. However, I do believe this is too meandering. I urge Metro to consider an additional line to serve West Hollywood, and in the meantime to build the San Vincente Hybrid route as a spur. I believe that the crenshaw northern connection is attempting to do too much, but WeHo desperately needs a rail line and this project should be built as soon as possible.

There has been a lot of online discussion regarding a new line that goes East-West and serves WeHo and The Grove in addition to Culver City, Venice, or even Silverlake, Echo Park, and Dodger Stadium. I believe Metro can, at the least, study ways to perhaps serve Weho directly now as a spur of the Crenshaw line, and potentially expand this spur into a new line later on.

If Metro chooses to serve WeHo with direct rail connections at a late date with a new line, then I believe that Metro should pick the La Brea alternative for the Crenshaw northern extension. If Metro does not aim to add an additional route in for WeHo, then they should pick either the Hybrid or Fairfax. Fairfax has more employment centers, high density residences, and tourist destinations compared to the La Brea route. It is worth the additional time to go along the Fairfax route unless the Hybrid route is selected for a later rail expansion.

Metro should absolutely build the Hollywood Bowl station as part of any line, and not at a later date like what is happening with the Arts District Station. I also urge Metro to consider either additional stops or clear signage and directions to Little Ethiopia and the Fairfax Flea Market at the high school, which are great parts of the area only a short walk from the proposed stops. Metro should also consider ways to improve walkability at the Midtown Shopping Center. It can be particularly difficult to get between buildings.

Thank you,
Will Tentindo



From:	noreply@salesforce.com on behalf of Community Relations
To:	Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject:	Thank you for your inquiry Will
Date:	Wednesday, June 2, 2021 2:02:20 PM

---------- Original Message ----------
From: Will Baker [willbaker602@gmail.com]
Sent: 5/28/2021, 10:03 PM
To: crenshawnorth@metro.net
Subject: Another Vote for the Fairfax-San Vicente Hybrid alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

I also urge Metro to include breakout panels at two pivotal intersections: La Brea/Santa Monica and La Cienega/Beverly. Both are ripe for potential future extensions:

1) South under La Brea if density increases in the coming decades
2) East under Santa Monica Blvd if the stars align for a Silver Lake, Echo Park, and Dodger Stadium extension, and
3) South under La Cienega Blvd toward either/both Venice Beach via Venice Blvd and Santa Monica via interlining with the Expo Line at Venice Blvd

Please find attached a map of a proposed future map with the above extensions. Keep in mind, they all require the Fairfax-San Vicente Hybrid as the primary spine/trunk line.

For greater detail, please visit
http://www.papadiche.com/LAmetro
http://www.papadiche.com/transitalignments

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you for your time
- Will Baker



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Willem
Date: Thursday, May 27, 2021 2:39:34 PM

---------- Original Message ----------
From: willem hammersbach [whammersbach@gmail.com]
Sent: 5/26/2021, 5:18 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!



From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry William
Date: Monday, April 19, 2021 3:17:09 PM

---------- Original Message ----------
From: William Neal [wwn500@icloud.com]
Sent: 4/19/2021, 10:16 AM
To: crenshawnorth@metro.net
Subject: Public Comment about Crenshaw North

Hello, I'd like to add a comment in favor of Metro studying a La Brea alignment along with a spur that goes into WeHo for the Crenshaw North rail. This line is too important for half-measures, and we need an option that both goes to WeHo destinations and gives a quick ride for everyone else.

Thank You.

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry William
Date: Tuesday, April 27, 2021 7:49:49 AM

---------- Original Message ----------
From: William Kavadas [wkavadas@gmail.com]
Sent: 4/26/2021, 2:40 PM
To: crenshawnorth@metro.net
Subject: Hybrid Alternative Option

To Whom It May Concern:

As Crenshaw North continues to move forward in the planning phases, I wanted to resend my support for a hybrid alignment on La Brea with a spur to West Hollywood via Santa Monica and La Cienega. This would give WeHo their requested rail access while also providing the most direct north/south route for travelers who are not trying to access destinations further west. It will also be beneficial to construct the West Hollywood spur with tracks already heading east on Santa Monica to assist a future extension so that a situation similar to Wilshire/Vermont southbound extensions is not created. Thank you so much for your consideration and for your time working on this project.
Best,

William Kavadas
516 S. St Andrews Pl Apt 202



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Yoav
Date: Wednesday, June 2, 2021 4:49:39 PM

---------- Original Message ----------
From: Yoav O Yerushalmi [yoav@mit.edu]
Sent: 5/28/2021, 12:11 AM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry Zac
Date: Monday, April 19, 2021 7:15:06 AM

---------- Original Message ----------
From: Zac Struber [zac.struber@heschel.com]
Sent: 4/15/2021, 4:54 PM
To: crenshawnorth@metro.net
Subject: New Route Idea!

To who this may concern,

Hi!

Thank you for all you are doing for this line, it will be one of the most important in the metro network!!

I really would like you to take into consideration a new option, with a different perspective. I really think that this is the best long-term option, and it could add some game-changing options in the future! Here is a video of someone explaining it, I really like his video, in which he explains his ideas for metro lines. Feel free to also watch the other parts of the video!
Here it is: https://www.youtube.com/watch?v=FzFwWsO30KM&t=838s

Thank You So Much!
Zac, 7th Grade



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Zachary
Date: Thursday, May 27, 2021 2:43:23 PM

---------- Original Message ----------
From: Zachary Neal [zacharyscott1029@gmail.com]
Sent: 5/27/2021, 9:37 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

Hello,

I am Zachary of West Hollywood and I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you ,

Zachary Neal
Of West Hollywood

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry ZAUL
Date: Tuesday, May 18, 2021 10:33:49 AM

---------- Original Message ----------
From: ZAUL MEZA SANTILLANES [redspork02@icloud.com]
Sent: 5/15/2021, 12:03 AM
To: crenshawnorth@metro.net
Subject: Crenshaw North Fairfax

Preferred option : Fairfax route.
I would also advocate a branch serving Santa Monica Boulevard to Century city.
Thank you.

???

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Zennon
Date: Wednesday, June 2, 2021 3:49:43 PM

---------- Original Message ----------
From: Zennon Ulyate-Crow [zennonuc@gmail.com]
Sent: 5/28/2021, 11:57 PM
To: moosavia@metro.net; chandlerp@metro.net; martinr@metro.net; crenshawnorth@metro.net
Subject: Crenshaw Northern Extension Spur Line Concept

Hello,

My name is Zennon Ulyate-Crow. I'm a former Metro student intern and senior at Palisades Charter High School. I attended the 4/29 community meeting about the Crenshaw Northern Extension and wanted to submit items for public comment.

I'm a strong advocate for a spur option to be included in further feasibility options. This option would contain the La Brea alignment in addition to a new spur from Hollywood/Highland down Santa Monica into WeHo, with an eventual extension of that line to the Purple Line via San Vicente and La Cienega. To view this concept, check out the image below.

I've additionally created a 10-page report on why this option should be studied further and included in the Final EIS/EIR. Please find that attached below in PDF Format.

Thank you for considering my comments,

Zennon Ulyate-Crow

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry
Date: Wednesday, June 2, 2021 5:12:28 PM

---------- Original Message ----------
From: Till Stegers [till@stegers.de]
Sent: 6/2/2021, 2:18 PM
To: lobrien@bos.lacounty.gov
Cc: crenshawnorth@metro.net; jwaldron@bos.lacounty.gov
Subject: Re: Study a station Crenshaw Line station between Midtown Crossing & Fairfax/Wilshire

Thank you for your response, Lilly!

Till

On Wed, Jun 2, 2021 at 9:32 AM O'Brien, Lilly <LOBrien@bos.lacounty.gov> wrote:

> Hi Till
>
> Thank you for your email. We are still being briefed about all the planned projects for the region, including Crenshaw North, along with the timeline and trade offs that Metro intends to balance. We have noted your comments about studying station locations.
>
> Thank you again for getting in touch.
>
> Lilly
>
> ---
>
> **From:** Till Stegers <till@stegers.de>
> **Sent:** Saturday, May 29, 2021 4:32 PM
> **To:** crenshawnorth@metro.net <crenshawnorth@metro.net>; mayra.guevara@lacity.org <mayra.guevara@lacity.org>; kayla.tilton@lacity.org <kayla.tilton@lacity.org>; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; O'Brien, Lilly <LOBrien@bos.lacounty.gov>; Waldron, Jessalyn <JWaldron@bos.lacounty.gov>; mark.ridley-thomas@lacity.org <mark.ridley-thomas@lacity.org>; andy.shrader@lacity.org <andy.shrader@lacity.org>; jay.greenstein@lacity.org <jay.greenstein@lacity.org>; rob.fisher@lacity.org <rob.fisher@lacity.org>; angel.izard@lacity.org <angel.izard@lacity.org>; paul.koretz@lacity.org <paul.koretz@lacity.org>
> **Subject:** Re: Study a station Crenshaw Line station between Midtown Crossing & Fairfax/Wilshire
>
> +staff from Councilmembers Koretz', Ridley-Thomas' and Supervisor Mitchell's offices

On Fri, May 28, 2021 at 4:30 PM Till Stegers <till@stegers.de> wrote:

Dear Metro team,

I am writing to you as a long-term resident of the P.I.C.O. Neighborhood Council area. I'm also a newly-elected at-large member of the governing board[1], representing an area encompassing about 22,000 residents.

I strongly encourage you to **study a station on the Crenshaw Line Extension between Midtown Crossing and Fairfax/Wilshire** in your upcoming Environmental Impact Review and further planning.

Personally I would love to be able to take light rail directly from Pico and connect to Leimert Park, the LAX airport, and events like A Taste of Soul.

The current distance between these two planned stations would be 2.3 miles. This means Pico residents in the densely populated area in between may have to walk over 20 minutes to the nearest station. This will be too high of a burden for many to use this climate-friendly mode of transportation – yet residents of Pico will have to deal with the impact of the train's construction and operation (if at-grade) without deriving the benefits from it.

Therefore I ask you to study a station **bridging this 2-mile gap in service**. For instance, a station at San Vicente Blvd and Cochran Ave would do well on several of the proposed evaluation criteria laid out in the final screening report[2] for the Crenshaw Northern extension (p. 106, February 2020).

- **Population density** (based on 2010 census)

Station name	**Population / sq mi within 0.5 mi**
Wilshire/Fairfax	8,901
Midtown Crossing	12,556
Cochran/San Vicente	10,417

  As you can see, a station at Cochran (with its densely populated multi-family homes) would **increase access to 17% more residents** per square mile than at Wilshire/Fairfax.

-

Plans and policies that support active transportation: LADOT is working on a Safety & Mobility project to improve safety for those walking or rolling along San Vicente between Olympic and La Brea [3]. This would fall squarely within the half-mile radius considered for the proposed evaluation criteria.

- **Number of transit-dependent residents/households:** Based on LADOT data collected for the above-mentioned project, approximately **10% of households are transit-dependent** (live car-free) within 1 mile of SV from Fairfax to La Brea Blvd. Additionally, **7% commute by transit**.

I look forward to the enhanced climate-friendly transit options brought by the Crenshaw Northern Extension and thank you for your consideration.

Sincerely,

Till Stegers

[1] Provided for identification only. I am writing in my personal capacity.

[2] http://media.metro.net/2020/CNE-Final-Advanced-AA-Screening-Report.pdf

[3] https://ladotlivablestreets.org/projects/san-vicente

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry
Date: Wednesday, June 2, 2021 5:04:14 PM

---------- Original Message ----------
From: [gglightning@gmail.com]
Sent: 5/28/2021, 10:17 PM
To: crenshawnorth@metro.net
Subject: Please build the Fairfax-San Vicente Hybrid alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Please also study extending the line to Silver Lake and Dodger Stadium under Santa Monica and Sunset Boulevards. Bring back the pink line!
https://ridethepinkline.blogspot.com/2010/10/what-if-santa-monica-blvd-transit.html

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLin

Thanks

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry
Date: Wednesday, June 2, 2021 4:58:36 PM

---------- Original Message ----------
From: Chris Bembynista [bembycs@live.com]
Sent: 6/2/2021, 4:06 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment for Crenshaw North

Hello,

My name is Christopher Bembynista and I currently live at 1530 N Poinsettia Pl Apt 309 in Los Angeles. However, I am frequently in West Hollywood and Mid City for work, and I often patronize establishments in these locations. Right now a major barrier to utilizing all the amenities in these areas more often is the lack of rail transit. The Fairfax/San Vicente alignment make the most sense in terms of connecting many currently underserved areas. In addition, these lines would increase access for both tourists and locals, especially on weekends. This would also, likely, minimize impaired driving on the weekends after the bars close. There are countless other benefits, including minimizing traffic by establishing a solid north/south line that LA currently lacks. Right now, from the West Hollywood/Hollywood area, person would have to go all the way downtown to use the upcoming purple line or the expo line.

Thank you for taking the time to consider these benefits.

Sincerely,
Chris Bembynista

Sent from my iPhone

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry
Date: Wednesday, June 2, 2021 4:40:38 PM

---------- Original Message ----------
From: Jeffrey Waack [jrweho@gmail.com]
Sent: 5/28/2021, 10:59 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project.

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B) and potentially even the Hollywood Bowl!

I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you!

Jeffrey Waack

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry
Date: Thursday, May 27, 2021 3:18:39 PM

---------- Original Message ----------
From: S [palette.llc@gmail.com]
Sent: 5/27/2021, 12:43 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

" Have no fear of perfection, you'll never reach it "

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry
Date: Thursday, May 27, 2021 3:14:02 PM

---------- Original Message ----------
From: Kenneth Feinour III [kef3d@yahoo.com]
Sent: 5/27/2021, 1:14 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry
Date: Thursday, May 27, 2021 2:42:04 PM

---------- Original Message ----------
From: Christopher Andrews [andrewschris1107@gmail.com]
Sent: 5/26/2021, 9:27 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry
Date: Tuesday, May 25, 2021 1:14:56 PM

---------- Original Message ----------
From: Gwyn [igwyn1@yahoo.com]
Sent: 5/25/2021, 1:02 PM
To: crenshawnorth@metro.net
Subject: I support the Fairfax-San Vicente Hybrid alignment

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry
Date: Tuesday, May 25, 2021 8:32:29 AM

---------- Original Message ----------
From: Q [thereallyrealq@gmail.com]
Sent: 5/25/2021, 1:48 AM
To: crenshawnorth@metro.net
Subject: Re: Comments for Crenshaw northern extension

After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Thanks for your time and consideration. Sincerely,

Q
--
Q
(323)203-9896

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry
Date: Friday, May 21, 2021 4:03:59 PM

---------- Original Message ----------
From: Chuck Coleman [chucknweho@gmail.com]
Sent: 5/21/2021, 12:13 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry
Date: Friday, May 21, 2021 7:35:19 AM

---------- Original Message ----------
From: NancyY48 [nancyy48@protonmail.com]
Sent: 5/19/2021, 2:21 PM
To: crenshawnorth@metro.net
Subject: west hollywood line

please do not split this project up or build it cheap with la brea. it must go up fairfax or san vicente and serve west hollywood. thank you,
Nancy



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry
Date: Friday, May 7, 2021 7:43:03 AM

---------- Original Message ----------
From: j r [baseballguy1970@hotmail.com]
Sent: 5/7/2021, 7:16 AM
To: crenshawnorth@metro.net
Subject:

Hi
I was on the scoping call yesterday and wondering if I can get clarification on a couple of things that were said.

The slides shown while one of the speakers talked showed underground and above ground alternatives, but I thought the speaker was saying that all 3 alternatives will be fully underground once the line gets to San Vicente - is that true?

My understanding is that EIR studies will begin shortly and run through 2023 - is that true? And are streets going to be torn up during those studies? If so, how long will the streets be torn up -- will it be the entire 2 years?

Thanks!
John

From: noreply@salesforce.com on behalf of communityrelations@metro.net
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry
Date: Thursday, April 29, 2021 2:19:39 PM

---------- Original Message ----------
From: Mary Ann Collins [mary.ann.collins08@gmail.com]
Sent: 4/29/2021, 1:45 PM
To: crenshawnorth@metro.net
Cc: jdamico@weho.org; lhorvath@weho.org; jerickson85@gmail.com; lmeister@weho.org
Subject: Crenshaw North Ext to West Hollywood - COMMENT FROM RESIDENT

To Whom It May Concern,

As a resident of West Hollywood, commuter, and survivor of the recent Beverly Center remodel and the Metro construction of Wilshire Blvd at LaCienega Blvd, **I am adamantly opposed to the proposed route option that will include Cedars Sinai and the Beverly Center.**

There would be enormous traffic delays as a result of this construction. This condensed area sees a huge traffic volume all day long, including emergency vehicles that need access to and from the hospital. The sheriff and fire are blocks away and need to mitigate traffic without delay.

I have experienced gridlock traffic delays for nearly 45 minutes during these construction times when traveling on 2 blocks. Trucks were blocking roads to move cranes, other heavy machinery, or materials, and commuters waited - on a daily basis, for years.

I saw how long it took to build Wilshire. I experienced how long it took to renovate Beverly Center. The combination of this and the mess near a hospital in our village is not welcome.

Everyone knows to keep West Hollywood special you do not want to make it ordinary and that is exactly what it will become once it becomes a Metro stop.

Not interested. No, thank you.
--

Sincerely,

-Mary Ann Collins
612 Huntley Drive, #8
West Hollywood, CA 90069
310-612-9969



From: noreply@salesforce.com on behalf of Community Relations
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry
Date: Monday, June 7, 2021 7:36:51 AM

---------- Original Message ----------
From: [benito1005@gmail.com]
Sent: 6/5/2021, 12:00 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment for Crenshaw North. As a 30-year resident of densely-populated West Hollywood and native Angeleno, I strongly believe that the Fairfax-San Vicente Hybrid alignment for Crenshaw North is the best option based on population density and highest ridership. I would use it very often instead of my car. Please contact me if you have questions. Thank you.

Sent from my iPhone

Comments Received After 5/28

Alan Rodriguez

From: noreply@salesforce.com on behalf of Community Relations <communityrelations@metro.net>
Sent: Wednesday, June 2, 2021 4:55 PM
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Jason

---------- Original Message ----------
From: Jason Barschi [barschi@me.com]
Sent: 5/29/2021, 10:46 AM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from Jason's iPhone 

Alan Rodriguez

From: noreply@salesforce.com on behalf of Community Relations <communityrelations@metro.net>
Sent: Wednesday, June 2, 2021 4:55 PM
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Scott

---------- Original Message ----------
From: Scott Musgrove [scottmusgrove@mac.com]
Sent: 5/29/2021, 12:07 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Dr. C. Scott Musgrove
Psychologist / LMFT
7257 Beverly Boulevard #108
LA CA 90036
323-908-3073

www.scottmusgrove.net



Alan Rodriguez

From: noreply@salesforce.com on behalf of Community Relations <communityrelations@metro.net>
Sent: Wednesday, June 2, 2021 4:54 PM
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Sergio

---------- Original Message ----------
From: Sergio Mandiola [foufut@yahoo.com]
Sent: 5/29/2021, 12:08 PM
To: crenshawnorth@metro.net
Cc: info@allonboardcoalition.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Thank you !

S. R. Mandiola
18 year resident of West Hollywood
11 year resident /homeowner of Westwood
15 years and counting working in Beverly Hills

Sent from my iPhone 

Alan Rodriguez

From: noreply@salesforce.com on behalf of Community Relations <communityrelations@metro.net>
Sent: Wednesday, June 2, 2021 4:54 PM
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Gregory

---------- Original Message ----------
From: Gregory Lee [lee.gregorym@gmail.com]
Sent: 5/31/2021, 11:54 PM
To: crenshawnorth@metro.net
Cc: info@whamrail.com
Subject: I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.
The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.
It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!
I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.
Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Sent from my iPhone 

Alan Rodriguez

From: noreply@salesforce.com on behalf of Community Relations <communityrelations@metro.net>
Sent: Wednesday, June 2, 2021 4:53 PM
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry

---------- Original Message ----------
From: Chris Bembynista [bembycs@live.com]
Sent: 6/2/2021, 4:06 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment for Crenshaw North

Hello,

My name is Christopher Bembynista and I currently live at 1530 N Poinsettia Pl Apt 309 in Los Angeles. However, I am frequently in West Hollywood and Mid City for work, and I often patronize establishments in these locations. Right now a major barrier to utilizing all the amenities in these areas more often is the lack of rail transit. The Fairfax/San Vicente alignment make the most sense in terms of connecting many currently underserved areas. In addition, these lines would increase access for both tourists and locals, especially on weekends. This would also, likely, minimize impaired driving on the weekends after the bars close. There are countless other benefits, including minimizing traffic by establishing a solid north/south line that LA currently lacks. Right now, from the West Hollywood/Hollywood area, person would have to go all the way downtown to use the upcoming purple line or the expo line.

Thank you for taking the time to consider these benefits.

Sincerely,
Chris Bembynista

Sent from my iPhone

Alan Rodriguez

From: noreply@salesforce.com on behalf of Community Relations <communityrelations@metro.net>
Sent: Wednesday, June 2, 2021 3:52 PM
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Bruce

---------- Original Message ----------
From: Bruce Wright [brucewright@earthlink.net]
Sent: 5/29/2021, 9:36 AM
To: crenshawnorth@metro.net
Subject: Go Metro! favoring La Brea

I have just reviewed the storymaps with alternatives for the proposed Crenshaw Northern extension. I live in the Miracle Mile area (for 20 years), in a block just north of San Vicente.

Of the alternatives, the La Brea route makes the most sense to me, but I am strongly supportive of any and all development of public transit in LA.

Thank you!

Bruce Wright
1218 S Cloverdale Ave, Apt C
Los Angeles, CA 90019

Alan Rodriguez

From: noreply@salesforce.com on behalf of Community Relations <communityrelations@metro.net>
Sent: Wednesday, June 2, 2021 3:47 PM
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Robert

---------- Original Message ----------
From: Robert Zabb [rzabb@hotmail.com]
Sent: 5/29/2021, 1:38 AM
To: crenshawnorth@metro.net
Subject: Crenshaw North Scoping Comments

Dear Sir or Madam,
as a West Hollywood resident, I hope you keep the metro outside West Hollywood. The city cannot support additional development as the road system is overloaded at present and the streets are way too narrow to support more development. The metro would result in more development and a lot of wishful thinking about use of mass transit, intentionally overlooking that Los Angeles is still car reliant. Developers would greatly profit but the quality of life in West Hollywood would be greatly impaired.
Sincerely,
Robert Zabb

Sent from my iPhone

Alan Rodriguez

From: noreply@salesforce.com on behalf of Community Relations <communityrelations@metro.net>
Sent: Wednesday, June 2, 2021 3:47 PM
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Susan

---------- Original Message ----------
From: Susan Tanner [susanjaytea10@yahoo.com]
Sent: 5/29/2021, 2:27 PM
To: crenshawnorth@metro.net
Subject: Crenshaw North Scoping Comments

I think the San Vicente line is provides much more availability than the alternatives and, personally would be much more conducive to my own needs and desires.

If possible, could an extension to the Hollywood Bowl be made? This would be a Godsend and would completely turn my life around.

Thanks for all the work and planning!



Alan Rodriguez

From: noreply@salesforce.com on behalf of Community Relations <communityrelations@metro.net>
Sent: Wednesday, June 2, 2021 3:45 PM
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry james

---------- Original Message ----------
From: james caplan [worcester1647@yahoo.com]
Sent: 5/29/2021, 12:14 PM
To: crenshawnorth@metro.net
Subject: Crenshaw Northern Extension

Why go above ground in a residential are when on Pico right nearby there is a commercial are which is more appropriate? IT MAKES NO SENSE?

What are you thinking?

It is disruptive brings more crime into a residential area and lowers property values but if on PICO would bring foot traffic to the businesses

WhT are you thinking???

Firmly and adamantly opposed

I

Sent from my iPhone

Alan Rodriguez

From: noreply@salesforce.com on behalf of Community Relations <communityrelations@metro.net>
Sent: Wednesday, June 2, 2021 1:46 PM
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Sarah

---------- Original Message ----------
From: Sarah Baker [saysay112@yahoo.com]
Sent: 5/29/2021, 7:17 PM
To: crenshawnorth@metro.net
Subject: A vote for the fairfax-san vicente hybrid alignment

As a native Angeleno excited about the upcoming subway/ rail projects, I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project!

The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.

It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!

I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.

Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

- Sarah Baker



Alan Rodriguez

From: noreply@salesforce.com on behalf of communityrelations@metro.net
Sent: Tuesday, June 15, 2021 4:29 PM
To: Alan Rodriguez; Melanie Wong; Connie Mejia; Krista Phipps
Subject: Thank you for your inquiry Gavino

---------- Original Message ----------
From: Gavino Vargas [gavinov@icloud.com]
Sent: 6/14/2021, 10:15 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment for Crenshaw North

My name is Gavino Vargas and I live in West Hollywood, off Fairfax and Santa Monica Blvd. And I support the Fairfax-San Vicente Hybrid alignment!

Thanks in advanced,
Gavino 

Alan Rodriguez

From: noreply@salesforce.com on behalf of communityrelations@metro.net
Sent: Tuesday, June 15, 2021 4:27 PM
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Steven

---------- Original Message ----------
From: Steven Wells [swellsnyc@gmail.com]
Sent: 6/14/2021, 3:38 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment for Crenshaw North

I support the Fairfax- San Vicente Hybrid new metro line.

Steven Wells
917.821.6140
1317 Beverly Estates Drive
Los Angeles CA 90210

Sent from my iPhone 

Alan Rodriguez

From: noreply@salesforce.com on behalf of Community Relations <communityrelations@metro.net>
Sent: Monday, June 7, 2021 12:44 PM
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Charles

---------- Original Message ----------
From: CSC ARCHITECTURE [cscarc@gmail.com]
Sent: 6/5/2021, 10:20 AM
To: crenshawnorth@metro.net
Subject: crenshaw north extension

To whom it may concern,

I was recently posting to a comment on Nextdoor re the Crenshaw North Extensions alternative routes and thought to send my comment in to Metro:

I apologize for the length of this post but a lot to unpack so to speak: I am encouraged by the community engagement on this post and am mulling over all the reasoned diversity of view points. This prompted me to take a close review of the MTA Advanced Screening Report for the Crenshaw Northern Extension http://media.metro.net/2020/CNE-Final-Advanced-AA-Screening-Report.pdf updated last year to reveal some semblance of rationality to justify any of the proposed alternative routes and to fairly evaluate the merits beyond my own biases.. Ostensibly the pragmatic direct access to the Hollywood redline is La Brea (LB). Albeit based on the Screening Report itself the La Brea option @ 60'-85' roadway width is a forced fit as proposed with an aerial alignment. The section between San Vicente (SV) and Olympic with onerous transition curves at SV, 60-75' road width, additional road curvatures and constrained intersections throughout require lot acquisition and not only center pylon supports but heavy girders spanning the "constrained" streets with paired pylon supports at the intersections. Can anyone say the Chicago "L" approach? As it is La Brea is experiencing an organic regeneration of sorts. Quite exceptional considering the last year of lockdowns. The small scale commercial retail lots support neighborhood scaled and pedestrian friendly businesses. The overhead aerial engineering disadvantages are completely out of scale for the street. And will kill businesses for many years to come. SV historically followed a perimeter fence road for Rancho La Brea and actually is pre-dated by an ancient Indian path network between local villages/ resources. i.e. LB Tar Pits. It was eventually converted to a rail line and then a roadway cutting diagonally across the Mid Wilshire region today. Growing up in the Miracle Mile (MM) I recall memories of the SV central "Median" to be grass covered, well maintained with large coral trees on it similar to San Vicente in Brentwood/Santa Monica. Many of the trees we see now are replacement trees, there was more open grass area and I do recall kids playing football/ frisbee on the stretch between Redondo and Cochran and people walking their dogs. Indeed in recent years the City started a nascent green belt walking path concept on SV and currently is developing a protected bike path alignment. At this point It is salient to opine that in the scoping meetings the MTA should complement rolling out their 'Transportation Planning Staff' with "Urban Designer Staff" to lend scale and humanity to all the graphs and charts. MTA should work hand in hand with the City of Los Angeles to develop a more efficient process and integrated result. Maybe this just makes too much sense? The report goes a long way to identify HPOZ's along SV albeit it gives no consideration of the neighborhood between Pico and SV between LB and Fairfax (F) Note the SV alignment

transversely bisects the residential area between Pico to Olympic. Does the Pico Neighborhood Council hear this? Two plausible alternatives have come to my mind for consideration: 1) Run the aerial straight down Pico From La Brea (L) to Fairfax (F) with station at Hauser and underground transition and station at Fairfax (F) and Pico (P) then run the line up Fairfax underground with station at Olympic and thus connecting to the Hybrid Option 2 up Fairfax, Beverly etc.... From an accessibility and ease of engineering aspect Pico makes alot of sense with 2 additional stops along Pico, preserving SV "Greenspace" and neighborhood scale etc. Bear in mind the SV alignment as currently configured and historically was used to advantage to *"Make up time and speed"* as there are no stops from Pico/SV to Olympic/Fairfax. It also appears the road width along Pico widens as it approaches Fairfax to allow an underground transition. On the down side, scale issues, 2 additional stops cost, additional route time and underground route Pico to Olympic cost add. 2) Run the SV Option 2 Hybrid line up SV but transition to underground between La Brea and Olympic for approximately 1 mile, "cut and cover" to mitigate cost and
reconstruct the roadway above to incorporate a bonafide "Linear Green Space" to unify the Mid-Wilshire Neighborhoods North and South of SV between La Brea and Fairfax/Olympic. I would say this is a compromise solution taking advantage of the SV +75' road width and preserving a nascent linear park/bike path concept to unify neighborhoods bifurcated by SV with a nuanced long range Urban Design Plan yet also taking advantage of speed and cost savings with the construction method.

Regards,

Charles Cordero
Architect



CSC ARCHITECTURE
5820 Wilshire Blvd. Suite 201
Los Angeles, CA 90036 4587
323 899 0299
www.cscarchitecture.com
cscarc@gmail.com



Alan Rodriguez

From: noreply@salesforce.com on behalf of Community Relations <communityrelations@metro.net>
Sent: Monday, June 7, 2021 7:32 AM
To: Alan Rodriguez; Connie Mejia; Melanie Wong; Krista Phipps
Subject: Thank you for your inquiry

---------- Original Message ----------
From: [benito1005@gmail.com]
Sent: 6/5/2021, 12:00 PM
To: crenshawnorth@metro.net; info@whamrail.com
Subject: I support the Fairfax-San Vicente Hybrid alignment for Crenshaw North

I support the Fairfax-San Vicente Hybrid alignment for Crenshaw North. As a 30-year resident of densely-populated West Hollywood and native Angeleno, I strongly believe that the Fairfax-San Vicente Hybrid alignment for Crenshaw North is the best option based on population density and highest ridership. I would use it very often instead of my car. Please contact me if you have questions. Thank you.

Sent from my iPhone

Alan Rodriguez

From: noreply@salesforce.com on behalf of Community Relations <communityrelations@metro.net>
Sent: Wednesday, June 2, 2021 6:33 PM
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry Patrick

---------- Original Message ----------
From: [spencepatrickj@gmail.com]
Sent: 5/29/2021, 12:20 AM
To: crenshawnorth@metro.net
Subject: Public Comment

Good afternoon,

I am submitting a public comment in favor of broadening the study options for the Crenshaw Line Northern Extension to Hollywood/Highland. It is my concern that studies of the La Brea option, which I favor, do not consider how the billions of dollars saved by building along La Brea instead of Fairfax or San Vicente could be used to provide further capital construction in the area, potentially serving the areas further west which other alignments supposedly serve better—but may, in fact, not serve well at all. Moreover, I am concerned the options proposed do not consider how they might optimally fit into a much expanded network in several decades to maximize both coverage and efficiency.

As I'm sure you're aware, grids will—by their innate geometric shape—maximize coverage and minimize travel time between any given point. Diverging from this model is bound to create problems with future construction. Imagine if the La Cienega alternative is built slashing across the grid. Any future east-west line north of Wilshire—for example, along Santa Monica Boulevard—is bound to have awkward duplication with the Crenshaw Line's northern extension. No north-south line along La Brea will ever be viable because it has nowhere to the north or south to tie into, meaning any north-south journeys through this dense part of the city will take twice as long as they need to forever. Any north-south line to the west—for example, dropping down to Culver City—will also be awkward because of the junctions and transfers forced with Crenshaw North and the Westside subway.

All of this is to say that I strongly support the La Brea alternative for Crenshaw North because it avoids any disruption of a future metro grid across the western portion of Los Angeles. However, I think it would be a mistake to simply build La Brea without a more complete understanding of how much is to be gained by planning for a real grid in the area. Considering the billions of dollars saved by going up La Brea instead of Fairfax or San Vicente, I support studying the La Brea option with an additional spur along Santa Monica Boulevard, stopping at Santa Monica/Fairfax, Santa Monica/La Cienega, and West Hollywood Park (Santa Monica/San Vicente). This would require no additional track mileage of construction compared against the longest Crenshaw North alignment while preserving grid integrity, shortening LAX-Hollywood Journey times, and serving West Hollywood as well as possible.

A stacked, cut-and-cover station between Santa Monica/La Brea and Santa Monica/Highland would allow a single track to attach from the spur towards Hollywood/Highland, while allowing for a future, segregated line to extend

east across Hollywood to Vermont/Santa Monica. To the west, the line could bend south through Beverly Grove to Wilshire/La Cienega, and eventually to Culver City and beyond. This efficient crosstown line would essentially allow everywhere to everywhere service through urban Los Angeles while initially serving West Hollywood effectively. Most importantly, its tie-in to Crenshaw North would allow easy LRT operations, with trains running from LAX to Hollywood/Highland, turning back to West Hollywood Park as a different line, returning to Hollywood/Highland, and returning south to LAX—initially allowing for simple maintenance and operations. I am confident this use of money would generate higher ridership than any of Metro's initial routings along San Vicente, deserves to be studied, future-proofs the system, and will not cost more than the current most-expensive alternative. I hope you will add this to the options you study as this project progresses.

Best Regards,

Patrick Spence



Alan Rodriguez

From: noreply@salesforce.com on behalf of Community Relations <communityrelations@metro.net>
Sent: Wednesday, June 2, 2021 5:07 PM
To: Alan Rodriguez; Connie Mejia; Krista Phipps; Melanie Wong
Subject: Thank you for your inquiry

---------- Original Message ----------
From: Till Stegers [till@stegers.de]
Sent: 6/2/2021, 2:18 PM
To: lobrien@bos.lacounty.gov
Cc: crenshawnorth@metro.net; jwaldron@bos.lacounty.gov
Subject: Re: Study a station Crenshaw Line station between Midtown Crossing & Fairfax/Wilshire

Thank you for your response, Lilly!

Till

On Wed, Jun 2, 2021 at 9:32 AM O'Brien, Lilly <LOBrien@bos.lacounty.gov> wrote:

Hi Till

Thank you for your email. We are still being briefed about all the planned projects for the region, including Crenshaw North, along with the timeline and trade offs that Metro intends to balance. We have noted your comments about studying station locations.

Thank you again for getting in touch.

Lilly

From: Till Stegers <till@stegers.de>
Sent: Saturday, May 29, 2021 4:32 PM
To: crenshawnorth@metro.net <crenshawnorth@metro.net>; mayra.guevara@lacity.org <mayra.guevara@lacity.org>; kayla.tilton@lacity.org <kayla.tilton@lacity.org>; Holly J. Mitchell <HollyJMitchell@bos.lacounty.gov>; O'Brien, Lilly <LOBrien@bos.lacounty.gov>; Waldron, Jessalyn <JWaldron@bos.lacounty.gov>; mark.ridley-thomas@lacity.org <mark.ridley-thomas@lacity.org>; andy.shrader@lacity.org <andy.shrader@lacity.org>; jay.greenstein@lacity.org <jay.greenstein@lacity.org>; rob.fisher@lacity.org <rob.fisher@lacity.org>; angel.izard@lacity.org <angel.izard@lacity.org>; paul.koretz@lacity.org <paul.koretz@lacity.org>
Subject: Re: Study a station Crenshaw Line station between Midtown Crossing & Fairfax/Wilshire

+staff from Councilmembers Koretz', Ridley-Thomas' and Supervisor Mitchell's offices

On Fri, May 28, 2021 at 4:30 PM Till Stegers <till@stegers.de> wrote:

Dear Metro team,

I am writing to you as a long-term resident of the P.I.C.O. Neighborhood Council area. I'm also a newly-elected at-large member of the governing board[1], representing an area encompassing about 22,000 residents.

I strongly encourage you to **study a station on the Crenshaw Line Extension between Midtown Crossing and Fairfax/Wilshire** in your upcoming Environmental Impact Review and further planning.

Personally I would love to be able to take light rail directly from Pico and connect to Leimert Park, the LAX airport, and events like A Taste of Soul.

The current distance between these two planned stations would be 2.3 miles. This means Pico residents in the densely populated area in between may have to walk over 20 minutes to the nearest station. This will be too high of a burden for many to use this climate-friendly mode of transportation – yet residents of Pico will have to deal with the impact of the train's construction and operation (if at-grade) without deriving the benefits from it.

Therefore I ask you to study a station **bridging this 2-mile gap in service**. For instance, a station at San Vicente Blvd and Cochran Ave would do well on several of the proposed evaluation criteria laid out in the final screening report[2] for the Crenshaw Northern extension (p. 106, February 2020).

- **Population density** (based on 2010 census)

Station name	Population / sq mi within 0.5 mi
Wilshire/Fairfax	8,901
Midtown Crossing	12,556
Cochran/San Vicente	10,417

As you can see, a station at Cochran (with its densely populated multi-family homes) would **increase access to 17% more residents** per square mile than at Wilshire/Fairfax.

- **Plans and policies that support active transportation:** LADOT is working on a Safety & Mobility project to improve safety for those walking or rolling along San Vicente between Olympic and La Brea [3]. This would fall squarely within the half-mile radius considered for the proposed evaluation criteria.

- **Number of transit-dependent residents/households:** Based on LADOT data collected for the above-mentioned project, approximately **10% of households are transit-dependent** (live car-free) within 1 mile of SV from Fairfax to La Brea Blvd. Additionally, **7% commute by transit**.

I look forward to the enhanced climate-friendly transit options brought by the Crenshaw Northern Extension and thank you for your consideration.

Sincerely,

Till Stegers

[1] Provided for identification only. I am writing in my personal capacity.

[2] http://media.metro.net/2020/CNE-Final-Advanced-AA-Screening-Report.pdf

[3] https://ladotlivablestreets.org/projects/san-vicente

Appendix D – Tables

Stakeholder List

Timeline

Comment Matrix

Comment Number	Comment Date	First Name	Last Name	Method	Comment
—	Unknown Source				
1	4/15/2021	Chase	Cohen	Email	Build Hybrid Please build the fair fax-San Vicente hybrid alignment with all optional stations and alignments including Hollywood Bowl. We need to connect as much of WeHo as possible!
2	4/15/2021	Dan	Wentzel	Email	Dear Metro, I want to express my full support for either the Fairfax or Hybrid alignments of the Crenshaw North Metrorail Projects. There are tons of working class jobs at and around The Grove, Television City, Beverly Center, and Cedar Sinai, and West Hollywood, and I believe the area would be better served by these alignments. I want to recommend removing the La Brea alignment from further consideration which I believe would be a big mistake, as it misses all of the key ridership destinations in the area and would be a wasted opportunity. Using that alignment would be like running the A ("Blue") Line on Alameda and missing the core of downtown. This area is a YIMBY area for Metrorail, so please bring Metrorail to West Hollywood and Mid-City.
3	4/15/2021	Dominic	Soo	Email	Hi, I'm writing to provide feedback on the latest environmental review for the Northern Crenshaw line. I urge metro not to build the hybrid line as it puts the needs of WeHo above the entire system. I feel that the best solution is to build a La Brea line and an additional east-west extension to West Hollywood via SMB. This line is crucial for for people in Hollywood and the Valley to travel to LAX and vice versa. Building a line that routes through west hollywood is not an efficient system as it adds almost 8 minutes to the journey and costs significantly more to build. However La Brea is not enough and I do understand the need to stop at more locations especially in WeHo. I'm wondering if there has been discussions of building out an additional line through Santa Monica Blvd. If metro is willing to spend $6bn on a hybrid route, why not spend $3bn on la brea, and another $3bn on the SMB extension? Please do consider these comments as I'm a metro rider and would love efficiency in our system. We have to think of the larger system as a whole and this needs to be at least 2 separate lines. Thank you.
4	4/15/2021	Harlan	Felix	Email	The hybrid option is definitely the better option here. West Hollywood NEEDS this connection!! And no I do not mean La Brea. Cedars Sinai and the Beverly Connection have plenty of hardworking people who work in those areas. My guess is that the stop at the grove will be on 3rd Street in the parking lot next to Du-Pars. I do like the extension to the hollywood bowl, very convenient. It would be wise to extend it further north towards the Warner Brother Studios, Burbank airport and eventually towards the burbank empire shopping center with a final stop in Downtown Burbank.
5	4/15/2021	Jeff	Korell	Email	TWO THINGS: 1.) I think the LaBrea option is the best one, because it is the MOST DIRECT, which not only will make it the fastest route across, it will also make it cheaper to build. 2.) I think the Crenshaw/LAX line should extend even further north than the Hollywood Bowl. There is no direct rail connection between Hollywood and Burbank, two very important areas in the LA area. So my suggestion is, after the Hollywood/Highland transfer with the B (Red) Line, the Crenshaw LAX Line should continue north and after a station for the Hollywood Bowl, it should continue north and follow the route of Barham Blvd from Hollywood to Burbank, then follow Olive Ave across Burbank and it should end up where the Burbank Media Center Mall is, or to the outdoor shopping, dining, and entertainment is on San Fernando Rd, just south of that mall. What do you think?
6	4/15/2021	Mark	Johnston	Email	The La Brea line is the only logical choice= -straightest— on a long line can't be wandering all over -fastest- once again, end to end needs to be as fast as possible -least costly to build- in time of budgets, this has to happen Has to be underground, not elevated Has to have the extension to Hollywood Bowl- makes a perfect large park and ride during the week and a good place to build your turn back facility I would suggest a 3rd track/3 platform station for Bowl events West Hollywood will have to be part of another line some other time. Thank you
7	4/15/2021	William	Neal	Email	Hello, I'd like to add a comment in favor of Metro studying a La Brea alignment along with a spur that goes into WeHo for the Crenshaw North rail. This line is too important for half-measures, and we need an option that both goes to WeHo destinations and gives a quick ride for everyone else.
8	4/15/2021	Zac	Struber	Email	New Route Idea! To who this may concern, Hi! Thank you for all you are doing for this line, it will be one of the most important in the metro network!! I really would like you to take into consideration a new option, with a different perspective. I really think that this is the best long-term option, and it could add some game-changing options in the future! Here is a video of someone explaining it, I really like his video, in which he explains his ideas for metro lines. Feel free to also watch the other parts of the video! Here it is: https://www.youtube.com/watch?v=FzFwWsO30KM&t=838s Thank You So Much! Zac, 7th Grade
9	4/16/2021	Andrew	Fox	Email	In the EIR, please consider a standalone East/West line on Santa Monica Blvd and a standalone North/South line on La Brea. If Metro considers a ~$6bn hybrid alignment feasibly, why not instead spend the ~$3bn on the La Brea alignment, and another ~$3bn on a Santa Monica branch line? This will save time for riders while also setting Metro up for future expansion of the system.
10	4/16/2021	Garrett	Wilkinson	Email	Having reviewed the three current concepts, I would recommend the Fairfax route with the Hollywood Bowl extension. The La Brea route, while direct, does not offer as much connectivity to important destinations such as museums and Farmer's Market. The hybrid route is convoluted and tries to go to too many places. Not connecting to Hollywood Bowl would be a missed opportunity and I very much support that optional extension.
11	4/16/2021	Gary	Fox	Email	I'd like to voice support for an alternative not currently under consideration. I strongly believe that the Crenshaw line should extend directly north along La Brea to Hollywood and Highland, only if Weho is also served, initially, by a dedicated spur from Hollywood and Highland that goes West along Santa Monica Blvd. Eventually this line could swing down San Vicente to meet the Purple Line at the La Cienega station. (This line could then continue down La Cienega and turn West along Venice Blvd at least to the Sepulveda line, though of course this would be decades off.) Though this is clearly a very expensive proposition, it would better establish a framework for future expansion, sensible routing, and a useful transit grid. As it stands, the hybrid route would be insanely slow and become a problem to plan future lines around. If the proposal to develop two lines is a total non-starter, I would support the Fairfax routing as a compromise, though I suspect this will leave Weho less than pleased. Thanks for your consideration.

Comment Number	Comment Date	First Name	Last Name	Method	Comment
12	4/16/2021	Griffin	Kantz	Email	Draft EIR: The need to study a two-line option Hi Metro, I am very glad to see progress on the planning of the Crenshaw Line Northern Extension – a critical missing link for our regional transit network. The Draft EIR really, really must examine the option of a two-line alternative in the scoping of this project: a North-South route, and a Hollywood-West Hollywood route. The alternatives analysis phase demonstrated how the Hybrid San Vicente alignment offers high ridership and VMT reduction potential, but this is likely because the Hybrid alignment compromises between two network roles simultaneously: it serves regional connectivity on the North-South corridor between Hollywood and LAX, as well as local connectivity along the dense corridor between Hollywood and West Hollywood. Reconfiguring this project as two lines could serve each of these roles more effectively, potentially improving the benefit-cost balance of the project, while still benefitting key stakeholders such as the City of West Hollywood. A more linear North-South route on La Brea or Fairfax would offer improved travel times for regional travelers, and a local East-West route between Hollywood and West Hollywood (and possibly Beverly Hills) could include more station stops and more demand-responsive service than a regional line could. This dual approach advances regional VMT reduction and rider equity needs in tandem. Furthermore, a two-line option would require less mileage of track or tunnelling overall than the individual Hybrid option (!). Attached are three maps illustrating these routing options. Examining a two-line alternative—one North-South route on La Brea or Fairfax, and a Hollywood-West Hollywood route branching off from it—would be the most forward-thinking strategy for this Draft EIR. It is so crucial that this Draft EIR study this possibility, even if the time for conceptual alternatives analysis seems to have passed. We must not lose forever the opportunity to build this project right. Best, Griffin Kantz Transportation Planner Master in City Planning, MIT 2020
13	4/16/2021	Isaac	Katz	Email	Hello, I recently saw that Metro is studying the environmental impact of extending the Crenshaw line north with three options - one directly up La Brea, and two that meander west. I'm writing to urge you to consider the direct La Brea option north — with an east-west spur along Santa Monica Blvd through West Hollywood. This would probably be the same total cost as the San Vicente option, but for me personally (as well as for my many friends who live in West Hollywood) it'd be much more useful to have a line that gets directly south to the Expo Line and Purple line as fast as possible. This is a once in a generation investment for the Los Angeles area! Don't mess it up by forcing a north/south line into a slower east/west direction — instead be much more efficient and do a north/south line with an east/west spur through West Hollywood. Thank you,
14	4/16/2021	Joe	Luther	Email	Hello, I'm emailing regarding the review for the Crenshaw Line Northern Extension. I am glad to see this extension is being built as it will be a vital part of the rail network connecting Los Angeles, and I hope it comes to fruition quickly. While any additional rail is appreciated, I would like to comment that I hope Metro chooses the La Brea option for its extension. I believe the other extension options would be too meandering in their path. I hope that Metro will simultaneously consider building an additional East/West line that would run down Santa Monica and connect to the Red Line (and ideally continue down Sunset to DTLA!). Thanks so much for your time.
15	4/16/2021	Nick	Andert	Email	Hello, I'd like to add a public comment in support of adding a route alternative to the EIR for the Crenshaw Northern Extension project. It seems that Metro has not considered the possibility of adding a spur line to the La Brea alignment, even though that would combine the speed of the La Brea alternative for the main trunk with the benefit of serving many West Hollywood destinations of the Hybrid alternative. It seems likely that a spur line from the northern terminus, along Santa Monica, to La Cienega or San Vicente, could be built along with the La Brea alternative for the same price as the hybrid alignment... or even a spur that went all the way down to the D line. This would by far be the best option for the network as a whole, in a final build-out of the system, as the spur line could later be extended southwest to Venice, and East to Silver Lake, Echo Park, and even the San Gabriel Valley. The shared portion of the line to the terminus could be quadruple-tracked so as to not halve capacity on either line, and a junction box could be built under Santa Monica between La Brea and Highland to allow for a future eastward extension without disrupting service (to avoid a problem similar to the one encountered in trying to extend the B line south down Vermont). Politically, this satisfies both WeHo and their desire for service, along with other neighborhoods and their desire for fast, direct network connections. It seems that at minimum, it should be an option that is studied, as in every comments section on the Crenshaw North project, this idea garners the most public support. Thank you for your time. Nick Andert Resident, Los Angeles CD4.
16	4/16/2021	Paul	Moore	Email	Hi Friends, I am writing in support of the San Vincente line. Connecting the city of West Hollywood to the line will be imperative. As a resident of Los Angeles, I live close to the corner of La Brea and Hollywood Blvd. Expanding access to MORE parts of LA via the subway line is key to the sustainable growth of the city. My option one is the San Vincente line, with option two being La Brea. We look forward to seeing it come alive. Thanks, Paul
17	4/16/2021	Sam	Lev	Email	Preference For La Brea Alignment Hello, I'd like to put in a public comment in support of the La Brea alignment of the Crenshaw line northern extension. Looking at the ridership forecasts the additional ~2,000 riders per day is not worth the additional expense of billions of dollars. That money would be much better spent on a new BRT line (or several), or a spur line to serve the job centers near WeHo. Furthermore the roundabout route options work against the very core idea of rapid transit. All the benefits of not being stuck in car traffic disappear if the train is forced to take an indirect route. Thanks for having this open comment period, and thanks to everyone at Metro for working to make our city better.
18	4/16/2021	Seth	Harrington	Email	Please pick the La Brea option for Crenshaw North extension Hi - I'm a resident of Leimert Park, who would love to use the Crenshaw line as an opportunity to go to Hollywood and the San Fernando Valley. Metro rail is always an option that I pick first when it seems the fastest. By doing a weird roundabout loop to WeHo, you severely degrade the lines utility as an alternative to driving. Please, please, please pick the La Brea option for the Northern extension. Thank you,

Comment Number	Comment Date	First Name	Last Name	Method	Comment
19	4/16/2021	Steven	Littaua	Email	Dear LA Metro, I am writing today to provide my public comment on the Crenshaw Northern Extension project and what should be included in the EIR and project scope. The three proposed routes all have their benefits and pitfalls, but in particular, I suggest and strongly urge that Metro do the following actions when defining their project scope: •go forward with the Fairfax alignment (option 2) •study the feasibility and EIR of a spur line (akin to how the Purple Line used to be prior to the extension) through the Santa Monica portion of the Fairfax/San Vicente alignment •study the feasibility and EIR of a circular spur route encompassing the alignment and route of the Fairfax/San Vicente proposal (option 3) •addition of a Hollywood Bowl stop for train turnback and revenue use during events at the Hollywood Bowl Option 2 reaches more regional destinations and still serves the residents of La Brea neighborhood by increasing last mile ground service to station stops. However, I would like to note that this underserves West Hollywood from the transit they deserve (the city has been extremely supportive of public transportation more than other jurisdictions). Therefore, I propose that Metro studies the option for spur/circular route. Benefits of a spur/circular route include: •More stops benefit regional and local transportation, especially a transit friendly jurisdiction who is considering an EIFD. •It creates the groundwork to build an east-west route along Santa Monica, Melrose, and Sunset. Possible future extensions could go into Los Feliz, Silver Lake, and/or Glendale. •Creates an instance where portions of Metro's system can begin to mimic elements of some East Coast metro systems with lots of rail coverage, eliminating the need for intra-area bus services. •Create Metro's first "walkable" jurisdiction in the county backed up with a circular or spur routing. Justifications for the Hollywood Bowl stop: •Some proposals by Metro indicate it may be where the TBMs might be launched, which drives down the costs for an outright station box when the area will already be excavated for TBM purposes. •It would alleviate traffic issues and provide an alternative mode of transportation during mass events at the Hollywood Bowl. •Station would only be necessary during large events. •Provides Metro an established place for staff changes, short-term vehicle storage, and train turnbacks from away from the Hollywood/Highland station, much akin to the new run-through turn back facility at Union Station for the Red/Purple Lines. •Provides Metro the ability to build a northern extension into Burbank with minimal disruptions to regular daily revenue service, should that be part of a future Long Range Transportation Plan. In conclusion, I hope my comments are taken into account for any future decisions.
20	4/17/2021	Lyle	Palaski	Email	My 2 cents Hello, --I don't have much access to Zoom so I am submitting my comments by email. --I know the upcoming meetings are to discuss and "identify issues, questions and concerns for Metro to address in the Draft Environmental Impact Report (DEIR)." I am not sure what that all entails, but here is my opinion on the proposed alternatives of the Crenshaw Northern Extension Project. --I think that the only one that makes more sense than the others is the Fairfax-San Vicente Hybrid Route. Yes, it's the longest one and that probably means more time and money, but it's the one that opens up moving about the city to a wider swath of the population that has never had easier access to public transportation alternatives. Plus, with that particular extension completed, it could lead to easier and shorter future routes that might be warranted. The Fairfax-San Vicente route is like completing the framework on which to build a complete building. --Going up La Brea just seems to ignore the whole west side in the public transportation realm. --Anything that lessens traffic on Santa Monica Blvd. also has to be of great significance. Even during the pandemic all last year the road was filled with cars all day. (Not at night.) --I've always used public transportation whenever possible. When I'm in West Hollywood, one has to take (and wait for) two separate buses to get to Hollywood and Highland to use the red line. Or, you have to take crowded buses on Santa Monica Blvd. all the way to Vine, and then walk a considerable distance, or all the way to Vermont if you don't want to walk. --Anyone who has ever been to the Hollywood Bowl wants the proposed stop to be constructed there! --If you want to ask me anything else, I'd be glad to respond, please email me. Lyle Palaski
21	4/17/2021	Michael	Follo	Email	Suggestion. To the Project Team, I do have a suggestion that I hope can be considered as part of the scoping process & into the DEIS & my suggestion is: -Have the Crenshaw Line run up Fairfax Av to Hollywood Blvd & along Hollywood Blvd to connect with the Red Line at Highland Av & Hollywood Blvd & then up to Hollywood Bowl. -Built a new light rail along both Santa Monica Blvd & Sunset Blvd (the old Red Cars used to serve this corridor) that would operate between Century City Purple Line Station & Union Station. There would be a reroute of service, have the light rail run along LaCienega Blvd & Beverly Blvd, this reroute would give riders direct access to both Ceders Sinai & Beverly Center, also, this new light rail line would also serve Hollywood Forever Cemetery, Silver Lake & Echo Park (both areas that don't have rail service today) Century City & Beverly Hills, this would give riders direct connections to the Purple Line at Century City, the Red Line at Santa Monica Blvd & Vermont Av & with Amtrak, MetroLink, the Red & Purple Lines & the Gold Line at Union Station. Transfers between these two lines will be at Fairfax Av & Santa Monica Blvd.
22	4/18/2021	Gregory	Gladkov	Email	Take into account a future network when building Crenshaw North Hello, I would like to voice a major concern I, and many others have with the current alternatives for the Crenshaw Northern Extension project. The fact that there is an expensive hybrid alternative that snakes around West Hollywood in an attempt to hit all important destinations shows that a single rail line cannot effectively serve the region. Metro should instead consider a future grid network that does not sacrifice speed and convenience in an attempt to hit every destination. Slow, winding alternatives are not the solution. We cannot repeat the mistakes of the L line near Chinatown, Union Station, and East LA, and the A line near Long Beach. Instead of the hybrid alternative, metro should consider the La Brea alternative coupled with a spur line down Santa Monica Blvd and La Cienega Blvd. The hybrid alternative is already ~3 billion dollars more expensive than the La Brea option. Those funds would be better spent on a spur line to West Hollywood that could be extended East down Santa Monica Blvd to Silver Lake, Echo Park, and downtown LA, and South down La Cienega Blvd to Culver City, and ultimately down Venice Blvd to Venice Beach. Please see the attached map for more details. Please include an option in the alternatives analysis that includes both the La Brea alternative, and an extendable spur that can serve West Hollywood and other destinations in the future.
23	4/19/2021	Adam	Bass	Email	Upcoming Scoping meetings for Crenshaw North - Please consider the increased ridership and opportunities for access to healthcare at nearby hospitals, shopping and commerce at The Grove, and access to the residents of West Hollywood by prioritizing the Fairfax and/or hybrid Fairfax/San Vicente options currently under consideration.

Comment Number	Comment Date	First Name	Last Name	Method	Comment
24	4/19/2021	David	Bohnett	Email	In support of the San Vincente metro line Dear Metro, I am writing in support of the San Vincente line. As a resident of Los Angeles, this new subway line is imperative to connect the densely populated West Hollywood area to the rest of Los Angeles. Expanding access to MORE parts of LA via the subway line is key to the sustainable growth of the city. My option one is the San Vincente line, with option two being La Brea. We look forward to seeing this line come to fruition.
25	4/19/2021	Lorenzo	Mutia	Email	Hello- I just wanted to comment on the current proposed options for the Crenshaw North extension. None of the proposals thus far are perfect- that's fine. However, Metro needs to do this right and not rush it necessarily just because West Hollywood wants direct service (to the detriment of the rest of the LA region). La Brea offers direct service but doesn't directly service highly trafficked locations. Fairfax could be seen as a compromise but still misses a couple areas. Fairfax-San Vicente Hybrid hits all the locations but is overly circuitous, makes trips longer, and doesn't seem to be a good long term investment. This last plan however is on the right track ideologically- people want one-seat trips. Yet the cost of this plan and it's potential complications just outweigh the benefits of direct service. Metro needs to thoroughly look at other ways to serve West Hollywood without slowing the rest of the region. This project has such potential- it is faster to take rail to LAX from Hollywood than it will be to drive (because the only alternatives are surface streets). We need to do this right. Santa Monica Boulevard- from roughly San Vicente in the west to Vermont in the East, is a prime candidate for a high-capacity transit route of its own. It is unfortunate that Rapid service is being removed from this street in the next round of NextGen Bus updates but the need for a speedy, dedicated service is still there. A high-quality BRT: with dedicated stations and lanes that are (mostly) center-running, with buses that have doors on both sides and offer platform-level boarding can and should be implemented here. If this is not a cost effective option, at minimum Metro should consider a way to implement high quality BRT express services to Hollywood/Highland Station. West Hollywood already has bus service but I imagine it is mired in traffic. The Crenshaw North rail extension should take Fairfax (or La Brea as a compromise on speed/cost). Serving Fairfax offers many options to connect to highly trafficked destinations like the Grove/Farmers Market and Park La Brea (which means a 3rd Street Station should be built). While critics may decry the lack of direct service to Beverly Center and Cedars-Sinai— funding for frequent shuttle service to these private businesses could be offered if neither is willing to fund it on their own (potentially reallocating from whatever they spend on parking and other transportation benefits at their sites). To summarize: -Look at offering high-quality BRT service on Santa Monica Boulevard between San Vicente and Vermont / San Vicente to Hollywood/Highland Station. -Prioritize Fairfax as route for rail extension (La Brea as fall-back), build a station at 3rd Street. -Fund shuttle service to highly trafficked destinations like Beverly Center and Cedars-Sinai Hospital to closest stations on Fairfax.
26	4/19/2021	Matthew	Rasmussen	Email	Fairfax please! La Brea serves no destinations and the hybrid model kills the momentum of transit. If the goal of the hybrid is to ultimately service Santa Monica Blvd in WeHo, perhaps a separate line that snakes across SM, continues down Sunset through Silver Lake + Echo Park, and ultimately terminates in DTLA would truly be the greatest thing to happen to this city. Could we possibly consider that as well?
27	4/19/2021	Spencer	Allegaert	Email	Just want to leave a comment about the potential draft EIR for the Crenshaw North Alignment. First and foremost, I would like to voice my support for the La Brea alignment. This is the most sensical and cost effective option. However, given that the options metro has presented range from $3-6.5bn, the high end being the "hybrid alternative", then I implore metro to try and consider using the leftover funds from doing the La Brea option to consider a spur line between SM / La Brea, down Santa Monica Blvd to San Vicente, then down La Cienega connecting to the purple line. The reality is that one day we should be planning for a E/W line from Santa Monica Vermont, down SMB, through Weho then Beverly hills down La cienega to culver city and then down Venice to the beach. Obviously, this is decades away, but we need to plan for future extensions, not try to solve too many problems at once and then end up with a mediocre line (hybrid alt.).
28	4/20/2021	Brent	Bovenzi	Email	In favor of the La Brea Alignment Hi there, My name is Brent and I have been car free in LA since 2016. As such I am very excited to see the Crenshaw North corridor come to fruition. It would be a game changer since driving times won't even be able to compare. The La Brea alignment is by far the best option and I hope it is the one selected. The main problem Crenshaw North is solving is the lack of good North-South transit in the center of LA. La Brea is the most direct path, which makes it more viable to use it to connect to other metro lines. It also is easily the cheapest option. The other alignments experience "feature-creep" by trying to solve the secondary problem of East-West travel in the area. In reality we need two separate lines to properly address each pattern, by trying to do both in one line we end up worse for it. Trips from Hollywood beyond the Purple would be longer and less competitive. And the E-W corridor is incomplete without a WeHo to Century City connection. A better solution would be to build La Brea to as the best solution to N-S travel, and use the leftover money from a cheaper option to build the start of a separate E-W line along Santa Monica Blvd. In the future, with new funding sources that line could then be extended west to Century City and even east to Glendale. In conclusion, I hope you select the La Brea option and, as a bonus, study what an E-W shuttle line could look like with La Brea.
29	4/20/2021	Elizabeth	Amaya	Email	I saw the youtube video about the crenshaw northern extension. I think the fairfax and san vincente avenue would be best since it goes to the museum, grove, and cedar sinai. Good for shopping and tourism plus for ppl needing to go to cedar sinai. The hollywood bowl connection is good too and would make more ppl go there.
30	4/20/2021	Sara	Siegel	Email	I live in LA near Culver City and would like to express my excitement about these possible options for creating a north-south Crenshaw line. Currently there is no good way for me to get to Hollywood using public transportation. I usually drive, even though I prefer to take public transit or bike. I would slightly prefer the Fairfax-San Vicente Hybrid option. However, any of these options would make such a difference in my day-to-day life, I love them all! Please find a way to complete them before 2040!
31	4/21/2021	Branko	Burcksen	Email	I am very excited about this line extending north! About a year ago, one person summarized the future lines for Metro in a video that included a very brilliant idea for Crenshaw North, which now seems more possible than ever with President Bidens massive infrastructure plan! https://www.youtube.com/watch?v=FzFwWsO30KM&t=3s best,

Comment Number	Comment Date	First Name	Last Name	Method	Comment
32	4/21/2021	Grace	Peng	Email	Support La Brea Route alternative Folks, I am looking forward to riding the Crenshaw line from Redondo Beach, whenever it opens. LOL. I prize fast, direct, frequent & reliable service. The La Brea line is the most direct and cheapest option. Although I like to visit LACMA and Beverly Center, a direct train line followed by a transfer to the Wilshire line or a bus is fine. The faster train ride to Hollywood and shorter build time will do more people more good than a ridiculous sojourn into WeHo. The 704 on Santa Monica Blvd runs frequently enough for those who need it. Don't slow everyone else down. With the money you save, perhaps you can roll out BRT on Vermont and Crenshaw, which would really help speed up my trips. Thanks, Grace Peng, PhD
33	4/21/2021	MJ	Godges	Email	Let's go San Vicente to WeHo Hello, putting in my vote for the West Hollywood line. It would cover an increasingly, highly congested area. Especially, exponentially, in the last 5-10 years. Plus, can we start this, yesterday? Ok, at least a couple decades before 2041. Since riding the buses and trains, life is much simpler and healthier, than being trapped behind the wheel of a car, in WeHo gridlock. This is one unique area, where the traffic does not die down, as the night gets later. Bus drivers and train engineers are always helpful and impressively skilled at their job. Keep up the good work.
34	4/21/2021	Robert	Johnson	Email	Just saw the video update for the Crenshaw Extension on youtube. Here is my scoping comment/suggestion: I don't care which proposed line you choose as long as it is the one that will be approved and constructed the SOONEST. 2041 is too far away. Who knows what this city will even look like with drones, automated cars, etc by then. We need this extension NOW. The goal should be to have at least some stops built even BEFORE the coming Olympics. If the line needs to go through West Hollywood to get funding in order to make it happen sooner then that is the route that should be taken. If constructing on La Brea is the fastest and it will be constructed most quickly then that is the route that should be chosen. These parts of the city needed to be connected 10 years ago. Quit messing around make this happen in our lifetimes
35	4/21/2021	Will	Tentindo	Email	I am writing to submit a public comment ahead of the environmental review process. I am largely in favor of getting this project done as soon as possible, which probably means that the Hybrid alignment is preferable. However, I do believe this is too meandering. I urge Metro to consider an additional line to serve West Hollywood, and in the meantime to build the San Vincente Hybrid route as a spur. I believe that the crenshaw northern connection is attempting to do too much, but WeHo desperately needs a rail line and this project should be built as soon as possible. There has been a lot of online discussion regarding a new line that goes East-West and serves WeHo and The Grove in addition to Culver City, Venice, or even Silverlake, Echo Park, and Dodger Stadium. I believe Metro can, at the least, study ways to perhaps serve Weho directly now as a spur of the Crenshaw line, and potentially expand this spur into a new line later on. If Metro chooses to serve WeHo with direct rail connections at a late date with a new line, then I believe that Metro should pick the La Brea alternative for the Crenshaw northern extension. If Metro does not aim to add an additional route in for WeHo, then they should pick either the Hybrid or Fairfax. Fairfax has more employment centers, high density residences, and tourist destinations compared to the La Brea route. It is worth the additional time to go along the Fairfax route unless the Hybrid route is selected for a later rail expansion. Metro should absolutely build the Hollywood Bowl station as part of any line, and not at a later date like what is happening with the Arts District Station. I also urge Metro to consider either additional stops or clear signage and directions to Little Ethiopia and the Fairfax Flea Market at the high school, which are great parts of the area only a short walk from the proposed stops. Metro should also consider ways to improve walkability at the Midtown Shopping Center. It can be particularly difficult to get between buildings.
36	4/22/2021	Neil	Johnson	Email	Dear METRO Los Angeles Team, I have been a long-time believer in Metro LA over the decades, and I continue to cheer you on ! I will be watching some of your meetings regarding the Crenshaw Northern extension, but I wanted to send this personal message your way. I grew up in New York City, and I was a bit spoiled by the mass transit systems there. When my family and I moved to Los Angeles, we were a bit puzzled by the lack of subway/ rail lines; however, the good old RTD was, by far, the best bus transit system I've ever known. Countless thanks to you and your team for getting me (and my family and friends) where I needed to go during very crucial years in my life. When you began your light rail system with the Long Beach line, I was extremely happy to see that Los Angeles was finally going to benefit, once again, from the conveniences provided by rail transit. As I was once a resident of the Hollywood area, I had dreamed of jumping on a subway or light rail in order to get to the beach, or downtown LA, or the South Bay or the San Gabriel/ San Fernando Valley, just all over. And, for the Hollywood Bowl, to reduce that long walk and pricey parking to arrive by train ! WOW ! Please don't forget that extra stop to the Bowl. So, I've been following your light rail constructions over the years, and I am so impressed. You and your team should be so proud to know that you've done such great projects, and truly, so quickly. You are deserving of commendations from all as you are benefiting not only us now but future generations of Angelenos. That's so important to remember. You're making life that much easier and economical for so many. As for the Crenshaw Northern extension, I would be thrilled with whatever path you decide. I can't complain at all. Either route will bridge communities. I think you'll make the right decisions when you take into account all the costs, benefits and community engagements. Keep rocking ! Keep doing the great job you've always done !
37	4/26/2021	Adam	Gilbert	Email	Crenshaw northern extension Melanie: my question is in regards to housing development. Which route connects to more dwelling units? Both current and potential. Is metro working with Los Angeles and wear Hollywood to create more housing within walking distance of the proposed stations. Seems like fairfax is the best between the two but would like to understand more about the potential ridership based upon anticipated housing near each station.

Comment Number	Comment Date	First Name	Last Name	Method	Comment
38	4/26/2021	Adam	Spieckermann	Email	To whom it may concern: Metro should include and study a fourth option for the Crenshaw Northern alignment. This fourth option should be: La Brea plus Santa Monica Spur. This option would include a spur line along Santa Monica Blvd west to the Pacific Design Center (turning south to terminate in the vicinity of Cedars Sinai). This spur option would share tracks from the Crenshaw North Hollywood Bowl terminus to the Santa Monica / La Brea Station. This spur option provides superior neighborhood centered service to West Hollywood, and faster North-South service for all users. This spur option also has superior expansion possibilities. The spur could be extended east along Santa Monica Blvd and Sunset Blvd to Union Station. The spur could also be extended south to terminate at the Purple (D) Line station at Wilshire / La Cienega. Both extension options would provide West Hollywood tremendously better transit and connectivity in the future, as those extensions open. The spur also has approximately the same track mileage, (or less) than the hybrid option under consideration and could be an important cost-saving measure to provide: Superior service to More people at a Lower cost. I also wish to comment that The three options under consideration all have serious drawbacks: 1. La Brea option has extraordinary travel times but misses most destinations and employment centers further west. 2. Fairfax option misses most destinations and employment centers further west, and would incur a multibillion dollar debacle station connecting to the D line in the extremely challenging soil conditions at the intersection; which will be compounded by complex station siting issues due to the curvature required to turn North on Fairfax south of Wilshire and that Fairfax is significantly narrower north of Wilshire. A Wilshire/Fairfax station could easily be so tremendously expensive it could drain the entire Crenshaw Northern project's funds and force the line to have a Northern terminus at this location. which would be tragic. 3. The hybrid option reaches the destinations and employment centers, but has extremely long north-south travel times that will deter many riders and profoundly inconvenience those not deterred. Metro must study a fourth option that provides excellent north south travel time, and also accesses the most destinations and employment centers. The proposed Spur option is the only option that will do both.
39	4/26/2021	Ben	Tomimatsu	Email	To whom it may concern, After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood/Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Thanks for your time and consideration. Sincerely, Ben Tomimatsu
40	4/26/2021	Brandon	Balk	Email	Dear LA Metro, After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea for Crenshaw North, plus a Santa Monica spur. Simply put, the Crenshaw North Fairfax and hybrid options force together two incompatible transit corridors, specifically, the east-west travel corridor on Santa Monica Blvd and the north-south direction of the Crenshaw line. Forcing them together in the Crenshaw "Hybrid" will be to the detriment of both areas, needlessly increasing transit time, and overall being a poor use of LA Metro's funds. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise for the neeeds of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. The La Brea route will provide the best possible transit times for the Crenshaw corridor, but it can't do the work alone. A separate spur line on Santa Monica Blvd traveling from Hollywood/Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders, which they completely deserve. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. It even provides more opportunities for systemwide expansion, such as south/west to the La Cienega/Century City B-Line stations and east towards Downtown LA via Santa Monica Blvd. The La Brea plus Santa Monica spur concept, in short, is the best of both worlds: it gives the Crenshaw corridor significantly faster travel times between Hollywood/Highland and LAX, serves Santa Monica far better than the convoluted Hybrid option, and will be equally easy to build, if not more so, compared to the hybrid option. (thanks to their roughly equal track mileage). As a fellow Californian, I urge LA Metro to consider building the La Brea route for the Crenshaw North line while building out the Santa Monica spur to serve West Hollywood. Thanks for your time and consideration.

Comment Number	Comment Date	First Name	Last Name	Method	Comment
41	4/26/2021	David	Goldberg	Email	Hello, After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Thanks for your time and consideration. Sincerely, David Goldberg
42	4/26/2021	Dolly	Williams	Email	Crenshaw North I think that the K line should go north on La Brea to the Hollywood Bowl. Then starting at the Hollywood Bowl There should be a spur called the W Line going with the K line one stop to Santa Monica then turning on to Santa Monica Making stops at Fairfax/Santa Monica and La Cienega/Santa Monica then turning on to La Cienega and making stops at Beverly/La Cienega and Wilshire/La Cienega then either continuing down to Venice or following the D Line to Union Station or Arts District (depending on weather that's added or not) If the The second option is taken then there should be a BRT Line going from Wilshire/La Cienega to Venice called the F
43	4/26/2021	Emmett	Broustis	Email	Crenshaw North Alignment As a public transit enthusiast, I was interested in looking at the alignment options up for review on Crenshaw North. I believe that from a system-wide connectivity perspective the direct alignment along La Brea is most logical, however this leaves West Hollywood mostly unserved. To remedy this I would suggest another alternative to be put up for environmental review in which a spur would be built from the northern terminus of Crenshaw North to West Hollywood along Santa Monica Boulevard. I am not a resident of this area and realize that the alignment options may already be largely finalized, but given the long time frame before construction is set to begin I thought it would be worth giving my input in case anybody else has a similar opinion. Thank you, Emmett B.
44	4/26/2021	Jack	Johnson	Email	Alignment on Crenshaw North Hello, As a public transit enthusiast, I was looking at videos on YT and happened upon one discussing the alignment of Crenshaw North. In terms of system-wide connectivity, the most direct alignment, along La Brea, makes the most sense. The hybrid alignment would serve WeHo but it does not provide a timely connection to the Red Line, which would lower ridership at stations to the south of the proposed WeHo dogleg. To resolve this, I suggest building both the La Brea route and a spur that goes along the Hybrid route into WeHo that would be much easier to extend at a later date. Building a spur and the La Brea route would achieve both the aims of the Crenshaw Light Rail Project, allow a quicker connection to the Red Line for riders to the south, and more effectively serve WeHo with a built out spur than the Hybrid, La Brea, or the other routings alone.
45	4/26/2021	Marceline	Phillips	Email	Routing My opinion is that the La Brea route should be chosen. But there should be a spur or branch line to West Hollywood along Santa Monica Blvd (like the Hybrid option) rather than the Hybrid option being the definitive routing. The La Brea option is best for systemwide connectivity, but having part of the Hybrid route option as a branch gives Metro the option of extending that into another line in the future, much like how the D Line was a branch of the B Line before becoming its own line. Best, Marceline
46	4/26/2021	Matt	Kelly	Email	After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Sincerely, Matt Kelly

Comment Number	Comment Date	First Name	Last Name	Method	Comment
47	4/26/2021	Ray	Simmons	Email	After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood/Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Thanks for your time and consideration. Sincerely, Ray Simmons "The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated, and no Warrants shall issue, but upon probable cause, supported by Oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized." - Amendment IV, The Constitution of the United States of America. "All, too, will bear in mind this sacred principle, that though the will of the majority is in all cases to prevail, that will, to be rightful, must be reasonable; that the minority possess their equal rights, which equal laws must protect, and to violate would be oppression." - Thomas Jefferson
48	4/27/2021	Alan	Ruiz	Email	HI Metro, My name is Alan Ruiz and I live in Los Angeles. I believe making the Crenshaw Northern Extension down La Brea makes the most sense connectivity-wise. it will enable the fastest and the most streamlined way to get from LAX/South Bay to Hollywood. Plus, LaBrea corridor is densifying quickly there is a ton of new construction in the area. The line should end at a stop at the Hollywood Bowl station where it could get people to events and help alleviate traffic in the corridor. Plus maybe in the future it could even go up to the valley. As for not including West Hollywood the money saved by not going down Fairfax or San Vicente Hybrid could instead be used to fund a new line spur in that area. It could start at the Purple Wilshire/La Cienega station going up La Cienega or San Vicente to run East on Santa Monica Blvd to go towards the stop at the Hollywood Bowl or continue to reach Dodgers Stadium and Downtown LA. This should be looked into. On a system wide scale this could be beneficial to all.
49	4/27/2021	April	Barnett	Email	NO to San Vicente Northern Extension Line! To Whom It May Concern: I have been a stakeholder in Wilshire Highlands for over 25 years. The beauty and serenity that the San Vicente medians offer is unparalleled in the heart of the city. It offers a lovely vista while driving east and west and there's hardly any traffic on this road. That's why I'm staunchly opposed to the "At Grade" Crenshaw Northern Extension Line cutting through on San Vicente. It is more logical and cost effective for the line to go north on La Brea Avenue where there are no beautiful green medians to destroy; only concrete and pavement which is far more easier and less emotionally taxing than tearing up beautiful trees and MUCH NEEDED GREENERY which currently occupies San Vicente. PLEASE, PLEASE, do no destroy what little green spaces and peace we have left in this city. I implore you DO NOT EXTEND ON SAN VICENTE!!
50	4/27/2021	Ben	Pack	Email	Hi, I'm writing in with a comment on the Crenshaw North alignments. My preference would be for a new proposal, as outlined in this video around minute 14, where there is a direct North/South line on La Brea and a new spur line that follows Santa Monica Blvd and then La Cienega or San Vicente to the south. To make the spur line more useful, I think we should explore if buses can share the tunnel similar to the downtown Seattle transit tunnel. Perhaps the initial spur can start by going underneath over-crowded Santa Monica Blvd, and then buses or trains can surface at San Vicente and take the old train right of way south to Wilshire where they can connect to the nearby D line station of La Cienega/Wilshire. This would equate to the same amount of tunneling as the really circuitous hybrid proposal and hopefully not be anymore expensive. It would also allow for future extensions south to Culver City or east to East Hollywood. I know this new spur line combined with the direct north/south line would offer faster transit times from Hollywood to my neighborhood in West Adams while also providing an important regional connection to West Hollywood. For further context, I used to live at La Brea and Sunset and travel to the area several times a month. I rely on public transit and bicycling to get around. Thank you for reading my comment.
51	4/27/2021	Bobby	Guevara	Email	Hello, I am writing to express my preference in regards to the route for the Crenshaw Northern Extensions. While I understand there are funding and time-related obstacles for this project, I would like to stress that building a disconnected transit system would be as much of an issue as not building one at all. This being said, I think there is a clear approach that should be taken and that would ensure efficient and smooth connectivity for LA County. I believe that the Fairfax route is the smartest option for the Crenshaw Northern Extension. This route connects the most logically for riders travelling North/South from either terminus of this line and passes through high value/demand locations. I must also state that West Hollywood is correct in realizing and prioritizing transit connectivity in their future development. Due to this, I believe that higher speed transit should be added to this area at another time, but it would not make sense as a part of the Crenshaw Northern Extension. In my opinion, Central LA is highly developed but under connected. The clearest need at the moment is a quick, efficient North/South corridor and this should be prioritized. Once this is completed, additional East/West and North/South connections can be and should be added. The old Pacific Electric Rail lines used to head East/West on Santa Monica Blvd and Venice Blvd, which should be able to support higher capacity transit service today as well. Western, La Cienega, and Centinela could all serve as North/South BRT corridors if needed. Thank You,

Comment Number	Comment Date	First Name	Last Name	Method	Comment
52	4/27/2021	Irwin	Chen	Email	After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of CIty of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west towards purple line station at La Clenega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Thanks for your time and consideration. Sincerely, Irwin Chen
53	4/27/2021	Ivan	Barragan	Email	After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of CIty of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Clenega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond.
54	4/27/2021	Jacob	Whitney	Email	Hello Metro, I'd like to submit the following comment to the public record for consideration regarding the Crenshaw Northern Extension project. I believe that the La Brea alternative is the most efficient route for the Crenshaw Northern Extension due to how direct it is and the time savings it would offer passengers. However we cannot ignore the fact that many of the biggest attractions and draws on the westside would be bypassed by this route. Hence I would advise adding a spur rail section starting from Hollywood and Highland station and going along the path of Santa Monica Boulevard until San Vicente boulevard and then heading south to merge onto La Clenega Boulevard until eventually connecting to the existing E line. These two rail sections would enable quick and efficient travel on the Crenshaw line from the south bay to Hollywood while still having a rail segment to serve boystown in West Hollywood and the various attractions in that area as well. This in my opinion should be a part of the scoping/ environmental review process. Thanks again. -Jake Whitney (Resident of Palms Los Angeles)
55	4/27/2021	Javier	Orozco	Email	After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of CIty of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Clenega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Thanks for your time and consideration.
56	4/27/2021	Jay	Calcagno	Email	Dear Crenshaw North Planning Committee: After reviewing the three existing options (La Brea, Fairfax, and hybrid), I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of CIty of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Clenega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Thanks for your time and consideration.
57	4/27/2021	Jim	M	Email	Thanks for this, but I don't think this extension should happen at all. It is at least 4 billion dollars and metro train ridership is still falling. It was falling prior to the pandemic and has now plummeted. This money can be spent in better ways on the environment and on the people. Here is an article emphasizing my point - https://la.curbed.com/2019/12/12/21011353/los-angeles-metro-ridership-stats-2019

Comment Number	Comment Date	First Name	Last Name	Method	Comment
58	4/27/2021	Jonathan	Edewards	Email	Please study a pink line Rail spur option Please study a Network Concept that would pair a subway under La Brea (with the stations proposed in the initial analysis) with a rail spur along Santa Monica Blvd, a dedicated-lane Bus Rapid Transit (BRT) on San Vicente and tactical bus lanes in the area. The 2.4-mile "Pink Line" underground rail spur could be built from Santa Monica/San Vicente heading east. Besides the stations that would be built as part of Alternative C (Hollywood/Highland and Santa Monica/La Brea), the Pink Line could have underground stations at Santa Monica/Fairfax, Santa Monica/La Cienega, and Santa Monica/San Vicente (as called for in Alternative A2). A rail yard could be incorporated into the District 7 Metro yard. The Purple Line Extension is costing roughly $930 million per mile to build, so a $2.4B Pink Line rail spur is broadly reasonable. Such a plan isn't out of scope with the current studies, either, if Metro chose to explore it. And it could serve as a jumping off point for building out more of the network in the future along Santa Monica Blvd., one of the County's most trafficked corridors. The remainder of the "savings" would go toward building a BRT line with separated transit lanes and train-style stations from San Vicente/Sunset to the Mid City Transit Center at Pico-Rimpau. Installing BRT would have the added benefit of maintaining a connection between the two sides of San Vicente, impossible with an at-grade train. The existing median could easily be preserved and enhanced. A protected bikeway could also be built as part of the same project, making San Vicente Los Angeles' first, true Complete Street. This BRT, let's call it the "San Vicente Cut" (see the dark brown dotted line in the map above), would enable the existing 30 and 330 buses to operate in transit-dedicated lanes. A new limited-stop BRT service could operate along its length from Sunset to the Mid City Transit Center, connecting along the way to the Pink Line rail spur, the Purple Line (via a short line), and the Crenshaw/LAX Line, as well as the R7 and other major bus routes currently operating at the Mid City Transit Center. Lastly, the Network Concept would be rounded out with the implementation of a few tactical transit lane improvements on Sunset Blvd., Beverly Blvd., 3rd St., La Cienega Blvd, and Fairfax Ave. These could all be curb-running options, functioning as either peak-hour bus lanes or 24/7 bus lanes. These improvements would offer people a true choice: to take transit and opt out of traffic, improving service dramatically and changing the paradigm of transit in the area. To finance the La Brea extension, Pink Line spur, and San Vicente BRT, Enhanced Infrastructure Finance Districts (whereby future appreciations in property taxes in a defined area are diverted to a transit project) could be instituted for said alignments. A Half-Mile Corridor EIFD concept established for the Network Concept would cover most of the Study Area. One EIFD could be established, or individual EIFDs could be established (at potentially different rates) for rail and BRT alignments. A distinct advantage with the Network Concept would be that these projects could be developed on their own schedules and could open as they are completed, continually improving the transit environment in a reinforcing virtuous cycle of better service leading to better lives for those currently riding transit, while attracting new or returned riders. Peak-hour lanes on Sunset Blvd. could be opened almost immediately, funded by Measure M Local Return or West Hollywood directly, while other bus lanes could be opened as peak-hour or 24/7 bus lanes, also through Local Return funds. The San Vicente Cut BRT could be funded through an EIFD and, due to its less intensive construction and implementation, rolled out sooner than a rail line. Alternative C, a subway under La Brea, could be accelerated through an EIFD in concert with the Pink Line spur, packaged as one pr
59	4/27/2021	Kyle	Jenkins	Email	Hello, I am commenting on the Crenshaw northern extension as both a resident and worker in Los Angeles. After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: Fairfax or La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The Fairfax or La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the Fairfax or La Brea train and not unnecessarily impact the service quality of the Crenshaw line via Fairfax or La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Thanks for your time and consideration.
60	4/27/2021	Mark	Bisaha	Email	To the project team: I want you to scope an alternative including a straight shot up La Brea plus a spur traveling from La Brea west along Santa Monica. This will give the fastest north-south travel times (important for through riders) as well as give West Hollywood its much-deserved connections. The SM stub could be designed for future continuation west on Sunset, as well as future continuation east on Sunset through Los Feliz/East Hollywood, Silver Lake, Echo Park and DTLA (possibly becoming a "northern extension" of the WSAB line). A back-of-the-napkin calculation shows about the same route milage between this initial proposal and the hybrid route, meaning that construction cost could be about the same, while having the possibility of much higher ultimate utility. Mark Bisaha
61	4/27/2021	Mary	Collins	Email	To Whom It May Concern, As a resident of West Hollywood, commuter, and survivor of the recent Beverly Center remodel and the Metro construction of Wilshire Blvd at LaCienega Blvd, I am adamantly opposed to the proposed route option that will include Cedars Sinai and the Beverly Center. There would be enormous traffic delays as a result of this construction. This condensed area sees a huge traffic volume all day long, including emergency vehicles that need access to and from the hospital. The sheriff and fire are blocks away and need to mitigate traffic without delay. I have experienced gridlock traffic delays for nearly 45 minutes during these construction times when traveling on 2 blocks. Trucks were blocking roads to move cranes, other heavy machinery, or materials, and commuters waited - on a daily basis, for years. I saw how long it took to build Wilshire. I experienced how long it took to renovate Beverly Center. The combination of this and the mess near a hospital in our village is not welcome. Everyone knows to keep West Hollywood special you do not want to make it ordinary and that is exactly what it will become once it becomes a Metro stop. Not interested. No, thank you.

Comment Number	Comment Date	First Name	Last Name	Method	Comment
62	4/27/2021	Mitch	Reynolds	Email	Route Suggestion Hello - I am very excited about the ridership/development possibilities for the northern extension of the Crenshaw line. Each way the line has been preliminarily studied to go seems to be an area with a lot of population and job density, however, I think there is one route that is gaining a lot of traction that should be strongly reconsidered: Fairfax Hybrid. With this route, I understand the importance of hitting all the major job/population centers: the Grove, Television city (and its upcoming redevelopment), Beverly Center/Cedars Sinai, the heart of WeHo and more. However, look around the world at world class Metro systems and please inform me which one of their most vital/most popular Metro lines has a winding route like this one. If anything, to hit all of the prospective "hot spots" like the ones mentioned above, a city would have crossing routes of two lines or more - or one line that splits into two, giving riders the option to cover more ground on Metro but take a more directional route if they choose. For this matter, I strongly suggest a split line. From San Vicente/La Brea (which seems to be the main "break point" for the alternatives analysis study where study routes break off) the entire line would go up La Brea to Hollywood/Highland and possibly the Hollywood Bowl as Metro has previously suggested. However, coming south from Hollywood/Highland, the line should split at Santa Monica Blvd creating a wye so trains going south can split at that wye and go west on Santa Monica over to La Cienega or San Vicente, then traveling down one of those two streets to meet down at the intersection of La Cienega and San Vicente where it would then terminate at the La Cienega/Wilshire Purple line station. Comparing the routes from La Brea/San Vicente break off, the Fairfax hybrid is approx 7.8 miles whereas the option I am proposing is 7.6 miles (using Google maps walking directions to adjust walking distance to the exact route). This 7.6 miles does not include any overlap from La Brea/Santa Monica to Hollywood/Highland for the spur going west to La Cienega/Wilshire. I understand money is an issue, but this is a hugely vital line and I'm sure that Metro could get some great federal/state funding on this line in addition to completely fulfilling WeHo's wishes of having a legit Metro line in its city and take advantage of the estimated +$1B from the EIFD they are proposing in their city to raise funds for the line. If you want some other cost savings tips, PLEASE PLEASE STOP BUILDING MEZZANINES IN OUR SUBWAY STATIONS - nowhere around the world do they do this unless perhaps it's a major, major train station or if two lines are crossing over each other like 7th/Flower. It adds so much extra cost, so much unnessary cost that could be used towards building the line. I know Metro can get this right - i really hope they do, but there's no place in world-class transit systems for winding routes like Fairfax Hybrid. Also, if we're going to get people out of their cars then the alternative has to be just as good or better than driving. My proposed route will do that but I can't say the same for Metro riders coming from further south on the Crenshaw line going north or future Purple line riders from the west side going north to Hollywood and whether they would want to take this long, winding route up to Hollywood. Thank you for reading! Please feel free to email me for future ideas or further conversation or participation with the community if you like my feedback.
63	4/27/2021	Neil	Johnson	Email	Dear METRO, I wanted to take a few minutes to thank you for providing these scoping meetings for the Crenshaw North extension. I thank the Metro representatives for providing information on these proposed routes, and I appreciate all your efforts. I just have a few comments: I can see why the Hybrid spur would cost more to develop, but I find that you will see more transit rides on weekends from tourists and those who are not week-day commuters. I would like to know if any additional municipal taxes can be generated, temporarily, to help with these costs. I believe Los Angelenos would vote for some additional spending for this project considering it encompasses so many bridges, cultural landmarks, etc... And, ideally, this immense project will be shovel ready sooner than projected. I'm certain that you will save costs and on the scaling down of the Metro buses which will help financially. I believe just the addition of the Hollywood Bowl station will generate many thousands of more rides in and of itself, and funds raised from folks who are not regular MTA users. I am certain that you can find private partnerships to help with funding. I would like to know more about these ventures ? Of course, I am hoping that Metro receives additional funds from CA State, and hopefully from the Federal Govt. Thank you again, Metro, for your efforts on behalf of the residents of Los Angeles. Sincerely,
64	4/27/2021	Rob	Goubeaux	Email	I would like to register my support for the Crenshaw North extension into West Hollywood. My preference is for the Fairfax-San Vicente hybrid plan. Because of the areas that it covers, that seems to me to be the most useful plan for extending service to the largest part of West Hollywood.
65	4/27/2021	Sid	Feddema	Email	Hello, I strongly urge Metro to add a fourth option to consideration for environmental review: an extension of the Crenshaw line north along La Brea, while adding a Santa Monica spur to serve WeHo. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. With the spur line option, ultimately the Santa Monica line should be extended down Santa Monica to Sunset, and from there to Union Station, with stops along Santa Monica and in Silverlake, Echo Park, and Dodger Stadium. While I'm at it, please also make sure an Arts District stop happens sooner rather than later! Thanks for your time and consideration. Sincerely, Sid

Comment Number	Comment Date	First Name	Last Name	Method	Comment
66	4/27/2021	Terence	Mylonas	Email	Hello Metro, Please strongly consider making the Crenshaw North extension a subway between Midtown Crossing and Stanley Ave. I am a huge advocate of all of the alignments as proposed except for the Fairfax and Hybrid being at grade. As feedback from countless constituents has already stated: •The Midtown Crossing to Stanely section is nearly 100% residential and so the negative impact of it being at/above-grade to the health and well-being of the adjacent residents cannot be understated •Wilshire Vista and Miracle Mile are, on a map, distinct neighborhoods, but in reality this is a vibrant walking neighborhood with people from both communities frequently crossing over San Vicente, with Miracle Mile residents visiting the tree-lined Wilshire Vista streets and the retail on Pico, and Wilshire Vista residents visiting the tree-lined Miracle Mile streets, the retail on Wilshire and of course Museum Row. Putting up a fence/wall between these two neighborhoods would do a great disservice to residents and the community's ability to interact and benefit from the massive community benefits that have recently and are being created such as Destination PICO, the LACMA renovation, and the Purple Line extension •Los Angeles has a desperate need for green space and the trees and grass of San Vicente are a critical community benefit. This is a great opportunity to double down on that green space by putting this section of the train underground and further improving the greenery on San Vicente. I will proactively fundraise to improve the green experience on San Vicente if you will put the subway underground Please confirm receipt of this email. Thank you very much for your consideration. Kind regards, Terence Mylonas Miracle Mile resident
67	4/27/2021	Thomas	Praderio	Email	After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Thanks for your time and consideration.
68	4/27/2021	Trevor	Reed	Email	Add the La Brea + Spur Option to the environmental review, it makes more sense than the current, compromised, proposals.
69	4/27/2021	William	Kavadas	Email	Hybrid Alternative Option To Whom It May Concern: As Crenshaw North continues to move forward in the planning phases, I wanted to resend my support for a hybrid alignment on La Brea with a spur to West Hollywood via Santa Monica and La Cienega. This would give WeHo their requested rail access while also providing the most direct north/south route for travelers who are not trying to access destinations further west. It will also be beneficial to construct the West Hollywood spur with tracks already heading east on Santa Monica to assist a future extension so that a situation similar to Wilshire/Vermont southbound extensions is not created. Thank you so much for your consideration and for your time working on this project. Best, William Kavadas 516 S. St Andrews Pl Apt 202
70	4/29/2021	Christof	Schroeder	Email	Good day, I'm a West Hollywood resident and I work and travel throughout LA County. I'm excited at the prospect of being able to do so via metro line! The best possible route for the benefit of businesses and residents is the Fairfax/San Vicente Route. This will serve major commercial and residential hubs and contribute to the vibrancy of our beautiful and growing City. Thank you for your support and consideration!
71	4/29/2021	David	Holmes	Email	After reviewing your existing options, I urge you to consider an additional option: Either La Brea or Fairfax, plus a spur down Santa Monica. The current hybrid option is a poor compromise that serves no one well, but I strongly believe West Hollywood deserves rail service. A spur line on Santa Monica traveling from Hollywood/Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders and can be extended in the future. A La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Thank you for your consideration.
72	4/30/2021	Cameron	McCamy	Email	After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Thanks for your time and consideration. Sincerely, Cameron

Comment Number	Comment Date	First Name	Last Name	Method	Comment
73	4/30/2021	Hugh	Brockington	Email	Dear Metro, After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Thanks for your time and consideration. Sincerely, Hugh F Brockington III
74	4/30/2021	Ricky	Ramirez	Email	Crenshaw North Up La Brea to Hollywood Bowl, and a completely separate line from Downtown via Sunset and La Ciénega towards Venice
75	5/01/2021	Adam	Darvish	Email	I support this extension to LAX 300%. We need to catch up with NY and Chicago as more tourist visit LA and also more of our residents have jobs that takes them to LAX weekly. Thank you for ensuring this project will move forward. Adam Darvish West Hollywood resident
76	5/01/2021	Jon	Tautalafua	Email	Spur option through WeHo Hello, I'd like to offer up another option for the Northern extension of the Crenshaw line. Build out La Brea option with a spur option that goes into West Hollywood. This would serve WeHo with a great rail line without having a long tortured route for everyone else. The travel time to wind thru the hybrid option necessitates a wholly different spur that would terminate at the purple line Wilshire/La Cienega station. Future extensions possibly to Venice to South and to Downtown to the east.
77	5/01/2021	Manny	Rodriguez	Email	Metro in Los Angeles is a fantasy. No one rides it and no one will. Spending hundreds of billions of dollars to run empty trains is foolish, irresponsible and just plain nuts. Give it up Metro! Manny Rodriguez West Hollywood
78	5/02/2021	Mark	Johnston	Email	The La Brea option is the best in my opinion: 1/ Lowest cost is always the best option in the time of budgets 2/ Fastest running time since it is a straight line- we can't have lines wandering when this line is already going to be a very long line whether its through routed to either Norwalk or eventually Torrance 3/ Still connects the 3 other lines (Red-Purple-Expo) 4/ Spacing of the stations is perfect 5/ Stations are the biggest expense, this line only has 6, thus less expense To make this line even better: 1/ Make sure tunnel , no elevated. Another reason for shortest distance is less tunneling. 2/ Make sure the Hollywood Bowl extension is included. This station makes a perfect turn-back station, so build it with 3 tracks/3 platforms to also accommodate Bowl Event. This station also makes for a good park and ride just off the freeway and the existing parking lots are generally empty during the work day. Note- West Hollywood really wants a line through their city, but should not be at the overall benefit of this project. HOWEVER, I would plan for a spur, as the start of a longer line, through West Hollywood. Build a proper junction at Santa Monica Blvd and La Brea to send a line down Santa Monica Blvd before turning south down La Cienega to Wilshire Blvd and then eventually to another station at La Cienega/Pico, continues down La Cienega to a station at Venice, then comes up above ground on Venice, heading down first to the Expo Line station and then then on to Venice Beach. Could be a really popular line, connecting many other current and future transit lines. Thank you, Mark Johnston Chino, CA
79	5/02/2021	Ryan	Sharp	Email	Hello, I'm emailing to submit a public comment on the proposed alternatives for the northern extension of the crenshaw line. The La Brea route provides the most value for total cost. The other alternatives add significant cost without adding any substantial increase in ridership to justify it - beyond that, they actually make the line less functional for the city as a whole as it drastically increases end-to-end trip times. I encourage Metro to pursue the La Brea option, and, in order to best serve the WeHo community that has been a big proponent of additional rail lines, a separate line (or a spur off of this extension) that would travel down Santa Monica blvd. Thank you, Ryan Sharp
80	5/03/2021	Allie	Romano	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Hi there! I'm a current resident of West Hollywood and I live near the intersection of Fairfax and Santa Monica. The Fairfax-San Vicente route would greatly improve my life and give me access to public transportation I've desperately been wanting. I'm eager to drive less and want to reduce my carbon footprint. This would make that possible. Thanks so much, Allie Romano

Comment Number	Comment Date	First Name	Last Name	Method	Comment
81	5/03/2021	Bryant	Gomez	Email	Greetings, I support the Alternative 2: Fairfax alignment with a station at the Hollywood Bowl. I believe that Fairfax serves as a compromise between speed (La Brea route) and connectivity to destinations (Hybrid route). The Fairfax route would serve: LACMA, the Grove/Farmers Market, the shops on Melrose and Fairfax avenues, West Hollywood Gateway, Hollywood/Highland, and the Hollywood Bowl, without swarming through West Hollywood (Hybrid route). The Fairfax route connects to major destinations in Mid-City and West Hollywood without compromising speed and direct connectivity between the E Line (Expo) and the B Line (Red). Although the La Brea route is the most direct route between the E Line (Expo) and the B Line (Red), La Brea does not have a lot of major destinations compared to Fairfax. Conversely, even though the Hybrid route serves more destinations than Fairfax, it compromises speed and connection to other Metro Rail lines. Having said that, I believe that buses could compliment the Fairfax route by connecting Metro Rail riders to other destinations in West Hollywood. The Crenshaw North Extension is a once in a lifetime opportunity for residents and commuters of Mid-City and West Hollywood and getting the alignment right is crucial to provide a speedy and well connected rail service to all. If the City of West Hollywood prefers rail over bus service through their city, maybe Metro should revive the "West Hollywood alignment" that was considered during the planning of the Purple Line Extension to West LA. The West Hollywood alignment could follow the Hybrid alignment currently proposed by the Crenshaw Northern Extension project albeit as a separate rail project. In all, I strongly support the Fairfax alignment for the Crenshaw Northern Extension project with a Hollywood Bowl station. Kind Regards, Bryant
82	5/03/2021	Connor	Morris	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Hi Metro, As a resident of Liemert Park, within walking distance of the current Crenshaw/Expo Station, I fully support the Fairfax-San Vicente Hybrid Alignment. This is the route that will best serve my community by opening up South LA to all of the best Mid-City and WeHo destinations. Im also of the belief that all Major Stations on this new route should be above or below grade. The Expo line @ grade has been an enormous detriment to the traffic flow in our area. At grade stations are not a mistake worth repeating.
83	5/03/2021	David	Kinnick	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I live in W. Hollywood near Fountain Ave. and Sweetzer Ave. I'd like to see the metro come to "downtown" W. Hollywood or come as close as possible. - David Kinnick
84	5/03/2021	Gabriel	Munoz	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support this alignment
85	5/03/2021	Joe	Eastwood	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North And I support expediting the construction of the route through one of Los Angeles' most densely populated areas. Thank you.
86	5/03/2021	John	Kerr	Email	Crenshaw North Options - No to the Hybrid! Dear Metro Staff, The Crenshaw Northern Extension is one of the most exciting rail projects in Los Angeles, second only to the regional connector in terms of potential impact. Having a fast, reliable rail transit connection between the red and purple lines in Central LA, and South LA and LAX is paramount to getting people to mode switch and ultimately help LA reach our climate goals. That said, Metro will only become a viable option if we build these lines correctly and efficiently. I am worried that the proposed Hybrid route will make this line more like a camel instead of a racing horse. While hitting more bold-name destinations, the Hybrid's circuitous route and longer travel time will turn off the majority of riders who are looking to connect to points further to the south (like the Purple Line or LAX) or the North (Hollywood, Universal and the Valley). Out of the three presented options, Fairfax is probably the best. It provides better access to West Hollywood, direct access to Hollywood, the Fairfax District/Fairfax High School, Melrose Ave (please add a stop there!), the Farmer's Market, the Grove, LACMA and Little Ethiopia while avoiding the worst contortions of the Hybrid model. Fairfax was also the original proposed route of the Red Line back-in-the-day so it seems appropriate that this corridor host rapid transit. That said, what to do about West Hollywood? It's a dense part of the central area and clearly wants the Hybrid model. The problem is that the Crenshaw Line is just NOT the project to do it. I've seen plans online that propose splitting the Crenshaw Northern Extension into one trunk line going down Fairfax and one spur line serving Santa Monica Blvd. This seems ideal since it would provide West Hollywood with more direct service to Hollywood and the Red Line, while also preserving travel times for the core transit ridership that already exists. Plus, it opens Metro up to extend the Santa Monica spur line further east into East Hollywood, Silver Lake and beyond and west or south to Century City or Culver City. This would set up the Central LA area with a more efficient transit network in the long-term instead of creating a nightlife circuit in the short term that will make those future corridors more expensive if not downright impossible. If a spur is out of the question perhaps Metro can provide a BRT lines along Santa Monica Blvd and La Cienega in the project area to connect West Hollywood with the Crenshaw Line at Fairfax and the Purple Line at La Cienega? Please, do NOT squander good service and future connectivity for core transit riders to satisfy the demands of West Hollywood nightlife. That city deserves improved transit, but not at the cost that the Hybrid route demands. Thank you, John Kerr

Comment Number	Comment Date	First Name	Last Name	Method	Comment
87	5/03/2021	John	Erickson	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Hello - I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North which will finally bring Metro to West Hollywood as well as connect us to jobs, community, and regions oftentimes only connected via cars. You might hear the argument that West Hollywood or Santa Monica Blvd. should be a separate line or spur rather than part of Crenshaw North. While that might make sense in a perfect world with unlimited funding and political will for transit, that's not realistic in the environment we live in. Measure M (the ½ cent sales tax funding our region's transit expansion) has projects waiting in line for funding into the 2060's and 2070's and any attempt to add new projects in this area before then would be met with stiff opposition from the rest of the region which already eyes the various projects built and/or in development in the Westside and Central LA with suspicion. Even if it could be funded, a spur would be inefficient to operate and unlikely to be extended West due to seismic faults and a less enthusiastic jurisdiction in Beverly Hills. Add to that the fact that Crenshaw North itself was originally scheduled for 2047 and is only moving forward now because of efforts to find additional local funds led by the City of West Hollywood. WeHo is unlikely to contribute funds for the La Brea alignment because it would mean a single station on the edge of the City at considerable expense. Joint Development of Metro's Division 7 site at San Vicente/Santa Monica could be another source of funds but it's not likely to be in play if La Brea is selected. The choice here isn't between one line or two. It's between a slightly longer and more expensive route that would hit all the major destinations in Mid City and WeHo that we could fund and build in our lifetime and the possibility of nothing until 2047 (or later) and maybe another line decades after that. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you! John Erickson West Hollywood
88	5/03/2021	Jonathan	Edy	Phone	Voicemail Attached
89	5/03/2021	Jose	Alabaso	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I prefer Fairfax Avenue/Santa Monica Blvd. Hybrid Alignment, so it's going to be much better and easier than the Fairfax Avenue/San Vicente Blvd. Hybrid Alignment. However, it could be underground (if necessary), and we'll give that a shot. Also, please count me in for the next live ZOOM meeting for Thursday, May 6th, 2021 from 6:30 to 8:30 PM. Okay? Thank you very much. Yours very truly, JOSE DENNIS ALABASO
90	5/03/2021	Judy	Reidel	Email	Crenshaw San vicente Fairfax That's the best. La Cienega next best. La Brea no no no. xxx judy reidel
91	5/03/2021	Parker	Green	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North This is the best route to take! It goes to the places that people would actually want to go to and would use! Build transit in areas where people would actually use it! Sincerely, Parker Green
92	5/03/2021	Robert	Harryman	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I believe ridership will be maximized using the Fairfax-San Vicente Hybrid Alignment.
93	5/03/2021	Rose	Rentals	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax San Vicente Hybrid route to serve these major destinations.
94	5/4/2021	Dylan	Giliberto	Email	Hello, Thank you for opening this project to public comment! I think the Fairfax alternative for the Crenshaw North Project makes the most sense. It will provide a quick connection between the B and D lines, which is important, but also doesn't skip over important destinations. I also feel that West Hollywood needs a connection, but that the hybrid alternative would make the overall trip time too long. I think, like many others have said, that West Hollywood should be connected by a Santa Monica branch line. It could share all the same facilities, and even be part of the same line as the Crenshaw North Line. It is normal in cities like Boston or London to have branches, and I don't see why this would be any more expensive than the Hybrid alternative. Furthermore, this option would allow future expansion in a way that makes more sense, and will allow people in the future to move around Los Angeles quickly. I urge LA Metro to add a fourth alternative, consisting of the Fairfax alternative as well as a branch that heads East towards West Hollywood, to the study. I also believe that it is important to maintain that the majority of the project is grade-separated, either elevated or underground, like how the current three alternatives are. Thank you for the opportunity to comment! -- Dylan Giliberto Student - University of La Verne
95	5/5/2021	Alexander	Popov	Email	Central LA metro connection My name is Alexander Popov. And I have an idea to connect the LA Expo line light rail, future purple line subway and Red line subway. Because I love LA. And agree with the new rail lines fixing the traffic problem around. And those three metro lines make good transportation to those areas in the core of the city. The only problem is those three lines being hard to get to one another with the only connection being in downtown. And on Vermont Ave. for the two subways. So if you want to get to Santa Monica from Hollywood, you have to go all the way around to downtown to get to the Expo line to there. Same will be with the future purple line subway to Beverly Hills and Century city. And that's why I propose this idea to fix this for the future.
96	5/6/2021	Howard	Shore	Email	huge mta / lrt fan dear crenshawnorth@metro.net executive: please get your crenshaw and west hollywood lrt projects completed in time for the los angeles olympics that are coming in 2028. thank you. sincerely yours, howard paul shore

Comment Number	Comment Date	First Name	Last Name	Method	Comment
97	5/6/2021	Kevin	Burton	Email	Hello, Please see my comments below for the environmental review stage of the Crenshaw Northern Extension project. Regards, Kevin Burton West Hollywood The Fairfax–San Vicente (Hybrid) Alternative has several advantages over the others: 1) The number of destinations for jobs is far greater, so to serve commuters, it clearly has a net advantage in terms of numbers of riders. 2) The number of destinations for entertainment and other businesses is greater. 3) The number of bus lines, both east-west and north-south, crossed by that route is greater, allowing for better integration with the bus network. 4) West Hollywood is a dense, walkable city, so there are more options for riders to use the subway and walk/bike/scoot to/from their final destination. The proposed station at Santa Monica and La Cienega would further help with the first/last mile problem.
98	5/6/2021	Kevin	Burton	Email	Question: Has Metro compared the number of current or planned bus lines intersected by the three alternatives?
99	5/6/2021	Richard	Bourne	Email	options for Crenshaw Northern Extension I am writing in response to the scoping of the Crenshaw Northern Extension. I am generally supportive of the project but am afraid of the costly detour to the west that will slow the line down. I would like to see an option added where the N-S mainline follows La Brea mostly, and then a stub going west on Santa Monica is added that also terminates at Hollywood and Highland. Later this could be expanded east and/or west as funds become available. I am also supportive of including a station north of Hollywood blvd for the Hollywood Bowl although I do not think there will be funding available for it at current. I am also supportive of building the line in phases. The segment between Wilshire and Expo is critically important and should be prioritized.
100	5/07/2021	Allan	Feltman	Email	WeHo Hybrid makes a lot of sense between the options.
101	5/07/2021	Amanda	Laflen	Email	To Whom It May Concern- As a both a West Hollywood resident/person who runs a business in the city, I strongly support the Fairfax/San Vicente hybrid line. This option would serve more of our residents, and give tourists better way to get around our city. It will also reduce traffic by giving broader and safer transportation access, hopefully creating a space for more bike lanes and better roadways as less people will need to drive short distances/park along our city streets. Thank you, Amanda Laflen
102	5/07/2021	Austin	Brague	Email	Hi there, I really think LA Metro should consider going with the La Brea alignment. The La Brea alignment would be the most direct route. Instead of the light rail line going through West Hollywood. However, the West Hollywood area could be planned as a spur line later on and then eventually a new east west line
103	5/07/2021	Brian	Girvan	Email	Hello, I'd like to submit a public comment requesting that a La Brea+Spur option be added to the environmental review. See example below. (Picture Embedded in Email)
104	5/07/2021	Britta	Diaz	Email	In favor of the Hybrid model Hi, I am unable to attend the zoom tonight but work in WeHo. I strongly support the Hybrid Model and wanted to voice that. Thank you!
105	5/07/2021	Eric	Martina	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North West Hollywood needs rail access! It's such a vibrant and popular destination that is currently underserved by transit, not incorporating this area within the Crenshaw expansion would be a waste. Thank you for all your work, Eric.
106	5/07/2021	Jamie	Watkins	Email	Metro Line - Request for Underground line near our house To Whom it May Concern, Thank you for all of the work you are doing to bring the Metro more fully into Los Angeles. I am writing to express my concern about the possible above ground/aerial portion of the line just feet away from our front door (near La Brea & San Vicente) Please, please try to find a way to bring the line underground on this area. Otherwise, an above ground line will be highly disruptive to our community, our children, and our quality of life in this area. Thank you
107	5/07/2021	Jim	Mill	Email	Hi How can we make La Brea option the one that is chosen to prevent san vicente from being torn up? Thanks!
108	5/07/2021	John	R	Email	Hi Melanie - Can you tell us what the current timeline for breaking ground is and what the cost will now be for the cheapest alternative? Ridership is way down, is there a chance this project can be scrapped? Thanks!

Comment Number	Comment Date	First Name	Last Name	Method	Comment
109	5/07/2021	Jonathan	N/A	Email	Hello, my name is Jonathan and I'm a former LMU student and I used to go to Hollywood, all the time. I would bike from alone below the creek and then take the Expo Line to downtown, and then up the red mind a beeline to Hollywood. And that's really it takes a lot of time which is why I'm excited for the Crenshaw, northern extension. I just want to put my word in for the LaBrea alignment because that would be the quickest and simplest way to go from South LA to Hollywood, it's a direct line. The study was saying it would take 10 minutes versus the hybrid route, which would take 20 minutes. I do not want the hybrid route, it's expensive, it takes so much extra time and it doesn't serve the community is going Northwell, none of this deserves West Hollywood well, in terms of a direct routes, what I'd like instead is to do the LaBrea route, and then do a spur going along Santa Monica BLVD, and eventually with more funding. We can go south. Once we go to Santa Monica and then go south to the last year nigga towards Provo city, and then you could go down to Venice Boulevard, and then you can go back up north, you could go along Santa Monica towards east, eventually hitting like eco Park, and silver like in downtown and further east from that so I just think that having three delivery routes and doing a Santa Monica spur line is much better for the network as a whole. And it would serve the community much better than the hybrid route so I'd like to do the libreria route with a spur on Santa Monica and I do not want the hybrid route. Thanks for listening and rely on public comment, comments, I hope you take my comments into consideration. Thank you.
110	5/07/2021	Mark	Hughes	Email	I would like to add my voice in support of the hybrid model. There is a great deal of tourism and commuting to, from, and through West Hollywood every day, and much of the local population is older and have mobility issues. Multiple stops will help with the flow of so many people through the city; will ease travel for those with physical limitations and restrictions; and will help reduce the amount of vehicular traffic through the city, reducing congestion and pollution over time. West Hollywood includes some of the most popular tourist and local destinations in the greater LA area, including the Sunset Strip, The Rainbow District and Cedars-Sinai. Many of LA's most important traffic arteries pass through West Hollywood's relatively small square-miles footprint, including Santa Monica Blvd, Fairfax Ave, Fountain Ave, and Melrose Ave, streets lined with popular businesses, restaurants, bars, and shopping hotspots. More 3.6 million tourists pass into and through West Hollywood every year, according the West Hollywood Travel & Tourism Board. Getting more of them out of cars and using public transit would increase local shopping while reducing congestion and pollution. We can boost business while easing travel and cleaning our air, and that's something we should be eager to do if we really want and plan to try to stop Global Warming and protect the environment as much as folks claim to. More subway stops means easier access and more likelihood it will be used. If we are going to do it, it needs to be done now and done expansively. Please use the hybrid model. Thank you for your attention in this matter. Mark Hughes West Hollywood, CA
111	5/07/2021	Michael	Diaz	Email	San Vicente-Fairfax Hybrid While a little disappointing of the San Vicente Alternative being modified, as a result of residents wanting to preserve Carthay Circle area without most of the historic buildings and trees being demolished. Though it makes sense to modify the route to serve concentrated areas with a heavy amount of jobs, retails, commercials, parks and residential homes are located at. I've noticed the San Vicente-Fairfax Hybrid alternative will serve Beverly Center and Cedars-Sinai Medical Center, with the underground spur turning west onto Beverly Blvd. However, I believe the portion should go under 3rd Street and then veer northwest onto San Vicente Blvd and have a direct underground station at Gracie Allen Dr. to serve both popular destinations, along San Vicente, between 3rd Street and Beverly Blvd. Now that's where the amount of patron will hop on and off. So, it'll be wise to relook at the alignment for a minor route change for the San Vicente-Fairfax Hybrid alternative. Cheers.
112	5/07/2021	Michael	Dias	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North This line is the ultimate "BINGO" for serving all jobs, retails, commercial, parks, recreations and residential areas. Not to mention, it will one day have 2 spurs (C and K lines) running from the South Bay to Hollywood and Norwalk to Hollywood in the future, respectively. So yeah, the "hybrid" proposal should get selected, even if the cost of the whole project rises to $10 billion or more.
113	5/07/2021	Randolph	Ruiz	Email	To whom it may concern, The citizens of West Hollywood are right to want to be served by a Metro rail line, but the proposed routings of Crenshaw North line that reach the city are too expensive, too long, and do a poor job of serving anyone. The proposed Hybrid line should definitely be rejected for is higher cost, slow running, and insignificant gain in projected ridership. Instead, I strongly urge Metro to study and consider another route alternative that would primarily use the La Brea Alternative to quickly and efficiently connect to the B Line in Hollywood, while also building a spur along Santa Monica Boulevard to serve West Hollywood. This new spur is not an ideal solution in the short term, but it could be the start of a very valuable rail corridor serving Santa Monica Boulevard, and could be extended eastward to Downtown. I have seen one proposal to extend the eastern end of a conjectural West Hollywood branch south along La Cienega Boulevard to Culver City, and then west along Venice Boulevard to Venice Beach. The transportation coverage this would provide would be terrific and could help sponsor some much needed development along these auto-oriented corridors. The west side of Los Angeles is a dense, urban area worthy of rail transportation investment. I hope Metro can appreciate the long term benefits of such an approach. Thank you for your consideration Randolph Ruiz, Architec
114	5/07/2021	Steffen	Grubber	Email	What is it going to be and why is it taking at least until 2047 Hi Melanie, Thanks for holding this event. Here are 2 questions: 1. What is it going to be? Subway, light rail, bus? In your video I don't really understand it. 2. Why is it taking until 2047? Thanks for your help, Steffen
115	5/08/2021	Craig	Lyn	Email	Hi, I'd like to write in support for the San Vicente Hybrid and spur option and a stop at the Hollywood Bowl. I think network coverage and accessibility to more locations is more important than creating a shorter more direct connection that other options offer. The additional 8 minutes minutes will give access to additional areas is well worth and will increase potential Metro ridership. Craig Lyn

Comment Number	Comment Date	First Name	Last Name	Method	Comment
116	5/08/2021	Harlan	Felix	Email	The hybrid option is definitely the better option here. West Hollywood NEEDS this connection!!! And no I do not mean La Brea. Cedars Sinai and the Beverly Connection have plenty of hardworking people who work in those areas. My guess is that the stop at the grove will be on 3rd Street in the parking lot next to Du-Pars. I do like the extension to the hollywood bowl, very convenient. It would be wise to extend it further north towards the Warner Brother Studios, Burbank airport and eventually towards the burbank empire shopping center with a final stop in Downtown Burbank. Update: Listening in on the meeting today, I think it would be really wise to look into a spur of the line where the hybrid is still selected but will run east towards; Dodger Stadium, DTLA, the San Gabriel Valley via Valley Blvd or Hunington Dr, Chino or possibly the Ontario Airport! The second line could be the La Brea line where a Junction Box can be created at La Brea and Santa Monica for an east/ west and north/ south connection. The Hollywood Bowl option should stay with a consideration of the burbank extension that I referenced above. Another junction box to consider would be Dodger stadium if the Santa Ana Branch has a northern extension through Atwater Village, Glendale and Burbank. The two lines can be 2 levels similar to the 7th st metro center. There should also be a consideration for a stop along San Vicente and Hauser. This train should remain underground for the entire line. Please take these things into consideration. We have to look at the long term not just the short term.
117	5/08/2021	Paula	Hess	Email	Re: Crenshaw Northern Extension Virtual Scoping Meeting #3 Confirmation Hi Melanie, Thrilled there will be more rail. Go to the Bowl!! I ride public transport. Sold car. However, stopped riding subway because it no longer is safe with homeless and mentally ill. How are you addressing. Sent from my iPhone
118	5/10/2021	Alexander	Popov	Email	Central LA metro connection My name is Alexander Popov. And I have an idea to connect the LA Expo line light rail, future purple line subway and Red line subway. Because I love LA. And agree with the new rail lines fixing the traffic problem around. And those three metro lines make good transportation to those areas in the core of the city. The only problem is those three lines being hard to get to one another with the only connection being in downtown. And on Vermont Ave. for the two subways. So if you want to get to Santa Monica from Hollywood, you have to go all the way around to downtown to get to the Expo line to there. Same will be with the future purple line subway to Beverly Hills and Century city. And that's why I propose this idea to fix this for the future.
119	5/10/2021	Paula	Yerman	Email	I prefer: 1. Fairfax San Vicente hybrid 2. 100% underground 3. Consider a stop at La Brea and San Vicente. There's a large hill between that location and Rimpau terminal. It would be a big hike. 4. Yes to Hollywood Bowl stop. 5. Completion of project timeline is too long. Olympics are coming here. Why so long? Paula Yerman
120	5/11/2021	April	Barnett	Email	NO to San Vicente Train!! To Whom It May Concern: I have been a stakeholder in Wilshire Highlands for over 25 years. The beauty and serenity that the San Vicente medians offer is unparalleled in the heart of the city. It offers a lovely vista while driving east and west and there's hardly any traffic on this road. That's why I'm staunchly opposed to the "At Grade" Crenshaw Northern Extension Line cutting through on San Vicente. It is more logical and cost effective for the line to go north on La Brea Avenue where there are no beautiful green medians to destroy; only concrete and pavement which is far more easier and less emotionally taxing than tearing up beautiful trees and MUCH NEEDED GREENERY which currently occupies San Vicente. PLEASE, PLEASE, do no destroy what little green spaces and peace we have left in this city. I implore you DO NOT EXTEND ON SAN VICENTE!! Thank you, April Barnett 1300 Block S. Mansfield Avenue
121	5/11/2021	Corentin	Leydis	Email	Hello, First of all, thank you for working on this great and much-needed project. The overall new route(s) makes a lot of sense and we are looking forward to its completion to use it! However I live in San Vicente, near La Brea, and I am pretty shocked to see a portion of this new route being at-grade/above-grade in a residential area. I believe it's pretty much common sense to agree on the fact that at-grade/above-grade railway is considered a nuisance and produces a lot of visual and auditive pollution (and also some vibration sometimes). On top of that, the railway would be destroying the greeneries that are currently in the middle of San Vicente, with a lot of beautiful and old-aged threes. Considering the challenges ahead when it comes to climate change, I cannot understand how such a project could have been considering and is still on the shortlist. Especially in a city such as LA, which barely has any public park/green areas. It's pretty clear that the main decision criteria here is to save money (at whatever cost for the environment(s)). And one reading of the situation is that it's easier to get an above-ground portion to get passed in a residential area because people are more vulnerable, less organized. In comparison to the more commercial areas up north of the line, with developers and businesses more organized to fight such projects. The impact of creating a non-underground portion on San Vicente would be very shortsighted, changing the landscape of a nice residential area forever. I have always been a strong supporter of urbanization and understand the challenges and opportunities offered by public transit, but in this situation all I am seeing is unfairness. Hope you will be taking into consideration our comments. Thank you, Corentin Leydis 310 721 9618

Comment Number	Comment Date	First Name	Last Name	Method	Comment
122	5/11/2021	Dan	Poineau	Email	After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixes the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood/Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro rail service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Thanks for your time and consideration.
123	5/11/2021	Israel	Vasquez	Email	Crenshaw North // La Brea and West Hollywood Spur Suggestion Hello Sir or Madam, My name is Israel Vasquez and I am more than happy to share my thoughts of possible routes for Crenshaw North. I believe building out the direct La Brea line (magenta line in image below) would be the best option alongside a spur line (turquoise/teal line in image below) that connects West Hollywood! The quick line on La Brea is the most economical for all residents and adding the spur will increase foot traffic to many sectors of the LA community. Not only that, but it would give an opportunity for commerce and travel a huge boost! See below for a diagram of the best option that will satisfy most la folks! Thank you and I am excited about the future.
124	5/11/2021	Joebie	Kong	Email	I strongly advocate the addition of a spur line to WeHo as another option for Crenshaw North; while Crenshaw itself would take the "fast" route. This allows for much better connectivity and possible future connections.
125	5/11/2021	John	R	Email	Hi - I want to register a comment for the CN Extension Project meetings. Here is the comment - Please choose the La Brea route. This route help many of us who must commute to work from the Crenshaw district to the Valley. The other alternatives do not make economical sense and are much more expensive. Best, John
126	5/11/2021	Larry	Haddad	Email	Crenshaw Line Northern extension - Public comment for the record Dear LA Metro, Thank you for the opportunity to provide comments on this important study. The La Brea alternative is the sensible solution for the long term viability of the Metro system. It will provide efficient access between the Hollywood and the West Side (Purple and Expo Lines), as well as from Hollywood to LAX. As a general rule for designing an efficient and scalable system, the Metro rail network should follow the road grid, along the main North/South and East/West routes. Therefore the La Brea route is most scalable for the Crenshaw extension. Eventually a East/West route along Santa Monica Blvd will be needed too. With some funding by the City of West Hollywood, the first leg of the Santa Monica line could be built as a separate project. Thank you for the consideration, Yours truly, Larry Haddad Rancho Palos Verdes CA
127	5/11/2021	Lizzie	Mandler	Email	METRO LINE CONCERNS Hello, I am writing today about the metro line extension on san vicente. I am a home owner who lives directly in front of where the subway is supposed to be at grade. This is deeply upsetting for the following reasons 1) you will be tearing out precious and very old greenery. One of the best parts about san vicente is the beautiful median. Tearing this up would be a massive disservice to the community and destroying very old trees in our area 2) our property value- as a homeowner with my windows on san vicente the noise pollution, construction and visual pollution of the metro at grade level will absolutely destroy my property value. it is completely unfair to do this in a residential neighborhood. it is well known that metros are of huge benefit in commercial areas, so then this metro should run down pico which is commercial instead of san vicente which is entirely residential. 3) This is the only small section of the entire line that is at grade. this is almost a blatant insult to the homeowners and residents of the area. I cannot bare to think that this is due to budget when this project is already in the billions, putting this section of the metro underground will not be a drop in the bucket of the overall budget I am begging you to please please put this section underground, as it will be for the entire rest of the route. Please do not absolutely destroy our neighborhood, especially one that does not have the finances to fight the way beverly hills did. The socioeconomic politics of this move are shocking- why should a metro be at grade in our neighborhood but entirely underground running through more affluent neighborhoods? I am 100% in favor of this metro line, just please show us the courtesy that other neighborhoods (and the rest of this route) have been shown and put this section entirely underground. thank you Lizzie Mandler

Comment Number	Comment Date	First Name	Last Name	Method	Comment
128	5/11/2021	Marisa	Mandler	Email	METRO LINE COMMENTS Hi, I am writing in regards to the metro line which is being proposed to run along San Vicente. We have worked very hard to own our own home and FINALLY do (on San Vicente, a block west of La Brea). Unfortunately this is the exact area you are planning on possibly building an at grade metro line which would run directly out of our window, right in front of our house. This will affect us horribly as it will not only be awful to live next to, it will completely de-value our house which we have worked SO hard to buy. I cannot plead with you enough to please make this metro line below ground. Apparently you are thinking of making it below ground everywhere, except in this small strip of residential homes along San Vicente. THIS MAKES NO SENSE and hurts people just like me who have worked so terribly hard to finally own a home and then just have that home be de-valued by this decision. Please make the metro below ground all the way. Please feel free to contact me if you would like any more feedback (all neighbors share the same sentiment). Is there anything else we can do to voice our opinion and stop this from happening? Thank you, Marisa Mandler
129	5/11/2021	Sammy	Gazda	Email	Dear Metro Staff, Good afternoon! I'm an incoming freshman at UCLA and public transportation is something I take very seriously. I've been doing research on the construction of the Crenshaw Line Northern Extension and hope it can begin soon. However, my friends and I would like to see an additional alignment option added for consideration. The La Brea route is the most direct and makes the most sense as its own transit corridor, but it is also important to provide good coverage for West Hollywood. The problem is that these should really be treated as separate corridors, and trying to combine them, such as with the Fairfax/San Vicente hybrid proposal, creates a suboptimal result for both. I have seen the idea floated in this video (https://youtu.be/FzFwWsO30KM?t=749) to build the La Brea alignment as well as a spur along Santa Monica Blvd, and I think this would be the best solution, especially considering future expansion potential. I understand this would require more funding, but I would like to see it be evaluated further and added to the map for public consideration. Sincerely, Samantha Gazda
130	5/11/2021	Steven	Kung	Email	letter of support for Fairfax/San Vicente Hybrid Route Dear Committee members, I already spoke at the Scoping Meeting on 5/8/21, but wanted to highlight my points in writing. I have lived in West Hollywood for twenty years and I support the Fairfax/San Vicente alternative for the following reasons: 1. It would introduce a critical mass of new riders to the Metro system. Residents of West Hollywood, who would normally drive places, would suddenly find themselves within walking distance to a metro stop. Having them take the metro would not only decrease traffic in the West Hollywood area, but also through the LA metropolitan area. This critical mass of riders is essential to luring the people who drive to take the metro, not just people who take mass transit. This could be the tipping point that elevates the Metro to a system that everyone takes, just like in NY, San Francisco, and DC. 2. The Fairfax/San Vicente Line would best serve regular commuters, including those coming from the south. I wanted to counter the argument that the Fairfax or La Brea lines would be the most racially equitable because commuters of color would save 8 minutes on the way to their destination. This specious reasoning doesn't account for the fact that the San Vicente line would open up more options and destinations to commuters from the south. Commuters of color not only need to get north, they also need to go west. Many of them work in West Hollywood, especially the Beverly Center and the Cedars Sinai, and so these destinations would serve a new swath of riders of color. More destinations = more riders of color. The Fairfax/San Vicente line would be the most equitable to communities of color because they would serve more riders of color, as opposed to only those who are already taking transit to get north. 3. On the map it shows a stop at Santa Monica and La Brea. This is a high traffic area and I fully support putting a station here. 4. I also support the Hollywood Bowl stop - Everyone who has driven on the 101/or in the area during Hollywood Bowl season knows traffic there is a disaster. 5. Expedite the Construction Timeline - this was echoed by everyone on the call. The sooner this is built, the better. We selfishly want to be able to ride the Metro while we are still physically able. Thank you for considering my thoughts on the new Metro Line. I wish you godspeed moving forward with the plans. All best, Steven
131	5/12/2021	Baker	Wiles	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Sent from my mobile: Baker Wiles 323-309-0139 mobile

Comment Number	Comment Date	First Name	Last Name	Method	Comment
132	5/12/2021	Jared	Bogda	Email	Request for a Stop at San Vicente Blvd. and S. Cochran Ave 90019 Hello, As a resident of the midcity area, we are very excited to have more public transportation in the area as our population, buildings, and community grows with the addition of the metro line. I am very concerned that there are no stops located from the Midtown Crossing until Fairfax near the grove. That is a 2 mile stretch with no stops for our community to get on or for people to stop and visit our many shops and restaurants on Pico. Neither of those stops are in the Pico Neighborhood Council limits. Therefore, our residents are not able to walk to a stop or use the metro that is running right through our community. The Cochran Ave and San Vicente intersection is a great middle location in Midcity with many muli-unit residential buildings and businesses surrounding. It is a very large intersection with the space to have a stop and would benefit the community greatly. I am asking that you please consider this location as an additional stop on the line to support the community that the metro is planned to run through. Thank you, Jared Bogda
133	5/13/2021	Carmen	Bordas	Email	Adding a Metro station between Mid-Town/Wilshire Hello, I noticed that there is no station planned near La Brea as the train turns to go North. As a resident here near La Brea, this is the way that we can engage with the new transit. If there is no train in our area, then the train is just going through our area. (near Olympic/San Vicente). This does gives residents here all the headache of the train and very little of the benefits. That does not seem equitable. Please look into adjusting this plan to provide for a stop on La Brea in between MidTown Crossing and the next stop on Wilshire. Further, I do not support the train going down San Vicente to Fairfax, because there are no destinations on San Vicente. We need to preserve the green space here. It is very valuable green space in the middle of the city, it is far and few between. This needs to be included in any environmental study. I would like a response to this email. Carmen
134	5/13/2021	Catherine	Collins	Email	Metro Line Stop in Mid City To Whom It May Concern, As a resident of the Mid City area, we are very excited to have more public transportation in the area as our population, buildings, and community grows with the addition of the metro line. I am very concerned that there are no stops located from the Midtown Crossing until Fairfax near the grove. That is a 2 mile stretch with no stops for our community to get on or for people to stop and visit our many shops and restaurants on Pico. Neither of those stops are in the Pico Neighborhood Council limits. Therefore, our residents are not able to walk to a stop or use the metro that is running right through our community. The Cochran Ave and San Vicente intersection is a great middle location in Mid City with many muli-unit residential buildings and businesses surrounding. It is a very large intersection with the space to have a stop and would benefit the community greatly. I am asking that you please consider this location as an additional stop on the line to support the community that the metro is planned to run through. Thank you, Catherine
135	5/13/2021	Francisco	Valencia	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Rail Project!! I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project, because it will bring much more Ridership, more Jobs in the Community, and More other destinations in Mid City & WeHo to go much more quicker & faster that taking the Bus such as: The Grove, Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA, Hollywood Bowl, Museum Row, WeHo Nightlife, Pacific Design Center, West Hollywood Park, and other Fantastic Places!! I believe that this Alignment will Work for the Future of LA's Transit System!!! In addition, It will also connect with the Metro Expo Line (E) and of course the Metro Red Line (B)!!! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
136	5/13/2021	Hana	Kawano	Email	Dear Metro, I recently attended the May 6th Zoom presentation for the Crenshaw Northern Extension Project. I heard that the section going north/northwest from the Midtown Crossing Shopping Center would be all underground. Is that correct? I am asking because, I did not see anything in the visual aids that indicated an all underground route. Thank you, Hana Kawano
137	5/13/2021	James	Carter	Email	Hi, Metro. Please consider constructing two routes on the Crensahw North line: one that is direct and a spur that connects West Hollywood. Thanks! In solidarity, James No human is illegal.

Comment Number	Comment Date	First Name	Last Name	Method	Comment
138	5/13/2021	Johnny	Menhennet	Email	Public Comment Good morning, I wanted to voice my support for the La Brea alignment on Crenshaw North. As someone who frequently travels between the Valley and LAX, and the Westside more generally, I support La Brea for the lower cost, the fastest time from end-end, and the connection possibilities. I like the idea of a separate line down Santa Monica Blvd that would serve WeHo destinations, but it should not be Crenshaw North as the time penalties are too much for daily commuters without a commensurate ridership gain to justify the higher costs. Thank you for your time and consideration. Johnny Menhennet
139	5/13/2021	Jonathan	Neff	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
140	5/13/2021	Michael	Villiers	Email	Metro Planners: Thank you for your public forum on Saturday May 8 2021. Please select the Fairfax or La Brea alignment, and plan for a western Spur on Santa Monica Boulevard. As was pointed out in a comment on Saturday, total initial route length including the Spur could be shorter than the Hybrid. At three minutes additional trip-time over the baseline La Brea alignment, The Fairfax alignment is a reasonable compromise to engage The Grove / CBS and greater residential population near Fairfax Avenue as compared to La Brea. The Hybrid route is too convoluted. Eight minutes over the baseline is an unacceptable burden for all riders, and will handicap the line in its purpose of regional travel. The Santa Monica Boulevard Spur could include all the additional stations of the Hybrid. Grown to become a fully-networked separate line from East Hollywood to Culver City (and potentially beyond in both directions), the Spur allows for a system Los Angeles needs to move the needle on connectivity, speed and ridership. Hollywood and these parts of Central Los Angeles compare to Downtown in employment and residential density and deserve a comprehensive network of fast rail transit. With existing densities and ongoing development, there's no redundancy in parallel routes Hollywood Bl / Santa Monica and Fairfax / La Cienega. The mostly-West Hollywood residents who in the Saturday meeting supported the Hybrid route for the additional stations are not wrong in wanting those stations. But Metro would be short-sighted to select that alignment because it would be at the expense of recognizing the full dynamics of this part of Central Los Angeles and its importance in the region. Thank you Michael de Villiers
141	5/13/2021	Timothy	Grant	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Tim Grant Hollywood
142	5/14/2021	Judy/John	Reidel	Email	Include farmers market, grove, n museums Do it all. Can join Fairfax n West Hollywood. Also can take Olympic east to wilshire western station. Hollywood bowl good too. xxx judy reidel
143	5/14/2021	Lauren	Meister	Email	To whom it may concern, Please include my questions in the EIR process. Questions: 1.When LA County was conducting storm drain work on San Vicente Blvd., between Beverly and Melrose, in the late 1990's/early 2000's, the neighborhood experienced subsidence. How will rail construction affect the ground stability in this area? 2.This area (Doheny to La Cienega, Beverly Blvd. to Melrose Ave.) also has a high water table. How will that be impacted by rail construction? Thank you. Regards,
144	5/15/2021	Joseph	Mandula	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North As a twenty year resident of West Hollywood, I strongly support this transportation alternative as it would serve the most residents, visitors and destinations. Just as I supported the Wilshire/West Hollywood Subway (Alternative #11) in May of 2009 which never came to fruition. Sincerely, Joseph Mandula

Comment Number	Comment Date	First Name	Last Name	Method	Comment
145	5/15/2021	Peter	Marinic	Email	Dear Metro Team, I am writing to express my strong support for the hybrid route option to bring the light rail line through West Hollywood. I also strongly advocate that this project be escalated to complete prior to the 2028 Olympics. This routing is aligned right through some of the highest density areas of the westside. Los Angeles and West Hollywood desperately needs this transportation solution and I'm so excited to see the progress being made to assess the options. Thanks for all you are doing to bring this project to fruition. Regards, Pete Marinic, West Hollywood homeowner
146	5/15/2021	Ryan	Cook	Email	San Vicente Underground Request To whom it may concern, I don't normally write in about metro projects, as I think any and all public transit improvements are greatly welcome in this city. However, I'd like to point out that one of the next largest "existential" issues with our city is not enough green space. Building the north extension along San Vicente above ground will remove even more of the already sparse green space that our city has. I implore you to please consider the long term effect that taking away even more green space will have against the short term costs. Over the 100+ year life of this metro line, consider all the generations of families who will live along and near San Vicente and how this will impact them. Thanks
147	5/15/2021	Zaul	Meza	Email	Preferred option : Fairfax route. I would also advocate a branch serving Santa Monica Boulevard to Century city. Thank you.
148	5/16/2021	Brian	Custer	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
149	5/17/2021	Cooper	Johnston	Email	Fourth Alignment Option With Santa Monica Blvd Spur Dear Metro Staff, I am excited by the idea of accelerating the construction of the Crenshaw Line Northern Extension since I work in the area to be covered. I would love to see this project completed sooner than the current 2047 plan; however, I think it would be greatly beneficial to add another possible alignment option to the three currently proposed. The La Brea option is by far the most straightforward and direct route as a logical continuation of the Crenshaw LAX line, and it is the most convenient for north-south travel. Providing good coverage for West Hollywood is also hugely important, but attempting to do this by bending the Crenshaw Line out of the way as in the hybrid alignment proposal is a bad solution for both purposes. These should really be treated as two separate corridors. The idea put forward in this YouTube video by Nick Andert for a spur among Santa Monica Blvd in addition to the La Brea alignment stood out to me as a great solution. I particularly like the potential for future expansion to the Westside. While funding may not be fully available under current circumstances, this could very well change in the future and I strongly urge you to add this as an option for environmental review and public consideration. One last note is that I would like to see more be done to make it safe and convenient to bike to and from Metro stations. I like the bike parking that is available and that there are bike paths that run along some lines, but too often stations are located on busy, high-traffic roads with nonexistent or inadequate bike infrastructure, which makes biking out of the question for the vast majority of people. Perhaps some type of initiative could be created to build safe bike routes out into the areas serviced by stations, or does this already exist? Sincerely, Cooper Johnston
150	5/17/2021	Josh	Einsohn	Email	Support for light rail on San Vicente I was just made aware (via Next Door) that there are tentative plans to run a rail line up San Vicente and that people in my neighborhood (Carthay Circle area) seem to object to it, so I wanted to say that I STRONGLY SUPPORT a light rail line being run up San Vicente to West Hollywood. I am tired of this NIMBY garbage when we're talking about a bunch of medians that nobody uses. I am only sad we have not had it for years already. I hope that it's not too late to avoid workarounds and to still move forward with the San Vicente plan. The street was literally, originally designed for just this. All the best, Josh Einsohn
151	5/17/2021	Kyle	Kerley	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B) and potentially even the Hollywood Bowl! I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you!

Comment Number	Comment Date	First Name	Last Name	Method	Comment
152	5/17/2021	Mito	Aviles	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B) and potentially even the Hollywood Bowl! I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you!
153	5/17/2022	Nayereh	Parvinpour	Email	Crenshaw north project Hello, I would like to express my support for this project and the hybrid route. Please build it now instead of 2047. Thank you,
154	5/17/2023	Nona	Friedman	Email	Great project Dear Metro, I watched your presentation last week. I think it's a great project. I like the Fairfax and the Fairfax to Cedars as the best choices. I also think starting the project as soon as possible would be much better than waiting multiple years. Let's expedite the project. I also think adding bike lanes to the streets you have to take apart would be another great way to improve transportation throughout the city. Thank you, Nona Friedman
155	5/18/2021	Adam	Faruqi	Email	Thoughts on Crenshaw-North alignments To whom it may concern, I'd like to express some thoughts and worries I have about the current alignment options in consideration for the Crenshaw northern extension, and propose an alternative. None of the three alignments being studied can satisfy everyone. The Fairfax alignment avoids most of WeHo, and the La Brea alignment excludes it altogether. The hybrid option serves the heart of WeHo, but takes a circuitous route that adds considerably to the travel time. Please consider an alternative. Building the La Brea alignment, with an additional spur to WeHo as per Mr. Nandert's suggestion. You can find a diagram of his suggestion here, at around timestamp 5:28. The La Brea alignment is a crucial north/south link in a city of almost entirely east/west transit lines. If we want this line to be attractive to the people it serves, it HAS to compete with traffic. It has to get you there fast, which the meandering hybrid route will not be able to achieve. Building a spur to WeHo sounds like a temporary fix but in fact it is the wiser option for the long term. The "pink line" has long been desired in LA as a link between Hollywood and Beverly Hills. This would provide it, with additional potential for expansion in both directions, to Venice in the west and Echo Park and Downtown in the East. Please, the hybrid option is popular but it just does NOT make sense as a transit line. We should absolutely include WeHo in Metro expansion--they deserve it-- but we should not sacrifice the functionality of the system at whole just to include a neighborhood early. Thank you for listening, and I hope you'll consider this option. I think it would truly be a lot better for the city in the long run than the hybrid option. Best Wishes, A concerned Angeleno and Metro rider, Adam Faruqi
156	5/18/2021	CHase	Cohen	Email	I support the Fairfax-San Vicente Hybrid alignment I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
157	5/18/2021	Ever	Moreno	Email	I would like the Northern Crenshaw train go thru West Hollywood.
158	5/18/2021	Ever	Moreno	Email	I would like to travel to West Hollywood for the Northern Crenshaw Train
159	5/18/2021	Ever	Moreno	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you
160	5/18/2021	Jackson	Hurst	Email	Name - Jackson Hurst Address - 4216 Cornell Crossing, Kennesaw, Georgia 30144 Comment - The alignment alternative that I support for Metro's Crenshaw Northern Extension Project is the Fairfax-San Vicente (Hybrid) alignment because the Fairfax-San Vicente alignment provides access to the Beverly Center and Cedars-Sini Medical Center.

Comment Number	Comment Date	First Name	Last Name	Method	Comment
161	5/18/2021	John	Heilman	Email	Hi. I fully support the northern extension of the Crenshaw Line to West Hollywood. I think the route which heads north and intersects with Santa Monica at San Vicente. I would suggest that Metro look at the following stops: San Vicente and Melrose Santa Monica and La Cienega Santa Monica and Fairfax Santa Monica and LaBrea I know this would put stops somewhat closer than Metro's normal policy, but the stop at San Vicente and Melrose is essential, but it would primarily serve our business community since that area has some of the lowest residential density in West Hollywood. Having stops at La Cienega, Fairfax and La Brea would serve the maximum number of West Hollywood residents. Putting stops at those intersections would also allow for the maximum number of connections to existing Metro bus lines. I also hope that Metro has learned from the experiences at other Metro stations. While having public plazas sounds like a good idea, the plazas at existing Metro stations have not been particularly successful. I hope you will look at integrating transit entrances and exits into new construction or that the entrances are not surrounded by open plazas which don't seem to serve the public well. Thank you for your work on this. John
162	5/18/2021	Jonathan	Strauss	Email	I support the Fairfax-San Vicente Hybrid alignment As a homeowner and resident of the Tri-West neighborhood of West Hollywood, I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. And it would make it easy for my two kids to get around by rail! It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
163	5/18/2021	Karl	Lott	Email	Fairfax-San Vicente Hybrid - Crenshaw Northern Extension I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
164	5/18/2021	Lyle/Martin	Pal	Email	I support the Fairfax-San Vicente Hybrid alignment I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. WHY? It's the only one that makes sense. Why build something of less use to the most people with the other alternatives? I love using Metro Rail, but I do not much because I cannot get to a station from the west side without a lot of difficulty. I do not drive. Anyone who's ever been to the Hollywood Bowl will support a station at that stop as well. I'd suport one at Dodger Stadium! Heh! ALSO: The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Sincerely, Martin Pal
165	5/18/2021	Marisa	Mandler	Email	SUBWAY ALONG SAN VICENTE I am writing to voice my concern with the metro running above ground/ at grade along san vicente. We live directly on San Vicente, just west of La Brea, and while we all can agree LA needs this subway system, there is no reason why it should run at grade in a highly residential area. It will create awful noise and light pollution directly outside of our windows, and also will greatly devalue our property and homes. Please please please make this BELOW ground. Thank you, Marisa Mandler
166	5/18/2021	Michelle	V	Email	Hi, My name is Michelle Valentino and I've been a resident of LA for over 40 years. I would like to urge Metro to choose the hybrid model and build the project now. This is a vital link that should have been built years ago. Thank you, Michelle
167	5/18/2021	Nina	Lopez	Email	Hi, My name is Nina Lopez and I'm a resident of Mid City. I would like to express my support for the Hybrid Alternative and for it to be entirely underground. Thank you,

Comment Number	Comment Date	First Name	Last Name	Method	Comment
168	5/18/2021	Olga	Lexell	Email	I support the Fairfax-San Vicente Hybrid alignment I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
169	5/18/2021	Rachael	Jabor	Email	hybrid route crenshaw north Hello, Please build the hybrid route and before the olympics. IT must stay underground and include a station at the bowl and at the grove. Thank you,
170	5/18/2021	Samantha	Rawlinson	Email	Hi, My name is Samantha Rawlinson and I reside in Mid City West. I would like to urge Metro to build the hybrid or fairfax alternatives now and not wait until 2041. Please keep it in subway and include a station at the hollywood bowl. Thank you, Samantha
171	5/19/2021	Aaron	Harris	Email	Public Comment for Crenshaw North alternatives to study Hello, I hope this message finds you well. I would like to urge Metro to consider an additional alternative not currently presented in the draft Crenshaw North Plan. As a resident of Melrose and frequent Metro rider, I think it's clear from the 3 options presented that there is a need to build coverage into the expanded Metro rail system without compromising travel times that none of the options currently address. Please add an additional alternative to study a line along La Brea Ave (similar to the existing La Brea alternative) built with the expansion in mind for a future spur line through West Hollywood (west along Santa Monica from La Brea to La Cienega and then South along La Cienega). This will provide a high-quality transit connection to West Hollywood without sacrificing ridership from the hybrid plan. You can view a proposal for this additional alternative explained here: https://www.youtube.com/watch?v=FzFwWsO30KM&t=847s Thank you for your consideration! I am looking forward to additional developments on this project! Please let me know if there are additional details I should provide. Aaron Harris
172	5/19/2021	Chris	Garcia	Email	Hello, Please build the hybrid route now and do not split this project up and delay it any longer. It should continue further north too. Thank you
173	5/19/2021	Fred	Tomson	Email	I think La Brea doesn't make sense, please build the other routes as soon as possible, and keep it separated from traffic the whole way
174	5/19/2021	Michael	Ferrera	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
175	5/19/2021	Riley	Warton	Email	Add a La Brea+Spur option to the Environmental Review Hello, I want to start by saying that I am not from Los Angeles, nor am I from the area. I am from Colorado. I sent an email hoping that this alternative (where a separate light rail line is built to West Hollywood) could be completed. I hope that this spur can eventually become something very useful in the metro area, and that it can be used as a good example of what a transit project should look like. Cities across the US looking to improve their public transit for the environment can look to Los Angeles to do it, and I feel like that is a great model. If Los Angeles can develop a brand new, high-quality, and highly used system, it can be a model for the entire nation, not just a benefit for Los Angeles. Hence why I care about a transit system so far away from my state.
176	5/19/2021	Sam	Singh	Email	Hi, My name is Sam and I believe Metro should build the hybrid route now or before the olympics. please do not split the project into 2 or delay this any further. Sam S
177	5/19/2021	Susan	Pintar	Email	I support the Fairfax-San Vicente Hybrid alignment. Susan Pintar

Comment Number	Comment Date	First Name	Last Name	Method	Comment
178	5/19/2021	Tania	Becker	Email	I support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project. Having travelled extensively for my work, I am continually shocked to hear from the LA community that they would never consider using trains (some don't even know we have them!!) and that they choose their cars even in situations where it would be quicker for them to travel by Metro. The 2 reasons I see for this is: 1) Metro does not serve a wide enough area in LA ...and perhaps more importantly... 2) LA culture does not embrace subway culture as other major cities do. The Fairfax-San Vicente Hybrid alignment would serve all the major destinations in Mid City and WeHo, including a range of mixed community riders, underserved communities, tourists and job centers. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. I live in WeHo and have so far survived without owning a car. But depending on my work, I have to rethink this on a regular basis. I have worked extensively in New York in the past and have never owned or rented a car there. With Uber Pool not being offered currently, it is too expensive for me to use Uber to get to my jobs. This along with Weho being underserved in terms of subway service, may push me to get a car. :(I look forward to a time where LA residents don't see train travel as inconvenient, unsafe..or just "unpleasant". There's no reason our culture shouldn't embrace the use of the Metro. This needs to change. We have beautiful stations - we just need more riders!! A route deeper into WeHo would encourage both travelers and locals to use our metro, and make it safer and warrant more trains. I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process.
179	5/19/2021	Trevon	Garcia	Email	support for crenshaw line to hollywood My name is Trevon and I urge Metro to build the Crenshaw Line all the way to Hollywood now, and to include stations at beverly center and at the grove. please don't split this project or delay it. it should have been done already.
180	5/19/2021	Trevor	Rodriguez	Email	Hi, My name is a Trevor and as a resident of West Hollywood I would like Metro to build the hybrid model route now and not in 2041. Thank you, Trevor
181	5/19/2021	Vanessa	Garcia	Email	Please build this project now and include west hollywood and cedars. and keep it in subway, thank you!!! Vanessa
182	5/20/2021	Jasmine	Larkin	Email	Hello, I think that instead of picking one of the three route options for the Crenshaw Line North, Metro should select both the La Brea option and the La Cienega option as a spur of the La Brea route. The La Brea option is great because it's the fastest and most direct of the routes; it would allow for significantly quicker travel between Hollywood and LAX than the winding hybrid option currently under consideration. That said, I do think that West Hollywood also deserves a good rail line that will service its many destinations along Santa Monica Blvd. So why not combine the best of both worlds by building both options? West Hollywood seems eager to help accelerate rail construction with financial support, so I imagine they'd be supportive of this proposal to do both routes. An added bonus from building the La Cienega/San Vicente option as a spur line of the La Brea option is that Metro could eventually extend from Wilshire/La Cienega down to Culver City and then on to Venice, and on the other end toward downtown via Silver Lake and Echo Park. This would be a great benefit to the entire Metro system to bring these neighborhoods into Metro rail's reach (and to connect to the forthcoming Sepulveda Pass line, which hopefully will NOT be monorail). So to sum up, I strongly support Metro building both the La Brea option and a separate spur line that follows the San Vicente option through West Hollywood and down to Wilshire/La Cienega. Thanks for your consideration. All the best, Jasmine
183	5/20/2021	Matthew	Swanson	Email	Hello, I would like to voice my support for Metro building the La Brea option for the Crenshaw North in addition to a spur line that goes through West Hollywood and then south to Wilshire/La Cienega. The La Brea option would allow for faster, more efficient travel between Hollywood and LAX, compared to the meandering, circuitous hybrid proposal under consideration. This speed would be a benefit to many, many Angelenos. But adding a separate spur through West Hollywood would benefit many as well by better serving more of the central part of the LA basin than any single line could. Constructing two lines would open up many excellent and appealing options that would help on a system-wide level, such as (1) extending the spur line from Wilshire/La Cienega to Culver City and then on to Venice, and (2) eventually converting the spur into a separate line that extends to downtown LA via Silver Lake and Echo Park. Although the cost would increase by building two lines, I would think that West Hollywood, which seems eager to be serviced by Metro stations, would be amenable to building both lines and could offer financial support for this idea. To sum up, I strongly support Metro building two lines: the La Brea option for Crenshaw Line North and a separate spur line that more or less follows the San Vicente option through West Hollywood and down to Wilshire/La Cienega. Thank you for your time and consideration. All the best, Matthew
184	5/21/2021	Chuck	Coleman	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Comment Number	Comment Date	First Name	Last Name	Method	Comment
185	5/21/2021	Gary	Byrne	Email	Thank you for all your hard work! I'm writing in support of the Fairfax/San Vicente Hybrid Alternative. This option provides the most connectivity to the most key destinations. It is also the only option which fully serves the City of West Hollywood and will provide a vital connection between the core of West Hollywood and the broader regional transit network. Thank you again and good luck!
186	5/21/2021	Peter	Bonilla	Email	I support the Hybrid subway alignment I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. I believe that the other choices fall short and that the more ambitious Hybrid alignment will much better enable us to turn greater Los Angeles into a smog free word class metropolis. We've got too much catching up to do to take half measures! Best regards, Peter Bonilla
187	5/21/2021	Stephen	Perisho	Email	Hello, I would like Metro to analyze an alternative that has not been described as part of the existing alignment alternatives for the Crenshaw Northern Extension. The alternative I would like Metro to evaluate is a northern extension of the K (Crenshaw) Line along La Brea (the La Brea concept) to the Hollywood Bowl along with a spur that continues to West Hollywood. This West Hollywood spur would connect to the K Line at approximately Santa Monica / La Brea and continue along Santa Monica to a stop at Santa Monica / San Vicente (and would potentially continue south along San Vicente or La Cienega). As someone who lives in Leimert Park and looks forward to the completion of the K Line, the La Brea Concept with West Hollywood spur would provide the benefit of a more direct connection between the existing K Line to Hollywood and provide ample access to important areas in West Hollywood. Thank you very much for your consideration. Best regards, Stephen Perisho Medicare Health Insurance Plans & Estate Planning Attorney
188	5/23/2021	Will	Norman	Email	I am not in favor of the Crenshaw Northern Extension. Hollywood and West Hollywood already have too much traffic and not enough travel/walking space. Your proposed construction will most likely take years to complete, making an already challenging situation worse. Additionally, we also have travel services like Lyft and Uber. Your new extension is really too little too late. Sincerely, William Norman
189	5/24/2021	Daniel	Kolodziej	Email	My wife and I are residents of Carthay Circle for over 20 years. We wish to comment regarding the Metro Crenshaw Northern Extension. We understand that the path of the Crenshaw Northern Extension (that will run on San Vicente before heading north) is currently being considered and that a portion of the rail between the Midtown Crossing Shopping Center and Stanley is proposed at grade and/or aerial on San Vicente Boulevard, and will run through Carthay Circle between Fairfax and Wilshire Boulevard. Carthay Circle is one of the oldest neighborhoods in the heart of Los Angeles, and over the years, has sought to reinforce that historic quality by introducing an Historical Preservation Zone, and registering many properties under the Mills Act. It is currently Those self-imposed restrictions on development have helped preserve the character and quality, quietude and peacefulness, and –importantly- safety, of the neighborhood – not to mention property values and tax base. Placing the metro line above ground through this critical artery in the center of Carthay Circle will forever detrimentally impact the neighborhood, causing additional noise and traffic congestion as well as creating a massive physical barrier and safety hazard right through the heart of the neighborhood. Likewise, it will destroy the parkway that runs along San Vicente, providing shade, wildlife, and a garden like setting in what is otherwise an urban throughway. In effect, an above ground metro line on San Vicente, and at that section of Fairfax to Wilshire in particular will be a horrible blight, not a benefit. Thus, we respectfully urge, nay, demand, that the entire line MUST BE UNDERGROUND on San Vicente. WE VOTE; please respect our wishes and our homes. Kind Regards, Daniel J. Kolodziej and Shanon Trygstad
190	5/24/2021	Peter	Hernandez	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Dear Metro, I live in Highland Park and have often traveled to West Hollywood by car and occasionally by Metro bus. Each time, I'll admit it's an exercise in patience. I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project, as it would greatly benefit not only my access to many more locations on the West Side, but it would also clearly benefit those who live in the area for greater connectivity by rail. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Sincerely, • Peter Hernández

Comment Number	Comment Date	First Name	Last Name	Method	Comment
191	5/24/2021	Richard	Margulieux	Email	Comments on Crenshaw North Scoping Good morning, I'm writing in support of a more holistic approach to transit in the Crenshaw north study area. In the initial studies, the La Brea and Fairfax routes had the best cost / benefit ratio due to their directness. While the other routes might serve more direct locations today, they degrade system connectivity and cost significantly more. Consider ways in which the La Brea and Fairfax options might be improved by investing in the connecting bus infrastructure. Consider spending the "saved money" on the addition of BRT or BRT-lite along Beverly and Santa Monica. The travel patterns established by a La Brea rail + Santa Monica Blvd BRT may one day warrant a new line under Santa Monica as many advocates have suggested! I support the Hollywood Bowl stop, and see the potential for alternate revenue streams to pay for the increased costs. Richard Margulieux
192	5/24/2021	Skye	Higa	Email	I would like to add another option for the line, A La Brea plus Spur option. The hybrid option is too long and will not serve East-west or North-South Travelers well. A La Brea plus spur would surve both needs well. A spur on Santa Monica blvd from Hollywood/highland to SM Robertson can serve West Hollywood better. This line could be extended too in the future, while running with the La Brea option. Thanks, Skye Higa
193	5/25/2021	Bill	Gordon	Email	Dear Metro, I STRONGLY support the alignments that either go up San Vicente or La Cienega. Neither the Fairfax nor La Brea alignments would do much to alleviate traffic and require metro rail service, nor do they serve the critical destinations of Cedars Sinai, the Beverly Center, Boy's Town, and the La Cienega corridor. The La Brea alignment is much too far east, and the Fairfax alignment serves only to benefit Rick Caruso's Grove. Furthermore, the further west alignment of the San Vicente route would, over time, also provide favorable service to Beverly Hills, which none of the other alignments would serve. Sincerely, William Gordon
194	5/25/2021	Bridget	Hoffman	Email	
195	5/25/2021	Chad	Escarcega	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It%2??s important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)%2??and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let%2??s get it right the first time. Let%2??s pick the Hybrid. And let%2??s #FinishTheLine!
196	5/25/2021	Gwyn		Email	I support the Fairfax-San Vicente Hybrid alignment I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine
197	5/25/2021	Israel	Jacquez	Email	Please support the Fairfax-San Vicente Hybrid alignment I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. Would it be possible to finish parts of the line in segments, out of order? For example, construction might start way down starting on the Expo Line, but would it be possible to build out places where we know there's a really high volume of passengers? For example, Santa Monica & La Brea connecting to the Red Line could be one part that would be completed first. This would serve WeHo the best in the meantime other portions are being constructed? Or maybe start backwards? Start from the Red Line and work down? We already have lines going down connecting to the Expo Line, whereas WeHo only has the 4/704 (105/705?, going N/S). Underground heavy rail would of course be ideal. The issue I have with light rail is that while it's cheaper, it comes with more political hurdles. In that, councilmembers/political groups cave to pressure from drivers in giving more priority to the light rail line. This line would go through a few councilmember's districts. The Optional alignment option is also great. Thanks, Israel Jacquez
198	5/25/2021	Jeffrey	Langham	Email	I support the Fairfax-San Vicente Hybrid alignment as long as there is stop on Santa Monica and Fairfax.

Comment Number	Comment Date	First Name	Last Name	Method	Comment
199	5/25/2021	Jerard	Wright	Email	May 25, 2021 Submitted via email: crenshawnorth@metro.net Re: Crenshaw Northern Extension Comments I want to begin with a hearty kudos to the Metro Community Relations on a job well done during these virtual scoping sessions. I also want to extend a thank you to the City of West Hollywood and Westside COG for their steadfast leadership and advocacy to accelerate this vital project. Here are a couple of comments with respect to the proposed alignments and various options that are on the table for this project. 1) Order of personal preference for route support- Fairfax is #1, Hybrid #2. 1) Fairfax 2) Hybrid I believe the strongest route that is the most cost effective and still provides strong access to West Hollywood is a Fairfax alignment. I believe the Hybrid alignment will work as well if the additional resources can be found to fill the funding gaps and to serve more of the job centers in West Hollywood and Cedars Sinai/Beverly Center campus. La Brea with its straighter and shorter route is a good alternative if you want to get more riders on the Crenshaw/LAX line to use the Purple Line east towards Downtown LA. However I believe the La Brea alternative will force a lot of bus and Uber transfers to patrons whose destinations are along Santa Monica Blvd, West Hollywood, Cedars Sinai and Farmer's Market/Grove that could be served by a direct trip with the other alternatives making those trips as long as the travel times posted to reach those destinations. 2) Include a Hollywood Bowl Stop. This station not only improves access to this landmark amphitheater and it is close to the nearby Ford Theater, it could serve two practical purposes as doubling as a park-ride lot for regular commuters and serve as a point to either launch or remove the tunnel boring machines to construct the mostly subway alignments. 3) Add a San Vicente/Hauser at-grade station to the baseline Fairfax and Hybrid alternatives. With all of the alternatives needing more resources than what are currently allocated to complete the project as more subway sections are being added. 640 Elm Avenue, Unit 12 • Long Beach, CA 90802 • 323.919.9424 One concern I noticed with the alternatives is that even along a wide boulevard like San Vicente that the community want to include all the routing run underground and I believe we will repeat a lot of cost overruns that nearly 30 years ago jeopardized the future rail expansion of the L.A County Transit system when every new transit project is all subways. Subways are extremely expensive and can't be placed everywhere. Metro will need to look for opportunities as it was done for the Crenshaw/LAX light rail corridor to utilize the wide San Vicente Blvd surface median to save costs, while maintaining fast running and high capacity service. This is a proven approach when coordinated with synchronized lights along the median LRT running like Exposition Blvd for the E Line, as well as the section through Highland Park down Marmion Way on the L-Gold Line. However, I believe an opportunity is available to the baseline alignment to add an at-grade station at San Vicente/Hauser to serve local residents in that area at minimum cost which will improve access to the nearby Little Ethiopia and PicFair Village neighborhoods and other local Mid-Wilshire neighborhoods missed by the Purple Line subway. This should only add one minute to the trip time while increasing access and ridership to some dense walkable communities. 4) Consideration for a new Strategic Unfunded LRTP consideration for Santa Monica-Sunset Blvd corridor. Lately I have seen suggestions of alternatives that will seek to study new alignments such as a La Brea alternative plus a short Santa Monica Blvd spur within the EIR that was studied a decade ago when it was part of the Purple Line Alternative Analysis. This approach sends the wrong message though the heart is in the right place. I believe a separate consideration for a Santa Monica Blvd –Sunset Blvd corridor from the Pu
200	5/25/2021	Jonathan	Smith	Email	I support the Fairfax-San Vicente Hybrid alignment Hi Metro! I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B). I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. This alignment will be a boon to all areas. It will open doors to more housing, jobs, and create better living conditions for everyone. Best, Jonathan Smith (90046
201	5/25/2021	Jose	Escobar	Email	Hello, I am writing to express my support for the Fairfax-San Vicente Hybrid option. We should look to build a line that offers exciting destinations and could also be used by thousands of employees. From Cedars-Sinai, Beverly Center, The Grove, West Hollywood nightlife districts, these are all very appealing to have a direct connection. I don't think the added 4-5 minutes from end-to-end should matter to most people, considering they will still save time by taking the train than bus or car. Even if it costs more money and adds a little extra time, I think this option will be the most exciting of all the options on the table. It will serve the most people for both work and leisure trips. Please don't be short-sighted and choose this option. Thank you, Jose Escobar Monrovia, CA

Comment Number	Comment Date	First Name	Last Name	Method	Comment
202	5/25/2021	Jose	Dennis	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! On the other hand, I'd rather stay with the San Vicente-Fairfax Hybrid Alignment (straight up and down) for Crenshaw North, because it could be much easier to connect with the Metro Bus Lines 14, 105/ 705, 217/717 and 4/704 and beyond. Okay? Thank you very much for your generous support and for your cooperation. Yours sincerely, JOSE DENNIS ALABASO
203	5/25/2021	Leyla	Ponder	Email	Hi, I would like to support the hybrid route and for construction to be done by the olympics. please do not split this project into 2 and do la brea, bypassing all the important places in this area. Thank you, Leyla
204	5/25/2021	Mannika	Johnson	Phone	
205	5/25/2021	Manny	Rodriguez	Email	BIG WASTE OF MONEY. NO ONE WILL USE IT (or not enough).....LOOK AT THE DATA. IT'S AN EXPENSIVE FANTASY.
206	5/25/2021	Nancy		Email	please do not split this project up or build it cheap with la brea. it must go up fairfax or san vicente and serve west hollywood. thank you, Nancy
207	5/25/2021	Nina	Hyun	Email	As much as I love the metro and all public transportation, I love our neighborhood just as much. I'm excited about the extension and more transit available as long as it's underground. San Vicente is a beautiful street as is and I would hate to see it change with railway on the ground. Please consider other options then changing the beauty of our neighborhood. Best, Nina Hyun
208	5/25/2021	Q		Email	After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood /Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Thanks for your time and consideration. Sincerely, Q
209	5/25/2021	Thomas	Dorsey	Email	Roger, I once supported San Vicente-Santa Monica Blvd alignment, . Since that option has been removed for Fairfax-San Vincente Hybrid, I do not support the hybrid. Instead, I support Fairfax-SMB alignment for these reasons: 1. If using Fairfax-SMB alignment, its faster from LAX going straight up to SMB then right-north to Hollywood; that was my original second choice. 2. Fairfax-SMB goes to more activity centers than LaBrea-SMB option 3. Fairfax-SMB has Less likelyhood of tunneling unknowns that could delay timely completion. 4. Fairfax-SMB is less disruptive to businesses 5. WeHo still gets 2 Metro Stops (Fairfax-SMB and LaBrea-SMB), which has Metro Rail equity per mile with many other districts/citiesin LA 6. SMB should also receive a new BRT line from Vine St to Century City; that would give WeHo more rapid transit equity and access Thomas Dorsey
210	5/25/2021	Thomas	Dorsey	Email	Another comment on Fairfax-San Vicente-SMB Option In addition to my earlier comments, I believe the FTA will look less favorably on Fairfax-San Vicente-SMB-Hollyood Option than on Fairfax-SMB-Hollywood Option because it smacks of Wealthy Preference over Equity. They will ask, why would a wealthy part of Beverly Center-WeHo get 4-5 stations that slow down a line headed to Hollywood, before extending C-Green Line by 2 stations over to Norwalk-Santa Fe Springs to connect with Metrolink-Amtrak-HSR? Why aren't they connecting that Metrolink-Amtrak-HSR station to jobs at LAX and Inglewood Entertainment Complex, rather than "Gold-Plating" a line for wealthy Beverly Center-WeHo that is also slated to receive a new BRT from SMB to Culver City, https://urbanize.city/la/post/metro-staff-recommend-five-corridors-future-brt-lines. It seems that the BRT line could be readily extended to Fairfax-SMB station, if not Western-SMB station. FTA will quickly figure out, that Norwalk-San Fe Springs is lower income & more transit dependent than Beverly Center-WeHo area, yet would get less equity.

Comment Number	Comment Date	First Name	Last Name	Method	Comment
211	5/25/2021	Timothy	Furlong	Email	I support the Fairfax-San Vicente Hybrid alignment Dear Metro- The La Brea option would be the worst decision since LA passed on Olmstead's plan for municpal parks. I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thanks, — Tim Furlong
212	5/27/2021	Alex	Calleros	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you, Alex Calleros
213	5/27/2021	Alma	Carrillo	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Hi there, My name is Alma Carrillo and I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
214	5/27/2021	Annie	Bolding	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Hi there, I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you!!! Best, Annie B
215	5/27/2021	Blake	Fairbanks	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Comment Number	Comment Date	First Name	Last Name	Method	Comment
218	5/27/2021	Bob	Wolfe	Email	Crenshaw North is a critical component to close the north-south transit gap from Torrance to Hollywood. Given the fact that there are no freeways connecting these two areas, Crenshaw North presents an unmatched opportunity to promote sustainability and help meet California's ambitious climate change goals by reducing VMT. I write in support of Alternative #2 - Fairfax as the most feasible and environmentally desirable route to bring Crenshaw North to fruition within my lifetime. I live in the Beach Cities / South Bay. A substantial number of our residents work in the creative industries which will be served by Crenshaw North. Their current commuting choices are bleak by automobile, and nonexistent by transit. Our major north-south highway arterials (La Cienega, La Brea, Crenshaw) already have reached capacity. Without Crenshaw North, what will it be like in the next 10-30 years?Alternative #2 serves key cultural / employment / entertainment centers (LACMA, the Academy Award Museum, Farmers' Market & the Grove, Television City and the Fairfax district) that Alternative #1 would miss.Alternative #2 has a much greater possibility of securing additional political and financial support from the City of West Hollywood than would Alternative #1. Particularly key is the location of a light rail transit stop at the corner of Santa Monica Blvd. and Fairfax, which can serve as a gateway to the city, with much closer proximity to the myriad of hospitality, entertainment and creative facilities located there. There's also the possibility that a cadre of well-heeled and well-organized homeowners in Hancock Park would seek to eliminate the proposed Alternative #1 station at Beverly Blvd. / La Brea, much as they did with the Wilshire / Crenshaw station on the Purple Line -- or worse yet, work to delay or scuttle the entire Crenshaw North project altogether through protracted litigation. Finally, I would note the a transit line up Fairfax Blvd. was the originally planned route for the Red Line from Downtown L.A. to North Hollywood. The routing was dropped only in the aftermath of the Ross Dress For Less methane gas explosion on March 24, 1985. That transit route up Fairfax Blvd. made sense then and it makes sense now. We need to designate an alternative that looks good not only on paper, but in reality. Our climate crisis is real, and will become a critical and immediate issue once we get beyond the pandemic. Alternative #2 presents the best shot for securing one-seat light rail service from Torrance to Hollywood with costs that may be attainable given this country's newfound emphasis on infrastructure investments that address the daunting challenges posed by global warming. Thank you for consideration of these comments. Bob Wolfe, AttorneyHermosa Beach, CA
217	5/27/2021	Brady	Goodman-Williams	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
218	5/27/2021	Brett	Womack	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
219	5/27/2021	Brian	Rubin	Email	When you are studying Crenshaw north routes, I would like you to consider studying a plan to build the line through La Brea and adding a spur that goes through West Hollywood. The hybrid route, while considerate to West Hollywood, is going to make using the Crenshaw line much slower for everybody else. Thank you!
220	5/27/2021	Bunok		Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
221	5/27/2021	Charles	Ryan	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
222	5/27/2021	Chris	Duarte	Email	Hey! I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Comment Number	Comment Date	First Name	Last Name	Method	Comment
223	5/27/2021	Chris	Burkett	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
224	5/27/2021	Christopher	Andrews	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Hello, I am Zachary of West Hollywood and I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you , Zachary Neal Of West Hollywood
225	5/27/2021	Cody	Hoeppner	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I (Cody Hoeppner, Hollywood) support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
226	5/27/2021	Cody	Palm	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
227	5/27/2021	Craig	Peterson	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Dear Sir or Madam, I would like to make it clear that I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It is so important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I strongly urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you for your attention! Craig Peterson
228	5/27/2021	Darien	Battle	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
229	5/27/2021	Dave	O'Brien	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Comment Number	Comment Date	First Name	Last Name	Method	Comment
230	5/27/2021	David	Viste	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
231	5/27/2021	Dmitrii	Garin	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
232	5/27/2021	Dylan	Michael	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
233	5/27/2021	Eduardo	Paz	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! - Eduardo Paz City: Playa Vista
234	5/27/2021	Enrique		Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
235	5/27/2021	Eric	Lockwood	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
236	5/27/2021	Felipe	Carbonell	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Hello, My name is Felipe and I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! - Felipe Carbonell
237	5/27/2021	Fletcher	Hurley	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Hello, I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! -Fletcher Hurley

Comment Number	Comment Date	First Name	Last Name	Method	Comment
238	5/27/2021	Gabriela	Centanino	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
239	5/27/2021	Gary	M	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
240	5/27/2021	Harrison	Levy	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Please do this for the gays. I think it would really cut down on drunk and intoxicated driving in West Hollywood. Traffic from commuters and Ubers is out of control. We need rail in the community ASAP. I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
241	5/27/2021	Harrison	Madman	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
242	5/27/2021	Hayden	Bebber	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
243	5/27/2021	Ian	Grady	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! -- Ian C. Grady Pronouns: he/him/his

Comment Number	Comment Date	First Name	Last Name	Method	Comment
244	5/27/2021	Ian	Kopack	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you, Ian Kopack
245	5/27/2021	Ignacio	Gutierrez	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you, Ian Kopack
246	5/27/2021	Jason1	Sleisenger	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you, Ian Kopack
247	5/27/2021	Jeff	Kiernan	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you, Ian Kopack
248	5/27/2021	Jenni	Armstrong	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you, Ian Kopack
249	5/27/2021	Jeptha	Lohmeyer	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thanks, Jeptha Lohmeyer
250	5/27/2021	Jeremy	Stutes	Email	I support the La Brea alignment as a preferred alternative for the Crenshaw Northern Extension.La Brea would serve as a the most direct route closing the rail gap between the Crenshaw line, Hollywood, and the Red Line, making it more efficient and cost effective for those living in the Valley to benefit from the rail connection to the airport. It would also allow for a future rail grid to continue expansion - perhaps down Santa Monica Blvd and Robertson.Whatever alternative is chosen, emphasis should be placed on allowing for a future extension down Santa Monica Boulevard. The most important aspect of the project for me is that it connect with the Metro Red Line, and all three alternatives do that. Please plan ahead to make future expansion of a rail grid easier and more cost effective. Connecting destinations in this dense job center will be vital, and we can't stop with the Crenshaw line.Jeremy Stutes424.252.2432jeremystutes.com

Comment Number	Comment Date	First Name	Last Name	Method	Comment
251	5/27/2021	Jericho1	Wilson	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you, Ian Kopack
252	5/27/2021	Joan	Arroyo	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
253	5/27/2021	Joe	Wills	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. To me this makes the most sense given the number of high-traffic areas served in the more dense parts of the city. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! As expensive as it may be compared to the other routes, it's significantly cheaper in hindsight to to spend the money now than to wait for 10-15 more years and pay for adjustments then. Invest now, get it right, and reap the rewards down the line! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
254	5/27/2021	John	Boyden	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
255	5/27/2021	John	Leonard	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
258	5/27/2021	John1	Boucher	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Comment Number	Comment Date	First Name	Last Name	Method	Comment
257	5/27/2021	Johnathan	Garcia	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
258	5/27/2021	Jose	Flores	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Jose Florentino This route would greatly increase my use of public transportation. I am definitely for the proposed stops
259	5/27/2021	Judy	Reidel	Email	Please use San vicente. NIMBY is only for a few hundred who live there yet millions will benefit from mass transit as was there in last century Los Angeles. Let's get to grove n museums n West Hollywood. Like Hollywod bowl stop too. Thanks
260	5/27/2021	Kaitlyn	Loughran	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
261	5/27/2021	Karen	Evans	Email	We have been homeowners on a parcel on Curson ave between Olympic and San Vicente for 20 years. The noise pollution from the buses along Olympic are strong. We are excited about the bike lane being implemented on San Vicente and don't want an above ground Metro line. Also bad optics considering this section of San Vicente houses many lower-income families in low build apartments whom we love as part of this neighborhood diaspora. Thanks for allowing my feedback.
262	5/27/2021	Kari	Garcia	Email	Hello Crenshaw northern line representative, I am a 28 year resident of Miracle Mile and live a few blocks from the proposed metro rail. I support public transportation and look forward to better options to mobilize our neighbors, improve access two commercial areas at hospitals. I do not support Crenshaw line at grade through Miracle Mile. I do support the Crenshaw northern line staying underground and going up La Brea. It is no secret that the Crenshaw northern line is heavily funded by West Hollywood who is extremely interested in gaining more access. This is understandable but not at the cost of ruining a historic neighborhood with a massive cement bridge over La Brea and across San Vicente into a Miracle Mile. It is also no secret that the Crenshaw northern line bypassed Hancock Park. Once again it is no secret that Carthay Circle HOA made it very clear they did not want and at grade rail through their neighborhood. The difference in ridership between La Brea and option number three, running the rail up San Vicente, Fairfax to West Hollywood does not justify the additional cost for this route. I urge you to keep the rail underground and run it up La Brea. Thank you, - Kari
263	5/27/2021	Kenneth	Feinour	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Hello, I am Zachary of West Hollywood and I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you , Zachary Neal Of West Hollywood
264	5/27/2021	Kristy	Munden	Email	

Comment Number	Comment Date	First Name	Last Name	Method	Comment
265	5/27/2021	Laurel	Fishman	Email	To Whom It May Concern: I'm writing to support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would be greatly beneficial for large numbers of people in the Los Angeles area. It would serve to bring riders to so many key destination points in Mid-City and WeHo, such as: •the Grove •Farmers Market •Cedars-Sinai Medical Center •Beverly Center •CBS Television City •LACMA/Museum Row •WeHo's many attractions and restaurants, its shopping and all kinds of retail establishments, including the Melrose Ave. district •the Pacific Design Center •local communities, neighborhoods and considerable number of places of employment I believe it's important to ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid-City and West Hollywood to Hollywood, to connect with the Metro Red Line (B) and potentially to transport passengers to the Hollywood Bowl. I strongly urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process. Thank you, Laurel Fishman
266	5/27/2021	Levi	Schoenfeld	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Sent from my iPhone
267	5/27/2021	Malcom	Friedman	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! All the best, Malcolm Malcolmjfriedman@gmail.com (626) 807-6564
268	5/27/2021	Mali	Elfman	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
269	5/27/2021	Matt	Tassone	Email	Missed Meeting Just wanted to throw support behind the La Brea option. The extension will be most useful as a means to link the existing lines so the most direct means of doing so will be the most efficient use of the line. Thank you.
270	5/27/2021	Matt	Johnson	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It would also reduce reliance on cars in an area with heavy pedestrian traffic, improving safety and enjoyment for everyone, especially children, the elderly, and people with mobility limitations, It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Comment Number	Comment Date	First Name	Last Name	Method	Comment
271	5/27/2021	Matthew	Fenn	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
272	5/27/2021	Melissa	Gruhin	Email	I am a resident of the Pico/Cloverdale area. I was very excited to hear about forthcoming plans for the Crenshaw Extension. However, I was disappointed to see that while the train will come through this neighborhood, there will not be a stop. Without this stop, I know I would be far less likely to ride the metro, as other modes of transportation would be faster for me. I think it's important that we connect the communities bounded by San Vicente, the 10, La Brea, and La Cienaga with the Metro line. By not including this in the study, we lose out on the opportunity to connect a large residential population with their surrounding communities. Please consider including this in your study as it would be hugely beneficial to our community.
273	5/27/2021	Michael	Moffat	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
274	5/27/2021	Michael	Batchelder	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
275	5/27/2021	Michael	Lombardi	Email	I would like to voice my support for the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension project. In addition to serving all major destinations in Mid City, the Fairfax-San Vicente Hybrid alignment would add stops at vital areas of West Hollywood, adding popular destinations along the line and increasing the overall viability of the project by increasing ridership. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process.
276	5/27/2021	Michael	Ramirez	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
277	5/27/2021	Michael	Kuhlman	Email	I support the Fairfax-San Vicente Hybrid alignment for Crenshaw North Yea! I support the line through West Hollywood !! This is essential for the people in making this city even greater!
278	5/27/2021	Miguelangelo	Padilla	Email	Hello, I have lived in the Mid-Wilshire area for about 10 years and currently own a Triplex on the 1300 block of Cloverdale Ave between Pico Blvd and San Vicente in Wilshire Vista Highlands. Although I am excited about the extension of the Metro Crenshaw line through our neighborhood, I am very disappointed to see that a station for our neighborhood is not currently being considered. As currently contemplated, the Crenshaw extension will be passing within 1 1/2 blocks of my property, however, the closest station would actually be the future purple line station at Wilshire and La Brea, which is a 25 minute walk crossing 3 major streets where crosswalks are scarce. The majority of the properties in my neighborhood are multi-family residential like mine, so the area is densely populated with people who would use the rail line if access were within walking distance. I also think a station in our area would help boost growing businesses along Pico Blvd in PicFair. Please consider a station on San Vicente at Redondo, Cochran or Hauser in your study. I don't want a large section of Mid-City and Mid-Wilshire neighborhoods to endure several years of construction without seeing the benefit of public transportation once the line is complete. Thank you, Miguel Padilla 310-804-0818

Comment Number	Comment Date	First Name	Last Name	Method	Comment
279	5/27/2021	Monica	Carlos	Email	Dear Esteemed Metro staff and board members, I am a resident of Carthay Circle, an urban planner, a parent and a supporter of public transit. I am excited that the Crenshaw line will be extending north providing much needed public transportation connections and access. I do however struggle with the fact that the Crenshaw Northern Extension is not being proposed to actually "extend north on Crenshaw" which seems like a logical extension of a Metro project. I realize that this would mean that it wouldn't service West Hollywood which is a separate issue. But I also realize that because years ago the wealthy property owners and residents of Hancock Park successfully blocked a purple line station at Crenshaw in their community, this now means that the Crenshaw line isn't slated to continue north on Crenshaw, as the name implies. The ramifications from past decisions that reflect the privileged being pacified and empowered, are now glaringly evident. However, we must now move forward and do better in the future. I am pleased and thankful that the original alignments were adjusted after Carthay residents spoke out about the possibility of an at grade line on San Vicente to Wilshire, bisecting a historic, residential community. Unlike Hancock Park, we were not saying that we did not want stations or rail in our community. Indeed, we have been supportive of the purple line construction over the past years. We were simply asking that the residential fabric of our community not be destroyed by plowing a train through the middle of it. Rail belongs on commercial or industrial corridors, not residential streets. With this sentiment in mind, I have to also contest the portion of the Crenshaw Northern Extension that is being proposed on San Vicente between Midtown Crossing and Stanley that will be either aerial or at grade. Once again, this is a residential community, dense with multi-family housing on San Vicente and single family homes immediately off of San Vicente. This community deserves for the rail to be underground as it is for the remainder of the route, especially considering that the alignment does not even include a local station. What is being proposed with this option is bisecting a residential community with heavy infrastructure, destroying an existing tree-lined median, creating an unsafe situation for pedestrians and forever disrupting the fabric of a neighborhood. All of this without even the benefit of access through a station. We have seen in other communities like Boyle Heights, East LA and South LA how neighborhoods are forever negatively impacted when transportation infrastructure is built in the middle of a dense, vibrant community. Please do not make these mistakes again, they can't be undone. It is evident that a lot of money and support is coming from the City of West Hollywood and the WHAM initiative. In the end I hope that the environmental studies and community feedback will help Metro determine a route that can give the City of West Hollywood and powerful property owners like Cedars Sinai and Beverly Center the access they want, while not harming other local communities with less money and power. Many thanks to the diligent Metro team, we are grateful.
280	5/27/2021	Nicholas	Harsin	Email	This is why we NEED the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Dear Los Angeles decision makers and ponderers- I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thanks so much. -Nicholas Harsin 90013 --
281	5/27/2021	Nicholas	Kielborn	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine
282	5/27/2021	Nicholas	Ley	Email	My name is Nick Let and I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
283	5/27/2021	Noe	Mendoza	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
284	5/27/2021	Osama	Sultan	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Comment Number	Comment Date	First Name	Last Name	Method	Comment
285	5/27/2021	Paige	Portwood	Email	My name is Paige Portwood. I am regular Metro user of both bus and rail. I urge Metro to seriously consider the Fairfax or Fairfax-San Vicente Extension routes for the Crenshaw North Line to provide commuters and visitors to West Hollywood an additional alternative mode of transportation besides bus and vehicle. My daily commute from the North Hollywood area to West Hollywood requires that I take rail and two buses. My commitment to drive less, being environmentally friendly and personal responsibility to enhance the mobility and accessibility of everyone in LA County motivates me to make this commute – others do not/cannot make this sacrifice. We need to provide easier access to the west side of the County through rail – by not extending the line more westward for this project, when? Will it be another 100 years that we see the inequitable access of residents in the Valley and other areas of the County to Westside communities? The rail can and will make a statement that the County's priority is to unite its communities. We need to make this plan now before the wealth gap continues to increase, and individuals become more territorial of their communities. In a time of exclusion – government agencies such as Metro need to create opportunities for inclusivity and the rail to West Hollywood area would definitely be a start to that initiative.
286	5/27/2021	Paul	Masdeu	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Howdy, I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo that I visit regularly, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
287	5/27/2021	Payam	Ayazi	Email	BRT Refined F1 Route on Colorado Hello, My name is Payam Ayazi, owner of Super Copy here in Eagle Rock. I am writing you to show my support for for refined F1 route on Colorado Blvd. As a long time business owner here in the community, I have seen the neighborhood change. I feel that public transportation, bike lanes, landscaping and making this community more pedestrian friendly would be greatly beneficial for local businesses and a big part of economic development, which benefits the surrounding communities. I kindly ask that you please support last week's vote for this. Thank you and have a great day. -- Best, Payam Ayazi Super Copy
288	5/27/2021	Penny	Collins	Email	Hello, This message is in support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B) and potentially even the Hollywood Bowl! I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
289	5/27/2021	Peter	Lehman	Email	Hello, I used to take the 305 line on San Vicente to work until they discontinued it because there were, according to the number crunchers, "not enough" people taking it. Now the proposal is not only to build a much more expensive Metro rail project on San Vicente but also to destroy a long standing green space with giant trees in the San Vicente divider? I'm all for the North-South Crenshaw extension and look forward to the purple line extension opening. It would be great to have the Crenshaw extension stay on La Brea where there's already a lot of traffic to alleviate and concrete infrastructure to build on. As I understand it, there's also a bike path planned for San Vicente. I fully support that, but it would be great to have the bike path in the middle of the divider. As someone who relies on their bike for transportation, not only is that a much safer place to ride on a busy street like San Vicente. It would be a route bikers would choose to ride on because it is pleasurable to bike on a path that winds slightly through trees, with no cars and no sudden car doors opening. No need to cut down big beautiful trees. No need to extend the road or cut down lanes for most of that route. Keep it green, enhance that space, and let us take the Crenshaw extension up La Brea! Thank you for your time and your consideration,
290	5/27/2021	Phil	Ring	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you. Best, Philip Ring

Comment Number	Comment Date	First Name	Last Name	Method	Comment
291	5/27/2021	Priya	Ghandi	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Hello, This is Priya Gandhi from the Mid-city area in Los Angeles. I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine
292	5/27/2021	Rachele	DeSantis	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
293	5/27/2021	Rob	Saltzan	Email	Crenshaw North Scoping Comments To Whom It May Concern: I strongly support the Fairfax San Vicente route. It would best serve West Hollywood's Main Street: Santa Monica Boulevard at San Vicente. It would also best serve Cedars Sinai Medical Center. Thank you. _____ Rob Saltzman Robsaltzman@gmail.com 310 497 1061 818 N Doheny Drive APT 1206 West Hollywood CA 90069 Pronouns: He/Him/His
294	5/27/2021	Robert	Aronoff	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine
295	5/27/2021	Ryan	Thomas	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Hi there Ryan here, I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
296	5/27/2021	Ryan	Kearney	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Hi there Ryan here, I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Comment Number	Comment Date	First Name	Last Name	Method	Comment
297	5/27/2021	Ryan	Song	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
298	5/27/2021	Ryan	Barlow	Email	Hello, I am a resident of West Hollywood and am writing to support the Fairfax-San Vicente alignment that would service West Hollywood and not skip it entirely. Ryan Barlow D.O. Phone - (801) 645-7455 ryanbarlow1@gmail.com
299	5/27/2021	Ryan	Basham	Email	I support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B) and potentially even the Hollywood Bowl! I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
300	5/27/2021	S		Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Hello, I am Zachary of West Hollywood and I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you , Zachary Neal Of West Hollywood
301	5/27/2021	Sam	Evans	Email	Hi there, I am a 4-year resident of S Orange Grove off of San Vicente. I was very excited to hear about forthcoming plans for the Crenshaw Extension. However, I was disappointed to see that while the train will come through this neighborhood, there will not be a stop close to my home. Without this stop, I personally would be far less likely to ride the metro, as other modes of transportation would be faster for me. My family would use this line regularly if it was nearby, but far less frequently if the closest stop was LACMA. I think it's important that we connect the communities bounded by San Vicente, the 10, La Brea, and La Cienaga with the Metro line. By not including this in the study, we lose out on the opportunity to connect a large residential population with their surrounding communities.

Comment Number	Comment Date	First Name	Last Name	Method	Comment
302	5/27/2021	Samuel	Blum	Email	Hi there, regarding the Crenshaw northern extension plan, I am strongly in favor of the route that travels along the La Brea route -- but with further consideration to a branch/spur line from Hollywood/Highland or La Brea/Santa Monica traveling west through West Hollywood and eventually meeting the D Line at either the Century City station or Wilshire/La Cienega station. My hope with these comments is that Metro will look at the big picture and what makes the most sense, both financially and efficiently (efficiency of full build-out timeline and actual ride experience). Understandably the residents of West Hollywood are highly motivated and in favor of the lengthier route that meanders through their city. Most certainly West Hollywood should have rail connection, however I don't necessarily believe the desires of a small number of county residents should outweigh the desires of the considerably larger number of county residents to the north and south of West Hollywood. Again, West Hollywood deserves rail connection, but the circuitous routing does not seem efficient nor remotely feasible for a full build-out in the near future. I would hope that long-term vision would prevail in this case, and as more development is built along the La Brea routing, direct access to rail services would be a need eventually, particularly as it would satisfy proximate rail connection for those residents along and around Highland Ave as well. Ideally a West Hollywood spur/branch route could still connect directly to Hollywood and share routing for numerous stops, not unlike the current B/D shared stations. Further, service to major work centers such as Cedars-Sinai/Beverly Center would benefit from connection to the nearby Wilshire/La Cienega in an alternate spur/branch routing. I would even go as far as suggesting that the perfect solution would be to build a dedicated West Hollywood route, along with the La Brea route and, eventually, a short connection along Fairfax to connect to the tourist locations such as Little Ethiopia (which I would argue deserves its own station), Farmers Market/Grove and eventually connect north to the future West Hollywood spur route. To sum it up: a one size fits all approach is not ideal for the short or long-term needs of the county. It may be beneficial in the medium term, after a lengthy and costly construction timeline, but to only those West Hollywood residents, whereas separate/overlapping, dedicated service for the La Brea routing AND West Hollywood spur/branch could result in quicker construction and service sooner for the La Brea route and "future proofing" as demographics change and new developments rise along those respective corridors. I think the longer route may look good to many on a map, but I don't believe actual riders will enjoy the longer hybrid route to appease the handful of generally wealthier West Hollywood residents. Let's keep a long-term big-picture mindset. We should be bold and do it right the first time. The La Brea route, along with a dedicated West Hollywood route is a no-brainer. Lastly I would highly encourage the Metro board to review the comments section in the following Los Angeles-centric development blog for great, logical insights into this exact project: https://urbanize.city/la/post/metro-los-angeles-crenshaw-line-extension-eir
303	5/27/2021	Slade	Lin	Email	As a 35 year resident of the City of West Hollywood, I do NOT support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project. While I do support the extension of the Crenshaw Line, I believe it ought to travel north on Highland Blvd, to the existing Metro Station at Hollywood & Highland. There would be a HUGE COST SAVINGS not needing to build a whole new station in West Hollywood. People will have access to both Hollywood & West Hollywood from that station. One of the most common crimes in West Hollywood is the "smash & grab" - typically vehicles, but also store fronts. Currently, WeHo Deputies are able to apprehend some of these criminals; but a Metro Station right in the middle of the City will allow perps the ability to quickly get out of sight, hide amongst the crowd waiting for a train, and then jump on the next one for a quick "escape." West Hollywood already has numerous transient people who cause problems. Putting a Metro Station smack in the middle will draw more of them. As a 35 year resident and 21 year property owner, I have seen the homeless population swell over the past 7-8 years; it has gotten substantially worse over the past 3 years. Residents do not feel comfortable going to our own library because homeless individuals - who are not there to read/check out books or do research etc - infiltrate the space. It is not ok that my property tax dollars were spent on this monolithic library, and yet, I won't go there due to overwhelming presence of the homeless, many of whom are fairly shady and/or high and/or mentally ill. I'm a liberal democrat & have worked in social services my whole career. But when drunk homeless people are literally sitting on your steps (private property), and then pull attitude when they are asked to leave - oh, and did I mention they take dumps in our bamboo trees, up against our walls and in our plants - it makes one start to re-think political alliances. A Metro Station in the middle of WeHo will only draw more of them…yeah, no. Slade Lin
304	5/27/2021	Sonia	Kreitzer	Email	Just wanted to reach out in support of the Crenshaw Extension. I live in LA, in midcity, and think it's important to connect our community through the Metro line (I would also be using it a lot!)
305	5/27/2021	Stuart	Denenberg	Email	Dear Metro folks, We are residents and business owners living and working at 417 N. San Vicente; our building lies between Beverly Boulevard and Melrose Avenue at the corner of Ashcroft Avenue. As convenient as it may seem to run the Metro underground directly in front of our house, after several visits to Portland, Oregon, we are intense and enthusiastic proponents of an above-ground route—not on San Vicente but on La Cienega. La Cienega is the locus of a very large collection of shoulder-to-shoulder businesses—including retail furniture stores, wine shops, galleries, design shops, restaurants, and much more. An above-ground metro would have infinitely more charm if it were to run on a wide, business-populous boulevard like La Cienega, rather than diving under N. San Vicente as an invisible underground leg between stations on Wilshire and Santa Monica. We understand that an above-ground treatment would also be much less costly to build. Moreover, the stretch of N. San Vicente between Melrose Ave. and Beverly Blvd. continues to be a dangerous speedway—indeed, on two occasions our property sustained a crash through a concrete-reinforced wall, and a wire-reinforced hedge! We hope you take this alternative into serious consideration, and if you have not visited Portland, Memphis, or any of a number of other cities that have adopted above-ground transportation where you can experience the on/off, pedestrian friendly, community-conscious trolleys, we urge your design team to make the effort to do so. Very truly yours, Stuart & Beverly Denenberg Denenberg Fine Arts, Inc. 417 N San Vicente Blvd West Hollywood, CA 90048 Mobile 415-828-8600

Comment Number	Comment Date	First Name	Last Name	Method	Comment
308	5/27/2021	Susan	Isaacs	Email	I support the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B) and potentially even the Hollywood Bowl! I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
307	5/27/2021	Susanna	Wise	Email	Dear Metro Staff, I am really looking forward to the construction of the Crenshaw Line Northern Extension and hope it can begin soon. But I would like to see an additional alignment option added for consideration. The La Brea route is the most direct and makes the most sense as its own transit corridor, but it is also important to provide good coverage for West Hollywood. The problem is that these should really be treated as separate corridors, and trying to combine them, such as with the Fairfax/San Vicente hybrid proposal, creates a suboptimal result for both. I have seen the idea floated in this video (https://youtu.be/FzFwWsO30KM?t=749) to build the La Brea alignment as well as a spur along Santa Monica Blvd, and I think this would be the best solution, especially considering future expansion potential. I understand this would require more funding, but I would like to see it be evaluated further and added to the map for public consideration. Thank you,
308	5/27/2021	Sydney	Wagner	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Hi there Ryan here, I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
309	5/27/2021	Sydney	Nguyen	Email	Hybrid Route Support! I Support the Fairfax-San Vicente Hybrid route!! Thanh Nguyen 11021 Missouri Ave. Unit 2 LA 90025
310	5/27/2021	Taylor	Bazley	Email	As a Mid-city Los Angeles resident I urge you to support the community! I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!--
311	5/27/2021	Teresa	Dahl	Email	Dear Metro Team, My family and I live in Carthay Circle and are thrilled about living so close to both the Purple Line and the Crenshaw North Line. We would like to share out preferences for the Crenshaw North Line: 1. Underground along San Vicente to West Hollywood. To be efficient and thereby be useful enough to draw residents out of their cars, the line must be entirely underground. 2. Second preference, is for the line to run north up La Brea also underground. Thank you, Teresa Dahl, Brian, Blanca and Mars King
312	5/27/2021	Thanh	Nguyen	Email	Hybrid Route Support! I Support the Fairfax-San Vicente Hybrid route!! Thanh Nguyen 11021 Missouri Ave. Unit 2 LA 90025
313	5/27/2021	Thomas	Hennessey	Email	I would like to have the Crenshaw North Line come up Fairfax Avenue to Santa Monica and then east to LA Brea to connect with the Red Line. To me, that would make better sense.

Comment Number	Comment Date	First Name	Last Name	Method	Comment
314	5/27/2021	Tim	Hooper	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
315	5/27/2021	Timothy	Brockett	Email	Comment on potential alignments Hello, I would like to state my support for either the La Brea or Fairfax alignment for the northern Crenshaw segment of the Crenshaw (K) line. As a primary north/south route through Mid-City I believe a more direct line going up to Hollywood would serve the overall Metro rail network the best and provide the best utility for riders. Although the Santa Monica Blvd. alignment is interesting, it deviates too much from the north/south route and will make rides from the Purple (D) line to the Red (B) line too slow and meandering. I think one day a route should go east/west along Santa Monica through West Hollywood and perhaps break south down La Cienega. This alternate line could even reach Sunset Blvd and link Silverlake, Echo Park, and DTLA. Finally, I also urge Metro to add the Hollywood Bowl station as the terminus for the Northern Crenshaw line. This makes too much sense and should be done! I can imagine that it will provide a great place to stage construction and launch the TBMs from over somewhere on Hollywood Blvd. Thank you! Regards, Tim Brockett
316	5/27/2021	TJ	Obrien	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
317	5/27/2021	Tommy	Pathammavong	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
318	5/27/2021	Trent	Mear	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
319	5/27/2021	Wes	Bell	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
320	5/27/2021	Will	Edmonson	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Comment Number	Comment Date	First Name	Last Name	Method	Comment
321	5/27/2021	Will	Baker	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. I also urge Metro to include breakout panels at two pivotal intersections: La Brea/Santa Monica and La Cienega/Beverly. Both are ripe for potential future extensions: 1) South under La Brea if density increases in the coming decades 2) East under Santa Monica Blvd if the stars align for a Silver Lake, Echo Park, and Dodger Stadium extension, and 3) South under La Cienega Blvd toward either/both Venice Beach via Venice Blvd and Santa Monica via interlining with the Expo Line at Venice Blvd Please find attached a map of a proposed future map with the above extensions. Keep in mind, they all require the Fairfax-San Vicente Hybrid as the primary spine/trunk line. For greater detail, please visit http://www.papadiche.com/LAmetro http://www.papadiche.com/transitalignments Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
322	5/27/2021	Willem	Hammersbach	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
323	5/27/2021	Yoav	Yerushalmi	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
324	5/27/2021	Zennon	Ulyate- Crow	Email	I'm a strong advocate for a spur option to be included in further feasibility options. This option would contain the La Brea alignment in addition to a new spur from Hollywood/Highland down Santa Monica into WeHo, with an eventual extension of that line to the Purple Line via San Vicente and La Cienega. To view this concept, check out the image below. I've additionally created a 10-page report on why this option should be studied further and included in the Final EIS/EIR. Please find that attached below in PDF Format. Thank you for considering my comments,
325	5/28/2021	Aaron	Hasson	Email	Metro Down San Vincente/Fairfax Hi There, Just writing this email opposing The Metro route running through San Vincente or anywhere else in 90019/90036. Our area is so densely populated with narrow streets and no parking. Thanks. Aaron Hasson Zone 5
326	5/28/2021	Andrew	Tullis	Email	I look forward to the Crenshaw line northern extension to get to Hollywood, via the Expo line from the Westside. Please select either the La Brea or Fairfax route. The hybrid route adds too much time to the trip to Hollywood. The main reason I don't ride Metro more is long trip times. Western West Hollywood and Cedars Sinai Hospital are best served by a Santa Monica Boulevard to La Cienega line which should be part of Metro's program for these dense areas. Please include a spur from the Crenshaw line to facilitate this expansion. The spur is a much better priority than a Hollywood Bowl station which would only get occasional use. Thank you, Andrew Tullis, Santa Monica
327	5/28/2021	Anthony	Denaro	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
328	5/28/2021	Caroline	Dillon	Phone Hotline	Hi, I'm calling to express that I do not wish the metro line to come into West Hollywood. I'm a mother in West Hollywood. Caroline Dillon 323656157 Thank you.

Comment Number	Comment Date	First Name	Last Name	Method	Comment
329	5/28/2021	Jesse	Loera-Mota	Email	
330	5/28/2021	Kristy	Munden		Opposed to hybrid
331	5/28/2021	N/A	N/A	Phone Hotline	I strongly recommend that you go for the la brea route option. It is the most direct and it makes the most sense for me, what I've heard or seen. I recommend that for West Hollywood, you can do spur line that could eventually be your future tree a whole new life. But for the immediate future would be the most direct and make the most sense and not the crazy hybrid route, otherwise known as the Fairfax. Because that is a ridiculous. Looks like it's trying to please everyone, which is not necessary. Again, I strongly prefer all brands. Create greatest berline to us totally would literally make an East West connection.
—	Area Resident				
332	4/15/2021	Susan	Isaacs	Email	Hello, I attended, back in 2018 (I think!?) an informational tour by Metro Board with the City of West Hollywood's support. It was exciting to know that a much-needed link between West Hollywood and the Crenshaw area was being planned. Given the mounting suspicion of, and antagonism toward, people of color, I was hoping this extension could happen sooner rather than later. I've been a resident of West Hollywood for 24 years. For all its forward thinking, this city is not made up of a diverse group of citizens. People of color are rarely to be seen. My hope is that the Metro line will enable me to visit and become involved with residents of the Crenshaw area as well as allowing people of color who live south of us to visit and become involved with the residents of West Hollywood. A small but important step toward bringing people closer together to learn from one another and mitigate the communication abyss that currently exists. Thank you for your "ear".
333	4/16/2021	John	Blevins	Email	Dear Metro, As a very concerned and involved citizen, living and working, with property ownership in the Crenshaw North study area, I STRONGLY support the selection of Route choice as the Fairfax/San Vicente Hybrid route (extends the furthest west to Metro Division 7 bus layover yard at the intersection of San Vicente and Santa Monica Boulevards). Please support and select this route as the final approved route for the Crenshaw North extension.
334	4/19/2021	Sean	Thibault	Email	As a local resident and frequent rider of transit, who also owns two cars and uses them often as well, I am writing to strongly encourage you to advance the longer westward alignment that would directly serve Cedars (among other stops). I personally understand that the longer route and connection times might be troublesome if the line were used by riders who merely want the connection to the major rail lines that already exist or will soon. However, the incentive of having the city of WeHo basically pay for at least 30% of the increased costs of the alignment that most serves the city is vital. Furthermore, while the La Brea alignment may be good for many, the cost of running any line is high enough that riders want to be able to actually reach crucial job centers (like Cedars, CBS, Museum Row, etc). The Grove is a 25m walk from La Brea, and no one with a family or mobility issues will ever consider that a walkable or viable option — especially not for opportunistic riders that ought to provide a boost when the real ridership settles in.
335	4/19/2021	Mike	Roth	Email	I am extremely enthusiastic and excited for the Crenshaw northern extension. I believe that the route up La Brea would be the best option, because there is already so much commercial and residential development, and it would get the most use. It would also be the least expensive option. That being said, I would be happy with whatever route would get this project completed the fasted. I know that WeHo has offered to kick in about $1B to get the train through its commercial district. If the money that WeHo would be willing to kick in would make the difference between getting the Northern line done sooner rather than later, then I would say it would be worth it to go that route. So basically, route up La Brea I think would get the most use. 2nd place would be the route up Fairfax. But whatever route you choose, please accelerate this project to get it started (and completed ASAP). I live in Mid City and the development is exploding, so that Northern Extension will have huge ridership — me included. I'm also happy to provide feedback on this project at any stage. I live in Mid City and it's also where my small business is based.
336	4/23/2021	Carloroberto	Escobar	Email	Hi, I am so excited to see metro and the city of Los Angeles moving forward with a project that goes through mid city. I have lived in mid city my entire life and seeing a connection being proposed excites me as this has the potential ability to bring the community closer while getting rid of everyone's biggest foe, traffic. However, I have a few concerns regarding this project. Please consider the option that would cause the least traffic in mid city as the San Vicente metro station already sees a massive amount of traffic. There is currently mild construction being done in front of the shopping center and it has made it very difficult to get by. Would the underground train be the best option? As for what alternative works best, I liked the extension that goes through west hollywood the most. This is because of the fact that the train would be hitting iconic areas such as the grove. This is a great way to get people to use public transportation instead of their own vehicles. I would also consider how this would impact Fairfax avenue as I know this street is notorious for being traffic heavy due to the one way street between pico and olympic. I am currently reading what I wrote and I think the biggest issue you face is the impact on traffic. Please choose the best option when it comes to making traffic easier and consider the fact that this project will take years to complete. I am excited for the future of Los Angeles and truly believe that a project like this will benefit the future of our city as well as environment.
337	4/26/2021	Oz	Cruse	Email	Crenshaw North Options Hi Metro My name is Ozzie Cruse, I am a Culver City who works in the Gateway Cities area. Let me first of all thank you for the work that you do and the opportunity to comment and provide input on this project. While I find the hybrid route the most useful thanks to the connections to the Museum Row, The Grove, Beverly Center/Cesar Sinai and WEHO I am well aware that the LaBrea option makes the most sense due to cost and speed. With the possible Hollywood Bowl station and possibility for future extension into the NoHo / Burbank area this line should be built smartly, this being said I believe that a spur option from LaBrea / Santa Monica to WEHO to be an option that needs serious examination as WEHO has been extremely steadfast in its support of Metro's expansion and deserves connection to the Metro network. A spur such as this would provide a great opportunity for serving the WEHO community, tremendously important destinations and future expansions as this spur could be extended east to the DTLA Core or NE to Silverlake and Glendale and further west and south to serve Beverlywood and Culver City Please forgive the slightly long winded email as I do believe this to be extremely important to serve the future of Los Angeles Ozzie

Comment Number	Comment Date	First Name	Last Name	Method	Comment
338	4/26/2021	Mark	Lehman	Email	Support for the Fairfax - San Vicente - Hybrid (Westernmost) Crenshaw Northern Extension Dear MetroRail: As a nearly 40 year homeowner and resident who also practices law in West Hollywood I strongly support the Fairfax - San Vicente Hybrid (westernmost) Crenshwa Nothern Extension option. As long term resident and business person who is very active in the community it is immediately apparent that this option - which includes the important intersections of: 1. San Vicente and Beverly Boulevards where Cedars Sinai Medical Center with its thousands of daily staff members, patients and visitors, the Beverly Center and Beverly Connection are located; 2. San Vicente and Melrose Avenue which is the location of the Pacific Design Center and the burgeoning West Hollywood Design District; and 3. San Vicente and Santa Monica Boulevard, with its busy hospitality and entertainment district, long a key destination for the LGBTQI community and entry to West Hollywood's main street. Choosing this westernmost option will service many thousands of residents, commuters, shoppers, guests and visitors on a daily basis and makes the most long-term sense if our desire is to have mass transit make a dent in our travel habits in the LA Basin and thereby cut greenhouse emissions. This westernmost route will also best service Santa Monica Boulevard, the main street and lifeblood of West Hollywood business and the thousands of West Hollywood residents, like myself, who live within the residential areas abutting Santa Monica Blvd. Environmentally and from an urban planning perspective this Fairfax- San Vicente option would ultimately have the most favorable long-term environmental impacts and best service the community. Thank you. Mark Lehman
339	4/26/2021	Joe	Eastwood	Email	San Vicente Route Preference Thank you for the opportunity to voice my route preferences. As a 35 year resident of West Hollywood, I would love to see either the San Vicente Hybrid. It would be a shame if Cedar Sinai and the Nightlife district weren't included in this expansion since they are major contributors to traffic in the area.
340	4/26/2021	Jonathan	Eby	Email	Crenshaw Northern Extension Hi, I'd just like to give some feedback on the proposed plans for the Crenshaw/LAX northern extension. I travel from LMU to Hollywood all the time when it's not a pandemic. I usually bike up Ballona Creek to Expo, then go east to downtown, then take the B line to Hollywood. I'm very excited for the Crenshaw Northern Extension because it could shave 40 minutes to an hour off that trip. The LaBrea alignment would help me the most, as it would complete the trip in around 9 minutes instead of around 20 minutes for the Hybrid route. The LaBrea route would help people going north quickly, but it wouldn't serve WeHo that well. Instead of trying to serve both northern riders and WeHo riders poorly, with the hybrid route, (which meanders to different places instead of forming a transit network) I think Metro should take the LaBrea route north, and create a SantaMonica Spur for WeHo. The WeHo spur can serve WeHo very well, especially because it can be expanded east down Santa Monica, and south down La Cienega towards Venice. Going east, the spur could eventually reach Echo Park, Dodger Stadium and Downtown, and going south it could hit the Purple Line, the expo line at Culver City, then go along Venice Blvd till hit hits Abbot Kinney and Venice Beach. These are longer term ideas, but I think that we need to build that initial spur in order to make that bigger network possible. We need to think about the long term health of Metro's network now. Which is why I think we should build the Northern extension up LaBrea, then build a Santa Monica Spur we can extend later on. Thanks for taking input. Here is an article that goes deeper on this subject. https://la.streetsblog.org/2020/01/09/who-are-we-building-transit-for/
341	4/27/2021	Ryan	Burns	Email	Do Whom it May Concern, I live in the Jefferson Park neighborhood and think the Crenshaw north line would be best served using La Brea. Also, adding an additional line that serves direction West Hollywood as outlined in this video: https://youtu.be/CUrFswVO4Ms?t=332 Thank You,
342	4/27/2021	Gidian	Melk	Email	Hello - I am a resident of Carthay Square. I understand you are soliciting comments regarding the proposed extension of the Crenshaw Line. I just wanted to add my two cents and say I would love to have a station at Fairfax and San Vicente. The convenience would be unbeatable. Thank you!
343	4/27/2021	Nasim	Thompson	Email	Public comment - Metro extension Fairfax-hybrid + Hollywood Bowl Hello, I'm writing to comment on the proposed northern Crenshaw line extension. I'm a homeowner and live in south LA near the Leimert Park stop with my husband and toddler daughter. The Fairfax-hybrid would be very useful to me and my family and it would take us to parts of West Hollywood that are of greatest interest. The Hollywood Bowl extension would be critical too. We drive to the Bowl multiple times per year. It would take at least our car off the road.
344	4/27/2021	Doug	Morris	Email	I am a West Hollywood resident and participated in this morning's Zoom meeting on the Crenshaw Northern extension. I am a strong advocate of expanded metro lines and in this project, I would strongly support the hybrid route. I also would highly support the Bowl extension. Everyone dreads the traffic and the whole departure process from the Bowl and a metro stop would hugely improve things.
345	4/27/2021	Erich	Rodriguez	Email	Hello, I'd like to submit my preference for the Crenshaw North Extension to run along the 1.) La Brea Alternative route. As a West Hollywood resident I believe this alternative is cost efficient and runs along a Blvd ripe for a subway. Thank you, Erik Rodriguez

Comment Number	Comment Date	First Name	Last Name	Method	Comment
348	4/28/2021	Aaron	Thompson	Email	Hello, I'm writing to comment on the proposed northern Crenshaw line extension. I'm a homeowner with a family who lives in Leimert Park a few blocks from the Leimert station. The Fairfax-hybrid would be most useful to me as it would take me to parts of West Hollywood that are of greatest interest. I will also add that the Hollywood Bowl extension would be critical. We drive to the Bowl multiple times per year. It would take at least our car off the road. Thanks, Aaron Thompson
347	4/29/2021	Arya	Moalemi	Email	Crenshaw North Scoping Comment - Alternative Proposal Hello, Would Metro please include and evaluate the following alternative when evaluating the Crenshaw Line northern extension? The alternative I propose is a spur off the Crenshaw Line northern extension that continues to West Hollywood. This spur would continue from approximately Santa Monica / La Brea along Santa Monica to a stop at Santa Monica / San Vicente (and would potentially continue south along San Vicente or La Cienega). This spur would be off of the Crenshaw Line northern extension that connects the existing Crenshaw/K Line to the Hollywood/Highland or Hollywood Bowl station along La Brea (the La Brea concept). As someone who lives in Leimert Park and anxiously awaits the completion of the Crenshaw/K Line, the alternative I propose would provide the benefit of a more direct connection between the existing Crenshaw Line to Hollywood and provide ample access to important areas in the very populated West Hollywood neighborhoods. Thank you very much for your consideration.
348	4/29/2021	Kimberly	Winick	Phone Hotline	Today's scoping meeting Hello. I am the secretary of the West Hollywood West Residents Association. We represent approximately 1000 households in the area between Doheney and La Cienega, Melrose and Beverly. We request that you clarify the intentions for the hybrid option. I thought it absolutely was to be underground north of Olympic on San Vicente but have since seen comments that it could be above LG round through Beverly center/cedars to Melrose, which would bisect and destroy a long established neighborhood (West Hollywood west) , and would destroy a crucial civic center and public space (Melrose to Santa Monica). West Hollywood previously was assured that this segment of San Vicente, north of Olympic, would be underground. Please advise! Anything but underground is not acceptable to this established community. Kimberly S. Winick Clark & Trevithick www.clarktrev.com
349	4/30/2021	Thomas	Einspahr	Email	Adding Option for Spur to West Hollywood instead of route. To Whom it May Concern, As you begin researching the possible routes for the Crenshaw Line North extension I would like for your team at Metro to consider another alternative proposed in this video, https://www.youtube.com/watch?v=FzFwWsO30KM&t=847s. I think its important to have both an option that is direct to Hollywood and Highland up La Brea and also one that travels through West Hollywood. As someone who lives in Silverlake I also like the possibility that the spur could be extending down Santa Monica to East Hollywood and Silverlake in the future. It is important for me for Metro to at least research this possibility now as this route would help convince younger people like me to get out of their cars and take more public transit. Thank you for your time and Good luck with this public comment process. Sincerely, Tom
350	5/01/2021	Mark	Fugina	Email	Hello, I live in DTLA, and once the purple line and the northern crenshaw lines are built, would love to take advantage of the rail service instead of using my car to visit the areas served by the hybrid option. That said, I wish that metro would study the viability of building the La Brea alignment in conjunction with a spur line into West Hollywood. A picture is attached. This would both allow for a quicker ride north/south on the La Brea alignment and the possibility of reaching more riders via extending the spur route in the future (both to the east to connect to the red line and to the south to connect to the expo and possibly beyond). It feels like a better long term strategy than the somewhat confusing and winding hybrid route. No matter what route is taken, I strongly support extending the line to the Hollywood bowl! Best, Mark
351	5/03/2021	Ilena/Chris	Firchau/Scroggin	Email	To Whom it may concern, Attached is some feedback from Chris Scroggin the Sr. VP of Operations for Park La Brea Apartments. Thank you, Crenshaw Northern Extension - Project Update April 2021 My name is Chris Scroggin, and I manage Park La Brea Apartments in the Mid-Wilshire area. We enthusiastically endorse either the Fairfax or the San Vicente/Fairfax route. For the same reasons Metro identified in its Scope Presentation, these routes connect Los Angeles residents to more jobs than does the La Brea Ave route. Furthermore, the Fairfax routes will put the 10,000+ rent-controlled residents that live at Park La Brea within walking distance of the Fairfax/Wilshire station that will service the Fairfax and San Vicente/Fairfax routes. This will open employment opportunities north and south of Park La Brea that have been difficult to access without the Crenshaw Line. Having the Crenshaw North Line so close to over 4,200 rent-controlled apartments would have a tremendous impact on getting its residents out of their cars and into a cleaner mode of transportation. Furthermore, the introduction of the Fairfax or San Vicente/Fairfax route will likely inspire desperately needed apartment development in this area. In closing, the Fairfax or San Vicente/Fairfax route puts desperately needed transportation within walking distance of the very people who need it the most.

Comment Number	Comment Date	First Name	Last Name	Method	Comment
352	5/03/2021	Bryan	Holdman	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I am a ten year West Hollywood homeowner and twelve year resident. I currently live on the east side, near Santa Monica Boulevard and La Brea. I fully support the hybrid alignment route for a Crenshaw North extension option. Having rail as a public transit option is something that makes me want to stay in this area for years to come. Currently, my closest station is Hollywood/Highland — over a mile away. I appreciate the proximity, which gives me access to the downtown area for dining and cultural events… but it isn't quite convenient to use regularly without some kind of "last mile" solution to get me there. This hybrid extension is so appealing because it could close that gap… and also offer me a rail option for so many close-to-home attractions that I would normally drive to. I can't help but celebrate the choice that would connect me personally to so many more local businesses and services with a significant benefit to the environment! The hybrid alignment is an option that serves many needs. It covers ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site (slated for redevelopment), LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The hybrid would serve four times as many jobs and twice as many residents than the La Brea alignment — with more new stations, and twice as many jobs per station. Having rail service through our community, for workers, residents and tourists, is vital to West Hollywood's continued success as a center of creative work, entertainment, nightlife and quality living. This is one of the best areas in the Greater L.A. Basin in which to live, work and play and I would like to see us continue to thrive. Thank you,
353	5/03/2021	Joan	Arroyo	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Joan Arroyo West Hollywood resident
354	5/07/2021	Sean	Thibault	Email	Good day, I am writing to share my input about the potential routes being considered for this line. I ride metro when I go to my office downtown and use bike lockers as well. I live in Koreatown. I also drive often to help ferry my children about to their activities. It is vital that this project serve the major job centers in the hybrid alternative (Cedars, civic We Ho, etc). Some may argue for a direct connection route(eg La Brea) but research shows that facilitating short trips on transit builds ridership — and that means loading up on destinations. At many times of day, driving will often be faster than transit (true everywhere). Today, residents in midcity have no rail options to Hollywood or elsewhere. All of the proposed routes would bridge that — and when traffic moves faster than rail, bus options can serve those riders who would prefer a more direct but less stations and service. One potential alternative worth considering is the so call Spur line that some advocates have floated. Of course this introduces other trade-offs… In a universe of limited alternatives, the San Vicente / Santa Monica route provides the highest ridership and crucial planned stops and growing nodes in Central LA. Thank you for your consideration, Sean Thibault Los Angeles, Calif.
355	5/07/2021	Lauren	Selman	Email	I support of the Fairfax/San Vicente Hybrid :) Hello Metro - My name is Lauren and I have lived in Los Angeles for over 10 years. Five years ago, I was in a car accident and now choose to personally not own a vehicle. I rely on the metro, my bicycle and sharing a vehicle with my fiancé to get around town. We live in Mid-City at Cloverdale and Pico and when I take the metro, I most frequently use the Expo line to get to and from the west side and DTLA, however, traveling north south has been very difficult. Since I live in the odd midsection of mid-city, I still need to take a rideshare or have my fiancé drop me off to get to the Expo Line or Red Line. I would love to have an alternative that comes through my neighborhood! Professionally I work as a production manager at the Academy of Motion Pictures (Wilshire/Doheny), do events for the Academy Museum (Fairfax/Wilshire), freelance for Westfield Century City (Santa Monica Blvd) and for clients around Los Angeles. Most recently we did The Oscars at Union Station and it just underlined the importance of the metro system in our city! Bottom line is, I am looking forward to the Metro Crenshaw Extension and am in full support of the northern extension. Especially the connection to LAX! As a Bay Area native, one of the best things they did in SF was to have the BART go all the way to SFO. It makes travel so much easier!! Personally, I am a support of the Fairfax San Vicente Hybrid route as it not only goes to museum row (home of the Academy Museum, Peterson and LACMA) and the Grove (which is adjacent to PanPacific Park where I have run my dog and met friends and TJ's where I get groceries,), but it also opens the option to go to West Hollywood which is one of my favorite destinations in town. This improves travel options for me both personally and professionally. Destinations along this route that are of interest to us include: * Museum Row * The Grove * Cedar Sinai * Beverly Center (with Beverly Connect, Target, and delicious restaurants down the street!!) * Gracias Madre, Zinc, Urth Cafe and other restaurants adjacent to the Pacific Design Center * Whole Foods on Santa Monica Blvd. Thank you so much for taking my opinion and thought into your scope. We look forward to seeing this project take shape.

Comment Number	Comment Date	First Name	Last Name	Method	Comment
358	5/07/2021	Mike	Roth	Email	My comments after 5/6 scoping meeting Hello, I just finished the Zoom Scoping presentation and I would like to make offer my comments. I think the Northern Crenshaw extension is Metro's most important project in terms of the number of people it will affect, and I am extremely enthusiastic about accelerating this project to the front of the line. I live in Mid City — about two blocks from the proposed Midtown Crossing station. I am well aware that the construction will have an impact on my community for a few years, but that is a price I'm willing to pay to ultimately get this line. I also think it's a great idea to add a terminus to the Hollywood Bowl, and I support that idea. Most importantly, though, is that some information I learned at the scoping meeting has changed my mind. I earlier submitted a comment that I felt the La Brea route was the best option, because I have observed so much commercial development on that street compared with Fairfax and San Vicente. And while I'm a big fan of WeHo, I also felt that the San Vicente option was mostly going to just speed up transportation to the WeHo nightlight. However, after seeing the charts about the number of residences and jobs that each route would affect, I have been persuaded that the new Fairfax/San Vicente hybrid route is the best option. Even though it will be the most expensive and take the longest to construct, I see from the proposed map that the number of stops will positively benefit far more people than the La Brea option, and it will serve many more major areas in that part of town than just the WeHo nightlife scene. I had also written in my previous comments that I supported whatever option would get construction going the fastest, however I was also persuaded by several other stakeholders comments during the meeting that we are only going to have one chance to get this right. When we've taken shortcuts in the past, it has resulted in lines not being as useful as they could be (ie not having an easy way to get that last mile to a destination). I think we should do this right — keep it underground where possible, and serve the most number of destinations. (But I will also say that for that one stretch near Stanley where the train would need to be at grade.. that is ok with me, and I do not live too far from that area.) Thank you for keeping this on track.
357	5/07/2021	Bryan	Sexton	Email	In Support of the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Dear Metro Crenshaw North Team, Thanks for all your work on the Zoom meetings and super excited about this Crenshaw North project and the possibility of this line coming into West Hollywood's Santa Monica / San Vicente area and possibly even to Santa Monica @ LaCienega! Having moved from NYC to West Hollywood almost 15 years now (living close to LaCienega @ Sunset), the addition of a metro rail line through this area would not only personally benefit me and my family but also all the tenants and tourists that travel to/from the Sunset Strip or WeHo SaMo Strip area on a daily basis. Also you could imagine my surprise when I moved from NYC to LA (Back in 2002) to find that the Metro lines didn't hit ANY of the tourist sites aside from Universal Studios and Downtown. I'm glad that we now have a train to the ocean but we need to hit more popular areas. It bodes well for a city when it can transport its denizens from the airport to where they need to go WITHOUT having to rent a car (or get into your own car). If the "Fairfax / San Vicente Hybridb" line is chosen, I believe it will become a no-brainer with regard to airport trips to/from the Sunset Strip hotel / WeHo district for tourists and our tenants alike, not to mention all the shopping that would be done by connecting the Beverly Center or the Farmer's Market / Grove at the LaCienega @ Beverly and Fairfax @ 3rd stations. Personally I believe this would become the most used line in the Metro system. Thanks for your time and please let me know if I can be of any help!
358	5/07/2021	Christopher	Roth	Email	My name is Chris Roth, I live at 7214 Fountain Ave and am an 8 year resident of West Hollywood. I am very excited to hear about the possibility of Metrorail in WeHo! After reviewing the materials my preference for the location is; Alternative #3 Followed by Alternative #2 Thank you for considering my input. Sincerely, Christopher Roth
359	5/07/2021	Kimberly	Winnick	Email	Hello, my name is Kimberly Winnick I'm the secretary of the West Hollywood West Residents Association, and I attended the first Zoom meeting on scoping for the Crenshaw North project, as did several of the other board members, And we are not clear about what the intention is with respect to running through West Hollywood, I thought I understood that the plan was for everything to be underground because of the various problems with crossing intervening streets and so forth. That wasn't at all clear and I'm sure you understand that whether the train would be above ground or below ground on San Vicente through the area north of Wilshire is of tremendous importance to us. Appreciate phone call at 213-309-5794, or text to that same number. I went online to look at the scoping information that you have, and simply cannot find an answer as to what is being evaluated at this point, we have the offer the heavy for me an email at K, WI. N I C K at Clark, travel, a CLA RK tr victor.com Thank you very much.
360	5/07/2021	David	Pohl	Email	Hello - I live in Leimert park and am excited by this project and would use it frequently once opened. Personally the most direct route to Hollywood is my preference, people are more likely to use the train if it is fast and efficient. However if securing funding for this route pushes the timeline out to 2040 then I prefer the option that gets something built sooner, say by 2030, such as the route through W Hollywood. This is less practical but does accomplish more by hitting a number of landmarks, and perhaps for this reason results in more co-funding. Thank you,
361	5/07/2021	Mary	Murray	Email	Hauser /San vicente I live on Hauser Boulevard, just south of San Vicente.It sounds like there would be an above ground train going along San Vicente, at the end of my block. I am concerned about noise. Also, would there be a station there? And, how soon would construction actually begin? Thank you. Mary Murray Sent from my iPhone

Comment Number	Comment Date	First Name	Last Name	Method	Comment
362	5/10/2021	Forrest	Hong	Email	Thank you for your presentation this morning. I am a resident in the Mid-City neighborhood and would like to recommend: 1. Fairfax San Vicente hybrid 2. 100% underground 3. Consider a stop between LA Brea and Redondo Blvd where the population is dense and will offer an aging population in these areas easier access. 4. Yes to a Hollywood Bowl stop. 5. Wondering if the pending Olympics coming to LA can be influential in exploring options to finish the project before 2040. I appreciate your consideration.
363	5/11/2021	Ella	Smith	Email	San Vicente line comments hello- I just wanted to quickly email to thank you for all that youre doing- i think the metro in our neighborhood will be great! but I would like to plea for the section on san vicente to go underground. as a long time resident of this neighborhood (with my windows facing san vicente near cochran) this would absolutely destroy the neighborhood. This section of the metro should go underground just as the rest of it will be- i find it insulting that the line runs underground in more affluent neighborhoods and then at grade (destroying our neighborhood) in this area. It is a very blatant commentary on the socioeconomic divide in our communities! Please please take this section underground like the rest of the line!!! Im begging you!!! thank you
364	5/11/2021	Karin	Purchas	Email	OPPOSITION to Metro Route Extension To Whom it May Concern: I would like to express my deep opposition to having a Metro surface rail extension along San Vicente Boulevard between La Brea and Fairfax. I have been a resident of this community for over 40 years and we have all fought to keep our neighborhood safe, quiet and peaceful! This proposed extension would negate everything that we in this community have fought HARD for. This section of San Vicente should be no different to all other sections stretching from Pico Boulevard to Santa Monica and the residents of this community should be able to take walks along the median and enjoy the beauty of the environment. Again I am STRONGLY OPPOSED to this extension and would appreciate your consideration of other alternatives that will be acceptable to the residents of this community. I would appreciate your keeping me updated on any planned meetings that residents can participate in and express their concerns. THANK YOU!
365	5/13/2021	Joshua	Blonsky	Email	Crenshaw Northern Extension Public Comment - add La Brea+Spur option To whom it may concern, I am a resident of Los Angeles adding public comment to the Metro Crenshaw Northern Extension. As a former resident of West Hollywood and a current resident of Hollywood, I encourage Metro to explore the La Brea+Spur option to the environmental review as commented by this advocate in his youtube video here (min 12:31-16:02): video here Thank you, Joshua Blonsky
366	5/13/2021	Lorrie	Marlow	Email	I support the Fairfax-San Vicente Hybrid alignment & MORE I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! As a West Hollywood resident who LONGS TO BE CONNECTED since Metro Rail has NO PARKING at any stops so DRIVING to a metro stop is out of the question (WHO thought THAT was a good idea in Los Angeles?!?!?!) having access in WALKING DISTANCE because....no parking?!?!?! is fabulous! I am ALSO concerned about a Crenshaw dynamic I didn't see cleared up in the materials. You DO mean LEIMERT PARK/CRENSHAW right? That battle HAS been won? Yes? Because doing all this and then almost willfully murdering a hub of black arts and creativity that has flourished IN SPITE OF THE MOST EGREGIOUS ODD (anyone remember when Ikea wanted to be there rather than Burbank and the councilwoman at the time vetoed that?) so...IS LIEMERT PARK/43rd place NOW SECURE??? thanks! LorrieGay Marlow
367	5/13/2021	Matthew	Louchheim	Email	I support the Fairfax-San Vicente Hybrid alignment I live at 8917 Dorrington Ave in West Hollywood and support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Comment Number	Comment Date	First Name	Last Name	Method	Comment
368	5/13/2021	Peter	Persic	Email	Comment Re: Northern Extension Dear Metro, I oppose an "on grade" extension along any portion of San Vicente and urge Metro to keep the Crenshaw Northern Extension fully underground along San Vicente. I am a property owner and resident of the area that will be impacted by the San Vicente route. An on-grade line is incompatible with the surrounding area and will remove much-needed greenspace. Thank you, Peter Persic
369	5/13/2021	Mark	Anderson	Email	Good afternoon! Thank you for the great video. That was very informative. I strongly prefer the alternative that services the Beverly Center, Cedars & the Weho nightlife district. I have lived in Weho for 14 years and would dearly love public transportation options. Yes, please add the Hollywood bowl extension! That would be amazing! Thank you so much!
370	5/13/2021	Matt	McKee	Email	Mid-City Resident Request Hello, I heard about the proposed metro line through my neighborhood council. I would like to request a stop near Cochran & San Vicente as the other stops just seem too far away and makes it unusable without a bike, which is not an option for many people. Thank you, Matt McKee (323) 537-1768
371	5/13/2021	Howard	Shore	Phone Hotline	Roger Martin hi it's Howard Shore sorry I was able to join your meeting, huge fan of your program. Huge fan. And I'm also a friend of the wham, order that that organization on Facebook and Twitter. I want to say to you that I live by Howser and Adams, and the closest station is a 20 minute walk and it would be nice if we could build another one on the like, you know, maybe closer to like Liberty Avenue, you will have better actors to get around, you know, Bryan Adams would be perfect. I think that's about 10 blocks from my home as well. So it's a great idea what you're doing. I don't like the idea of having to wait 1020 years for these projects because people can be dead by them. So you should get these quarters done in an efficient manner, you know, five years, you know, maybe eight years, that's enough. You know what else I don't know if your project goes into West Hollywood, but that is a great idea for the other project which is supposed to go into West Hollywood or on Santa Monica Boulevard and I think the last year, the guy on the ground machine that's gonna be another project. And then I want to know also about the project for Crenshaw right. One of those stations going to be open the ones that are leading towards the airport, and then you're going to be making a people mover which is excellent, so you can go with a train to the airport when you express this project we finished our hurts three years for people who were to be operating. I'm kind of curious about that as well. And I do hope that you're all these projects will increase, John. I don't mean like leaving the station, there's other types of jobs too maybe for, you know, more businesses that could be around the each station, you know, that we definitely have more jobs and more employment to people. Okay I think I think I set it off right now. My name is Howard Shore My email address is Howard Paul shore the number one@gmail.com HOWDP pa UL sh or even number one.
372	5/15/2021	Veronica	Rodriguez	Email	Scoping Hi, I am a resident of Leimert Park and support the hybrid model Please do not prolong everything by splitting the project up and build it now I also support ending it at the Bowl and keeping it underground so it doesn't have to deal with traffic. Thank you, Veronica Rodriguez
373	5/17/2021	Miles	Mueller	Email	Public Comment from WeHo Resident - Fairfax-San Vicente Hybrid Option! Good afternoon, As a West Hollywood / LA County resident, I wanted to lend my support to the Fairfax-San Vicente Hybrid option. Although the other route options would be "cheaper" in the quantitative short term, qualitatively we'll have a much much richer community by going all-in with the option that serves the most hubs of our area. We need to think as long-term as possible with this important transportation infrastructure, as it's obvious this century will be seeing major changes to how we live and go about our lives, including a transition away from individual cars. We need to be ready and welcoming to this societal transformation by getting it right ahead of time! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Lastly, just so you know, I'm extremely supportive of expediting this construction as much as possible. Thank you so much for all the work your whole team is doing, can't wait to #FinishTheLine!
374	5/17/2021	Matthew	Moeller	Email	Crenshaw North Scoping Comments As a West Hollywood resident, I'd like to submit a comment for supporting the western alignment of the metro. thanks,
375	5/18/2021	Allen	Fogderude	Email	Yes! To rail service down San Vicente As a homeowner in miracle Mile, I support metro's above ground rail service running down San Vicente between la brea and West Hollywood. Looking forward to it!
376	5/19/2021	Bobby	Beus	Email	Hybrid Metro Line in West Hollywood I support adding the Crenshaw lines to Farifax and San Vicente. As a resident of West Hollywood this would greatly increase metro transit to support locations that would be sorely missed.
377	5/19/2021	Peter	Dunne	Email	hybrid route My name is Peter Dunne and I've been a resident of West Adams for 15 years. I think Metro should build the hybrid route that was presented and build it before 2041. This is a vital project for all of LA.. Thank you
378	5/19/2021	Tim	Tobish	Email	Hybrid LIne I'm writing to express my strong support for the "hybrid" line extension via San Vicente. I think the La Brea route is short sighted and only impacts 25% of jobs and workspaces that the hybrid approach would reach. Given the delays on the southern portion, I have little faith that any additional spur lines would be built anytime in my lifetime. We have one shot to this and I can't stress enough the importance of getting this route right. I live less than a mile from Expo and Crenshaw and so have a personal stake in this. Best:

Comment Number	Comment Date	First Name	Last Name	Method	Comment
379	5/19/2021	Todd/Jason	Hunter/Currie	Email	HAVE A SAY in Metro's Crenshaw Northern Line Extension - Hi Metro Team, My name is Jason Currie and I am a homeowner in West Hollywood. Thanks for putting together the presentation. My strong preference is for the San Vicente hybrid line, as that will serve the most people and hit the popular/destination areas. Please consider extending late hours for weekend use, too, and to reduce drunk driving. Also, I think the Hollywood Bowl extension line is a brilliant idea. It will help alleviate a great deal of the traffic that occurs in that area during events at The Bowl. Thank you, -Jason
380	5/19/2021	Jennifer	Grega	Email	YES to La Brea Option To Whom It May Concern - I live in Wilshire Vista. I am writing to urge Metro to choose the La Brea route for the Crenshaw North expansion of Metro. The two other proposals for the train to run at street level along San Vicente Boulevard have the train running right through a RESIDENTIAL SECTION of San Vicente - mostly apartments and duplexes. This is not an appropriate area for a train to be run. Merely for starters, how will those residents cope with the noise? A commercial strip such as La Brea is the far better option and less disruptive to people's sleep and quality of life. Thank you.
381	5/23/2021	Carter	Bravmann	Email	I support the Fairfax-San Vicente Hybrid alignment for Crenshaw North I live in the hills just north of West Hollywood (1625 N. Crescent Heights Blvd., LA 90069). Sunset Blvd., Santa Monica Blvd. and La Cienega Blvd. are all heavily congested streets. Access to the subway in heavily congested West Hollywood would substantially improve the viable transportation options for thus very transit (rail) deprived portion of L.A. Country. Thank you, Carter C. Bravmann, Architect
382	5/24/2021	James	Moll	Email	To the LA Metro Team: Please, please PLEASE do not allow a portion of the Metro to be above ground in our beautiful neighborhood along San Vicente in the Carthay Circle. My family has lived here since 1976 and this is one of LA's most cherished historic neighborhoods. I am solidly in favor of the construction of an underground transportation system in our city, and I don't even mind if it goes under our neighborhood. But PLEASE do not allow the rail to go above ground. It would be devastating to me and to my neighbors. Is there anything more I can do to have my voice heard in this matter? Sincerely, James Moll Carthay Circle Homeowner
383	5/24/2021	Amy	Amsterdam	Email	Hello Transit Folks: I live 5 houses from San Vicente/Wilshire in Carthay Circle. I want to make it known first off that I am not against transit or accessibility or thoughtful urban planning. I am really excited about all of the action in our neighborhood. That said, I do hope that this rail project is put underground as it really will bifurcate a historic neighborhood in a way that will rip it apart. I think transit is awesome...I even welcome this project and understand the constraints of putting it underground, but we really do need to keep the integrity of one of the first historic neighborhoods in Los Angeles. Thanks for understanding. I am happy to provide more if needed. Amy
384	5/24/2021	Pavlo	Chernyshenko	Email	I support the Fairfax-San Vicente Hybrid alignment for Crenshaw North We live in Leimert park and would love to take metro to wear Hollywood! Pavlo O'Connor
385	5/24/2021	Leslie	Karliss	Email	Dear Metro Board Members, The West Hollywood West Residents Association represents approximately 1000 households between Doheny and La Cienega on the west and east, and Melrose and Beverly Blvd. on the north and south. This is a well-established and diverse neighborhood that includes apartments, duplexes, single family homes and business. It is an integral part of the West Hollywood urban village. There are homes with front doors on San Vicente Blvd., which runs through the middle of our neighborhood. West Hollywood Park and Library are also on San Vicente, north of Melrose to Santa Monica Blvd. San Vicente itself plays a crucial role in the city's Pride and Halloween festivities when it is closed to vehicular traffic, as well as in our neighborhood's annual National Night Out celebration. West Hollywood's City Council has assured our neighborhood in the past that only an underground configuration on San Vicente between Beverly and Santa Monica would be acceptable. Similarly, at Metro scoping meetings, representatives have indicated that Metro is no longer considering an at grade or aerial installation. However, Metro's Advanced Alternatives Analysis Study Final Screening Report Executive Summary dated August 2020 indicates the hybrid line runs at grade or aerial on San Vicente between Beverly and Santa Monica. If the San Vicente hybrid is the route chosen for the Crenshaw northern extension, the West Hollywood West Residents Association firmly advocates that it be installed underground. An aerial or at-grade configuration on San Vicente would divide a close-knit neighborhood in half, would be mere steps from residential front doors and would spoil the quality of life its residents currently enjoy. It would also destroy a crucial civic space for greater West Hollywood. Thank you for your consideration. Sincerely, Leslie Karliss, President

Comment Number	Comment Date	First Name	Last Name	Method	Comment
388	5/24/2021	Marshall	Knight	Email	To Whom It May Concern, I apologize for the length of these comments. I'm a 10-year Fairfax district resident who plans to make Mid-City West or West Hollywood my lifelong home, so I am deeply invested in getting this right. I believe Metro is asking us to choose between three problematic alternatives: two routes (Fairfax and La Brea) that do not adequately serve Mid-City West/West Hollywood, and one messy compromise (Fairfax-San Vicente Hybrid) that serves the neighborhood at the expense of regional travelers. I was an early advocate for the Hybrid, but I realized that I was only pushing the Hybrid out of fear that this is the last chance to see rail service in our lifetimes. That's because Metro eliminated the West Hollywood branch of the Purple Line in 2010, and the Crenshaw North Extension is the only project in the Measure M expenditure plan that could serve our vibrant neighborhoods in the heart of the city. But it's become clear that one line cannot adequately serve as both a regional commuter line and a local circulator. Rather than pushing through one of these three alternatives, Metro should explore building two branches as part of the EIR. For example: if the ~$6 Billion Hybrid alternative is considered achievable, could Metro instead build the ~$3 Billion La Brea alternative and a branch from Hollywood/Highland through West Hollywood and Beverly Grove (as pictured below) for a similar expense? Such a scheme would fulfill the goals of the Crenshaw North Extension more fully than any of the current alternatives, while relieving the anxieties of both Mid City West/West Hollywood locals, and long-distance commuters. Although the idea of a Hollywood Bowl station is appealing, I would rather that money be spent building a more holistic system. There's recent precedent for such a two-pronged approach: the Gold Line Eastside Extension, which until recently was to include routes to both South El Monte and Whittier. If branches were considered viable for the Gold Line, why shouldn't the same apply to the Crenshaw Line? Thank you for taking the time to consider my comments, and for your hard work on this project. Go Metro! All the best, Marshall Knight
387	5/25/2021	Laura	Cohen	Email	Hi there, We are residents of Carthay Circle and we wanted to officially share our support of the Metro Crenshaw Northern Extension which will run along San Vicente. We do not oppose it being above ground. Thank you, Laura Cohen & Arik Ahitov
388	5/26/2021	Anna	Cherekobsy	Phone Hotline	My name is Ana eight and na Szarkowski c h e r e K O V as in victory. Sky phone number 707-498-1123 That's 727-498-1123 email on a n, and a D isn't dancing efficent fabric G isn't gardening 108 at gmail.com. That's Ana de, F, G, 128 at gmail.com I'm calling regarding the Crenshaw line that's going to go, theoretically up Santa sente. I have attended the meetings is Carthay center elementary school and letters, and I am voicing my absolute sincere hope that you will not put a metro line of control on on Santa Santi above ground. In any portion of Santa Santi. I was raised in this neighborhood, my parents bought their house on comedor slopes in 1961 and I inherited it not so long ago I'm back here living in the same community I grew up in and having a rail going up and downs in the city would ruin Sam assenting as it is a residential area. It is a wide residential area but nonetheless the residential area compared to wilsher which is a commercial area. So, if you would reconsider any above ground metro line installment, and make sure either is rerouted on any of the other alternative routes or underground only at any point. That would definitely be not only my preference, but if there's any way to push this, I tried to be not too pushy, but that would be the thing to do, it will destroy the meridian, it will destroy the neighborhood. It will be noise that the noise increase already has been astronomical between cross campus and their rooftop events, and the just the increased traffic for all the metro and the impact on the community in general has been absolutely overwhelming. So, if you could do anything to defer that project in any way shape or form and put it anywhere above ground. I would prefer not going up sand ascending at all in any way. I suggested having the small buses whose name I can't remember right now to the West Hollywood area, the places that you put advertisements for all the different businesses and events that are going to be going on and have them run through the up and down SimCity, to connect all of the different stations and over to cedars, to the library, up into West Hollywood proper on like Sam ascending in Santa Monica, and it could be an artistic event and it would be something that would draw people to West Hollywood, and to cedars because there would be something beautiful going on with the buses, much like the, the cable cars in San Francisco, you could definitely make it into an event and scam you know how people being able to scan in codes for what's going on, on the signs of the different businesses inside the little buses, very wonderful way to move people, they're much more likely to be kind to each other than on a big bus and definitely more kindly chosen that would be on a metro line where nobody talks to anyone and just doesn't have that same kind of interaction as smallest does. That was my pitch at the Carthay Circle meetings that I attended, and I maintained my position, I really hope nothing goes above ground on sailor Santi, please feel free to contact me, I have more to say and I would be happy to share my confidence and insights with anybody who cared to listen to it. Thank you so much for your time. I really appreciate the efforts that you're making and allowing so much public commentary. Take care, they will.
389	5/27/2021	Andy	Hotchkiss	Email	Hello, As a resident of the midcity area, we are very excited to have more public transportation in the area as our population, buildings, and community grows with the addition of the metro line. I am very concerned that there are no stops located from the Midtown Crossing until Fairfax near the grove. That is a 2 mile stretch with no stops for our community to get on or for people to stop and visit our many shops and restaurants on Pico. Neither of those stops are in the Pico Neighborhood Council limits. Therefore, our residents are not able to walk to a stop or use the metro that is running right through our community. The Cochran Ave and San Vicente intersection is a great middle location in Midcity with many muli-unit residential buildings and businesses surrounding. It is a very large intersection with the space to have a stop and would benefit the community greatly. I am asking that you please consider this location as an additional stop on the line to support the community that the metro is planned to run through. Thank you, Andy
390	5/27/2021	Barbra	Rubin	Email	I am a citizen of West Hollywood and I vote NO for the Metro here in West HollywoodDr Barbara RubinNorth Kings rd90069
391	5/27/2021	Chris	Scroggin	Email	My name is Chris Scroggin, and I manage Park La Brea Apartments in the Mid-Wilshire area. We enthusiastically endorse either the Fairfax or the San Vicente/Fairfax route. For the same reasons Metro identified in its Scope Presentation, these routes connect Los Angeles residents to more jobs than does the La Brea Ave route. Furthermore, the Fairfax routes will put the 10,000+ rent-controlled residents that live at Park La Brea within walking distance of the Fairfax/Wilshire station that will service the Fairfax and San Vicente/Fairfax routes. This will open employment opportunities north and south of Park La Brea that have been difficult to access without the Crenshaw Line. Having the Crenshaw North Line so close to over 4,200 rent-controlled apartments would have a tremendous impact on getting its residents out of their cars and into a cleaner mode of transportation. Furthermore, the introduction of the Fairfax or San Vicente/Fairfax route will likely inspire desperately needed apartment development in this area. In closing, the Fairfax or San Vicente/Fairfax route puts desperately needed transportation within walking distance of the very people who need it the most.

Comment Number	Comment Date	First Name	Last Name	Method	Comment
392	5/27/2021	Christopher	Stanley	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
393	5/27/2021	Elisabeth	Clark	Email	I am writing to you in support of the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project.The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. I would urge you to include a Metro stop at Fairfax and Santa Monica Boulevards, as it would serve several residential areas nearby, including Spaulding Square and Sunset Square. This would increase ridership and provide public transportation to an area that is currently congested nearly all day. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B) and potentially even the Hollywood Bowl!I urge Metro to advance the Fairfax-San Vicente Hybrid alignment in the environmental process.Let's get it right the first time. Please choose the Hybrid Line proposal as the preferred route. .Thank you for your careful consideration in this matter that will determine the viability of several residential communities and business areas over the next decades.
394	5/27/2021	Finn	Egan	Email	To Whom it may concern, Please extend the metro line up Fairfax! I live in West Hollywood and that would be very useful for me and my business. My address is 915 N Genesee Ave, West Hollywood, CA 90046. Please! Please! Please! An Avid Voter, Finn Egan
395	5/27/2021	G		Email	I strongly oppose the Fairfax-San Vicente Hybrid alignment for the Metro Crenshaw Northern Extension Project.The Fairfax-ONLY would BETTER serve the major destinations in Mid City and WeHoEAST , including the Grove, the Farmers Market, the CBS Television City Site, LACMA and Museum Row, a range of underserved communities and job centers along the way. I urge Metro to DENY the Fairfax-San Vicente Hybrid alignment in the environmental process. Thank you! GLT resident of west hollywood
396	5/27/2021	George	Faerber III	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project.The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment.It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl!I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process.Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
397	5/27/2021	Jericho	Wilson	Email	Dear Mr. Martin, As a daily rider of METRO since February 2000, I support the Crewshaw Northern Extension Project. And as a resident living near where the line would be located, I enthusiastically support the Fairfax-San Vicente hybrid route. I do not own a car, but I have lived and worked in the Hollywood/West Hollywood area for the past 13 years. And I will definitely still be living and working here once this route is completed. Rest assured, I will use this route 52 weeks a year. The Fairfax-San Vicente hybrid would help me get to where I live, work, shop and go to all my medical appointments. I turn 55 next year and as a senior citizen, I will be more dependent on METRO than ever. And I'm already riding METRO buses and trains every day. Please choose the Fairfax-San Vicente hybrid route for the Crenshaw Northern Extension! Sincerely, JERICHO WILSON Cell # 310-993-2543
398	5/27/2021	Jim	Sabey	Email	As a resident of West Hollywood, I absolutely support the extension of the Crenshaw Line into West Hollywood. An extensive rail network is absolutely needed to solve many many issues facing the Los Angeles basin. This project is KEY to it's development.
399	5/27/2021	Jonathan	Beckhardt	Email	As the representative for the Wilshire Highlands neighborhood, which includes San Vicente from La Brea to Cochran, I strongly urge Metro to include an additional metro stop between Midtown Crossing and LACMA in their forthcoming study of the Northern Extension of the Crenshaw line. As the current plan stands, a significant residential community is left without access to the metro line that runs directly through the neighborhood. This would be a lost opportunity to significantly increase ridership and provide rail access to over 15000 residents who are either too far north to take advantage of the Expo line and too far south to take advantage of the Purple line. Many individuals I have spoken with have expressed excitement about both the purple line and the Northern Extension of the Crenshaw line. However, given the distance, they generally view this as something they will use on occasion (less than monthly). In most instances, automobile will still be the fastest way to get to their destination. When the possibility comes up of an additional station between Midtown Crossing and LACMA, they voice that they would use this daily or weekly. Furthermore, this region of Central Los Angeles is an area of increasing development and commerce. Pico, which is a short walk from San Vicente, is a destination for its small businesses. It is also seeing increasing development through the TOC program. Over the next decade, this will only increase the number of people that use this station, and make the need for non-car modes of transportation only more acute. The difference between a system that is occasionally used versus one used daily and weekly will be significant for both ridership and for providing transportation alternatives for those who need it. In this region, 10% of individuals do not own cars, and a disproportionate percentage of lower income, less-educated, and historically marginalized communities rely on non-car modes of transportation. It will be a lost opportunity to not include this additional station in Metro's study. I strongly encourage Metro to please include it in its forthcoming study. Thank you kindly,

Comment Number	Comment Date	First Name	Last Name	Method	Comment
400	5/27/2021	Jose	Alabaso	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. By the way, I rather prefer staying with Fairfax-San Vicente Alternate #2 to help make things easier in a more connective way in public transportation. Okay? Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
401	5/27/2021	Josh	Atkinson	Email	I want to provide my emphatic support for extending rail services into West Hollywood and maximizing the potential populations that the rail would be accessible to. Currently, I spend >1 h in my car driving to and from the University of Southern California on a daily basis. Unfortunately, I don't know of anyone else making this commute and am unable to attempt to car pool and this results in a significant increase in my carbon footprint as well as making me a contributor to traffic on La Cienega and on I-10 and limits my personal productivity. I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. Access to a potential station at Beverly and La Cienega would fundamentally alter my and many other's mobility throughout the LA region. It would be a shame to extend rail into West Hollywood but only on the Eastern border of the city on La Brea, this would make rail inaccessible to me. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. Additionally, the region that the rail would traverse near La Cienega is ripe for future development with many single level commercial properties (many of which are currently vacant) that could be developed into mixed use housing and commercial property. This would increase the economic impact of the region while also contributing to safety in the region. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you for your consideration!
402	5/27/2021	Kristin	Hubner	Email	Dear LA Metro Crenshaw Northern Extension scoping: I attended via Zoom the April 29 scoping meeting, and listened with interest. I want to give feedback that my preference is first for the San Vicente hybrid alternative, or next choice the Fairfax alternative. The La Brea alternative seems to me to "only" be really useful for through traffic, whereas the other alternatives also provide access to useful additional locations such as Cedars-Sinai, The Grove, West Hollywood library/nightlife/Pacific Design Center. I realize that every little bit adds up, so for through traffic traveling to, say, LAX, the swerve into West Hollywood adds a bit of time. But in the overall amount of travel time, I don't think any extra 10 minutes will be a deal breaker to using the subway, as I expect driving times to just get worse and worse, and hence the subway to get more attractive. And the time to get to the West Hollywood locations via streets is already very burdensome and likely to get worse, and the San Vicente hybrid option in particular I think has potential to help east-west travel. The east-west arteries such as Sunset Blvd and Melrose Ave are very heavily used (pre-COVID-19 and presumably again soon) in the area in question, to the point that during rush hour time cars — and buses — aren't necessarily faster than walking. Pre-COVID-19 I walked along Sunset Blvd from about Fairfax to San Vicente in the mornings and evenings at "rush hour" time and watched buses not always do the trip any faster than my walk. So I disagree with the thought (that commenters arguing for La Brea suggested) that the subway should just do the more direct La Brea route and then buses should connect from La Brea stops to travel west — I think that shows lack of awareness of the east-west travel issues already existing in the area. Whereas a subway avoiding street travel could actually help with east-west travel. Thank you, Kristin Hubner
403	5/27/2021	Lacy	Wright	Email	I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!

Comment Number	Comment Date	First Name	Last Name	Method	Comment
404	5/27/2021	Laura	Traferro Florio	Email	As a Hollywood resident (Hollywood @ Curson, 5 blocks from Fairfax), I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thanks!
405	5/27/2021	Grant	Keiner	Email	Miracle Mile Rail Routes Dear Metro, I am writing because it has come to my attention that Metro has proposed running the Crenshaw north extension above ground alog San Vicente. As someone who commutes along and recreates along the San Vicente multiple times a day and who lives along the proposed line I would ask the Metro run all trains below ground along San Vicente. Running the train at grade would divide the neighborhood. It would increase noise, interfere with bicycle and pedestrian traffic and increase congestion at LaBrea and San Vicente, an increasingly congested area. More importantly it would deprive this neighborhood of the green space that currently exists in the median of San Vicente. Perhaps worse than these direct impacts is the message this sends. In running the train above ground through this section of while running below grade through the wealthier neighborhoods it tells everyone in the community that Metro does not value the Communities that exist in these les affluent areas and it does not value the existing character of predominantly black and brown neighborhoods as it does those in wealthier whiter areas because it will not bear the cost of construction to build rail access in a way that enhances the community but prefers to divide these communities and trample on their character. I support increasing rail transit throughout Los Angeles and applaud Metro's dedication to increased mobility and integration of last mile solutions. Running light rail along San Vicente above grade is a mistake that will mar the neighborhood and pit the community against Metro's goals of increased mobility. Grant Keiner 323-788-4890d
406	5/27/2021	Annie	Bolding	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Hi there, I'm Annie Bolding and I live in Santa Monica and 100% support this! I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Best, Annie
407	5/27/2021	Brian	McNutt	Email	Hello, I would like to support the Alternative 3: Fairfax–San Vicente Alternative (Hybrid) I live in West Hollywood and this would be great to get us to other amazing destinations in LA County. Brian McNutt
408	5/27/2021	Derek	Bishe	Email	Crenshaw North Hybrid Alignment all the way!! Hello! I live in downtown, work in WeHo and spend many evenings in Weho. With the hybrid line I would absolutely drive less as I would be able to get to all the places I want to go in a short walk from the train! Everyday I can leave my car parked in its spot is a huge success for me, and I think this alignment would finally mean more days a year spent taking the train then having to drive! I would be ecstatic! Also, as a former Hollywood resident I will always say that a Hollywood Bowl station would be incredible. I don't go to the bowl that often (but I would go way more if I could actually get there!) But I was CONSISTENTLY stuck in traffic at the highland exit of the 101 when there were bowl events. It was so bad that even if it wasn't bowl season I would usually extend my trip further past the highland exit in order to avoid the chance of getting stuck in that awful traffic. I've probably spent a full week of my life in stand still there. That said: Hybrid line will serve way more people and take way more cars off the road than the bowl station, I just think if you can get the Disney's or other Billionaires to buy naming rights to fund a Hollywood bowl station and relieve even more of the traffic nightmares in that area you should pursue it :) Thanks for your time!
409	5/27/2021	Narineh	Hacopian	Email	Metro expansion -- I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Dear Los Angeles County MTA, Hello! I'm a lifelong Angeleno and I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! thank you, Narineh Hacopian, Los Angeles (Sherman Oaks)

Comment Number	Comment Date	First Name	Last Name	Method	Comment
410	5/27/2021	Tina	Alva	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Yes, yes, yes!!! I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! As a 50 year old 20 year resident of WeHo I'm concerned about traffic in our city. We have a growing number of residents and businesses which creates more traffic. This Metro line would help our city tremendously and cut down on cars and congestion on our streets. I look forward to the day I can walk to the train and go anywhere in Los Angeles. LETS MAKE IT HAPPEN!
411	5/27/2021	Zachary	Neal	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Hello, I am Zachary of West Hollywood and I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine! Thank you , Zachary Neal Of West Hollywood
412	5/27/2021	Brian	Bosworth	Email	WeHo Extension Hi I live near the Beverly-Western stop and I would use Metro much more if the line was extended to connect me to West Hollywood, Cedars, the Grove, and LACMA Thank you! Brian Bosworth 118 Robinson St, Los Angeles, CA 90026 310.430.8377
413	5/28/2021	Andrea	Garcia	Email	Hello, My name is Andrea Garcia. I live on South Plymouth Blvd. Los Angeles, CA 90019. Near Pico Blvd, and close to the proposed San Vicente proposed light rail route. I'm e-mailing to voice my support to the proposed San Vicente route for the phase 2 expansion to the Crenshaw Line. Please don't let NIMBYs ruin another wonderful public transportation project. The Fairfax route/La Brea route alternative seem to fall short on the amount of potential stations compared to the San Vicente route. One thing I may recommend is to add a station at San Vicente Blvd / Pico Blvd, where Vineyard Junction once stood. It would be a huge benefit to the community - a community where there is many working class people who do not have access to cars. Thank you for listening to my plea. I know that future generations will thank you for doing what is right. Thank you. Regards, Andrea Garcia
414	5/28/2021	Amanda	Karg	Phone	Opposed to hybrid
415	5/28/2021	Benita	Garvin	Phone	Opposed to hybrid
—	Business				
416	4/15/2021	Alexander	Booth	Email	In regards to the Metro Crenshaw North project; - The La Brea Route does not connect enough major attractions/jobs/housing to be seriously considered. If significant upzoning occurs around La Brea stations (upzoning that allows 7-10 story multifamily housing, rezoned well in advance of station construction) then the route could then be considered. Otherwise, no. - The Fairfax Route feels the most optimal to me, it connects major attractions and more dense neighborhoods. It's within a reasonable distance to WeHo that their shuttle bus can serve the last mile to bars from transit stations. Additionally, I think Santa Monica Blvd is a perfect candidate for a streetcar system connecting the Purple Line in Beverly Hills to the Crenshaw North line. This would serve the bars and restaurants along the route particularly well as people can easily get on and off the streetcar. - The Fairfax/San Vicente Route, while serving the most optimal amount of jobs and housing density, feels convoluted and overly lengthens the time it takes to get from Hollywood to the South Bay. Trying to hit every large target with one train line could easily make the whole project worse, I am not in favor of this option. In conclusion, the Fairfax route is the most ideal because it hits good targets while still being a time effective route from Hollywood to the South Bay. Seriously consider additional transit projects like BRT or streetcars to serve neighborhoods close to the North Crenshaw line but that are not directly served. The most effective public transit is a system that is redundant.
417	4/21/2021	Caroline	Clark	Email	Hello, Writing in support of adding a La Brea+Spur alternative to the Crenshaw North study, with the spur being a separate line that breaks off from the Crenshaw Line at La Brea/Santa Monica to go into West Hollywood on Santa Monica. West Hollywood needs a train, but the hybrid option is not the right choice. Best, Caroline
418	4/27/2021	Michael	Tanner	Email	I think Crenshaw Line north route should follow La Brea with either a spur line into West Hollywood or that West Hollywood is served by a line that runs down Santa Monica Blvd between the B/Red and D/Purple. As a resident of Westchester, I'm really hoping you guys can get the LAX/Crenshaw/K Line done soon. We've been dying to use it and its getting embarrassing how far behind we've fallen.

Comment Number	Comment Date	First Name	Last Name	Method	Comment
419	4/27/2021	Tomas	Newsom	Email	Hi Question: After this 45 day public comment period, what is the timeline for the project to be started? And finished?
420	5/03/2021	Tomas	Newsom	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North please get this hybrid route approved and built! -- Thank you, Tomas Newsom
421	5/07/2021	Wally	Marks	Email	Hello Metro. I support the La Brea north route. As an active Metro rider, I know that we have transportation choices. As an incentive to have Angelenos get out of their cars, mass transit must be close to, equal to or ideally faster than the car travel time. The people who reside in the San Fernando Valley (SFV) need to have the fastest route to get south to Wilshire and then to LAX and the converse is true for those who reside south of the 10 freeway and access to the Crenshaw line. This is why I support La Brea route. Moreover, I recognize the large job centers at 3rd and Fairfax, 3rd and La Cienega and along Santa Monica Boulevard, but the added travel times, upwards to 12 extra minutes, will be a detriment and a de-incentive to get out of one's car. I suggest a new, closed loop starting from the north/south La Brea route as follows: 1.From the station at La Brea and Beverly, head west along Beverly; 2.Then to the station at Fairfax and Beverly, continue west along Beverly; 3.Then to the station at La Cienega and Beverly, continue north to Santa Monica Boulevard; and 4.Then along Santa Monica Boulevard back to La Brea. The closed loop could swiftly move transit riders to their job centers while not slowing down the travel for SFV residents heading south and those residents with access to the Crenshaw South district heading north into the heart of our city and onward to the SFV. I am pleased to learn that the route will be below grade. I urge Metro to figure a way to add the extension to the Hollywood Bowl terminus. Thank you. Wally Marks
422	5/13/2021	Matthew	Brady	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
423	5/25/2021	Michael	Hayes	Email	Fairfax Hybrid Hello Roger, Thanks for your effort to include community input for what will become one of the regions most efficient means of transit connection for N/S travel and airport access. I'd like to voice my support for the fairfax-San Vicente hybrid route as I believe it best serves existing / future communities of higher density and social activity patterns. If our current lack of political will to upzone transit equipped areas is any indicator, proposing a route for "expected future growth" is a sense of false hope. The stretch of Santa Monica through weHo is already urban and vibrant, it ought to benefit from more efficient travel options. Further, the added end to end travel time is mostly insignificant in my opinion. I've lived in NY, Paris and Rome (as well as other transit rich cities) nobody cares how circuitous a route is or how long a route takes to get from the top of the Bronx to the end of Brooklyn, people just want a convenient way to get them from one place to another, and seldom is that from one end of the line to the other or the most direct path. For these reasons, I believe fairfax San Vicente hybrid is the best choice. Thanks again for your efforts to improve the lives of the residents and visitors of the LA area. Best, -m --
424	5/25/2021	Michael	Holloway	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. The Fairfax-San Vicente Hybrid alignment would serve ALL the major destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents than the La Brea alignment. It's important that we get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood where it will connect with the Metro Red Line (B)—and potentially even the Hollywood Bowl! I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
425	5/27/2021	Jerard	Wright	Email	Attached
426	5/27/2021	Alexander	Bazley	Email	Hello – I am in full support of metro bringing the subway to West Hollywood! I think all the proposed routes have benefits – but the most important and vital element is to complete the line to West Hollywood to ensure that one of the densest neighborhoods in the City (and USA) has more accessible public transit options available. Thank you!
--	Government Staff				

Comment Number	Comment Date	First Name	Last Name	Method	Comment
427	5/19/2021	David	Kriske	Email	May 19, 2021 Metropolitan Transportation Authority Planning and Programming Committee Board Secretary's Office One Gateway Plaza MS: 99-3-1 Los Angeles, CA 90012 SENT VIA ELECTRONIC MAIL RE: City of Burbank Comments on May 19, 2021 Agenda Item #15 NoHo to Pasadena Bus Rapid Transit Corridor Project Dear Chair Dupont-Walker and Members of the Committee, On behalf of the City of Burbank, I wish to communicate the City's position on the Metro NoHo to Pasadena Bus Rapid Corridor Bus Rapid Transit (BRT) Project for the Committee's consideration as it potentially recommends a locally preferred project alternative. The City of Burbank has worked closely with Metro staff over the last decade or more in developing high-quality transportation alternatives to the congested State Route 134 corridor serving the cities of Burbank, Glendale, Pasadena, and the Eagle Rock community of Los Angeles. More recently, the City has been working with Metro to develop the BRT corridor project that is before you today, as the City collaborated with Metro and other stakeholders to evaluate different alignments and refine a single project alternative through the City. Throughout the process, Metro was respectful of the City's concerns about how different alignment alternatives would impact its existing transportation and land use patterns, and developed a project alignment along Olive Avenue that meets both regional and local needs. The City continues to be committed to the project because of its value in enhancing regional transit options while providing additional choices for those who live and work in Burbank. Specifically, the project would: • Support Burbank's goal to build 12,000 housing units over the next 15 years • Relieves the City's existing Jobs-to-Housing imbalance of over three workers to one resident • Connects Burbank's residents to regional transit while easing traffic impacts on neighborhood streets • Integrates with Metro's goal to improve service frequency on the Antelope Valley Line to 15 minutes While the Project supports many important City and regional goals, the City strongly believes that it must be constructed in a way that supports our existing land use patterns and is consistent with the transportation priorities identified in our General Plan. The City believes the project as proposed meets this goal if two important changes are made the preferred project identified by Metro staff: 1. Change the project configuration from side-running bus lane to mixed-flow operation on Olive Avenue between Buena Vista Street and Victory Boulevard, and over the Olive Avenue bridge at Interstate 5. The proposed bus lane configuration on this segment would require extensive parking removal on Olive Avenue and a 2-4 foot street widening of Olive Avenue. This configuration would eliminate parking for several small commercial businesses with little off-street parking and would push parking demand into adjoining residential neighborhoods. It would also create a seven-lane arterial street that is wider than is prescribed in our General Plan and would reduce sidewalk widths below the standards identified in our General Plan and Complete Streets Plan. Bus lanes would also create a traffic bottleneck on the Olive Avenue Bridge over Interstate 5 that is inconsistent with the City's General Plan circulation network. The tradeoffs needed to install bus lanes on this portion of the project would create unacceptable parking, congestion, and street widening impacts to the City. 2. Ensure that the proposed BRT station on Olive Avenue at the Downtown Burbank Metrolink Station be constructed as an elevated station on the Olive Avenue Bridge directly above the Metrolink Station. The proposed project identifies a station at Lake Street and Olive Avenue and would require Metrolink transfer passengers to walk 1/3 mile through a pedestrian-unfriendly route under a bridge and next to industrial uses and the City's power plant. The City believes that convenient Metrol
428	5/19/2021	FrANCISCO	Contreras	Email	I support the Fairfax-San Vicente Hybrid alignment I support the Fairfax-San Vicente Hybrid alignment as the preferred alternative for the Metro Crenshaw Northern Extension Project. I urge Metro to study the Fairfax-San Vicente Hybrid alignment as the preferred alternative in the environmental process. The Fairfax-San Vicente Hybrid alignment would serve ALL the significant destinations in Mid City and WeHo, including the Grove, the Farmers Market, Cedars-Sinai Medical Center, the Beverly Center, the CBS Television City Site, LACMA and Museum Row, WeHo nightlife, the Pacific Design Center, West Hollywood Park, and a range of underserved communities and job centers along the way. The Hybrid alignment would directly serve four times as many jobs and twice as many residents as the La Brea alignment. More jobs and residents served by the Hybrid alignment will get more people out of their cars and into transit. We must get this right and ensure that Crenshaw North creates a new north-south connection from LAX and Inglewood through Mid City and West Hollywood to Hollywood, connecting with the Metro Red Line (B)—and potentially even the Hollywood Bowl! Let's get it right the first time. Let's pick the Hybrid. And let's #FinishTheLine!
429	5/20/2021	Michael	Wacht	Email	Ensure Metro Studies a Light Rail Station on San Vicente Hello Metro, Letter with Supporting Documentation Attached On behalf of Destination:Pico, I write to advocate for the study of a Metro Station midway along San Vicente Boulevard to be included within the upcoming analysis of the Crenshaw Northern Extension. There is proposed to be a 2 mile stretch without access for our community between the stations at Midtown Crossing and LACMA Wilshire/Fairfax. Please confirm receipt, Sincerely, Michael Wacht Board Member, Destination:Pico
430	4/26/2021	Josh	Kurpies	Email	Crenshaw Northern Extension Virtual Scoping Meeting #1 Confirmation A couple questions for consideration: What can individual community members (or community groups) do to have this project expedited for an earlier completion date? What approvals would be necessary from the Metro Board to have this project completed and operational in time for the 2028 Olympics? (Is an operational date prior to the 2028 Olympics even feasible? If not, what is the earliest possible operational date for this project?) Thank you!

Comment Number	Comment Date	First Name	Last Name	Method	Comment
431	5/24/2021	John	Keho	Email	May 24, 2021 Roger Martin Project Manager Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Mail Stop 99-22-6 Los Angeles, CA 90012 Re: City of West Hollywood Comments on the Northern Extension of the Metro Crenshaw/LAX Light Rail Line Environmental Impact Report Scoping Period Dear Mr. Martin, Thank you for starting the environmental review process for the Northern Extension of the Metro Crenshaw/LAX Line (Crenshaw North). West Hollywood residents voted for all three Metro ballot measures at among the highest levels in the County and delivering on the promise of Metro Rail connectivity has long been among the City's top priorities. We look forward to continued partnership with Metro, the City of Los Angeles, and the County of Los Angeles as we work to get this transformative project shovel-ready and eligible for funding and financing. As you know, Crenshaw North is a uniquely competitive project that will connect four existing Metro rail lines in the heart of the Region, leverage Metro's existing transit investments, and generate the highest ridership of any light rail project in the United States. We are encouraged that Metro's CEQA environmental review is beginning, and that Metro's virtual scoping meetings have been well attended. As you prepare to start your analysis, we would like to share a few considerations that we hope will inform a thorough environmental assessment: 1. Metro's analysis should consider the potential for local, mid-day, off-peak, latenight, healthcare, recreation, and tourism trips which are uniquely relevant to Crenshaw North but not typically well estimated by Metro's ridership modeling. Given the level of employment and population density in this area, as well as the caliber of regional cultural and entertainment destinations that would be served by the project, Metro's typical ridership modeling efforts should be supplemented by an effort to quantify and evaluate the potential for various types off-peak trips that Metro's regional model is not sensitive to. These findings should inform right-sizing design decisions on system capacity, station entrance and station amenity distribution, and ensure that the project is futureproofed to the extent possible. Relatedly, station boxes should be designed with knock-out panels to allow for the provision of additional entrances in the future. Examples of the type of unique activity centers in question include the Grove, the Original Farmers Market, LACMA and Museum Row, the La Brea Tar Pits, the Beverly Center, the Hollywood Bowl, the Hollywood Walk of Fame, Cedars-Sinai Medical Center, West Hollywood's Entertainment District, the Sunset Strip, etc. A true accounting of the potential for these undercounted trips could help DocuSign Envelope ID: 8CF47425-8BD8-4AE1-9EB1-0E658E6598952 provide a clearer understanding of the ridership potential of the different alignments under consideration. 2. Metro's analysis on Crenshaw North should consider the surge capacity and security impacts of typical special events along the corridor including annual Pride festivities (parade and street festival), West Hollywood's Annual Halloween Carnaval, CicLAvia open streets events, the Academy Awards and similar events in Hollywood, Hollywood Bowl and Ford Theater concerts and events, and periodic major regional protest marches at Hollywood/Highland. Station amenities, fire life safety features, security features, frequency and capacity design standards, and circulation and entrance portal design should all anticipate and respond to the potential ridership and security impacts of these and other special events that might reasonably be expected in this area. 3. Metro's analysis and early design direction should not preclude the possibility of joint development of the Metro Division 7 and Los Angeles County Sheriff Station site at the intersection of San Vicente Blvd. and Santa Monica Blvd. Such a joint development cou
432	5/27/2021	Annaleigh/Rongsheng	Ekman/Luo	Email	RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Metro Crenshaw Northern Extension [SCAG NO. IGR10384] Dear Mr. Martin, Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Metro Crenshaw Northern Extension ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is responsible for providing informational resources to regionally significant plans, projects, and programs per the California Environmental Quality Act (CEQA) to facilitate the consistency of these projects with SCAG's adopted regional plans, to be determined by the lead agencies.1 Pursuant to Senate Bill (SB) 375, SCAG is the designated Regional Transportation Planning Agency under state law and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS). SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) goals and align with RTP/SCS policies. Finally, SCAG is also the authorized regional agency for InterGovernmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Metro Crenshaw Northern Extension in Los Angeles County. The proposed project includes a northern extension of the Metro Crenshaw/Los Angeles International Airport (LAX) light rail transit (LRT) line, currently under construction, from the Metro E Line (Expo) to the Metro D Line (Purple) and B Line (Red) heavy rail lines with an optional terminus station at the Hollywood Bowl. When available, please email environmental documentation to IGR@scag.ca.gov providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact the InterGovernmental Review (IGR) Program, attn.: Anita Au, Senior Regional Planner, at (213) 236-1874 or IGR@scag.ca.gov. Thank you. Sincerely, Rongsheng Luo Acting Manager, Compliance and Performance Monitoring

Comment Number	Comment Date	First Name	Last Name	Method	Comment
433	5/27/2021	Daren	Gilbert	Email	STATE OF CALIFORNIA Gavin Newsom, Governor PUBLIC UTILITIES COMMISSION 320 W. 4TH STREET, SUITE 500 LOS ANGELES, CA 90013 (Electronically Transmitted – No hard copy will follow) May 26, 2021 Roger Martin Project Manager Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, California 90012 SUBJECT: SCH#2021040368; LACMTA, Metro Crenshaw Northern Extension Project Draft Environmental Impact Report, Notice of Preparation Dear Mr. Martin, The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) and rail transit projects in California. All rail fixed guideway systems are subject to the Commission's Safety Oversight Program requirements. Safety Certification Plan (SCP) approval and Safety Certification Verification Report (SCVR) approval from the Commission are required for rail transit projects to be placed in revenue service. In addition, the California Public Utilities Code requires Commission approval for construction or alteration of crossings and grants the Commission exclusive power on design, alteration, and/or closure of crossings in California. The Commission's Rail Transit Safety Branch (RTSB) will review rail transit project matters and the Rail Crossings and Engineering Branch (RCEB) will review crossing matters. The Commission has received a copy of the Notice of Preparation (NOP) from Los Angeles County Metropolitan Transportation Authority (LACMTA or Metro), who is the lead agency for the proposed Metro Crenshaw Northern Extension Project. According to the NOP, the Crenshaw Northern Extension is a proposed northern extension of the Crenshaw/LAX line, currently under construction, from the E Line (Expo) Crenshaw/Expo Station to the Metro D Line (Purple) and Metro B Line (Red) at the Hollywood/Highland Station, with an optional terminus at the Hollywood Bowl. Three alternatives will be carried into the Draft Environmental Impact Report for further analysis: Fairfax-San Vicente (Hybrid), Fairfax, and La Brea Alternative. The Fairfax-San Vicente (Hybrid) and Fairfax Alternatives would be entirely underground with the option of being aerial/at-grade along San Vicente Blvd, while the La Brea Alternative would be entirely underground. The proposed extension would improve connectivity, serving communities from the LAX area, South Los Angeles, Inglewood, and Crenshaw Corridor to Mid-City, Central Los Angeles, West Hollywood, and Hollywood. The Crenshaw Northern Extension Project described in the NOP will be subject to several rules and regulations involving the Commission. These may include, but are not limited to: Roger Martin Metro Crenshaw Northern Extension Project - NOP Comments May 26, 2021 Page 2 of 3 California Public Utilities Code, Sections 1201 et al, which requires Commission authority to construct rail crossings, California Public Utilities Code, Sections 2111, 2112, 99152; rail transit safety, and Commission's Rules of Practice and Procedure, which details the Formal Application process for construction or modification of public crossings. The design criteria of the proposed project must comply with Commission General Orders (GOs), such as: GO 26-D, Clearances on railroads and street railroads as to side and overhead structures, parallel tracks and crossings, GO 72-B, Construction and maintenance of crossings – standard types of pavement construction at railroad grade crossings (if any), GO 75-D, Warning devices for at-grade railroad crossings (if any), GO 95, Overhead electric line construction (if catenary is used), GO 128, Construction or Underground and Electrical Supply and Communication, GO 143-B, Design, Construction and Operation Safety Rules and Regulations Governing Light-Rail Transit, and GO 164-E, Rules and Regulations Governing State Safety Oversight of Rail Fixed Guideway Systems The project must ensure compliance with federal regulations including: 49 CFR Part 674, Rail
—	⊟ Higher Education				
434	4/21/2021	Emery	Chang	Email	In full support of the Crenshaw North extension The Crenshaw North extension is LONG overdue and needs to be expedited to reduce traffic and pollution, connect a very landlocked but very popular/populous area to the rest of LA, to give a north/south connection, and give access to key employment areas, entertainment centers and world class neighborhoods. Though the LA Brea option is the shortest and cheapest, missing the opportunity to connect West Hollywood's Santa Monica Blvd, Cedars, LACMA & the Hollywood Bowl would be a shame. I strongly support connecting these internationally known landmarks to the Metro system. This would improve road safety by giving effective public transport to the millions of visitors to this area by reducing traffic on surface roads, reducing drunk driving and improving the experience for the visitors. Also considering an exit at La Brea X Melrose from the La Brea X Santa Monica Blvd station maybe of value Anything we can do to expedite this extension needs to happen given the major growth of office and housing space in the area, limited road capacity and need to reduce our impact on the climate.
435	5/07/2021	Eric	Cardenas	Email	Hello Metro, I am writing to give my input on the Crenshaw Expansion - West Hollywood Subway line. I would like to throw my support for the Fairfax-San Vicente Hybrid, fully underground. This I feel is the best option to serve the riders and the visiting tourists. Tourists are frequently overlooked in these studies. Most LA visitors do not have cars, so they need this line to visit The Hollywood area and Miracle Mile locations. La Brea can be serviced with more buses. But the West Hollywood area is too busy to add buses. That area is best served with an underground subway that can allow people to access Cedars Sinai, the West Hollywood sheriff station, the Beverly center and farmers market. It is worth the longer and more expensive route, even if it cannot start until 2041 I would like to note that I oppose speeding up construction prior to the 2028 Olympics. It appears that it would not be possible at this point to complete the project prior to the LA Olympic games. If would not benefit the economics of the area around the subway line to have streets torn up when the Olympics are in progress. It would not be a good look for the tourist to see that.
438	4/26/2021	Olive	Long	Email	After reviewing the three existing options, La Brea, Fairfax, and hybrid, I strongly urge Metro to add a fourth option: La Brea plus Santa Monica spur. The hybrid option is fundamentally flawed because it mixed the east-west travel corridor on Santa Monica Blvd with the general north-south direction of the Crenshaw line. This will result in long travel time and will not best serve either the east-west nor the north-south travelers. In light of City of West Hollywood's strong commitment to the line, I believe it is in the best interest of all parties to acknowledge that hybrid option is a poor compromise to the forced marriage of two different travel corridors. The La Brea plus Santa Monica spur concept acknowledges the reality that these are two separate travel corridors. Instead of continuing the flawed hybrid compromise, there should be a vision for what the rail network could look like in the future. A spur line on Santa Monica Blvd traveling from Hollywood/Highland to Santa Monica/Robertson will satisfy the City of West Hollywood's desire for Metro service within its borders. The spur can operate in conjunction with the La Brea train and not unnecessarily impact the service quality of the Crenshaw line via La Brea. There are further benefits to this concept as the line can be extended in the future south/west to purple line station at La Cienega or Century City; and east towards Downtown LA via Santa Monica blvd. And as proposed, the La Brea plus Santa Monica spur concept has roughly the same amount of track mileage as the hybrid option but offers significantly faster travel time between Hollywood/Highland and LAX and beyond. Thanks for your time and consideration.

Comment Number	Comment Date	First Name	Last Name	Method	Comment
—	Agency				
437	5/07/2021	Adriana	Raza	Email	Dear Mr. Martin: NOP Response for Metro Crenshaw Northern Extension The Los Angeles County Sanitation Districts (Districts) received a Notice of Preparation of a Draft Environmental Impact Report (NOP) for the subject project on May 6, 2021. We offer the following comment: The proposed project may impact existing and/or proposed Districts' facilities (e.g. trunk sewers, recycled waterlines, etc.) over which it will be constructed. Districts' facilities are located directly under and/or cross directly beneath the proposed project alignment. The Districts cannot issue a detailed response to or permit construction of the proposed project until project plans and specifications that incorporate Districts' facilities are submitted for our review. To obtain copies of as-built drawings of the Districts' facilities within the project limits, please contact the Districts' Engineering Counter at engineeringcounter@lacsd.org or (562) 908-4288, extension 1205. When project plans that incorporate our facilities have been prepared, please submit copies of the same to the Engineering Counter for our review and comment. If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717 or at araza@lacsd.org. Very truly yours, Adriana Raza Customer Service Specialist Facilities Planning Department
438	5/14/2021	Anthony	Higgins	Email	Caltrans District 7 Comment Letter - Crenshaw / LAX Northern Extension Transit Corridor - NOP - SCH# 2021040368 - GTS# 07-LA-2021-03555 Dear Roger Martin: Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Crenshaw Northern Extension is a proposed northern extension of the Metro Crenshaw/Los Angeles International Airport (LAX) light rail transit (LRT) line, currently under construction, from the Metro E Line (Expo) to the Metro D Line (Purple) and B Line (Red) heavy rail lines with an optional terminus station at the Hollywood Bowl. Caltrans encourages projects of this nature that create high quality transportation alternatives for local and inter-regional trips. State-level policy goals related to sustainable transportation seek to reduce the number of trips made by driving, reduce Greenhouse Gas (GHG), and encourage alternative modes of travel. Caltrans' Strategic Management Plan has set targets of tripling trips made by bicycle and doubling trips made by walking and public transit, as well as achieving a reduction in statewide, per capita, vehicle miles traveled (VMT). Similar goals are embedded in the California Transportation Plan 2040, Draft California Transportation Plan 2050, and Southern California Association of Governments (SCAG) Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy). Statewide legislation such as AB 32 and SB 375, as well as Executive Order S-3-05 and N-19-19, echo the need to pursue more sustainable development. Projects, like the one proposed, can help California meet these goals.Roger Martin May 14, 2021 Page 2 "Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability" The nearest State facilities to the proposed project are I-10 and SR 2. After reviewing the NOP, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities. However, Caltrans still looks forward to reviewing the forthcoming Draft Environmental Impact Report (DEIR) for additional project analysis of the proposed route alternatives. If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS# 07-LA-2021-03555. Sincerely, MIYA EDMONSON IGR/CEQA Branch Chief cc: State Clearinghouse
439	5/27/2021	James1	Wen	Email	Hello Metro, Regarding the Crenshaw Northern Extension, the EIR should approach it with Alternative 3: Fairfax - San Vicente Alternative (Hybrid) as the project line goal. As an immediate past West Hollywood Transgender Advisory Board Member, the stop at Santa Monica/ San Vicente will prove to be an important West Hollywood gateway stop for the following reasons: 1) West Hollywood Sports Recreation Center is near completion and will be a park center for activities for the generation to come. It would be used by Olympic athletes as an alternative training venue if the line is opened by Summer 2028. 2) Because Metro owns land at Santa Monica / San Vicente, it is highly possible and helpful to transform that area into a Transit Orient Community with up to 35% density bonus with affordable housing on the City's Westside. 3) The Santa Monica/San Vicente location is also where the West Hollywood Council Chambers for Civic Engagement, its library, Pacific Design Center and the beginning of the Westside entertainment, bar, restaurants and retail are located. It may be that some of the vacated venues on Santa Monica become service provider locations, or something more creative and sustainable for the next 2-3 generations. 4) West Hollywood, known as the Creaative City, is projecting into 2050 and will need to determine its needs to remain economically afloat and an attractive location for its evolving resident demographics as well as its popularity as a travel destination. As more cities embrace LGBTQ+ welcoming and inclusive space within their cities, West Hollywood's LGBTQ History will be preserved, but it is yet to be seen what the City's culture will become. 5) Bringing the Purple Line to the Hollywood/Highland Red Line is the right move as it will finally tie together the Valley to the Westside with South LA, DTLA and LAX. I would be curious about the travel time, though. As an optional stop, at a minimum, the Hollywood Bowl should be added. The Bowl and Ford Amphitheatre will continue to be arts & cultural destination if LA retains bold artists/conductors and music director like Gustav Dudamel. As Artificial intelligence technology invades the arts, I believe it is possible to see a Bowl transformation to becoming a premiere destination for immersive art entertainment. 6) The other stops proposed for Alternative #3 are currently locations that people today are travelling to. Some of those Metro stops may lend itself to becoming Transit Orient Communities, but all of them will need to plan on remaining a vibrant place of commerce or culture (destination areas) that people visit to spend dollars if not live in those urban centers. 7) I do not know how universities are re-positioning their campuses other than UCLA preparing itself to be an Olympic Village. I do see Education, learning & teaching, becoming an important fabric in everyone's life. Hopefully, with more people educated, creating a society that values serving, teaching and learning each other will emerge. Hopefully, a more just and respect for our common humanity and environment will emerge, too. 8) The reason why I believe the Purple Extension has priority is because of the 2028 Olympics. LA should have its transportation infrastructure in place to welcome the world in 2028. The City has committed to the Olympics and Paralympics & should continue to put forward a united welcome. High speed rail helps to bring NV sports enthusiasts to LA as well as CA Raiders fans to the Raiders new stadium in Las Vegas. Those Raider Nation fans are die hard! In the meantime, Oakland will be undergoing its own city-transformation. 9) Prior Hate Crime (1990's) studies show that white supremacist groups were based out of the Antelope Valley while more Black and Brown people moved in. I know that constituents living in the Antelope Valley want better transportation services. I think while transportation infrastructure is preparing for a world
—	Neighborhood Council				

Comment Number	Comment Date	First Name	Last Name	Method	Comment
440	5/18/2021	Michael	Wacht	Email	Hi Melanie, Crenshaw North, I am a member of the P.I.C.O. Neighborhood Council Land Use committee. A few of us have attended the recent Metro scoping meetings. San Vicente is a very important street for our community, and I believe our community would be interested in hearing an update about the scoping process, in particular with two issues and how to best advocate: (1) The careful study of placing the Metro below ground for the length of San Vicente (2) If a Station within our community can be studied along San Vicente. There is a 2 mile gap between stations as currently proposed. Our next Land Use meeting is Thursday, May 27, at 6:30 via zoom. We would be very appreciative if someone could join us. Thanks! -Michael Wacht
441	5/18/2021	Michael	Watch	Email	Hi Melanie, Crenshaw North, I am a member of the P.I.C.O. Neighborhood Council Land Use committee. A few of us have attended the recent Metro scoping meetings. San Vicente is a very important street for our community, and I believe our community would be interested in hearing an update about the scoping process, in particular with two issues and how to best advocate: (1) The careful study of placing the Metro below ground for the length of San Vicente (2) If a Station within our community can be studied along San Vicente. There is a 2 mile gap between stations as currently proposed. Our next Land Use meeting is Thursday, May 27, at 6:30 via zoom. We would be very appreciative if someone could join us. Thanks! -Michael Wacht
442	5/27/2021	Laura	Meyers	Email	To L.A. Metro Staff: I am writing you today primarily as an individual, but also as a community leader. I have only brief comments to make at this "scoping" stage for the Crenshaw Northern Extension – primarily because, thus far, you have NOT had a community meeting/presentation within the footprint of the extension of the LAX/Crenshaw rail line from Exposition (current terminus) to Venice Boulevard, that is, for the stakeholders and community I represent, specifically the United Neighborhoods of the Historic Arlington Heights, West Adams and Jefferson Park Communities Neighborhood Council (UNNC). Without having had a meeting or presentation – and frankly with public materials that seemingly have glossed over that portion of the proposed extension route – it was not possible for UNNC to vote to prepare comments. The extension route "touches" – runs on the edge of – the Jefferson Park and Arlington Heights neighborhoods. The potential station at Adams Boulevard is at the terminus of the locally-designated Adams Boulevard Scenic Highway (located between Flower/Figueroa on the east and Crenshaw on the west), at the edge of Jefferson Park and West Adams Avenues. The potential station at Washington Boulevard lays between or "at" Arlington Heights and the identified (not designated) Bronson Avenue National Register District on the east and Lafayette Square (a designated Historic District) and Wellington Square neighborhoods on the west. These latter two neighborhoods are within the Mid-City Neighborhood Council. My strong preference remains that Metro present this project to UNNC, with an emphasis on acquiring public comments on the potential construction impacts as well as permanent impacts to the stretch of the proposed extension through our community. I am happy to discuss potential dates with you, as I have mentioned previously. In the meantime, for scoping purposes, I would ask that you be sure to explore as a part of the environmental evaluation the potential impacts to: 1). Adjacent historic districts, both those already designated and those which have been identified by SurveyLA or other surveys; 2). The potential impact of a station and surrounding above-ground improvements on the Adams Boulevard Scenic Highway; 3). Potential impacts on the view shed for West Adams Avenues if there are TOD-sized improvements surrounding a station at Adams Boulevard and Crenshaw; and 4). Potential impacts (if any) on the remaining (heritage) vestiges of the Japanese American community that surrounds the portion between Exposition and 30th Street, for example the former Bank of Tokyo building and the former Grace Pastries building, both located near the intersection of Jefferson and Crenshaw. This is likely not a comprehensive list. I did attend one of the scoping workshops. I have watched the presentation. Both basically emphasized the alternative routes after the line makes the westerly turn on Venice and heads to the Midtown station. And I have also looked at the associated materials. It was only by downloading the "Advanced Alternative Analysis Study, Task 6.2 Final Screening Report, Appendix C: Conceptual Engineering Drawings" that I even discovered that you are also contemplating a Washington Boulevard station. So, since I do not know what else I do not know…and other community members may not even be aware of this project or in particular the possible locations of stations, there may well be other items that might have been addressed in scoping comments and should be addressed in the EIR. Thank you for your consideration. Laura Meyers
443	⊟ Community Interest Group				
444	5/6/2021	Lyle	Palaski	Email	I Support the Fairfax-San Vicente Hybrid Alignment for Crenshaw North Dear Metro, WHAM and All on Board, I am in full support of the Fairfax-San Vicente Hybrid Alignment for Crenshaw North plan. It's the only plan that encompasses needs that would include the other alignments goals and so is the only one that makes sense for the long run. We can't afford any longer to short change the future of mass transit. We already have. If you have any questions please email me. Thank you, Lyle Palaski

Comment Number	Comment Date	First Name	Last Name	Method	Comment
445	5/25/2021	Howard	Shore	Email	HOWARD PAUL SHORE'S COMMENTS! Re: There's Still Time! Submit Your Scoping Comments for Crenshaw North dear WHAM executives and advocates, i am very proud of what you are doing in terms of the WEHO extension. i live over by adams and hauser and it would be Super Awesome if you could please have a LRT train station Very Close To La Brea Avenue And Adams Boulevard so that WE can just walk to the station since the La Cienega/Jefferson Station seems to be a little bit far for us to get to on foot. and i hope along La Brea Avenue that the train will head North towards Santa Monica Boulevard and then Turn West Towards the Heart Of West Hollywood. thank you. sincerely yours, howard paul shore WHAM advocate and fan /hps On Tue, May 25, 2021 at 2:10 PM HOWARD SHORE <howardpaulshore1@gmail.com> wrote: dear WHAM executives and advocated, i am very proud of what you are doing in terms of the WEHO extension. i live over by adams and hauser and it would be Super Awesome if you could please have a LRT train station Very Close To La Brea Avenue And Adams Boulevard so that WE can just walk to the station since the La Cienega/Jefferson Station seems to be a little bit far for us to get to on foot. and i hope along La Brea Avenue that the train will head North towards Santa Monica Boulevard and then Turn West Towards the Heart Of West Hollywood. thank you. sincerely yours, howard paul shore WHAM advocate and fan /hps
446					
447					