

7.0 RESPONSE TO COMMENTS ON DRAFT EIS/EIR

OVERVIEW OF COMMENT DATABASE AND ORGANIZATION OF RESPONSES

The Mid-City/Westside Transit Corridor Draft EIS/EIR was made available to identified stakeholders, agencies, and the general public for review and comment for approximately two months, from April 13, 2001 through June 15, 2001. Three public hearings were held on the Mid-City/Westside Transit Corridor by the Metropolitan Transportation Authority (MTA) between May 7 and 15, 2001, and attended by over 300 persons. A transcript of all public testimony was entered into the record. In addition, fifteen petitions and/or form letters were received. Approximately 785 individuals provided comments, including approximately 150 public testimonies recorded at the public hearings.

A separate Volume 2 of the FEIS/FEIR contains copies of all written comments and public hearing transcripts. Volume 2 can be reviewed in either print or electronic format. A CD-ROM is included as part of the FEIS/FEIR. The full FEIS/FEIR including Volume 2 can be viewed at Metro's 15th Floor Library at One Gateway Plaza, Los Angeles, CA 90012. Printed copies have also been provided to public libraries in the study corridor. It should be noted that the comment letters addressed the entire Mid-City/Westside Transit Corridor, including both the Wilshire Bus Rapid Transit (BRT) and Mid-City/Exposition Light Rail Transit (LRT) Projects, since this larger study area was analyzed in the Draft EIS/EIR. The responses included herein pertain only to the Mid-City/Exposition LRT Project, the Locally Preferred Alternative (LPA).

The section includes the following three tables:

- **Table 7-1-** List of All Commentors
- **Table 7-2 -** Comments Sorted by Categorical Response
- **Table 7-3 -** Commentors Sorted by Categorical Response

Table 7-1 provides an alphabetical listing of all commentors, sorted by agencies, organizations, individuals, petitions and public hearing testimony. The table lists the date of the comment and the page number where a copy of the original comment can be viewed in Volume 2.

Table 7-2 provides a categorization of comments for each commentor. Due to the size and complexity of the comment database, each comment has been grouped into one of 39 categorical responses. For instance, a comment on the effect of the sound walls on resident views would be listed as "Visual Quality 7.1." The commentor would read the Categorical Response titled Visual Quality in Section 7.1 of this chapter for a response to their comment. In addition, the table lists the page number where a copy of the original comment can be viewed in Volume 2.

Table 7-3 provides a further breakdown of comments by listing all commentors in the category of their comment. Using the above example, if the reader wishes to see all commentors that had comments pertaining to Visual Impacts, this table would provide such a listing. In addition, the table lists the page number where a copy of the original comment can be viewed in Volume 2.

Following the above three tables, responses to comments are provided in Sections 7.1 through 7.39. Responses to all comments have been grouped and addressed in the following categories:

- 7.1 Aesthetics/Visual Quality
- 7.2 Air Quality

7.3	Alternatives
7.4	Bicycles and Bicycle Facilities
7.5	Biological Resources
7.6	CEQA Process and EIR Document
7.7	Community Facilities/Community Impacts
7.8	Construction
7.9	Corrections
7.10	Costs & Funding
7.11	Cultural Resources
7.12	Cumulative Impacts
7.13	Flood Hazards
7.14	General Statements of Opinion
7.15	Geology
7.16	Grade Separation
7.17	Hazardous Materials
7.18	Land Use
7.19	Light Rail Trench
7.20	Mitigation and Mitigation Costs
7.21	MTA Travel Model and Ridership
7.22	Need
7.23	Noise and Vibration
7.24	Parking
7.25	Previous Project
7.26	Project Description/Project Design
7.27	Public Participation
7.28	Safety
7.29	Support/Oppose Project
7.30	System
7.31	Traffic
7.32	Transit
7.33	Transportation Policy
7.34	USC/Exposition Park Undercrossing
7.35	Utilities
7.36	Non-Revenue Connector and Storage Facility
7.37	Property Values
7.38	Environmental Justice
7.39	Receipt of Comments

Overview of Comments

Three federal agencies provided four comment letters:

- Federal Emergency Management Agency
- United States Department of the Interior
- United States Environmental Protection Agency

Four state agencies provided six comment letters:

- California Department of Fish and Game
- California Department of Transportation
- California Transportation Commission

- California Office of Planning and Research, State Clearinghouse (2 comment letters)
- Six regional agencies provided 11 comment letters:

- County of Los Angeles Department of Public Works
- County of Los Angeles Fire Department
- County Sanitation Districts of Los Angeles County
- Los Angeles Unified School District (5)
- Natural History Museum of Los Angeles County
- Southern California Association of Governments (2)

Nine local agencies provided 13 comment letters:

- City of Beverly Hills (2)
- City of Culver City
- City of Los Angeles
- City of Los Angeles, Department of Transportation
- City of Los Angeles, Department of Public Works, Bureau of Street Lighting
- City of Los Angeles Community Redevelopment Agency
- City of Santa Monica (2)
- Eight District Empowerment Congress, Economic Development Council
- Exposition Park and Figueroa Corridor Circulation and Parking Task Force
- Exposition Park Stakeholders Ad Hoc Committee on Traffic, Circulation and Parking
- Los Angeles City Council

Thirty-four (34) private organizations provided comment letters:

- Automobile Club of Southern California
- Building Owners and Managers Association of Greater Los Angeles (BOMA)
- Bus Riders Union (Sindicato de Pasajeros)
- Central City Association of Los Angeles
- Neighbors for an Improved Community
- California Science Center
- Con-Way Transportation Services (CTS)
- Downtown Area Residents' Association (D.A.R.A)
- Figueroa Corridor Partnership
- Friends 4 Expo Transit
- Grand Olympic Auditorium
- Holmby-Westwood Property Owners Association
- Palisades Preservation Association
- West Los Angeles Japanese American Citizens League Auxiliary
- Castle Heights Neighborhood Association
- Kilroy Realty Corporation
- Los Angeles County Bicycle Coalition
- Los Angeles Child Guidance Clinic
- Miracle Mile Civic Coalition
- Latino Urban Forum
- Music Center Performing Arts Center of Los Angeles
- Omar Ibn Al Khattab Foundation
- Park Wilshire Homeowners Association, Inc.
- Samitaur Constructs
- Santa Monica Chamber of Commerce

- St. Paul's Presbyterian Church
- Tract No. 7260 Association, Inc.
- Turning Point School
- West of Westwood Homeowners Association
- Wilshire Advocates Coalition
- Westford Condominium Association
- Westwood Homeowners Association
- Wilshire Terrace
- Westside Village Civic Association

Figure 7-1 illustrates the distribution of comments on the Draft EIS/EIR by percentage. The comments have been grouped together under general headings in order to indicate the overall weight of the primary agency and public interests. As shown, the majority of comments received, particularly from individuals, express support or opposition to either or both the Wilshire BRT and Mid-City/Exposition LRT Projects. This portion of the chart also includes other non-environmental comments, such as suggestions for different mass-transit technologies. The heading 'other' groups together environmental issue areas that garnered relatively small numbers of comments and would therefore be illegible on the chart as individual subjects, such as hydrology, geology, and hazards.

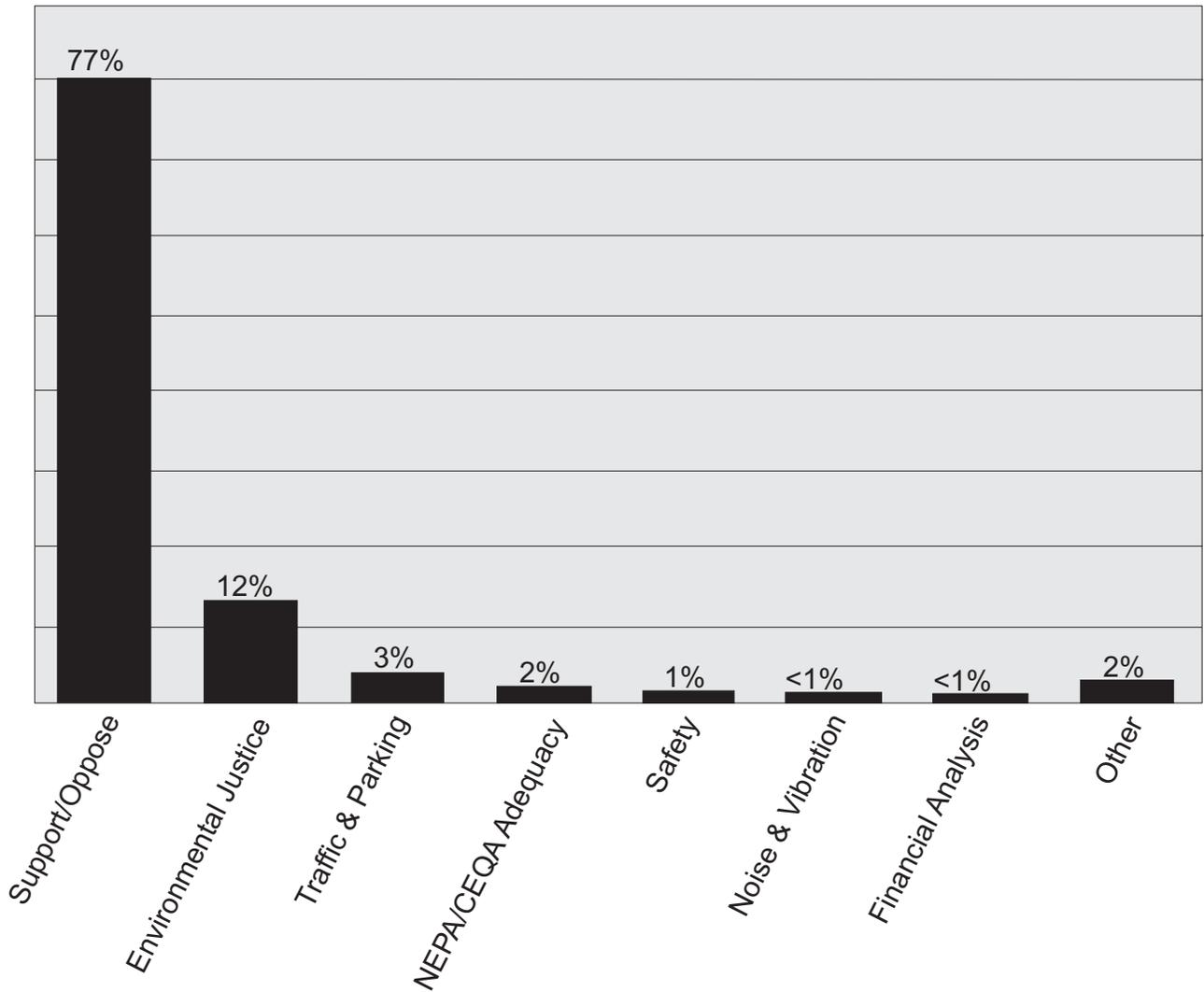
Several hundred comments were received expressing general support for, or opposition to, all or a portion of, the Mid-City/Westside Transit Corridor. Due to the complex public response to the interrelationship of the Wilshire BRT, Exposition Corridor, and Venice/Sepulveda diversion components of the Draft EIS/EIR, it is difficult to ascertain with accuracy the percentage of commentors that are solely in support of, or in opposition to, the Project. As these comments do not relate to the scope or adequacy of the environmental analysis, responses to these comments are not required. Rather, these general opinion comments are simply included as part of the official record of the Project and will be considered during the decision-making process. Moreover, this environmental document addresses the environmental clearance of the LPA as adopted by the Metro Board in 2001 from Downtown Los Angeles to Culver City. Because of the Metro Board adoption of the LPA, all comments outside of the LPA are also outside of this Project as defined. These comments are, however, included as historical background as part of the study process.

Project Changes to Respond to Comments

As part of the extensive and ongoing outreach for this Project, Metro has been proactive in addressing the questions and concerns of stakeholders, local jurisdictions and the community. Subsequent to circulation of the Draft EIS/EIR Metro has responded in various ways. Actions taken by Metro include:

- Consideration of LADOT concerns that the LPA alignment on Hill Street was infeasible. Metro has responded by studying alternatives and has provided a Flower Street Design Option and a Hill Street Couplet Design Option to address these concerns;
- Adoption of a Grade Crossing Policy for LRT to create a consistent planning and design approach to rail transit grade crossings;
- Revisions to the traffic impact analysis methodology in direct coordination with the City of Los Angeles Department of Transportation, Caltrans, and Culver City;
- Instituted a Value Engineering process to address concerns about cost effectiveness of the design;
- Re-evaluated the overcrossing option at La Cienega and Jefferson Boulevards to address community concerns;

Percentage of Comments



SOURCE: Terry A. Hayes Associates LLC, 2004



- Developed three geographic segments of the LPA to better focus stakeholder and community concerns on the specifics of mitigation measures;
- Considered alternatives to non-revenue train operations using the Exposition ROW from Hill Street to Metro Blue Line ROW due to community objections and safety impacts in the area. This action eliminated from further consideration the Hooper and Central Avenue site for an LRT Maintenance Yard in favor of the expansion of the existing Metro Blue Line (Division #11) Rail Maintenance and Storage Facility to serve the Exposition LRT Project; and
- Expanded outreach program to include an Interagency Technical Advisory Committee.

The Metro Board has made the Exposition Bikeway Project an integral part of the Mid-City/Exposition LRT Project. Metro created a bicycle vision working group to assist in the design and planning of the bike route to which the working group acknowledged by letter that Metro was responsive in addressing their concerns:

- Met with local jurisdictions and community groups to discuss in-depth station area planning issues;
- Incorporated the latest pedestrian and vehicular safety features, based on national experience as well as the Metro Gold Line; and
- Created the overarching Exposition Transit Parkway concept to seamlessly integrate all Project elements: light rail, bike path, landscaping and station design, as well as sensitive design of mitigation measures such as noise walls, aerial structures and right-of-way fencing.

The following text provides comment summaries and a topical response for 39 subject areas that cover the breadth of comments received on the Draft EIS/EIR.

Response to Comments Database Guide to Use

A separate Volume 2 of the FEIS/FEIR contains copies of all written comments and public hearing transcripts and is available at Metro's 15th Floor library, One Gateway Plaza, Los Angeles, California. Volume 2 is also available on the Metro website, at project area libraries and on CD-ROM (compact disk). The following **Table 7-1** provides a listing of all commentors, and includes the commentor name, affiliation, type of affiliation, date of comment and page number in Volume 2 where a copy of the original comment can be viewed. **Table 7-2** describes to subject(s) of comment included in each letter. For each subject, the subsection(s) of Chapter 7.0 that responds to comments on that topic in included in parentheses. A page number in Volume 2 is provided where a copy of the original comment can be viewed. **Table 7-3** provides a cross-reference of all commentors by category so that all comments pertaining to the same category of impact can be viewed as a group.

**TABLE 7-1:
LIST OF ALL COMMENTORS**

Commentor	Affiliation	Type of Affiliation	Date	Page No. in Vol. 2 DEIS/DEIR Comments
<i>Federal Agencies</i>				
Amaglio, Sandro	Federal Emergency Management Agency	(1) Government - Federal	5/18/2001	2
Taylor, Willie R.	United States Department of the Interior	(1) Government - Federal	8/13/2001	5
Hanf, Lisa B.	Agency	(1) Government - Federal	6/11/2001	10
<i>State Agencies</i>				
Raysbrook, C.F.	Department of Fish and Game	(2) Government - State	6/13/2001	12
Buswell, Stephen	Department of Transportation	(2) Government - State	5/31/2001	15
Lawrence, Allen	California Transportation Commission	(2) Government - State	6/30/2001	16
Governor's Office of Planning and Research	State of California	(2) Government - State	6/1/2001	17
Governor's Office of Planning and Research	State of California	(2) Government - State	6/7/2001	20
<i>Regional Agencies</i>				
Leininger, David R.	County of Los Angeles Fire Department	(3) Government - Regional	5/29/2001	21
Kumboto, Rod H.	Los Angeles County Public Works	(3) Government - Regional	6/4/2001	25
Frazen, Ruth I.	Los Angeles County Sanitation Districts	(3) Government - Regional	5/31/2001	27
Boull't, Enrique	Los Angeles Unified School District	(3) Government - Regional	6/11/2001	28
Romer, Roy	Los Angeles Unified School District	(3) Government - Regional	6/12/2001	34
Nardulli, Joe	Los Angeles Unified School District	(3) Government - Regional	6/13/2001	37
Manford, Robert	Los Angeles Unified School District	(3) Government - Regional	6/14/2001	41
Harris, Elizabeth J.	Los Angeles Unified School District	(3) Government - Regional	6/15/2001	42
Roeder, Richard K.	Natural History Museum	(3) Government - Regional	6/14/2001	50
Smith, Jeffrey M.	Southern California Association of Governments	(3) Government - Regional	6/14/2001	51
Ikhtrata, Hasan	Southern California Association of Governments	(3) Government - Regional	6/15/2001	63
<i>Local Agencies</i>				
Egerman, Mark	City of Beverly Hills	(4) Government - City	6/6/2001	80
Reynolds, Vicki	City of Beverly Hills	(4) Government - City	6/13/2001	83
Egerman, Mark	City of Beverly Hills	(4) Government - City	6/6/2001	84
Valladares, Ela	City of Culver City	(4) Government - City	6/13/2001	84
Banerjee, Frances T.	City of Los Angeles	(4) Government - City	6/15/2001	102
Nova, Orlando E.	City of Los Angeles	(4) Government - City	6/14/2001	135
Vir, Haripal S.	City of Los Angeles	(4) Government - City	6/22/2001	136
Scharlin, Jerry A.	City of Los Angeles	(4) Government - City	6/23/2001	143
Feinstein, Michael	City of Santa Monica	(4) Government - City	6/14/2001	148
McCarthy, Susan E.	City of Santa Monica	(4) Government - City	6/14/2001	152
Joyce Perkins	Economic Development Council, Eighth District	(4) Government - City	6/15/2001	155
Roberts, David	Los Angeles City Council	(4) Government - City	5/1/2001	157
Exposition Park and Figueroa Corridor Circulation and Parking Task Force	Los Angeles City Council	(4) Government - City	5/1/2001	158
Exposition Park Stakeholders	Los Angeles City Council	(4) Government - City	5/1/2001	160
<i>Organizations</i>				
Finnegan, Stephan A.	Automobile Club of Southern California	(5) Organization	5/7/2001	164
Ely, Geoffrey M.	BOMA	(5) Organization	6/7/2001	168
Mann, Eric	Bus Riders Union	(5) Organization	6/15/2001	169
Schatz, Carol E.	Central City Association of Los Angeles	(5) Organization	6/15/2001	171
Nunez, Cecilia	Neighbors For An Improved Community	(5) Organization	6/26/2001	172
Rudolph, Jeffrey N.	California Science Center	(5) Organization	4/25/2001	175

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Commentor	Affiliation	Type of Affiliation	Date	Page No. in Vol. 2 DEIS/DEIR Comments
<i>Organizations</i>				
Fracassi, Roderick J.	Con-Way Transportation Services	(5) Organization	6/14/2001	177
Harris, Arthur	Downtown Area Resident's Association	(5) Organization	6/14/2001	180
Holter, Darryl	Figueroa Corridor Partnership	(5) Organization	4/27/2001	181
Clarke, Darrell	Friends 4 Expo Transit	(5) Organization	6/15/2001	184
Needleman, Steve	The Grand Olympic	(5) Organization	4/19/2001	198
Patterson, Tom	Association	(5) Organization	6/15/2001	199
Allen, Jack	Palisades Preservation Association	(5) Organization	6/13/2001	203
Ushijima, Jean	West LA Japanese American Citizens League Auxliary	(5) Organization	4/26/2001	207
Maher, Julia	Castle Heights Neighborhood Association	(5) Organization	6/14/2001	210
Cropper, Karin	West of Westwood Homeowners Association	(5) Organization	6/25/2001	212
Greenup, Campbell Hugh	Kilroy Realty	(5) Organization	6/14/2001	213
Strumpell, Kent (Milam, Ron)	Los Angeles County Bicycle Coalition	(5) Organization	6/15/2001	215
Pfromm, Elizabeth W.	Los Angeles Child Guidance Clinic	(5) Organization	6/11/2001	221
Marks	Miracle Mile Civic Coalition	(5) Organization	5/7/2001	222
Garcia, Ramon	Latino Urban Forum	(5) Organization	6/13/2001	223
Gagan, Patti	Music-Center Performing Arts Center of Los Angeles	(5) Organization	6/4/2011	224
Dakhil, Dafer M.	OMAR IBN AL KHATTAB Foundation	(5) Organization	6/12/2001	225
N/A	Park Wilshire Homeowners Association, Inc	(5) Organization	6/5/2001	228
Andersen, Ronald and Diane	Park Wilshire	(5) Organization	7/24/2001	230
Samitaur	Samitaur Constructs	(5) Organization	6/11/2001	232
Ehrler, Daniel L.	Santa Monica Chamber of Commerce	(5) Organization	6/6/2001	235
Lee, DeVaughn	St. Paul's Presbyterian Church (USA)	(5) Organization	2/23/2001	236
Harmetz, Richard S.	Tract NO.7260 Association, inc.	(5) Organization	5/15/2001	237
Richman, Deborah	TurningPoint	(5) Organization	6/12/2001	238
Tippit, Terri	West of Westwood HOA	(5) Organization	6/10/2001	239
Russell, Gary (Stephan Kramer, Andrew Militois, Wally Marks)	Wilshire Advocates Coalition	(5) Organization	5/5/2001	241
Westford Board of Directors	The Westford Condominium Association	(5) Organization	5/25/2001	244
Agay, Richard D.	Westwood Homeowners Association	(5) Organization	6/14/2001	246
Maltz, M.M.	Wilshire Terrace	(5) Organization	6/25/2001	249
West, Charles A.	Westside Village Civic Association	(5) Organization	5/27/2001	250
<i>Individuals</i>				
Abdul, Masarat	None	(6) Individual	NA	253
Abe, Lynn	None	(6) Individual	6/6/2001	254
Abel, George T., Rose M. Abel	None	(6) Individual	5/16/2001	256
Abreu, Maria T,	None	(6) Individual	5/16/2001	258
Ackerman, Gregg and Rickey	None	(6) Individual	5/29/2001	259
Adams, David	None	(6) Individual	6/4/2001	260
Aftergood, Jacob	None	(6) Individual	6/15/2001	262
alek@juno.com	None	(6) Individual	6/14/2001	263
Alex, Cynthia	None	(6) Individual	6/13/2001	263
Alfaro, Rudolph	None	(6) Individual	6/6/2001	267
Algaze, Albert	None	(6) Individual	n/a	269
Algaze, Albert	None	(6) Individual	6/1/2001	270
Allardyez, Marilyn	None	(6) Individual		271

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Commentor	Affiliation	Type of Affiliation	Date	Page No. in Vol. 2 DEIS/DEIR Comments
<i>Individuals</i>				
Alley, Caroline W. James F. Alley	None	(6) Individual	6/3/2001	272
Alonso, Cecilia	None	(6) Individual		273
Alper, Florence and Max	None	(6) Individual	6/4/2001	274
Alschuler, Selma L.	None	(6) Individual	6/8/2001	275
Alschuler, Walter W.	Westside Village Association	(5) Organization	6/13/2001	277
Amatya, Jitendra	None	(6) Individual	6/11/2001	279
Ambler, Sam	None	(6) Individual	n/a	280
Anathan, Adele	None	(6) Individual	6/18/2001	281
Andrus, Carlin S.	None	(6) Individual	4/28/2001	282
Aneja, Rajan	None	(6) Individual		
Anonymous	None	(6) Individual	n/a	284
Anonymous	None	(6) Individual	n/a	285
Anonymous	None	(6) Individual	n/a	286
Anonymous	None	(6) Individual	n/a	287
Anonymous	None	(6) Individual	n/a	288
Anonymous	None	(6) Individual	n/a	289
Anonymous	None	(6) Individual	n/a	290
Anonymous	None	(6) Individual	n/a	291
Anonymous	None	(6) Individual	n/a	292
Anonymous	None	(6) Individual	n/a	293
Anonymous	None	(6) Individual	n/a	294
Anonymous	None	(6) Individual	n/a	295
Anonymous	None	(6) Individual	n/a	296
Anonymous	None	(6) Individual	n/a	297
Anonymous	None	(6) Individual	6/13/2001	298
Anonymous	None	(6) Individual	n/a	299
Anonymous	None	(6) Individual	n/a	300
Anonymous	None	(6) Individual	n/a	301
Anonymous	None	(6) Individual	n/a	302
Anonymous	None	(6) Individual	n/a	303
Anonymous	None	(6) Individual	n/a	304
Anonymous	None	(6) Individual	n/a	305
Anonymous	None	(6) Individual	n/a	306
Anonymous	None	(6) Individual		307
Anshansli, Erin	None	(6) Individual	n/a	311
aodc_squeakywheel@hotmail.com	None	(6) Individual	6/10/2001	310
Ariga, Michiko	None	(6) Individual	n/a	312
Arkin, George Carol Arkin	None	(6) Individual	5/11/2001	313
Armand, Marcel	None	(6) Individual	n/a	314
Armon, Cheryl	None	(6) Individual	6/10/2001	316
Arnold, Richard	Westwood of Westwood HOA	(6) Individual	5/26/2001	317
Arnold, Wendy	West of Westwood HOA	(6) Individual		318
Asher, Grieg	None	(6) Individual	5/29/2001	319
Auntminla@aol.com	None	(6) Individual	6/10/2001	321
Azarmi, Bob	None	(6) Individual	6/8/2001	323
Baft, Hattie	None	(6) Individual	n/a	325
Bainbridge, Sean	None	(6) Individual	6/13/2001	326
Bolour	West of Westwood Homeowners Association	(6) Individual	n/a	328

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Commentor	Affiliation	Type of Affiliation	Date	Page No. in Vol. 2 DEIS/DEIR Comments
<i>Individuals</i>				
Bakus, Gerald J.	University of Southern California	(6) Individual	5/25/2001	329
Barela, C.	None	(6) Individual	6/14/2001	331
Baron, Henry L.	None	(6) Individual	6/15/2001	332
Barrow, Scott	None	(6) Individual	6/14/2001	334
Barton, Fred R.	None	(6) Individual	n/a	335
Basu, Netai	None	(6) Individual	6/15/2001	336
Beauchamp, Cari Thomas J. Flynn	None	(6) Individual	6/7/2001	338
Beccaria, John	Best Western Royal Palace Inn & Suites	(6) Individual	6/15/2001	340
Beck, Jeffrey	None	(6) Individual	4/2/2001	
Becktold, Tom	None	(6) Individual	6/11/2001	340
Becktold, Tom	None	(6) Individual	n/a	342
Bell, Bradford	None	(6) Individual	5/29/2001	343
Benigno, Paul	None	(6) Individual	6/13/2001	344
Berelson, Wil	None	(6) Individual	n/a	346
Beri, David	None	(6) Individual	6/7/2001	347
Berliner, Oliver	None	(6) Individual	5/8/2001	349
Bersell, Barbara	None	(6) Individual	n/a	350
Beumer, John [family]	None	(6) Individual	6/10/2001	351
Bibawi, Ishak	None	(6) Individual	5/15/2001	353
Billingsley, Glenn	Billingsley Restaurant	(6) Individual	n/a	354
Blakely, Marilyn	None	(6) Individual	6/6/2001	355
Blakely, Marilyn	None	(6) Individual	6/6/2001	356
Blakely, Marilyn	West of Westwood HOA	(6) Individual	6/6/2001	357
Block, Marian	None	(6) Individual	n/a	359
Block, Marian	None	(6) Individual		360
Block, Mitchell	None	(6) Individual	6/10/2001	316
Blum, Ken	None	(6) Individual	4/30/2001	363
Bolke, Lillian	West of Westwood Homeowners Association	(6) Individual		364
Bosil, Carolyn	None	(6) Individual	6/7/2001	365
Boyd, Bob	None	(6) Individual	6/4/2001	367
Brandon, Kathleen	None	(6) Individual	6/27/2001	369
Breslauer, Marvin A	None	(6) Individual		370
Brook, Arlinda	None	(6) Individual	n/a	371
Brooks, Paula	None	(6) Individual	5/25/2001	372
.	Avenue Homeowners Association]	(6) Individual	6/10/2001	
Brown, Mark	None	(6) Individual	6/12/2001	373
Brown, Mark	None	(6) Individual	6/14/2001	377
Bruni, Robert	None	(6) Individual		380
Bushnell, Jean	None	(6) Individual	6/13/2001	381
Bushnell, Jean	None	(6) Individual	6/11/2001	382
Caldwell, David	None	(6) Individual	6/11/2001	383
Campford, Kent	West of Westwood HOA	(6) Individual		384
Cannon, Nicole	None	(6) Individual	6/13/2001	386
Barbara Coffin, Fred Coffin	None	(6) Individual	n/a	387
Cerny, Julie	None	(6) Individual		388
Chang, Jeff	None	(6) Individual		389
Chapin, Stuart and Vanessa	None	(6) Individual	4/22/2001	391
Chavez, Phil	None	(6) Individual	n/a	393
Cheeseboro, Robert Margrit	Friends 4 Expo	(6) Individual	6/1/2001	394

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<i>Individuals</i>				
Cherness, Darryl	None	(6) Individual	n/a	396
Cherness, Darryle	None	(6) Individual	5/30/2001	398
Cherry, Maris Pamela	None	(6) Individual	5/25/2001	399
Chinn, Keisha	EXPO Neighbors Association	(6) Individual	5/15/2001	400
Choueiry, Joseph	None	(6) Individual		401
Christensen, Evelyn G.	None	(6) Individual	6/15/2001	402
Christensen, Kimberely	None	(6) Individual	6/15/2001	404
Chuiros, Mercedes P.	None	(6) Individual	6/5/2001	407
Clark, Barbara	None	(6) Individual	6/8/2001	408
Clark, Cindy	None	(6) Individual	5/21/2001	409
Clarke, Darrell	None	(6) Individual	6/15/2001	410
Clements, Stephanie	None	(6) Individual	5/11/2001	411
Coccio, Angela Jane	None	(6) Individual	6/8/2001	412
Cohen, Janiece Cindy Clark	None	(6) Individual	5/28/2001	413
Collis, Adam	None	(6) Individual	5/29/2001	414
Concors, Anne	None	(6) Individual	5/18/2001	416
Concors, Anne	None	(6) Individual		417
Concors, Anne	West of Westwood Homeowners Association	(6) Individual	n/a	418
Concors, Mitch	None	(6) Individual	n/a	419
Copes, Renee A.	None	(6) Individual	6/4/2001	420
Cordova, Carlene	None	(6) Individual	6/10/2001	422
Cotton, Joseph	None	(6) Individual	n/a	424
Cotton, Suzanne	Westside Village Association	(6) Individual	6/5/2001	425
Cowan, Ian	None	(6) Individual	n/a	426
Cowan, Ian A.	None	(6) Individual	6/10/2001	428
Crestejo, Frank and Syvia	Westside Village Association	(6) Individual	6/13/2001	429
Csolv@aol.com	None	(6) Individual	6/10/2001	430
Culjat, Martin	None	(6) Individual	6/13/2001	432
Dafesh, Phillip A.	Westside Village Association	(6) Individual	n/a	434
Daggs, Roy	None	(6) Individual	6/18/2001	435
Dauber, Marc and Kathleen	None	(6) Individual	6/3/2001	437
Dave, Michael	None	(6) Individual		438
Davies, Russ	None	(6) Individual	6/4/2001	439
Davies, Russ	None	(6) Individual	n/a	441
Deacy, Margaret	None	(6) Individual	n/a	442
Dickinson, Harry and Lois	None	(6) Individual	6/13/2001	443
Dimascio, Debbie	None	(6) Individual	6/3/2001	444
Donohue, Daniel J.	Wilshire House	(6) Individual	6/7/2001	446
Doran, Frances	None	(6) Individual		447
Dorfman, Joanne and Bruce	None	(6) Individual	6/14/2001	448
Duffy, Janette L.	None	(6) Individual	4/4/2001	449
Duke, Peter	None	(6) Individual	6/11/2001	451
Duran, Herbert	None	(6) Individual	n/a	453
Durkin, Mary	None	(6) Individual	5/30/2001	454
Duvivier, Isabelle	None	(6) Individual	n/a	455
Eatmal, Matthew	None	(6) Individual	n/a	456
Edelsohn, Charles	None	(6) Individual	6/10/2001	457
Edelsohn, Charles	None	(6) Individual	6/14/2001	458
Edelsohn, Charles	None	(6) Individual	6/14/2001	461
Edelsohn, Charles	None	(6) Individual	6/14/2001	462

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<i>Individuals</i>				
Edwards, Karen	None	(6) Individual	5/31/2001	
Louise	None	(6) Individual	5/31/2001	462
Edwards, Todd	None	(6) Individual	5/31/2001	464
ehg21@yahoo.com	None	(6) Individual	6/7/2001	465
Ehrlich, Ellen	None	(6) Individual	n/a	466
Eliseyan, Andrea and Patrick	None	(6) Individual	n/a	467
Elliott, Phyllis	None	(6) Individual	6/15/2001	468
Epstein, Nancy	Wilshire House	(6) Individual	6/7/2001	470
Erich, Greg	None	(6) Individual		471
Erickson, Cindy	None	(6) Individual		472
Ernstoff, Michael	None	(6) Individual	6/8/2001	473
Evans, Shirley	West of Westwood Homeowners Association	(6) Individual		474
Ezra, Habtnesh	None	(6) Individual		475
Familian, Shirley and Isadore	None	(6) Individual	5/14/2001	476
Faraj, Ihsan	None	(6) Individual		477
Faray, Hayden	None	(6) Individual		
Faulkner, David	Westside Village Association	(6) Individual	6/1/2001	478
Fell, Michael J.	None	(6) Individual	6/11/2001	479
Fenent, Elizabeth	Westside Village Association	(6) Individual	6/8/2001	482
Ferguson, Donald	None	(6) Individual	5/15/2001	480
Filet, Barbara	None	(6) Individual	5/30/2001	483
Fink, Martha	None	(6) Individual	5/19/2001	485
Finn, Jack	None	(6) Individual	6/22/2001	487
Fiske, Steve	Westwood Garden Civic Organization	(6) Individual		488
Flanigan, Cathie	None	(6) Individual	6/11/2001	489
Flanigan, Patsy	None	(6) Individual	6/15/2001	490
Fleischer, Kenneth	None	(6) Individual	5/22/2001	492
Flicker, Kevin G.	None	(6) Individual	6/10/2001	494
Flores, Edith	None	(6) Individual		496
Fonda-Bonardi, Mario	None	(6) Individual	n/a	497
Fondevila, Carol	None	(6) Individual	5/7/2001	498
DaShon McNeely	None	(6) Individual	n/a	499
Forsythe, Brook	None	(6) Individual	5/2/2001	500
Foster, Rob	None	(6) Individual	n/a	501
Franke, Heide	None	(6) Individual	4/28/2001	502
Franke, Heide	None	(6) Individual	n/a	503
Franklin, Edward M.	Castle Heights Neighborhood Association	(6) Individual	6/4/2001	505
Freidman, David	None	(6) Individual		507
Friedenberg, Alan (Koblitz, Karen)	None	(6) Individual	5/27/2001	508
Friedman, Alexander	None	(6) Individual	4/20/2001	509
Friedman, Alexander	None	(6) Individual	5/16/2001	510
Furth, Charlotte	None	(6) Individual	5/24/2001	513
Gabai, Michael	West of Westwood Homeowners Association	(6) Individual	n/a	514
Garcia, Victor	None	(6) Individual	6/6/2001	515
Geldin, Irving	Wilshire House	(6) Individual	6/10/2001	517
Gentschev, Greg	None	(6) Individual	4/28/2001	518
Gibbs, Stuart	None	(6) Individual	6/3/2001	521
Glasser, Elan and Deborah	None	(6) Individual	n/a	523
Glasser, Elan and Deborah	None	(6) Individual	6/7/2001	524

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Glines, David and Corinne	None	(6) Individual		525
Glines, Susan	None	(6) Individual	6/12/2001	526
Gold, Peter and Gloria	Wilshire House	(6) Individual	6/5/2001	527
Goldberg, Andrew	None	(6) Individual	n/a	529
Goldman, Michael	None	(6) Individual	n/a	530
Goldman, Scott	None	(6) Individual	6/5/2001	531
Gomalez, Guadalupe	None	(6) Individual		532
Gonzales, Suzanne	Westwood Garden Civic Organization	(6) Individual		533
Goodson, Marvin	None	(6) Individual	6/22/2001	535
Gordon, Bryan	None	(6) Individual	5/14/2001	534
Gotlieb, Jerry	None	(6) Individual	6/4/2001	537
Gralla, Edith	None	(6) Individual	6/11/2001	539
Grant, Irvin and Lorraine	None	(6) Individual	6/24/2001	541
Green, Geraldine	None	(6) Individual	5/20/2001	543
Green, Kathryn K.	None	(6) Individual	6/14/2001	544
Greenfield, Bella Ph. D	None	(6) Individual	6/22/2001	546
Greenfield, Gertrude	None	(6) Individual		547
gregors@mediaone.net	None	(6) Individual	5/30/2001	
Grishanond, Walter	None	(6) Individual		
Groat, B.	None	(6) Individual	6/8/2001	548
Grossman, Ofer	None	(6) Individual	6/10/2001	550
Grulianovich, Andrew	None	(6) Individual		551
Gurzeler, Fred	None	(6) Individual	n/a	552
Habeeb, Colette	Westwood Garden Civic Organization	(6) Individual		553
Hackamack, Robert	None	(6) Individual	n/a	554
Halsema	None	(6) Individual	5/16/2001	555
Hampton, S.	None	(6) Individual	n/a	556
Hansen, Molly C.	None	(6) Individual	6/14/2001	557
Harari, Mike Irit	Wilshire House	(6) Individual	6/11/2001	560
Hariton, Joe (Hariton, Diane)	None	(6) Individual	5/29/2001	561
Harmon, Carol D.	None	(6) Individual	6/29/2001	563
Harriet, Michel and Denise	None	(6) Individual	5/15/2001	564
Harris, Bradley	None	(6) Individual	6/14/2001	565
Harris, Skip and Victoria	None	(6) Individual	6/10/2001	567
Harris, Stanley E.	None	(6) Individual	6/11/2001	569
Haskins, Jackie	None	(6) Individual		571
Hatter, Tom and Lisa	None	(6) Individual	5/30/2001	572
Haun, Diane	None	(6) Individual	6/9/2001	573
Havens, Alan D.	None	(6) Individual	6/9/2001	575
Havens, Alan D.	None	(6) Individual	6/21/2001	578
Hawke, Cindy	None	(6) Individual	5/7/2001	580
Healy, Elaine	None	(6) Individual	5/19/2001	581
Heaton, David W.	Westside Village	(6) Individual	6/3/2001	582
Heaton, Martha J.	Westside Village	(6) Individual	6/3/2001	583
Hefner, Tom	None	(6) Individual		584
Heinrich, Regina and Paul	None	(6) Individual	6/1/2001	585
Helfman, Robert	None	(6) Individual		586
Heller, Miranda	None	(6) Individual	6/15/2001	587
Heller, Sylvia	Wilshire House	(6) Individual	6/8/2001	588
Shannon)	Westside Village Association	(6) Individual	n/a	589

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Hilgenberg, Dennis P.	None	(6) Individual	6/10/2001	590
Hillman, Brenda	Westside Village	(6) Individual	6/11/2001	592
Hillman, Brenda	None	(6) Individual		594
Hirmand, Tahereh S.	None	(6) Individual	6/3/2001	595
Hirmand, Tahereh S.	None	(6) Individual	6/6/2001	595
Hoag, John	None	(6) Individual	5/7/2001	597
Holcomb, Kimberly	None	(6) Individual	6/8/2001	599
Holender, David	Association	(6) Individual		
Holl, Eldon and Beverly	None	(6) Individual	6/2/2001	600
Holliday, Bobby	None	(6) Individual	5/15/2001	
Hollins, Stephanie	None	(6) Individual	6/14/2001	602
Hollins, Stephanie	Leimert Park Homeowner	(6) Individual	6/11/2001	603
Holzbog, Thomas J.	None	(6) Individual	5/16/2001	604
Huang, Chang J.	None	(6) Individual	6/15/2001	605
Hummel, John E.	None	(6) Individual	6/11/2001	606
Humphreys, Paul (Crozier - Humphreys, Susan)	None	(6) Individual	6/6/2001	608
Hurwin, Davida W.	None	(6) Individual	6/10/2001	609
Hurwin, Frazier M.	None	(6) Individual	6/10/2001	611
Husted, Inez E.	None	(6) Individual		612
Hutchinsx, Brian Q.	None	(6) Individual		613
Iannessa, Robert	Grubb & Ellis Management Services, Inc.	(6) Individual	6/12/2001	614
Jablon, Diane	West of Westwood HOA	(6) Individual		615
Jacobs, Diana	None	(6) Individual	5/14/2001	616
Jaffe, Nancy	Advisory Board of the South Brentwood Homeowner's Association	(6) Individual	5/24/2001	617
Jahng, Haissok	None	(6) Individual	6/13/2001	618
Jaimes, Brenton	None	(6) Individual		
Jamiaas, Philip	None	(6) Individual		619
Javelosa, David A.	None	(6) Individual	6/11/2001	620
Johnson, Craig	None	(6) Individual		622
Johnson, David	None	(6) Individual		623
Johnston, Lisa G.	None	(6) Individual	5/2/2001	624
Johnston, Lisa G.	None	(6) Individual	6/6/2001	625
Johnston, Richard L.	None	(6) Individual	6/6/2001	626
Jones, Lillian R.	None	(6) Individual	6/26/2001	627
Jones, Mary	None	(6) Individual	6/16/2001	628
JOSE1VDLA@aol.com	None	(6) Individual	6/6/2001	629
Juarez, Nicandro and Elizabeth	Westwood Gardens Civic Association	(6) Individual	6/15/2001	630
Kaku, Alice	None	(6) Individual	6/6/2001	631
Kataoka, Grace J.	West Los Angeles Japanese American Citizens League Auxillary	(6) Individual	5/16/2001	633
Katzer, Sheldon E.	None	(6) Individual	6/8/2001	634
Keller, Esther	None	(6) Individual		636
Kemp, Derek	None	(6) Individual	6/11/2001	637
Kemp, Derek	None	(6) Individual	5/27/2001	639
Kennedy, James D.	None	(6) Individual	6/2/2001	641
Martha]	None	(6) Individual	4/2/2001	643
Kidwell, Jan	None	(6) Individual	6/5/2001	645
Kirk, Camille	None	(6) Individual	6/15/2001	649

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Kishi, Stella	West Los Angeles Japanese American Citizens League Auxiliary	(6) Individual	7/6/2001	652
Kivowitz, Alexandra	None	(6) Individual		653
Klebanoff, Anita	None	(6) Individual		654
Korody, Erica	None	(6) Individual	6/1/2001	655
Koshimoto, Mie	None	(6) Individual		656
Kramer, William and Betty	Westside Village Homeowner	(6) Individual	6/6/2001	657
Krutonog, Boris	West of Westwood HOA	(6) Individual	6/12/2001	658
La Cotera, Luis and Antonieta	Westside Village Homeowner	(6) Individual	6/13/2001	660
Lamm, Jim	None	(6) Individual	6/15/2001	661
Lane, Norman	None	(6) Individual		663
Lang, David	None	(6) Individual	6/13/2001	665
Lange, Hope	Wilshire House	(6) Individual	6/5/2001	666
Langlely-Sudy, Eileen C.	None	(6) Individual	5/14/2001	
Larcombe, Garron and Cindy	West of Westwood HOA	(6) Individual		667
Larkin, Andy and Jeanne	None	(6) Individual		668
Lawson, Beverly	None	(6) Individual	5/22/2001	669
Leadbetter, A.T.	None	(6) Individual		670
Lee, Calvin M.	None	(6) Individual		671
Leibowitz, Robert L.	Compassionate Oncology Medical Group	(5) Organization	5/24/2001	672
Lentz, Robert	None	(6) Individual	6/10/2001	673
Lesan, Liz	None	(6) Individual	6/11/2001	675
Levin, Dan	None	(6) Individual	6/14/2001	676
Levin, Dan	None	(6) Individual	6/10/2001	678
Levin, Sandra J.	East Culver City Neighborhood Alliance	(6) Individual	6/11/2001	679
Levinson, Rebecca	None	(6) Individual	6/11/2001	688
Levit, Anna	None	(6) Individual	5/8/2001	690
Levit, Marvin	None	(6) Individual	5/8/2001	691
Levy, Jan	None	(6) Individual	6/13/2001	692
Lewis, Harriet	None	(6) Individual	6/15/2001	693
Libbey, Scott	None	(6) Individual	7/6/2001	694
Little, Joan	None	(6) Individual	6/8/2001	969
Lockwood, Lloyd	None	(6) Individual		701
Loncar, Alicia	None	(6) Individual	6/7/2001	702
Lowly, Paul	None	(6) Individual		704
Lowy, Martha	None	(6) Individual	6/2/2001	705
Luchetti, Ed	None	(6) Individual	6/13/2001	707
Luebke, Arly and Roberta	Westside Village	(6) Individual		709
Maiten, Barry	None	(6) Individual	5/12/2001	710
Mamer, John W.	Westwood Garden Civic Organization	(6) Individual		711
Manning, Cathy	None	(6) Individual	6/10/2001	712
Manning, Margaret	None	(6) Individual	6/10/2001	714
Margolies, Dany	None	(6) Individual	6/15/2001	715
Mark, Roberta	Wilshire House	(6) Individual	6/11/2001	717
Marks, Walley	None	(6) Individual	6/6/2001	718
Marlow, Wynn and Robert	None	(6) Individual	6/13/2001	720
Martin, Paul	Cedars-Sinai Medical Center	(6) Individual	5/16/2001	721
Martin, Reuben	None	(6) Individual		724
Mayes, Doug	None	(6) Individual		725
McCain, Jackie	None	(6) Individual	5/23/2001	726
McCarthy, Liam and Nancy	None	(6) Individual	6/4/2001	728

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McCutcheon, George	Westside Village	(6) Individual	5/30/2001	729
McHugh, Patrick	None	(6) Individual	5/22/2001	
Mead, Bill	None	(6) Individual	6/10/2001	730
Meraj, Loretta	Nelson Shelton	(6) Individual	8/14/2001	733
Mercer, Robert and Cynthia	None	(6) Individual		735
Metcalfe, Mike	None	(6) Individual		736
Mochizuki, Hideko	West Los Angeles Japanese American Citizens League Auxillary	(6) Individual	5/23/2001	737
Montgomery, Douglas	None	(6) Individual		738
Montoya, Celia	None	(6) Individual		739
Morarrez, Eddie	None	(6) Individual		740
Morgan, Jess S. and Palma S.	Wilshire House	(6) Individual	6/5/2001	741
Morioka, Craig and Christine	West of Westwood HOA	(6) Individual		742
Morris, Selma	Westside Village	(6) Individual	6/12/2001	743
Morris, William	None	(6) Individual	5/12/2001	744
Mortell, Arthur	None	(6) Individual	6/10/2001	745
Moskowitz, Laura and Strick, David	None	(6) Individual	6/4/2001	746
Moss, Andrew	Westside Village Civic Association	(6) Individual		747
Mountain, Charles	None	(6) Individual	5/11/2001	748
mowlby@aol.com	None	(6) Individual	6/4/2001	749
Moynier, Bill and Bette	Rancho Park	(6) Individual	6/15/2001	751
Muradian, Michael	None	(6) Individual		752
Muradian, Michael	None	(6) Individual	6/10/2001	754
Muraglia, Silvio	Westside Village	(6) Individual	6/6/2001	755
Myers, Joan	None	(6) Individual	6/14/2001	756
nancy@courtcharts.com	None	(6) Individual	6/11/2001	759
Nelson, T.A.	None	(6) Individual		761
Newman, Myva	West of Westwood HOA	(6) Individual	6/15/2001	762
Newman, Myva	None	(6) Individual	5/21/2001	763
Nguyen, Connie	None	(6) Individual		764
Nofziger, Denise	None	(6) Individual		765
Nowak, Chester J.	Westside Village	(6) Individual	6/3/2001	766
Nusbaum, Ilse	None	(6) Individual	6/11/2001	767
Nusbaum, Ilse	None	(6) Individual	4/30/2001	768
Catherine	Westside Village	(6) Individual	6/10/2001	769
O' Sullivan, James	None	(6) Individual	6/6/2001	770
Oder, Danila B.	None	(6) Individual	4/13/2001	771
Okamura, Melanie	None	(6) Individual		773
Okin, Risa	West of Westwood HOA	(6) Individual		774
Okin, Steven	West of Westwood HOA	(6) Individual		775
Olsen, George and Lucinda	None	(6) Individual	5/20/2001	776
Ono, Gary T.	None	(6) Individual	6/11/2001	777
Oppenheimer, Walter	Wilshire House	(6) Individual	6/11/2001	779
Orlik, Mitch and Barbara	None	(6) Individual		780
Page, Judith	None	(6) Individual		781
Page, Judy	None	(6) Individual		782
Palmer, Geoff	None	(6) Individual		783
Palmer, Geoff	None	(6) Individual	6/14/2001	784
Papet, Roger A.	None	(6) Individual	6/13/2001	786
Pearl, Mollie	None	(6) Individual	6/9/2001	787

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Pedrosa, Iris	None	(6) Individual		788
Pelz, Sharon	None	(6) Individual	6/14/2001	789
Pelz, Sharon	None	(6) Individual	5/4/2001	790
Pena, Danny	None	(6) Individual		792
Perez, Ben	Westwood Garden Civic Organization	(6) Individual		793
Perez, Emily	Westwood Garden Civic Organization	(6) Individual		794
Perez, Emily	None	(6) Individual	6/11/2001	795
Petersen, Dorothea	None	(6) Individual	6/6/2001	796
Peterzell, Joyce M.	None	(6) Individual	5/30/2001	797
Pettijohn, David R.	Rancho Park	(6) Individual	5/25/2001	799
Petzi, Paul	None	(6) Individual	6/11/2001	800
Phanstiel, Louise S.	Wilshire House	(6) Individual	6/5/2001	801
Phillips, Jeri	None	(6) Individual	6/17/2001	802
Pietsch, Susan	Epilepsy Foundation	(6) Individual		803
Plaszewski, Arthur	West of Westwood HOA	(6) Individual		804
Plaszewski, Greg	West of Westwood HOA	(6) Individual		805
Plotkin, Adele	None	(6) Individual	6/15/2001	806
Pomerantz, Irwin	None	(6) Individual	7/9/2001	808
Powell, Joyce and Larry	None	(6) Individual	6/25/2001	810
Prochazka, Ingeborg	None	(6) Individual	5/11/2001	811
Purcell, Stephanie	None	(6) Individual		812
Raineri, Bruno	None	(6) Individual	6/13/2001	813
Raineri, Joyce	None	(6) Individual	6/13/2001	814
Raineri, Joyce and Bruno and Noelle	None	(6) Individual	5/17/2001	815
Raineri, Noelle	None	(6) Individual	6/13/2001	817
Ramirez, Anthony	None	(6) Individual		818
Ramirez, Teresa	None	(6) Individual		819
Rappaport, Ross	Westside Village	(6) Individual	6/8/2001	820
Redlich, Joan	None	(6) Individual	6/11/2001	821
Rees, Robert	None	(6) Individual	6/13/2001	822
Reichelderfer, Terry A.	None	(6) Individual	5/11/2001	823
Reichmann, Joseph	None	(6) Individual	6/12/2001	824
Reiner, Martin	Westwood Garden Civic Organization	(6) Individual		825
Reisbord, Lesley	None	(6) Individual	6/14/2001	826
Reston-Parham, Cynthia	None	(6) Individual		829
Reuben, Susan	None	(6) Individual	6/7/2001	830
Reyto, Robert	Park Wilshire	(6) Individual	7/3/2001	831
Rheins, Bruce	None	(6) Individual		832
Richmond, Jes and Vicky	None	(6) Individual		833
Robinson, M.	None	(6) Individual		834
Robles, Mary L.	None	(6) Individual		835
Robles, Mary L.	None	(6) Individual		836
Root, Jon	None	(6) Individual	5/1/2001	837
Rosen, Glen W.	None	(6) Individual	5/9/2001	840
Rosenfeld, Maxine	None	(6) Individual	6/8/2001	841
Roth, Elizabeth	None	(6) Individual	6/15/2001	842
Rotter, Debby	None	(6) Individual	6/8/2001	845
Rubin, Thomas	None	(6) Individual	6/15/2001	847
Rudick, Bette	None	(6) Individual		859
Rudick, Larry	Westdale Homeowners Association	(6) Individual		860

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Ruttenberg, Lorin [Valla, Sean]	None	(6) Individual	5/29/2001	861
Rutter, Gina	Miracle Mile	(6) Individual		863
Sadgat, Yigal and Shevi	None	(6) Individual	6/1/2001	864
Saltzman, Barry	None	(6) Individual	5/15/2001	865
Salva, Carol	None	(6) Individual	5/25/2001	866
Saucer, Mary-Kathryn	None	(6) Individual		868
Sauter, Keith	None	(6) Individual	5/14/2001	870
Scheider, Hans	None	(6) Individual		871
Scherr, Josh	None	(6) Individual		872
Schieder, Hans	None	(6) Individual	6/5/2001	873
Schuman, Edward E.	None	(6) Individual	6/11/2001	874
Sefton, Laurie	None	(6) Individual		876
Shallon, Sheldon C.	None	(6) Individual	5/10/2001	877
Shepard, Eugenia	None	(6) Individual	6/14/2001	879
Shoucair, David	None	(6) Individual	5/29/2001	880
Shwimmer, Laura	None	(6) Individual		881
Sias, Dan	None	(6) Individual	6/8/2001	882
Simon, John	None	(6) Individual		884
Simon, Reatha	None	(6) Individual		885
Simpson, Jacquet	None	(6) Individual	6/4/2001	886
Singer, Steve	None	(6) Individual	6/8/2001	887
Slosberg, Deborah	None	(6) Individual	6/6/2001	889
Smith, Brenda	None	(6) Individual		890
Smith, Kevin	None	(6) Individual	6/6/2001	891
Smith, Larry	None	(6) Individual	6/11/2001	892
Smith, Ronald and Carol	None	(6) Individual		894
Snyder, Arthur	None	(6) Individual		895
Snyder, Jean	None	(6) Individual		896
Soegono, Donna	None	(6) Individual		897
Solomon, Jeff	None	(6) Individual	5/11/2001	898
Marguerite	None	(6) Individual	5/25/2001	900
Spector, Robin	None	(6) Individual		901
Spencer, Caroline M.	None	(6) Individual	6/12/2001	902
spet@webtv.net	None	(6) Individual	6/14/2001	904
Steiner, Nancy	None	(6) Individual	6/3/2001	906
Stempel, Tom	None	(6) Individual	6/6/2001	908
Stephens, Josh	None	(6) Individual		909
Stepsay, David R.	Queensland Manor South Co-op, Inc.	(6) Individual	6/6/2001	910
Sterart, Rhonda	None	(6) Individual		911
Steward, Royce E.	None	(6) Individual	6/7/2001	912
Steward, Royce E.	None	(6) Individual	6/15/2001	915
Stewart, Cameron	Westwood Garden Civic Organization	(6) Individual		920
Stewart, Jim	and Development	(6) Individual		921
Stewart, Pat	None	(6) Individual		922
Stewart, Steven	None	(6) Individual		923
Swartz, Sue	None	(6) Individual		924
Szilagy, Annie	None	(6) Individual	5/22/2001	925
Takeshita, Aiko N.	Citizens League Auxiliary	(6) Individual	5/21/2001	926
Tauber, Ginger	None	(6) Individual	6/1/2001	927
Tauro, Linus and Shannon	None	(6) Individual	6/4/2001	928
Tezanos, Mille	None	(6) Individual		931

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Commentor	Affiliation	Type of Affiliation	Date	Page No. in Vol. 2 DEIS/DEIR Comments
<i>Individuals</i>				
Thompson, Bill	None	(6) Individual	6/2/2001	932
Tippet, Terri	None	(6) Individual	6/10/2001	933
Tippit, Terri	None	(6) Individual		935
Tippit, Terri	None	(6) Individual	5/10/2001	936
Tooley, Eric	None	(6) Individual	6/4/2001	939
Topangarik@aol.com	None	(6) Individual	6/10/2001	941
Tracy, Catherine	None	(6) Individual	6/11/2001	942
Travis, Erik	None	(6) Individual	5/27/2001	943
Travis, Lisa L.	None	(6) Individual	6/11/2001	945
Travis, Lisa L.	None	(6) Individual	6/11/2001	946
Tsao, Gilbert	None	(6) Individual	6/12/2001	947
Tsao, Gilbert	West of Westwood HOA	(6) Individual		948
Tunberg, Laura	None	(6) Individual	6/7/2001	949
Turning, Kate	None	(6) Individual	6/13/2001	951
Twining, Steve	Hillside Federation	(6) Individual	6/13/2001	953
Tyler, Brian	None	(6) Individual		954
Ulloth, John	None	(6) Individual		
Unreadable	None	(6) Individual	6/12/2001	957
Unreadable	None	(6) Individual		958
Unreadable	West of Westwood HOA	(6) Individual		959
Unreadable	Westside Village	(6) Individual	6/6/2001	960
Unreadable	Citizens League Auxillary	(6) Individual	5/2/2001	961
Unreadable	Westside Village	(6) Individual	6/11/2001	962
Unreadable	Westside Village	(6) Individual	6/6/2001	963
Unreadable	None	(6) Individual		964
Unreadable	None	(6) Individual	6/9/2001	965
Unreadable	None	(6) Individual		966
Unreadable	West of Westwood HOA	(6) Individual		
Unreadable	Citizens League Auxillary	(6) Individual		967
Unreadable	Citizens League Auxillary	(6) Individual	5/17/2001	968
Unreadable	Citizens League Auxiliary	(6) Individual	5/31/2001	969
Unreadable	None	(6) Individual	6/14/2001	
Unreadable	Designs Limited	(6) Individual	5/29/2001	970
Unreadable	None	(6) Individual	6/22/2001	971
Unreadable	West of Westwood HOA	(6) Individual		973
Unreadable	Westwood Garden Civic Organization	(6) Individual		
Unreadable	Wilshire House	(6) Individual	6/11/2001	974
Unreadable	None	(6) Individual	6/4/2001	975
Unreadable	None	(6) Individual		976
Unreadable	None	(6) Individual	5/29/2001	977
Unreadable	None	(6) Individual	5/22/2001	978
Unreadable	None	(6) Individual	5/18/2001	979
Unreadable	None	(6) Individual		980
Unreadable	None	(6) Individual	6/8/2001	981
Unreadable	None	(6) Individual		981
Unreadable	Citizens League Auxiliary	(6) Individual	5/15/2001	983
Unreadable	West of Westwood HOA	(6) Individual		984
Unreadable	None	(6) Individual	6/13/2001	
Unreadable	Citizens League Auxiliary	(6) Individual		985
Unreadable	None	(6) Individual		986
Unreadable	None	(6) Individual		987

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Commentor	Affiliation	Type of Affiliation	Date	Page No. in Vol. 2 DEIS/DEIR Comments
<i>Individuals</i>				
Unreadable	None	(6) Individual		988
Unreadable	None	(6) Individual		989
Unreadable	None	(6) Individual		
Unreadable	Westwood Garden Civic Organization	(6) Individual		
Unreadable	None	(6) Individual		990
Unreadable	None	(6) Individual		991
Unreadable	None	(6) Individual		992
Unreadable	None	(6) Individual		993
Unreadable	None	(6) Individual		994
Unreadable	None	(6) Individual		995
Unreadable	None	(6) Individual		996
Unreadable	None	(6) Individual		997
Unreadable	None	(6) Individual		998
Unreadable	None	(6) Individual		999
Unreadable	None	(6) Individual		
Unreadable	None	(6) Individual		1000
Unreadable	None	(6) Individual		1001
Unreadable	None	(6) Individual		1002
Urmston, Jane	None	(6) Individual	5/7/2001	1003
Urmston, Jane	None	(6) Individual	6/4/2001	1004
Valentin, Yvan and Catia	West Side Village	(6) Individual	5/31/2001	1005
van Allen, Philip	None	(6) Individual	5/26/2001	1006
Varah, Monica	None	(6) Individual	6/10/2001	1008
Verger, Florence	None	(6) Individual	5/8/2001	1010
Villanueva, Julian	None	(6) Individual		1011
Waldron,Barbara et. al.	None	(6) Individual	6/14/2001	1012
Walker, Daniel	None	(6) Individual		1014
Walker, Daniel	None	(6) Individual		1015
Walker, Patrick	None	(6) Individual		1016
Wallace, Marie	None	(6) Individual	5/14/2001	1017
Wang, Chunsing	None	(6) Individual	6/12/2001	1019
Wang, Esther	None	(6) Individual	6/11/2001	1020
Wang, Leon	None	(6) Individual	6/10/2001	1021
Wang, Meiyin	None	(6) Individual	6/10/2001	1022
Wang, Robert J.	None	(6) Individual	6/13/2001	1023
Ward, Ramey	None	(6) Individual		1024
Watanabe, Satoshi and Satomi	None	(6) Individual	6/27/2001	1025
Waterman, Heather	None	(6) Individual	3/8/2001	1026
Watt, Nadine	Wilshire House	(6) Individual	6/8/2001	1028
Webber, Michael	None	(6) Individual	6/10/2001	1029
Weeks, Alan K.	None	(6) Individual	6/8/2001	1031
Weil, Sally	None	(6) Individual	5/23/2001	1033
Weiss, Amy	None	(6) Individual		1034
Weiss, Jonathan	None	(6) Individual		1035
Weiss, Karen P.	None	(6) Individual	6/11/2001	1036
Westlake, Dawn	Miracle Mire Residential Association	(6) Individual		1037
White, Alicja)	None	(6) Individual	6/15/2001	1038
Annette]	None	(6) Individual	6/8/2001	1040
Wilkes, Pamela	None	(6) Individual		1043
Williams, Joe and Joy	None	(6) Individual	6/9/2001	1044
Wimmer, Leslie	Westside Village	(6) Individual	6/4/2001	1046

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<i>Individuals</i>				
Wise, Jim and Kim	Westside Village	(6) Individual	6/2/2001	1047
Wittenberg, Kevin	None	(6) Individual	6/11/2001	1048
Wiviott, Robert W.	Wilshire House	(6) Individual	6/1/2001	1049
Wolfe, Mable	None	(6) Individual	5/17/2001	1051
Wolfe, Mable	None	(6) Individual		1052
Wolfson-Sagot, Eric	None	(6) Individual	5/29/2001	1053
Wolin, Jeffrey	None	(6) Individual	6/15/2001	1055
Wong, Helen	None	(6) Individual		1056
Woods, Tom	None	(6) Individual	6/6/2001	1057
Wooldrige, Patty	None	(6) Individual	5/29/2001	1058
Wright, Wayne	None	(6) Individual		1059
Wustman, Constance	None	(6) Individual	6/8/2001	1060
Wyatt, Margaret	None	(6) Individual	5/1/2001	1061
Wynn, Leslie	None	(6) Individual	6/15/2001	1062
Yaghoubzadeh, Khosrow	None	(6) Individual	6/13/2001	1063
Yeager, Will	None	(6) Individual	6/13/2001	1064
Yelaca, Jack and Martha	None	(6) Individual	6/5/2001	1067
Young, Patricia	None	(6) Individual	6/2/2001	1068
Zajac, Diane	None	(6) Individual		1070
Zandt, Gary V.	None	(6) Individual	6/10/2001	1071
Zelden, Roxie	None	(6) Individual		1073
Zelden, Robert	None	(6) Individual		1074
Zwolinski, Bob	None	(6) Individual	6/13/2001	1075
<i>Petitions</i>				
Petition A	None	(7) Various	6/13/2001	
Petition B	None	(7) Various		
Petition C	None	(7) Various		
Petition D	None	(7) Various		
Petition E	None	(7) Various	6/11/2001	
Petition F	None	(7) Various	6/12/2001	
Petition G	None	(7) Various	6/15/2001	
Petition H	None	(7) Various	6/15/2001	
Petition I	None	(7) Various		
Petition J	None	(7) Various		
Petition K	None	(7) Various		
Petition L	None	(7) Various		
Petition M	None	(7) Various	6/12/2001	
Petition O	None	(7) Various	6/19/2001	
Petition P (Marmol + Radziner)	None	(7) Various	6/12/2001	
<i>Public Testimony/Transcripts</i>				
Booth, Mary	None	(6) Individual	5/7/2001	Hearings 23
Nicholson, Pete	None	(6) Individual	5/7/2001	Hearings 25
Rosner, Woody	None	(6) Individual	5/7/2001	Hearings 26
Clark, Rudyard	None	(6) Individual	5/7/2001	Hearings 27
Regan, Ralston	None	(6) Individual	5/7/2001	Hearings 28
Wines, Leonard	None	(6) Individual	5/7/2001	Hearings 30
Campbell, Bruce	None	(6) Individual	5/7/2001	Hearings 31
Bettger, Frank	Friends For Expo	(5) Organization	5/7/2001	Hearings 33
Twining, Steve	None	(6) Individual	5/7/2001	Hearings 34
Babcock, Vaughn	None	(6) Individual	5/7/2001	Hearings 36
Jutila, Lauri	None	(6) Individual	5/7/2001	Hearings 36

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Sookman, Scott	None	(6) Individual	5/7/2001	Hearings 37
Cheeseboro, Robert	None	(6) Individual	5/7/2001	Hearings 39
Bradshaw, Linda	None	(6) Individual	5/7/2001	Hearings 41
Bell Hurst, Patricia	None	(6) Individual	5/7/2001	Hearings 41
Buegoff, Elana	None	(6) Individual	5/7/2001	Hearings 43
Rhodes, Richard	None	(6) Individual	5/7/2001	Hearings 44
Gabbard, Dana	None	(6) Individual	5/7/2001	Hearings 45
Mark, Eli	None	(6) Individual	5/7/2001	Hearings 47
Sprott, Rod	a Presbyterian Church	(5) Organization	5/7/2001	Hearings 49
Alpern, Kenneth	None	(6) Individual	5/7/2001	Hearings 50
Slade, Milton	None	(6) Individual	5/7/2001	Hearings 52
Ryan, Thomas	None	(6) Individual	5/7/2001	Hearings 54
Luchette, Edward	None	(6) Individual	5/7/2001	Hearings 57
Walker, Daniel	Sierra Club Transportation Committee	(5) Organization	5/7/2001	Hearings 58
Ford, Chris	None	(6) Individual	5/7/2001	Hearings 61
Mullins, Bill	None	(6) Individual	5/7/2001	Hearings 63
Tille, Richard	None	(6) Individual	5/7/2001	Hearings 65
Maccaferri, Nikola	None	(6) Individual	5/7/2001	Hearings 66
Lane, Norman	None	(6) Individual	5/7/2001	Hearings 68
Wall, Dave	None	(6) Individual	5/7/2001	Hearings 70
Hawke, Cindy	None	(6) Individual	5/7/2001	Hearings 71
Dunn, Joseph	None	(6) Individual	5/7/2001	Hearings 73
Spencer, Carol	None	(6) Individual	5/7/2001	Hearings 75
Schieder, Hans	None	(6) Individual	5/7/2001	Hearings 77
Friedman, Alexander	None	(6) Individual	5/7/2001	Hearings 79
Gilman, Jane	Largemont Blvd	(5) Organization	5/7/2001	Hearings 80
Koesil, Ely	None	(6) Individual	5/7/2001	Hearings 80
Waters, Rich	None	(6) Individual	5/7/2001	Hearings 81
Root, Jon	None	(6) Individual	5/7/2001	Hearings 82
Sacks, Nate	None	(6) Individual	5/7/2001	Hearings 84
Freund, John	None	(6) Individual	5/9/2001	Hearings 90
Ivory, Nelle	None	(6) Individual	5/9/2001	Hearings 92
Adelman, Charles	None	(6) Individual	5/9/2001	Hearings 94
Hampton, Garnett	None	(6) Individual	5/9/2001	Hearings 96
Washington, America	None	(6) Individual	5/9/2001	Hearings 97
Chinn, Keisha	None	(6) Individual	5/9/2001	Hearings 99
Burroughs, Presley	None	(6) Individual	5/9/2001	Hearings 99
Jackson, Evenlean	None	(6) Individual	5/9/2001	Hearings 101
Cheeseboro, Robert	None	(6) Individual	5/9/2001	Hearings 102
Burton, Alvan	None	(6) Individual	5/9/2001	Hearings 104
Simmons, Clint	None	(6) Individual	5/9/2001	Hearings 105
McCullough, Patrick	None	(6) Individual	5/9/2001	Hearings 107
Clarke, Tony	None	(6) Individual	5/9/2001	Hearings 108
Nunez, Cecilia	None	(6) Individual	5/9/2001	Hearings 109
Cervantes, Evelia	None	(6) Individual	5/9/2001	Hearings 112
Yount, Opal	None	(6) Individual	5/9/2001	Hearings 113
Aguilar, Frederico	None	(6) Individual	5/9/2001	Hearings 114
Helfman, Robert	None	(6) Individual	5/9/2001	Hearings 115
Surles, Lady	None	(6) Individual	5/9/2001	Hearings 116
Wooten, Patricia	None	(6) Individual	5/9/2001	Hearings 117
Blaney, Elizabeth	Neighbors for an Improved Community	(5) Organization	5/9/2001	Hearings 118

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Wilkerson, Paulette	Neighbors for an Improved Community	(5) Organization	5/9/2001	Hearings 119
Smith, Jimmy	None	(6) Individual	5/9/2001	Hearings 120
Vazquez, Martha	Residents for an Improved Community	(5) Organization	5/9/2001	Hearings 122
Vizcarra, Luz	None	(6) Individual	5/9/2001	Hearings 123
Macedonio, Rogelio	Trinity Block Club	(5) Organization	5/9/2001	Hearings 123
Elizariasus, Raul	None	(6) Individual	5/9/2001	Hearings 124
Reed, Bart	None	(6) Individual	5/9/2001	Hearings 125
Walker, Daniel	None	(6) Individual	5/9/2001	Hearings 128
Salazar, Jesus	None	(6) Individual	5/9/2001	Hearings 130
Daley, Ted	None	(6) Individual	5/9/2001	Hearings 131
Root, Jon	None	(6) Individual	5/9/2001	Hearings 133
Seno, Lisa	None	(6) Individual	5/9/2001	Hearings 134
Alpern, Dennis	None	(6) Individual	5/9/2001	Hearings 137
Regan, Ralston	None	(6) Individual	5/13/2001	Hearings 147
Morris, Marlina	None	(6) Individual	5/13/2001	Hearings 149
Lash, Gloria	None	(6) Individual	5/13/2001	Hearings 151
Christensen, Roger	None	(6) Individual	5/13/2001	Hearings 151
Alschuler, Walter	None	(6) Individual	5/13/2001	Hearings 154
Wallace, Marie	None	(6) Individual	5/13/2001	Hearings 155
Wing, Damon	None	(6) Individual	5/13/2001	Hearings 157
Davis, Russ	None	(6) Individual	5/13/2001	Hearings 158
Zwolinski, Rob	None	(6) Individual	5/13/2001	Hearings 159
Kelly, Matt	None	(6) Individual	5/13/2001	Hearings 160
Bond, Teresa	None	(6) Individual	5/13/2001	Hearings 163
Winters, Joan	None	(6) Individual	5/13/2001	Hearings 164
Rubin, Martin	None	(6) Individual	5/13/2001	Hearings 165
Becktold, Tom	None	(6) Individual	5/13/2001	Hearings 167
Mautino, Robert	None	(6) Individual	5/13/2001	Hearings 169
Kline, Leona	None	(6) Individual	5/13/2001	Hearings 171
Rhodes, Deborah	None	(6) Individual	5/13/2001	Hearings 171
Bettger, Frank	None	(6) Individual	5/13/2001	Hearings 173
Mantell, Greg	None	(6) Individual	5/13/2001	Hearings 176
Cheeseboro, Robert	None	(6) Individual	5/13/2001	Hearings 178
Pincus, Arnold	None	(6) Individual	5/13/2001	Hearings 180
Gillette, Lisa	None	(6) Individual	5/13/2001	Hearings 181
Clarke, Darrell	None	(6) Individual	5/13/2001	Hearings 181
Root, Jon	None	(6) Individual	5/13/2001	Hearings 183
Moss, Andrew	None	(6) Individual	5/13/2001	Hearings 186
Marks, Pamela	None	(6) Individual	5/13/2001	Hearings 186
Holdorff, Cindy	None	(6) Individual	5/13/2001	Hearings 187
Alpern, Kenneth	None	(6) Individual	5/13/2001	Hearings 189
Clarke, Virginia	None	(6) Individual	5/13/2001	Hearings 191
Seal, Kathy	Friends 4 Expo Transit	(6) Individual	5/13/2001	Hearings 192
Ray, Marilyn	None	(6) Individual	5/13/2001	Hearings 194
Javaluyas, Johanna	None	(6) Individual	5/13/2001	Hearings 195
Cardenas, Raymond	None	(6) Individual	5/13/2001	Hearings 196
Weber, Christof	None	(6) Individual	5/13/2001	Hearings 197
Paterson, Tom	Association	(5) Organization	5/13/2001	Hearings 198
Maher, Julia	Friends 4 Expo Transit	(5) Organization	5/13/2001	Hearings 200
Rucker, Allen	None	(6) Individual	5/13/2001	Hearings 203
Shapiro, Shelly	None	(6) Individual	5/13/2001	Hearings 203

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Rudick, Roger	None	(6) Individual	5/13/2001	Hearings 204
Kidwell, Jan	None	(6) Individual	5/13/2001	Hearings 206
Elliott, Phyllis	None	(6) Individual	5/13/2001	Hearings 208
Block, Donna	None	(6) Individual	5/13/2001	Hearings 209
Lancaster, Linda	None	(6) Individual	5/13/2001	Hearings 211
Waters, R.	None	(6) Individual	5/13/2001	Hearings 212
Zablen, Nate	None	(6) Individual	5/13/2001	Hearings 212
Walker, Daniel	None	(6) Individual	5/13/2001	Hearings 215
Corcio, Jamie	None	(6) Individual	5/13/2001	Hearings 217
Ward, Ken	None	(6) Individual	5/13/2001	Hearings 219
Saunders, Jason	None	(6) Individual	5/13/2001	Hearings 220
Reed, Bart	None	(6) Individual	5/13/2001	Hearings 222
Shepard, Eugenia	None	(6) Individual	5/13/2001	Hearings 224
Glasser, Elan	None	(6) Individual	5/13/2001	Hearings 226
Goldman, Michael	None	(6) Individual	5/13/2001	Hearings 228
Pederson, Ben	None	(6) Individual	5/13/2001	Hearings 229
Ingalls, Chris	None	(6) Individual	5/13/2001	Hearings 230
Fishel, Allen	None	(6) Individual	5/13/2001	Hearings 232
Cole, Belle	None	(6) Individual	5/13/2001	Hearings 234
Nesin, Brian	None	(6) Individual	5/13/2001	Hearings 234
Hurley, Shawn	Hines, a real estate firm in Santa Monica	(5) Organization	5/13/2001	Hearings 236
Alschuler, Selma	None	(6) Individual	5/13/2001	Hearings 237
Ito, Kathy	None	(6) Individual	5/13/2001	Hearings 239
Stewart, Jim	and Development	(5) Organization	5/13/2001	Hearings 240
Jayulloth, John	None	(6) Individual	5/13/2001	Hearings 241
Metcalf, Mike	None	(6) Individual	5/13/2001	Hearings 243
Hutchings, Brian Quincy	None	(6) Individual	5/13/2001	Hearings 245
Zaragoza, Marta	East Culver City Neighborhood Alliance	(5) Organization	5/13/2001	Hearings 247
Howald, Brian	None	(6) Individual	5/13/2001	Hearings 250
Velasquez, Raul	Latino Urban Forum	(5) Organization	5/13/2001	Hearings 251
Shieder, Hans	None	(6) Individual	5/13/2001	Hearings 252
Lyon, Harriette	None	(6) Individual	5/13/2001	Hearings 254
Dafesh, Philip	None	(6) Individual	5/13/2001	Hearings 256
Kravetz, Erik	None	(6) Individual	5/13/2001	Hearings 258
Brown, Stacy	None	(6) Individual	5/13/2001	Hearings 260

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**TABLE 7-2:
COMMENTS SORTED BY CATEGORICAL RESPONSE**

Name	Affiliation	Subject 1	Subject 2	Subject 3	Subject 4	Subject 5	Subject 6	Page No. in Vol. 2 DEIS/DEIR Comments
Federal Agencies								
Amaglio, Sandro	Federal Emergency Management Agency	Construction criteria (7.8)	Increasing flood hazard (7.13)	FIRM revisions				2
Taylor, Willie R.	United States Department of the Interior	Section 4(f) Evaluation (7.11)	Archeological Mitigation Measures (7.11)	Geotechnical studies/Alquist Priolo (7.15)				5
Hanf, Lisa B.	United States Environmental Protection Agency	Environmental Justice (7.38)	Traffic and Parking (7.31, 7.24)	EPA document rating	Hazardous Materials / RCRA (7.17)	Date of census data (7.7)		10
State Agencies								
Raysbrook, C.F.	Department of Fish and Game	Nesting Bird Impacts (7.5)	Streambed Alteration (7.5)					12
Buswell, Stephen	Department of Transportation	Caltrans permitting (7.8)	Further technical studies (7.8)	Caltrans coordination (7.8)	Traffic management plans (7.8)			15
Lawrence, Allen	California Transportation Commission	Eliminate funding shortfall (7.10)						16
Governor's Office of Planning and Research	State of California	Statement of compliance with SCH review requirements per CEQA						17
Governor's Office of Planning and Research	State of California	Notice of late comment letters received						20
Regional Agencies								
Leininger, David R.	County of Los Angeles Fire Department	Jurisdiction of local fire departments	Emergency response	No comment from Forestry Division				21
Kumboto, Rod H.	Los Angeles County Public Works	No comments on land development	Liquefaction analysis (7.15)					25
Frazen, Ruth I.	Los Angeles County Sanitation Districts	Impact to District No 4 Outfall Trunk Sewer (7.35)						27
Boull't, Enrique	Los Angeles Unified School District	Bus circulation at adjacent schools (7.7, 7.8)	Student pedestrian safety (7.7, 7.8, 7.28)	Additional mitigation measures (7.7)				28
Romer, Roy	Los Angeles Unified School District	Supports below-grade crossing in Exposition Park (7.34)						34
Nardulli, Joe	Los Angeles Unified School District	Additional mitigation measures (7.7)						37
Manford, Robert	Los Angeles Unified School District	Air quality at schools near maintenance yards (7.2)						41
Harris, Elizabeth J.	Los Angeles Unified School District	School transportation (7.7)	Noise (7.23)	Air quality (7.2)	Vibration (7.23)			42
Roeder, Richard K.	Natural History Museum	Supports Wilshire BRT (7.26, 7.29)						50

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Smith, Jeffrey M.	Southern California Association of Governments	Update EIR to reflect 2001 RTP (7.31)	Consistent with all applicable policies except 4.04, 5.07, 11.07 due to insufficient information (7.18)					51
Ikhrata, Hasan	Southern California Association of Governments	Supports below-grade crossing in Exposition Park (7.34)						63
Local Agencies								
Egerman, Mark	City of Beverly Hills	Safety (7.28)	Parking (7.24)	Land Use (7.18)	Traffic (7.31)			80
Reynolds, Vicki	City of Beverly Hills	Safety (7.28)	Parking (7.24)	Land Use (7.18)	Traffic (7.31)			83
Egerman, Mark	City of Beverly Hills	Same letter as CBH(1)						84
Valladares, Ela	City of Culver City	Resolution No. 2001 R063	General Plan Compliance (7.18)	Alts (7.3), Socioeconomic (7.7, 7.38), Traffic & Parking (7.31, 7.24), Land Use (7.18), Visual Quality (7.1), Safety (7.28), Hazards (7.17), Noise (7.23)				84
Banerjee, Frances T.	City of Los Angeles	Traffic and Parking (7.31, 7.24)	Land Use (7.18)	Safety (7.28)	Construction (7.8)	Financial Analysis (7.10)		102
Nova, Orlando E.	City of Los Angeles	Traffic lighting (7.31)	Land Use (7.18)	Financial Analysis (7.10)	Community Participation (7.27)			135
Vir, Haripal S.	City of Los Angeles	Project Description (7.26)	Traffic and Parking (7.31, 7.24)	Safety (7.28)	Land Use (7.18)	Visual Quality (7.1)	Alternatives (7.3)	136
Scharlin, Jerry A.	City of Los Angeles	Alternatives (7.3)	Financial Analysis (7.10)	Traffic (Wilshire) (7.26, 7.31)	Pedestrian Safety (7.28)	Noise (7.23)	Supports below-grade crossing in Exposition Park (7.34)	143
Feinstein, Michael	City of Santa Monica	Supports Expo LRT (7.29)	Santa Monica transit stations (7.26)	Big Blue Bus transfers (7.26)	Traffic and Parking (7.31, 7.24)			148
McCarthy, Susan E.	City of Santa Monica	Supports Expo BRT or LRT (7.26, 7.29)	Traffic and Parking (7.31, 7.24)	Pedestrian Safety (7.28)				152
Joyce Perkins	Economic Development Council, Eighth District	Supports Expo LRT (7.29)						155
Roberts, David	Los Angeles City Council	Notice of Ad Hoc Committee on Traffic Circulation and Parking meeting						157

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Exposition Park and Figueroa Corridor Circulation and Parking Task Force	Los Angeles City Council	Supports below-grade crossing in Exposition Park (7.34)						158
Exposition Park Stakeholders	Los Angeles City Council	Supports below-grade crossing in Exposition Park (7.34)						160
<i>Organizations</i>								
Finnegan, Stephan A.	Automobile Club of Southern California	Supports TSM on Wilshire and Expo LRT (7.26, 7.29)	Alternatives (7.3)	Traffic and Parking (7.31, 7.24)	Noise (7.23)			164
Ely, Geoffrey M.	BOMA	Opposes Wilshire BRT (7.25, 7.26, 7.29)						168
Mann, Eric	Bus Riders Union	Oppose (7.29)	Alternatives (7.3, 7.25)	Environmental Justice (7.38)				169
Schatz, Carol E.	Central City Association of Los Angeles	Supports below-grade crossing in Exposition Park (7.34)						171
Nunez, Cecilia	Neighbors For An Improved Community	Opposes Expo LRT (7.29)	Inadequate public notice (7.27)	EIR inadequate (7.6)				172
Rudolph, Jeffrey N.	California Science Center	Supports below-grade crossing in Exposition Park (7.34)						175
Fracassi, Roderick J.	Con-Way Transportation Services	Opposed to selection of CTS Vernon service center as a maintenance facility (7.25)						177
Harris, Arthur	Downtown Area Resident's Association	Oppose (7.29)	Parking (7.24)					180
Holter, Darryl	Figueroa Corridor Partnership	Opposes Expo LRT (7.29)	Supports below-grade crossing in Exposition Park (7.37)					181
Clarke, Darrell	Friends 4 Expo Transit	Financial Analysis (7.10)	Supports Expo LRT (7.29)	Traffic (7.31)	Noise (7.23)	Safety (7.28)		184
Needleman, Steve	The Grand Olympic	Supports Expo LRT (7.29)	Traffic (7.31)	Financial Analysis (7.10)				198
Patterson, Tom	Holmby-Westwood Property Owners Association	Community Participation (7.27)	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Parking (7.24)				199
Allen, Jack	Palisades Preservation Association	Opposes all alternatives (7.29)						203
Ushijima, Jean	West LA Japanese American Citizens League Auxliary	Opposes Expo LRT (7.29)						207

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<i>Organizations</i>								
Maher, Julia	Castle Heights Neighborhood Association	Supports Expo LRT (7.29)						210
Cropper, Karin	West of Westwood Homeowners Association	Supports Wilshire BRT (7.26, 7.29)						212
Greenup, Campbell Hugh	Kilroy Realty	Supports Wilshire BRT (7.26, 7.29)						213
Strumpell, Kent (Milam, Ron)	Los Angeles County Bicycle Coalition	Bikeway design (7.4)						215
Pfromm, Elizabeth W.	Los Angeles Child Guidance Clinic	Supports below-grade crossing in Exposition Park (7.34)						221
Cohen, Lyn MacEwen and Wally Marks	Miracle Mile Civic Coalition	Supports Wilshire BRT & Expo LRT (7.26, 7.29)						222
Garcia, Ramon	Latino Urban Forum	Supports Alternative 3						223
Gagan, Patti	Music-Center Performing Arts Center of Los Angeles	Supports Expo LRT (7.29)						224
Dakhil, Dafer M.	OMAR IBN AL KHATTAB Foundation	Supports Expo LRT (7.29)						225
N/A	Park Wilshire Homeowners Association, Inc	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Supports Expo LRT (7.29)					228
Andersen, Ronald and Diane	Park Wilshire	Supports Wilshire BRT (7.26, 7.29)						230
Smith, Frederick and Laurie Samitaur	Samitaur Constructs	EIR inadequate (7.6)						232
Ehrler, Daniel L.	Santa Monica Chamber of Commerce	Supports Expo LRT (7.29)						235
Harmetz, Richard S.	Tract NO.7260 Association, inc.	Supports Expo LRT (7.29)						237
Richman, Deborah	TurningPoint	EIR inadequate (7.6)						238
Tippit, Terri	West of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)						239
Russell, Gary (Stephan Kramer, Andrew Militois, Wally Marks)	Wilshire Advocates Coalition	Opposes Wilshire BRT (7.25, 7.26, 7.29)						241
Westford Board of Directors	The Westford Condominium Association	Opposes Wilshire BRT (7.25, 7.26, 7.29)						244
Agay, Richard D.	Westwood Homeowners Association	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Supports Expo LRT (7.29)					246

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<i>Organizations</i>								
Maltz, M.M.	Wilshire Terrace	Opposes Wilshire BRT (7.25, 7.26, 7.29)						249
West, Charles A.	Westside Village Civic Association	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)	Supports Expo LRT (7.29)					250
<i>Individuals</i>								
Abdul, Masarat	None	Opposes Expo LRT (7.29)						253
Abe, Lynn	None	Opposes Expo LRT (7.29)	Property Value (7.37)					254
Abel, George T., Rose M. Abel	None	Opposes Sepulveda parking lot (7.24)						256
Abreu, Maria T,	None	Supports Expo LRT (7.29)						258
Ackerman, Gregg and Rickey	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					259
Adams, David	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					260
Aftergood, Jacob	None	Supports Wilshire BRT (7.26, 7.29)	Use of "NextBus" (7.14)					262
alek@juno.com	None	Supports Expo LRT (7.29)						263
Alex, Cynthia	None	Opposed to Lankershim/Oxnard bus route (7.14)						263
Alfaro, Rudolph	None	Supports Expo LRT (7.29)						267
Algaze, Albert	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					269
Algaze, Albert	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					270
Allardyez, Marilyn	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						271
Alley, Caroline W. James F. Alley	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						272
Alonso, Cecilia	None	Supports Wilshire BRT (7.26, 7.29)						273

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<i>Individuals</i>								
Alper, Florence and Max	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					274
Alschuler, Selma L.	None	Opposes Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					275
Alschuler, Walter W.	Westside Village Association	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					277
Amatya, Jitendra	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						279
Ambler, Sam	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					280
Anathan, Adele	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						281
Andrus, Carlin S.	None	Supports Expo LRT (7.29)						282
Aneja, Rajan	None	No written comment						
Anonymous	None	Supports Wilshire BRT & Expo LRT (7.26, 7.29)						284
Anonymous	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						285
Anonymous	None	Opposes all BRT (7.29)	Supports Expo LRT (7.29)					286
Anonymous	None	Supports Expo LRT (7.29)						287
Anonymous	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					288
Anonymous	None	Supports Expo LRT (7.29)						289
Anonymous	None	Supports Expo LRT (7.29)						290
Anonymous	None	Supports mass transit (7.14)						291
Anonymous	None	Supports Expo LRT (7.29)						292
Anonymous	None	Supports Expo LRT (7.29)						293
Anonymous	None	Supports Expo LRT (7.29)						294
Anonymous	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 9,29)					295

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<i>Individuals</i>								
Anonymous	None	Parking on Wilshire (7.26)						296
Anonymous	None	Supports Wilshire BRT & Expo LRT (7.26, 7.29)						297
Anonymous	None	Opposes Expo LRT (7.29)						298
Anonymous	None	Supports Expo LRT (7.29)	Community facilities on westside (7.7)					299
Anonymous	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)	USC tunnel not necessary (7.34)				300
Anonymous	None	incomplete						301
Anonymous	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					302
Anonymous	None	Opposes Expo LRT (7.29)						303
Anonymous	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						304
Anonymous	None	Create subway system (7.3, 7.14)						305
Anonymous	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)	Opposes Expo BRT (7.25, 7.26, 7.29)				306
Anonymous	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					307
Anshansli, Erin	None	Supports Wilshire BRT (7.26, 7.29)						311
aodc_squeakywheel@hotmail.com	None	Supports Expo LRT (7.29)						310
Ariga, Michiko	None	Opposes Expo LRT (7.29)	Noise (7.23)	Safety (7.28)				312
Arkin, George Carol Arkin	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						313
Armand, Marcel	None	Opposes Expo LRT (7.29)						314
Armon, Cheryl	None	Supports Expo LRT (7.29)						316
Arnold, Richard	Westwood of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)						317
Arnold, Wendy	West of Westwood HOA	Opposes Wilshire BRT (7.25, 7.26, 7.29)						318
Asher, Grieg	None	Supports Expo LRT (7.29)						319

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Auntminla@aol.com	None	Supports Expo LRT (7.29)						321
Azarmi, Bob	None	Opposes Expo LRT (7.29)						323
Baft, Hattie	None	Opposes Expo LRT (7.29)						325
Bainbridge, Sean	None	Supports Expo LRT (7.29)						326
Bakhshi, Pouran Mahnaz Bolour	West of Westwood Homeowners Association	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					328
Bakus, Gerald J.	University of Southern California	Supports Wilshire BRT & Expo LRT (7.26, 7.29)						329
Barela, C.	None	Supports Expo LRT (7.29)						331
Baron, Henry L.	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						332
Barrow, Scott	None	Supports Expo LRT (7.29)						334
Barton, Fred R.	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					335
Basu, Netai	None	Supports Expo LRT (7.29)						336
Beauchamp, Cari Thomas J. Flynn	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)	Opposes Expo BRT (7.25, 7.26, 7.29)				338
Beccaria, John	Best Western Royal Palace Inn & Suites	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						340
Beck, Jeffrey	None	No written comment						
Becktoold, Tom	None	Opposes Expo LRT (7.29)						340
Becktoold, Tom	None	Opposes Expo LRT (7.29)						342
Bell, Bradford	None	Supports Expo LRT (7.29)						343
Benigno, Paul	None	Supports Expo LRT (7.29)						344
Berelson, Wil	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					346
Beri, David	None	Opposes LRT on National Blvd. (7.26, 7.29)						347
Berliner, Oliver	None	Supports Expo LRT (7.29)						349
Bersell, Barbara	None	Opposes Expo LRT (7.29)						350
Beumer, John [family]	None	Supports Expo LRT (7.29)						351

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Bibawi, Ishak	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						353
Billingsley, Glenn	Billingsley Restaurant	Opposes Expo LRT (7.29)						354
Blakely, Marilyn	None	Opposes Expo LRT (7.29)						355
Blakely, Marilyn	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					356
Blakely, Marilyn	West of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					357
Block, Marian	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					359
Block, Marian	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					360
Block, Mitchell	None	Supports Expo LRT (7.29)						361
Blum, Ken	None	Supports Wilshire BRT & Expo LRT (7.26, 7.29)						363
Bolke, Lillian	West of Westwood Homeowners Association	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					364
Bosil, Carolyn	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						365
Boyd, Bob	None	Supports Expo LRT (7.29)						367
Brandon, Kathleen	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						369
Breslauer, Marvin A	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					370
Brook, Arlinda	None	Supports Wilshire BRT (7.26, 7.29)						371
Brooks, Paula	None							372
Brown, Mark	Miracle Mile Residents Association [Masselin Avenue Homeowners Association]	Opposes all alternatives (7.29)						373
Brown, Mark	None	Alternate Expo LRT alignments (7.3)						377
Bruni, Robert	None	Opposes Expo LRT (7.29)						380
Bushnell, Jean	None	Notice of comment letter						381

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<i>Individuals</i>								
Bushnell, Jean	None	Opposes all alternatives (7.29)						382
Caldwell, David	None	Supports Expo LRT (7.29)						383
Campford, Kent	West of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					384
Cannon, Nicole	None	Supports Expo LRT (7.29)						386
Cassidy, Alice Martin Cassidy, Barbara Coffin, Fred Coffin	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						387
Cerny, Julie	None	Supports Wilshire BRT (7.26, 7.29)						388
Chang, Jeff	None	Supports Wilshire BRT (7.26, 7.29)						389
Chapin, Stuart and Vanessa	None	Supports Expo LRT (7.29)						391
Chavez, Phil	None	Opposes Expo LRT (7.29)	Property Value (7.37)					393
Cheeseboro, Robert Margrit	Friends 4 Expo	Supports Expo LRT (7.29)						394
Cherness, Darryl	None	Supports Expo LRT (7.29)						396
Cherness, Darryle	None	Supports Expo LRT (7.29)						398
Cherry, Maris Pamela	None	Opposes Expo LRT (7.29)						399
Chinn, Keisha	EXPO Neighbors Association	Opposes Expo LRT (7.29)						400
Choueiry, Joseph	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					401
Christensen, Evelyn G.	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)	Opposes Expo BRT (7.25, 7.26, 7.29)				402
Christensen, Kimberly	None	Opposes Expo LRT (7.29)						404
Chuiros, Mercedes P.	None	Opposes Expo LRT (7.29)						407
Clark, Barbara	None	Supports Expo LRT (7.29)						408
Clark, Cindy	None	Opposes Expo LRT (7.29)						409
Clarke, Darrell	None	Email of Friends 4 Expo comment letter attachment (7.29)						410
Clements, Stephanie	None	Supports Expo LRT (7.29)						411
Coccio, Angela Jane	None	Opposes all alternatives (7.29)	Inter-freeway LRT (7.3)					412
Cohen, Janiece Cindy Clark	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					413

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<i>Individuals</i>								
Collis, Adam	None	Supports Expo LRT (7.29)						414
Concors, Anne	None	Supports Wilshire BRT (7.26, 7.29)						416
Concors, Anne	None	Opposes Expo LRT (7.29)						417
Concors, Anne	West of Westwood Homeowners Association	Supports Wilshire BRT (7.26, 7.29)						418
Concors, Mitch	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					419
Copes, Renee A.	None	Supports Expo LRT (7.29)						420
Cordova, Carlene	None	Supports Expo LRT (7.29)						422
Cotton, Joseph	None	Supports Expo LRT (7.29)						424
Cotton, Suzanne	Westside Village Association	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					425
Cowan, Ian	None	Supports Expo LRT (7.29)	Create subway system (7.3, 7.14)					426
Cowan, Ian A.	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 9,29)					428
Cretejo, Frank and Syvia	Westside Village Association	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					429
Csolv@aol.com	None	Opposes Expo LRT (7.29)						430
Culjat, Martin	None	Supports Expo LRT (7.29)						432
Dafesh, Phillip A.	Westside Village Association	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)	Noise (7.23)	Traffic (7.31)				434
Daggs, Roy	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					435
Dauber, Marc and Kathleen	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						437
Dave, Michael	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					438
Davies, Russ	None	Supports Expo LRT (7.29)						439
Davies, Russ	None	Supports Expo LRT (7.29)						441

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<i>Individuals</i>								
Deacy, Margaret	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						442
Dickinson, Harry and Lois	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						443
Dimascio, Debbie	None	Supports Expo LRT (7.29)						444
Donohue, Daniel J.	Wilshire House	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					446
Doran, Frances	None	Supports Wilshire BRT (7.26, 7.29)						447
Dorfman, Joanne and Bruce	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					448
Duffy, Janette L.	None	Supports Expo LRT (7.29)						449
Duke, Peter	None	Supports Expo LRT (7.29)						451
Duran, Herbert	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					453
Durkin, Mary	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						454
Duvivier, Isabelle	None	Supports Expo LRT (7.29)	Variations on Wilshire BRT lane (7.26)					455
Eatmal, Matthew	None	Supports Expo LRT (7.29)						456
Edelsohn, Charles	None	EIR inadequate - Wilshire traffic (7.26, 7.31)						457
Edelsohn, Charles	None	No written comment						458
Edelsohn, Charles	None	No written comment						461
Edelsohn, Charles	None	No written comment						462
Edwards, Karen	None	No written comment						
Edwards, Robert and Mary Louise	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					462
Edwards, Todd	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					464

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<i>Individuals</i>								
ehg21@yahoo.com	None	Supports Wilshire BRT (7.26, 7.29)						465
Ehrlich, Ellen	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						466
Eliseyan, Andrea and Patrick	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					467
Elliott, Phyllis	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					468
Epstein, Nancy	Wilshire House	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					470
Erich, Greg	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						471
Erickson, Cindy	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						472
Ernstoff, Michael	None	Supports Expo LRT (7.29)						473
Evans, Shirley	West of Westwood Homeowners Association	Supports Wilshire BRT (7.26, 7.29)						474
Ezra, Habtnesh	None	Supports Wilshire BRT (7.26, 7.29)						475
Familian, Shirley and Isadore	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						476
Faraj, Ihsan	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						477
Faray, Hayden	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						
Faulkner, David	Westside Village Association	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					478
Fell, Michael J.	None	Opposes Expo LRT (7.29)						479
Fenent, Elizabeth	Westside Village Association	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					482

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<i>Individuals</i>								
Ferguson, Donald	None	Supports Expo LRT (7.29)						480
Filet, Barbara	None	Supports Expo LRT (7.29)						483
Fink, Martha	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						485
Finn, Jack	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					487
Fiske, Steve	Westwood Garden Civic Organization	Supports Wilshire BRT (7.26, 7.29)						488
Flanigan, Cathie	None	Supports Wilshire BRT & Expo LRT (7.26, 7.29)						489
Flanigan, Patsy	None	Supports Expo LRT (7.29)						490
Fleischer, Kenneth	None	Opposes Expo LRT (7.29)						492
Flicker, Kevin G.	None	Opposes Expo LRT (7.29)						494
Flores, Edith	None	Supports Wilshire BRT (7.26, 7.29)						496
Fonda-Bonardi, Mario	None	Supports Expo LRT (7.29)						497
Fondevila, Carol	None	Supports Expo LRT (7.29)	Traffic - Wilshire (7.26, 7.31)					498
Ford, Arsenia Renee and DaShon McNeely	None	Opposes Expo BRT and LRT (7.25, 7.26, 7.29)						499
Forsythe, Brook	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					500
Foster, Rob	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					501
Franke, Heide	None	Supports Expo LRT (7.29)						502
Franke, Heide	None	Supports Expo LRT (7.29)						503
Franklin, Edward M.	Castle Heights Neighborhood Association	Supports Expo LRT (7.29)						505
Freidman, David	None	Supports Wilshire BRT (7.26, 7.29)						507
Friedenberg, Alan (Koblitz, Karen)	None	Opposes Expo BRT and LRT (7.25, 7.26, 7.29)						508
Friedman, Alexander	None	Supports Expo LRT (7.29)						509
Friedman, Alexander	None	Supports Expo LRT (7.29)						510

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<i>Individuals</i>								
Furth, Charlotte	None	Supports Expo LRT (7.29)						513
Gabai, Michael	West of Westwood Homeowners Association	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					514
Garcia, Victor	None	Opposes Expo LRT (7.29)						515
Geldin, Irving	Wilshire House	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					517
Gentschev, Greg	None	Supports Expo LRT (7.29)						518
Gibbs, Stuart	None	Supports Expo LRT (7.29)						521
Glasser, Elan and Deborah	None	Supports Expo LRT (7.29)						523
Glasser, Elan and Deborah	None	Supports Expo LRT (7.29)						524
Glines, David and Corinne	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					525
Glines, Susan	None	Supports Wilshire BRT (7.26, 7.29)						526
Gold, Peter and Gloria	Wilshire House	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					527
Goldberg, Andrew	None	Opposes Expo LRT (7.29)	Adjacent homeowner compensation (7.37)	Venice/Sepulveda diversion (7.14)				529
Goldman, Michael	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						530
Goldman, Scott	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					531
Gomalez, Guadalupe	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						532
Gonzales, Suzanne	Westwood Garden Civic Organization	Supports Wilshire BRT (7.26, 7.29)						533
Goodson, Marvin	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						535
Gordon, Bryan	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					534

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Gotlieb, Jerry	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					537
Gralla, Edith	None	Supports Expo LRT (7.29)						539
Grant, Irvin and Lorraine	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						541
Green, Geraldine	None	Supports Wilshire BRT (7.26, 7.29)						543
Green, Kathryn K.	None	Supports Expo LRT (7.29)						544
Greenfield, Bella Ph. D	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						546
Greenfield, Gertrude	None	Supports Wilshire BRT (7.26, 7.29)						547
gregors@mediaone.net	None	Notice of petition						
Grishanond, Walter	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					
Groat, B.	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					548
Grossman, Ofer	None	Supports Expo LRT (7.29)						550
Grulianovich, Andrew	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)	Opposes Expo BRT (7.25, 7.26, 7.29)				551
Gurzeler, Fred	None	Supports Expo LRT (7.29)						552
Habeeb, Colette	Westwood Garden Civic Organization	Supports Wilshire BRT (7.26, 7.29)						553
Hackamack, Robert	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					554
Halsema, A.I. And Carol Linnell-Halsema	None	Traffic (7.31)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					555
Hampton, S.	None	Supports Expo LRT (7.29)						556
Hansen, Molly C.	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						557
Harari, Mike Irit	Wilshire House	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					560

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Hariton, Joe (Hariton, Diane)	None	Opposes Expo LRT (7.29)						561
Harmon, Carol D.	None	Supports Wilshire BRT (7.26, 7.29)						563
Harriet, Michel and Denise	None	Opposes Sepulveda parking lot (7.24)	Property Value (7.37)	Traffic (7.31)	Safety (7.28)			564
Harris, Bradley	None	Opposes Expo LRT (7.29)	Suggests inter-freeway transit G135 (7.14)					565
Harris, Skip and Victoria	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					567
Harris, Stanley E.	None	Supports Expo LRT (7.29)						269
Haskins, Jackie	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)	removal of ROW community improvements (7.1)				571
Hatter, Tom and Lisa	None	Supports Expo LRT (7.29)						572
Haun, Diane	None	Supports Expo LRT (7.29)						573
Havens, Alan D.	None	Supports Wilshire BRT & Expo LRT (7.26, 7.29)	Variations on Wilshire BRT lane (7.26)					575
Havens, Alan D.	None	Supports Wilshire BRT & Expo LRT (7.26, 7.29)						578
Hawke, Sindy	None	Provide benches (7.1)						580
Healy, Elaine	None	Opposes Expo LRT (7.29)						581
Heaton, David W.	Westside Village	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)	Opposes all BRT (7.29)				582
Heaton, Martha J.	Westside Village	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)				583
Hefner, Tom	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						584
Heinrich, Regina and Paul	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						585
Helfman, Robert	None	Supports Expo LRT (7.29)	Parking (7.24)					586
Heller, Miranda	None	Opposes Expo LRT (7.29)	Noise (7.23)	Safety (7.28)	Property Value (7.37)			587

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Heller, Sylvia	Wilshire House	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					588
Hendriks, Peter (Conklin, Shannon)	Westside Village Association	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					589
Hilgenberg, Dennis P.	None	Supports Expo LRT (7.29)						590
Hillman, Brenda	Westside Village	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						592
Hillman, Brenda	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						594
Hirmand, Tahereh S.	None	BRT station b/t Wilshire and Santa Monica Boulevards (7.26)						595
Hirmand, Tahereh S.	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						595
Hoag, John	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						597
Holcomb, Kimberly	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					599
Holender, David	Greater Los Angeles Condominium Association	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					
Holl, Eldon and Beverly	None	Supports Expo LRT (7.29)						600
Holliday, Bobby	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						
Hollins, Stephanie	None	Opposes Expo LRT (7.29)						602
Hollins, Stephanie	Leimert Park Homeowner	Opposes Expo LRT (7.29)						603
Holzbog, Thomas J.	None	Supports all rapid transit (7.29)						604
Huang, Chang J.	None	Opposes Expo LRT (7.29)						605
Hummel, John E.	None	Opposes Expo LRT (7.29)						606
Humphreys, Paul (Crozier - Humphreys, Susan)	None	Opposes all alternatives (7.29)						608

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Hurwin, Davida W.	None	Opposes Expo LRT (7.29)						609
Hurwin, Frazier M.	None	Opposes Expo LRT (7.29)						611
Hutchinsx, Brian Q.	None	Supports Expo LRT (7.29)						613
Iannessa, Robert	Grubb & Ellis Management Services, Inc.	Supports Expo LRT (7.29)						614
Jablon, Diane	West of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)						615
Jacobs, Diana	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						616
Jaffe, Nancy	Advisory Board of the South Brentwood Homeowner's Association	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					617
Jahng, Haisok	None	Supports Wilshire BRT (7.26, 7.29)						618
Jaimes, Brenton	None	Supports Wilshire BRT (7.26, 7.29)						
Jamiaas, Philip	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)				619
Javelosa, David A.	None	Supports Expo LRT (7.29)						620
Johnson, Craig	None	Supports Expo LRT (7.29)						622
Johnson, David	None	Supports Wilshire BRT (7.26, 7.29)						623
Johnston, Lisa G.	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					624
Johnston, Lisa G.	None	Opposes Expo LRT (7.29)						625
Johnston, Richard L.	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					626
Jones, Lillian R.	None	Opposes Expo LRT (7.29)						627
Jones, Mary	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						628
JOSEIVDLA@aol.com	None	Opposes Expo LRT (7.29)						629
Juarez, Nicandro and Elizabeth	Westwood Gardens Civic Association	Supports Expo LRT (7.29)						630
Kaku, Alice	None	Opposes Expo LRT (7.29)						631

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<i>Individuals</i>								
Kataoka, Grace J.	West Los Angeles Japanese American Citizens League Auxiliary	Opposes Expo LRT (7.29)						633
Katzer, Sheldon E.	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						634
Keller, Esther	None	Supports Expo LRT (7.29)						636
Kemp, Derek	None	Supports Expo LRT (7.29)						637
Kemp, Derek	None	Supports Expo LRT (7.29)						639
Kennedy, James D.	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					641
Khalsa, Mha A. [Oaklander, Martha]	None	Supports Expo LRT (7.29)						643
Kirk, Camille	None	Supports Wilshire BRT & Expo LRT (7.26, 7.29)						649
Kishi, Stella	West Los Angeles Japanese American Citizens League Auxiliary	Opposes Expo LRT (7.29)						652
Kivowitz, Alexandra	None	Supports Wilshire BRT & Expo LRT (7.26, 7.29)						653
Klebanoff, Anita	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						654
Korody, Erica	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					655
Koshimoto, Mie	None	Opposes Expo LRT (7.29)						656
Kramer, William and Betty	Westside Village Homeowner	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					657
Krutonog, Boris	West of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)						658
La Cotera, Luis and Antonieta	Westside Village Homeowner	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					660

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<i>Individuals</i>								
Lamm, Jim	None	Supports Expo LRT (7.29)						661
Lane, Norman	None	Supports Expo LRT (7.29)						663
Lang, David	None	Supports Expo LRT (7.29)	Supports Venice/Sepulveda diversion (7.25, 7.26, 7.29)					665
Lange, Hope	Wilshire House	Opposes Wilshire BRT (7.25, 7.26, 7.29)						666
Langley-Sudy, Eileen C.	None	Opposes Expo LRT (7.29)						
Larcombe, Garron and Cindy	West of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)						667
Larkin, Andy and Jeanne	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						668
Lawson, Beverly	None	Opposes Expo LRT (7.29)						669
Leadbetter, A.T.	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					670
Lee, Calvin M.	None	Supports Wilshire BRT & Expo LRT (7.26, 7.29)						671
Leibowitz, Robert L.	Compassionate Oncology Medical Group	Opposes Wilshire BRT (7.25, 7.26, 7.29)						672
Lentz, Robert	None	Supports Expo LRT (7.29)						673
Lesan, Liz	None	Supports Expo LRT (7.29)						675
Levin, Dan	None	Opposes Expo LRT (7.29)						676
Levin, Dan	None	Opposes Expo LRT (7.29)						678
Levin, Sandra J.	East Culver City Neighborhood Alliance	Inadequate public notice (7.27)	EIR inadequate (7.6)					679
Levinson, Rebecca	None	Supports Expo LRT (7.29)						688
Levit, Anna	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						690
Levit, Marvin	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					691
Levy, Jan	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					692

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Name	Affiliation	Subject 1	Subject 2	Subject 3	Subject 4	Subject 5	Subject 6	Page No. in Vol. 2 DEIS/DEIR Comments
<i>Individuals</i>								
Lewis, Harriet	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						693
Libbey, Scott	None	Supports Expo LRT (7.29)						694
Little, Joan	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)	EIR Wilshire traffic analysis inadequate (7.6, 7.26)				696
Lockwood, Lloyd	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					701
Loncar, Alicia	None	Supports Expo LRT (7.29)						702
Lowly, Paul	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					704
Lowy, Martha	None	Opposes Expo LRT (7.29)						705
Luchetti, Ed	None	Supports Expo LRT (7.29)						707
Luebke, Arly and Roberta	Westside Village	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					709
Maiten, Barry	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)	Supports Expo LRT (7.29)					710
Mamer, John W.	Westwood Garden Civic Organization	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					711
Manning, Cathy	None	Opposes Expo BRT and LRT (7.25, 7.26, 7.29)						712
Manning, Margaret	None	Supports Expo LRT (7.29)						714
Margolies, Dany	None	Supports Wilshire BRT (7.26, 7.29)						715
Mark, Roberta	Wilshire House	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Variations on Wilshire BRT lane (7.26)					717
Marks, Walley	None	Supports Expo BRT (7.26, 7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					718
Marlow, Wynn and Robert	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					720
Martin, Paul	Cedars-Sinai Medical Center	Supports Expo LRT (7.29)						721

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<i>Individuals</i>								
Martin, Reuben	None	Create monorail (7.3)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)	Decision-making process				724
Mayes, Doug	None	Opposes Expo LRT (7.29)						725
McCain, Jackie	None	Opposes Expo LRT (7.29)						726
McCarthy, Liam and Nancy	None	Opposes Expo LRT (7.29)						728
McHugh, Patrick	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 9,29)					
Mead, Bill	None	Supports Expo LRT (7.29)						730
Meraj, Loretta	Nelson Shelton	Opposes Wilshire BRT (7.25, 7.26, 7.29)						733
Mercer, Robert and Cynthia	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)				735
Metcalf, Mike	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Traffic (7.31)				736
Mochizuki, Hideko	West Los Angeles Japanese American Citizens League Auxillary	Opposes Expo LRT (7.29)						737
Montgomery, Douglas	None	Opposes Expo LRT (7.29)						738
Montoya, Celia	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						739
Morarez, Eddie	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						740
Morgan, Jess S. and Palma S.	Wilshire House	Opposes Wilshire BRT (7.25, 7.26, 7.29)						741
Morioka, Craig and Christine	West of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)						742
Morris, Selma	Westside Village	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						743

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Morris, William	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						744
Mortell, Arthur	None	Supports Expo LRT (7.29)						745
Moskowitz, Laura and Strick, David	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						746
Moss, Andrew	Westside Village Civic Association	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					747
Mountain, Charles	None	Supports Expo LRT (7.29)						748
mowlby@aol.com	None	Supports Expo LRT (7.29)						749
Moynier, Bill and Bette	Rancho Park	Supports Wilshire BRT (7.26, 7.29)						751
Muradian, Michael	None	Supports Expo LRT (7.29)						752
Muradian, Michael	None	Supports Expo LRT (7.29)						754
Muraglia, Silvio	Westside Village	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					755
Myers, Joan	None	Supports Expo LRT (7.29)						756
nancy@courtcharts.com	None	Opposes Expo LRT (7.29)						759
Newman, Myva	West of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					762
Newman, Myva	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					763
Nguyen, Connie	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						764
Nofziger, Denise	None	Opposes Expo LRT (7.29)						765
Nowak, Chester J.	Westside Village	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					766
Nusbaum, Ilse	None	Opposes Expo LRT (7.29)						767
Nusbaum, Ilse	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					768

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O' Rourke, Edward and Catherine	Westside Village	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					769
O' Sullivan, James	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						770
Oder, Danila B.	None	Supports Expo LRT (7.29)						771
Okamura, Melanie	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						773
Okin, Risa	West of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)						774
Okin, Steven	West of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)						775
Olsen, George and Lucinda	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					776
Ono, Gary T.	None	Supports Expo LRT (7.29)						777
Oppenheimer, Walter	Wilshire House	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					779
Orlik, Mitch and Barbara	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					780
Page, Judith	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					781
Page, Judy	None	Opposes Expo LRT (7.29)						782
Palmer, Geoff	None	Supports Wilshire BRT (7.26, 7.29)						783
Palmer, Geoff	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					784
Papet, Roger A.	None	Supports Wilshire BRT (7.26, 7.29)						786
Pearl, Mollie	None	Opposes Expo LRT (7.29)						787
Pedrosa, Iris	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					788
Pelz, Sharon	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					789
Pelz, Sharon	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					790

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Pena, Danny	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						792
Perez, Ben	Westwood Garden Civic Organization	Supports Wilshire BRT (7.26, 7.29)						793
Perez, Emily	Westwood Garden Civic Organization	Supports Wilshire BRT (7.26, 7.29)						794
Perez, Emily	None	Supports Wilshire BRT (7.26, 7.29)						795
Petersen, Dorothea	None	Opposes Expo LRT (7.29)						796
Peterzell, Joyce M.	None	Opposes Sepulveda parking lot (7.24)						797
Pettijohn, David R.	Rancho Park	Opposes Expo LRT (7.29)						799
Petzi, Paul	None	Supports Expo LRT (7.29)						800
Phanstiel, Louise S.	Wilshire House	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					801
Phillips, Jeri	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						802
Pietsch, Susan	Epilepsy Foundation	Supports Expo LRT (7.29)						803
Plaszewski, Arthur	West of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)						804
Plaszewski, Greg	West of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)						805
Plotkin, Adele	None	Opposes Expo LRT (7.29)						806
Pomerantz, Irwin	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					808
Powell, Joyce and Larry	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						810
Prochazka, Ingeborg	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)				811
Purcell, Stephanie	None	No comment listed						812
Raineri, Bruno	None	Supports Wilshire BRT (7.26, 7.29)						813
Raineri, Joyce	None	Supports Wilshire BRT (7.26, 7.29)						814

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Raineri, Joyce and Bruno and Noelle	None	Opposes Expo LRT (7.29)						815
Raineri, Noelle	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					817
Ramirez, Anthony	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						818
Ramirez, Teresa	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						819
Rappaport, Ross	Westside Village	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					820
Redlich, Joan	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					821
Rees, Robert	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)				822
Reichelderfer, Terry A.	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					823
Reichmann, Joseph	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						824
Reiner, Martin	Westwood Garden Civic Organization	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					825
Reisbord, Lesley	None	Opposes Expo LRT (7.29)						826
Reston-Parham, Cynthia	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					829
Reuben, Susan	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					830
Reyto, Robert	Park Wilshire	Opposes Wilshire BRT (7.25, 7.26, 7.29)						831
Rheins, Bruce	None	Supports Wilshire BRT (7.26, 7.29)	Opposes subway systems (7.14)					832
Richmond, Jes and Vicky	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					833
Robinson, M.	None	Supports Expo LRT (7.29)						834
Robles, Mary L.	None	Opposes Expo LRT (7.29)						835

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<i>Individuals</i>								
Robles, Mary L.	None	Supports Wilshire BRT (7.26, 7.29)						836
Root, Jon	None	Supports Expo LRT (7.29)						837
Rosen, Glen W.	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					840
Rosenfeld, Maxine	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						841
Roth, Elizabeth	None	Opposes all LRT (7.29)	Expo ROW to only be bikeway (7.4)	Supports TSM Alternative (7.3, 7.26)				842
Rotter, Debby	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					845
Rubin, Thomas	None	Alternative selection (7.3)	EIR inadequate (7.6)	MTA travel model inadequate (7.21)				847
Rudick, Bette	None	Supports Expo LRT (7.29)						859
Rudick, Larry	Westdale Homeowners Association	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 9,29)					860
Ruttenberg, Lorin [Valla, Sean]	None	Supports Expo LRT (7.29)						861
Rutter, Gina	Miracle Mile	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					863
Sadgat, Yigal and Shevi	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					864
Saltzman, Barry	None	Supports Expo LRT (7.29)						865
Salva, Carol	None	Supports Expo LRT (7.29)						866
Saucer, Mary-Kathryn	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					868
Sauter, Keith	None	Supports Expo LRT (7.29)						870
Scheider, Hans	None	Engineering characteristics of light rail						871
Scherr, Josh	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						872
Schieder, Hans	None	Supports Expo LRT (7.29)						873

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<i>Individuals</i>								
Schuman, Edward E.	None	Supports Expo LRT (7.29)						874
Sefton, Laurie	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					876
Shallon, Sheldon C.	None	Opposes Expo LRT (7.29)						877
Shepard, Eugenia	None	Opposes Expo LRT (7.29)						879
Shoucair, David	None	Supports Expo LRT (7.29)						880
Shwimmer, Laura	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					881
Sias, Dan	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						882
Simon, John	None	Opposes Expo LRT (7.29)						884
Simon, Reatha	None	Opposes Expo LRT (7.29)						885
Simpson, Jacquet	None	Supports Expo LRT (7.29)						886
Singer, Steve	None	Supports Expo LRT (7.29)						887
Slosberg, Deborah	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					889
Smith, Brenda	None	Supports Wilshire BRT (7.26, 7.29)						890
Smith, Kevin	None	Opposes Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					891
Smith, Larry	None	Supports Expo LRT (7.29)						892
Smith, Ronald and Carol	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)	Opposes Expo BRT (7.25, 7.26, 7.29)	BRT or LRT on Olympic Blvd. (7.14)			894
Snyder, Arthur	None	Supports Wilshire BRT (7.26, 7.29)						895
Snyder, Jean	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					896
Soegono, Donna	None	Supports Wilshire BRT (7.26, 7.29)						897
Solomon, Jeff	None	Supports Expo LRT (7.29)						898
Specchierla, Domenico and Marguerite	None	Opposes Sepulveda parking lot (7.24)						900

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Spector, Robin	None	Opposes Expo LRT (7.29)	Property Value (7.37)					901
Spencer, Caroline M.	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 9.29)					902
spet@webtv.net	None	Supports all alternatives (7.29)						904
Steiner, Nancy	None	Supports Expo LRT (7.29)						906
Stempel, Tom	None	Supports Expo LRT (7.29)						908
Stephens, Josh	None	Supports Expo LRT (7.29)						909
Stepsay, David R.	Queensland Manor South Co-op, Inc.	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						910
Sterart, Rhonda	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						911
Steward, Royce E.	None	Opposes Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)				912
Steward, Royce E.	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						915
Stewart, Cameron	Westwood Garden Civic Organization	Supports Wilshire BRT (7.26, 7.29)						920
Stewart, Jim	Southern California Council on Environment and Development	Supports Expo LRT (7.29)						921
Stewart, Pat	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					922
Stewart, Steven	None	Supports Wilshire BRT (7.26, 7.29)						923
Swartz, Sue	None	Supports Wilshire BRT (7.26, 7.29)						924
Szilagyi, Annie	None	Opposed to all transportation improvements on Expo (7.29)						925
Takeshita, Aiko N.	West Los Angeles Japanese American Citizens League Auxiliary	Opposes Expo LRT (7.29)						926

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Tauber, Ginger	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					927
Tauro, Linus and Shannon	None	Supports Expo LRT (7.29)						928
Tezanos, Mille	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					931
Thompson, Bill	None	Supports Wilshire BRT (7.26, 7.29)						932
Tippet, Terri	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					933
Tippit, Terri	None	Venice/Sepulveda diversion (7.14)						935
Tippit, Terri	None	Supports Wilshire BRT (7.26, 7.29)						936
Tooley, Eric	None	Supports Expo LRT (7.29)						939
Topangarik@aol.com	None	Supports Expo LRT (7.29)						941
Tracy, Catherine	None	Supports Expo LRT (7.29)						942
Travis, Erik	None	Supports Wilshire BRT & Expo LRT (7.26, 7.29)						943
Travis, Lisa L.	None	Opposes Expo LRT (7.29)						945
Travis, Lisa L.	None	Opposes Expo LRT (7.29)						946
Tsao, Gilbert	None	Supports Wilshire BRT (7.26, 7.29)						947
Tsao, Gilbert	West of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)						948
Tunberg, Laura	None	Opposes Expo LRT (7.29)						949
Turning, Kate	None	Opposes Expo LRT (7.29)						951
Twining, Steve	Hillside Federation	Supports Expo LRT (7.29)						953
Tyler, Brian	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						954
Ulloth, John	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					
Unreadable	None	Opposes Expo LRT (7.29)						957

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Name	Affiliation	Subject 1	Subject 2	Subject 3	Subject 4	Subject 5	Subject 6	Page No. in Vol. 2 DEIS/DEIR Comments
<i>Individuals</i>								
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)						958
Unreadable	West of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)						959
Unreadable	Westside Village	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					960
Unreadable	West Los Angeles Japanese American Citizens League Auxillary	Opposes Expo LRT (7.29)						961
Unreadable	Westside Village	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						962
Unreadable	Westside Village	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					963
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)						964
Unreadable	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					965
Unreadable	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					966
Unreadable	West of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)						
Unreadable	West Los Angeles Japanese American Citizens League Auxillary	Opposes Expo LRT (7.29)						967
Unreadable	West Los Angeles Japanese American Citizens League Auxillary	Opposes Expo LRT (7.29)						968
Unreadable	West Los Angeles Japanese American Citizens League Auxillary	Opposes Expo LRT (7.29)						969
Unreadable	None	Opposes Expo LRT (7.29)						

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Name	Affiliation	Subject 1	Subject 2	Subject 3	Subject 4	Subject 5	Subject 6	Page No. in Vol. 2 DEIS/DEIR Comments
<i>Individuals</i>								
Unreadable	Designs Limited	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					970
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)						971
Unreadable	West of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)						973
Unreadable	Westwood Garden Civic Organization	Supports Wilshire BRT (7.26, 7.29)						
Unreadable	Wilshire House	Opposes Wilshire BRT (7.25, 7.26, 7.29)						974
Unreadable	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						975
Unreadable	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						976
Unreadable	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					977
Unreadable	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						978
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					979
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)						980
Unreadable	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						981
Unreadable	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						981
Unreadable	West Los Angeles Japanese American Citizens League Auxiliary	Opposes Expo LRT (7.29)						983
Unreadable	West of Westwood HOA	Supports Wilshire BRT (7.26, 7.29)						984
Unreadable	None	Opposes Expo LRT (7.29)						

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Name	Affiliation	Subject 1	Subject 2	Subject 3	Subject 4	Subject 5	Subject 6	Page No. in Vol. 2 DEIS/DEIR Comments
<i>Individuals</i>								
Unreadable	West Los Angeles Japanese American Citizens League Auxiliary	Opposes Expo LRT (7.29)						985
Unreadable	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						986
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)						987
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)						988
Unreadable	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						989
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)						
Unreadable	Westwood Garden Civic Organization	Supports Wilshire BRT (7.26, 7.29)						
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					990
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)						991
Unreadable	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						992
Unreadable	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						993
Unreadable	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						994
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)						995
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)						996
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)						997
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)						998

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Name	Affiliation	Subject 1	Subject 2	Subject 3	Subject 4	Subject 5	Subject 6	Page No. in Vol. 2 DEIS/DEIR Comments
<i>Individuals</i>								
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)						999
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)						
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)						1000
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)						1001
Unreadable	None	Supports Wilshire BRT (7.26, 7.29)						1002
Urmston, Jane	None	Supports Expo LRT (7.29)						1003
Urmston, Jane	None	Supports Expo LRT (7.29)						1004
Valentin, Yvan and Catia	West Side Village	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					1005
van Allen, Philip	None	Supports Expo LRT (7.29)						1006
Varah, Monica	None	Supports Expo LRT (7.29)						1008
Verger, Florence	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					1010
Villanueva, Julian	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					1011
Waldron, Barbara et. al.	None	Supports Expo LRT (7.29)						1012
Walker, Daniel	None	Traffic (7.31)						1014
Walker, Daniel	None	Traffic (7.31)						1015
Walker, Patrick	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					1016
Wallace, Marie	None	Opposes Expo LRT (7.29)						1017
Wang, Chunsing	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					1019
Wang, Esther	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					1020
Wang, Leon	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						1021

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<i>Individuals</i>								
Wang, Meiyin	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						1022
Wang, Robert J.	None	Supports Wilshire BRT & Expo LRT (7.26, 7.29)						1023
Ward, Ramey	None	Noise (7.23)						1024
Watanabe, Satoshi and Satomi	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					1025
Waterman, Heather	None	Supports Expo LRT (7.29)						1026
Watt, Nadine	Wilshire House	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					1028
Webber, Michael	None	Supports Expo LRT (7.29)						1029
Weeks, Alan K.	None	Supports Wilshire BRT & Expo LRT (7.26, 7.29)						1031
Weil, Sally	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					1033
Weiss, Amy	None	Supports Venice/Sepulveda diversion (7.25, 7.26, 929)						1034
Weiss, Jonathan	None	Supports Expo LRT (7.29)						1035
Weiss, Karen P.	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					1036
Westlake, Dawn	Miracle Mire Residential Association	Opposes Wilshire BRT (7.25, 7.26, 7.29)						1037
White, Gregg B. (Brzechwa-White, Alicja)	None	Opposes all alternatives (7.29)	Opposes Sepulveda parking lot (7.24)					1038
Wieland, Alexis [Mercer, Annette]	None	Supports Wilshire BRT & Expo LRT (7.26, 7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Supports bike path on Exposition (7.29)	Construction (7.8, 7.14)	Corrections (7.9)	Noise (7.23)	1040
Wilkes, Pamela	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					1043
Williams, Joe and Joy	None	Supports Expo LRT (7.29)						1044
Wimmer, Leslie	Westside Village	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						1046

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<i>Individuals</i>								
Wise, Jim and Kim	Westside Village	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						1047
Wittenberg, Kevin	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					1048
Wiviott, Robert W.	Wilshire House	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					1049
Wolfe, Mable	None	Opposes Expo LRT (7.29)						1051
Wolfe, Mable	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					1052
Wolfson-Sagot, Eric	None	Supports Expo LRT (7.29)						1053
Wolin, Jeffrey	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Create subway system (7.3)				1055
Wong, Helen	None	Supports Wilshire BRT (7.26, 7.29)						1056
Woods, Tom	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					1057
Wooldrige, Patty	None	Supports Expo LRT (7.29)						1058
Wright, Wayne	None	Articulated buses existing Rapid service (7.14)						1059
Wustman, Constance	None	Opposes Expo LRT (7.29)						1060
Wyatt, Margaret	None	Unreadable						1061
Wynn, Leslie	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						1062
Yaghoubzadeh, Khosrow	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					1063
Yeager, Will	None	Supports Expo LRT (7.29)	Bicycle path (7.4)					1064
Yelaca, Jack and Martha	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					1067
Young, Patricia	None	Supports Expo LRT (7.29)						1068

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Name	Affiliation	Subject 1	Subject 2	Subject 3	Subject 4	Subject 5	Subject 6	Page No. in Vol. 2 DEIS/DEIR Comments
<i>Individuals</i>								
Zajac, Diane	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)	Opposes Expo BRT (7.25, 7.26, 7.29)				1070
Zandt, Gary V.	None	Supports Expo LRT (7.29)						1071
Zelden, Robert	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						1073
Zelden, Roxie	None	Opposes any transportation on Sepulveda and Exposition (7.26, 7.29)						1074
Zwolinski, Bob	None	Supports all alternatives (7.29)						1075
		Opposes Wilshire BRT (7.25, 7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)	LRT Operations - Traffic (7.31)	Failure to discuss Alternatives (7.3, 7.25)			
		Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					
<i>Petitions</i>								
Petition A	None	Supports Expo LRT (7.29)						
Petition B	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						
Petition C	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						
Petition D	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						
Petition E	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					
Petition F	None	Opposes all alternatives (7.29)						
Petition G	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Supports Expo LRT (7.29)					
Petition H	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						
Petition I	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						

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Name	Affiliation	Subject 1	Subject 2	Subject 3	Subject 4	Subject 5	Subject 6	Page No. in Vol. 2 DEIS/DEIR Comments
<i>Petitions</i>								
Petition J	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)				
Petition K	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						
Petition L	None	Opposes all alternatives (7.29)						
Petition M	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						
Petition O	None	Supports Wilshire BRT (7.26, 7.29)	Opposes Expo LRT (7.25, 7.26, 7.29)					
Petition P (Marmol + Radziner)	None	Supports Expo LRT (7.29)						
<i>Public Testimony Transcripts</i>								
Booth, Mary	None	Supports Wilshire BRT (7.26, 7.29)	Supports Wilshire BRT (7.25, 7.26, 7.29)	Supports Expo LRT (7.29)				Hearings 23
Nicholson, Pete	None	Supports Expo LRT (7.29)	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)				Hearings 25
Rosner, Woody	None	Supports Expo LRT (7.29)	Supports Expo LRT (7.29)					Hearings 26
Clark, Rudyard	None	Supports Expo LRT (7.29)	Supports Expo LRT (7.29)	Grade separations (7.16)				Hearings 27
Regan, Ralston	None	Create subway system (7.3, 7.14)	Create subway system (7.3, 7.14)	Better public input system (7.14)				Hearings 28
Wines, Leonard	None	Supports Wilshire BRT (7.26, 7.29)	Supports Wilshire BRT (7.25, 7.26, 7.29)	Supports Expo LRT (7.29)	Variations on Wilshire BRT lane (7.26)			Hearings 30
Campbell, Bruce	None	Supports Expo LRT (7.29)	Supports Expo LRT (7.29)	Supports Wilshire BRT (7.25, 7.26, 7.29)	Variations on Wilshire BRT lane (7.26)			Hearings 31
Bettger, Frank	Friends For Expo	Supports Expo LRT (7.29)	Supports Expo LRT (7.29)					Hearings 33
Twining, Steve	None	Supports Expo LRT (7.29)	Supports expo LRT (7.29)					Hearings 34
Babcock, Vaughn	None	Supports Expo LRT (7.29)	Supports expo LRT (7.29)					Hearings 36
Jutila, Lauri	None	Supports Expo LRT (7.29)	Supports Expo LRT (7.29)	Create subway system (7.3)				Hearings 36
Sookman, Scott	None	Supports Expo LRT (7.29)	Supports Expo LRT (7.29)	Variations on Wilshire BRT lane (7.26)				Hearings 37
Cheeseboro, Robert	None	Supports Expo LRT (7.29)	Supports expo LRT (7.29)					Hearings 39
Bradshaw, Linda	None	Supports Expo LRT (7.29)	Create monorail (7.3)					Hearings 41

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Bell Hurst, Patricia	None	Supports Expo LRT (7.29)	Supports Expo LRT (7.29)					Hearings 41
Buegoff, Elana	None	Supports Expo LRT (7.29)	Variations on Wilshire BRT lane (7.26)					Hearings 43
Rhodes, Richard	None	Supports Wilshire BRT (7.26, 7.29)	Supports Wilshire BRT (7.25, 7.26, 7.29)					Hearings 44
Gabbard, Dana	None	Supports Expo LRT (7.29)	Supports Wilshire BRT (7.25, 7.26, 7.29)					Hearings 45
Mark, Eli	None	Create subway system (7.3, 7.14)						Hearings 47
Sprott, Rod	a Presbyterian Church	Supports Expo LRT (7.29)						Hearings 49
Alpern, Kenneth	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 9,29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)				Hearings 50
Slade, Milton	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 52
Ryan, Thomas	None	Supports Expo LRT (7.29)						Hearings 54
Luchette, Edward	None	Supports Expo LRT (7.29)						Hearings 57
Walker, Daniel	Sierra Club Transportation Committee	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 9,29)					Hearings 58
Ford, Chris	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 61
Mullins, Bill	None	Supports Expo LRT (7.29)						Hearings 63
Tille, Richard	None	Supports Expo LRT (7.29)						Hearings 65
Maccaferri, Nikola	None	Supports Expo LRT (7.29)						Hearings 66
Lane, Norman	None	Supports Expo LRT (7.29)						Hearings 68
Wall, Dave	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						Hearings 70
Hawke, Sindy	None	Improve all bus systems (7.14)						Hearings 71
Dunn, Joseph	None	Create subway system (7.3, 7.14)						Hearings 73
Spencer, Carol	None	Supports Expo LRT (7.29)	Variations on Wilshire BRT lane (7.26)					Hearings 75

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<i>Public Testimony Transcripts</i>								
Schieder, Hans	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 77
Friedman, Alexander	None	Supports Expo LRT (7.29)						Hearings 79
Gilman, Jane	Largemont Blvd	Supports Wilshire BRT (7.26, 7.29)	Supports Expo LRT (7.29)					Hearings 80
Koesil, Ely	None	Supports Wilshire BRT (7.26, 7.29)	Supports Expo LRT (7.29)					Hearings 80
Waters, Rich	None	Supports Expo LRT (7.29)						Hearings 81
Root, Jon	None	Supports Expo LRT (7.29)						Hearings 82
Sacks, Nate	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					Hearings 84
Freund, John	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Supports Expo LRT (7.29)					Hearings 90
Ivory, Nelle	None	Supports Expo LRT (7.29)						Hearings 92
Adelman, Charles	None	Create subway system (7.3, 7.14)						Hearings 94
Hampton, Garnett	None	Opposes Expo LRT (7.29)	Property Value (7.37)	Inadequate public notice (7.27)				Hearings 96
Washington, America	None	Opposes Expo LRT (7.29)	Safety (7.28)	Inadequate public notice (7.27)				Hearings 97
Chinn, Keisha	None	Opposes Expo LRT (7.29)						Hearings 99
Burroughs, Presley	None	Supports Expo LRT (7.29)	Slower rail speeds 35 mph (7.28)	Leases instead of constructing parking lots (7.14)				Hearings 99
Jackson, Evenlean	None	Opposes Expo LRT (7.29)						Hearings 101
Cheeseboro, Robert	None	Supports Expo LRT (7.29)						Hearings 102
Burton, Alvan	None	Supports Expo LRT (7.29)	Supports Wilshire BRT (7.25, 7.26, 7.29)					Hearings 104
Simmons, Clint	None	Opposes Expo LRT (7.29)	EMF concerns (7.17)					Hearings 105
McCullough, Patrick	None	Opposes Expo LRT (7.29)	Inadequate public notice (7.27)					Hearings 107
Clarke, Tony	None	Opposes Expo LRT (7.29)	Inadequate public notice (7.27)					Hearings 108
Nunez, Cecilia	None	Opposes Expo LRT (7.29)	Inadequate public notice (7.27)					Hearings 109

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<i>Public Testimony Transcripts</i>								
Cervantes, Evelia	None	Opposes Expo LRT (7.29)	Safety (7.28)					Hearings 112
Yount, Opal	None	Opposes Expo LRT (7.29)						Hearings 113
Aguilar, Frederico	None	Opposes Expo LRT (7.29)	Inadequate public notice (7.27)					Hearings 114
Helfman, Robert	None	Supports Expo LRT (7.29)	Parking (7.24)					Hearings 115
Surles, Lady	None	Inadequate public notice (7.27)						Hearings 116
Wooten, Patricia	None	Opposes Expo LRT (7.29)						Hearings 117
Blaney, Elizabeth	Neighbors for an Improved Community	Opposes Expo LRT (7.29)	Inadequate public notice (7.27)					Hearings 118
Wilkerson, Paulette	Neighbors for an Improved Community	Opposes Expo LRT (7.29)						Hearings 119
Smith, Jimmy	None	More community input to Expo LRT (7.27)						Hearings 120
Vazquez, Martha	Residents for an Improved Community	Opposes Expo LRT (7.29)						Hearings 122
Vizcarra, Luz	None	Opposes Expo LRT (7.29)						Hearings 123
Macedonio, Rogelio	Trinity Block Club	Opposes Expo LRT (7.29)						Hearings 123
Elizariasus, Raul	None	Opposes Expo LRT (7.29)						Hearings 124
Reed, Bart	None	Supports Expo LRT (7.29)						Hearings 125
Walker, Daniel	None	Supports Expo LRT (7.29)						Hearings 128
Salazar, Jesus	None	Supports Expo LRT (7.29)						Hearings 130
Daley, Ted	None	Supports Expo LRT (7.29)						Hearings 131
Root, Jon	None	Supports Expo LRT (7.29)						Hearings 133
Seno, Lisa	None	Opposes Expo LRT (7.29)						Hearings 134
Alpern, Dennis	None	Supports Expo LRT (7.29)						Hearings 137
Regan, Ralston	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Supports Expo LRT (7.29)					Hearings 147
Morris, Marlina	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Inadequate public notice (7.27)					Hearings 149
Lash, Gloria	None	Supports Expo LRT (7.29)						Hearings 151
Christensen, Roger	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					Hearings 151

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Name	Affiliation	Subject 1	Subject 2	Subject 3	Subject 4	Subject 5	Subject 6	Page No. in Vol. 2 DEIS/DEIR Comments
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Alschuler, Walter	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)	Create monorail (7.3)					Hearings 154
Wallace, Marie	None	Opposes Expo LRT (7.29)						Hearings 155
Wing, Damon	None	Supports Expo LRT (7.29)	Air Quality (7.2)	More hybrid & electric buses (7.14)				Hearings 157
Davis, Russ	None	Supports Expo LRT (7.29)						Hearings 158
Zwolinski, Rob	None	Supports Expo LRT (7.29)	Supports Wilshire BRT (7.25, 7.26, 7.29)					Hearings 159
Kelly, Matt	None	Supports Expo LRT (7.29)						Hearings 160
Bond, Teresa	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 163
Winters, Joan	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						Hearings 164
Rubin, Martin	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)	Inadequate public notice (7.27)	Create monorail (7.14)				Hearings 165
Becktoold, Tom	None	Inter-freeway LRT (7.3)	Create monorail (7.3)					Hearings 167
Mautino, Robert	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 169
Kline, Leona	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)						Hearings 171
Rhodes, Deborah	None	Supports Expo LRT (7.29)	Variations on Wilshire BRT lane (7.26)					Hearings 171
Bettger, Frank	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					Hearings 173
Mantell, Greg	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Create subway system (7.3)				Hearings 176
Cheeseboro, Robert	None	Supports Expo LRT (7.29)						Hearings 178
Pincus, Arnold	None	Opposes Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Create subway system (7.3)				Hearings 180

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Gillette, Lisa	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 181
Clarke, Darrell	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)	1.6 min headway btwn bus as stated in DEIS erroneous				Hearings 181
Root, Jon	None	Supports Expo LRT (7.29)						Hearings 183
Moss, Andrew	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 186
Marks, Pamela	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 186
Holdorff, Cindy	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 187
Alpern, Kenneth	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)				Hearings 189
Clarke, Virginia	None	Supports Expo LRT (7.29)						Hearings 191
Seal, Kathy	Friends 4 Expo Transit	Supports Expo LRT (7.29)						Hearings 192
Ray, Marilyn	None	Supports Expo LRT (7.29)						Hearings 194
Javaluyas, Johanna	None	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Supports Expo LRT (7.29)					Hearings 195
Cardenas, Raymond	None	No comment listed						Hearings 196
Weber, Christof	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						Hearings 197
Paterson, Tom	Holmby-Westwood Property Owners Association	Opposes Wilshire BRT (7.25, 7.26, 7.29)						Hearings 198
Maher, Julia	Friends 4 Expo Transit	Supports Expo LRT (7.29)						Hearings 200
Rucker, Allen	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 203
Shapiro, Shelly	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					Hearings 203

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Rudick, Roger	None	Supports Expo LRT (7.29)						Hearings 204
Kidwell, Jan	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					Hearings 206
Elliott, Phyllis	None	Supports Expo LRT (7.29)						Hearings 208
Block, Donna	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					Hearings 209
Lancaster, Linda	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					Hearings 211
Waters, R.	None	Supports Expo LRT (7.29)						Hearings 212
Zablen, Nate	None	Supports Expo LRT (7.29)						Hearings 212
Walker, Daniel	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)	more Class I bikeway (7.4, 7.14)	Parking (7.24)			Hearings 215
Corcio, Jamie	None	Inter-freeway LRT (7.3)						Hearings 217
Ward, Ken	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 219
Saunders, Jason	None	Supports Expo LRT (7.29)	Pedestrian bridge at USC instead of tunnel (7.34)					Hearings 220
Reed, Bart	None	Supports Expo LRT (7.29)	Create subway system (7.3, 7.14)					Hearings 222
Shepard, Eugenia	None	Alternate Expo LRT alignments (7.3)						Hearings 224
Glasser, Elan	None	Supports Expo LRT (7.29)						Hearings 226
Goldman, Michael	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)	Traffic (7.31)				Hearings 228
Pederson, Ben	None	Supports Expo LRT (7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)					Hearings 229
Ingalls, Chris	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)				Hearings 230
Fishel, Allen	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 232

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Cole, Belle	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 234
Nesin, Brian	None	Supports Expo LRT (7.29)	Create subway system (7.3, 7.14)					Hearings 234
Hurley, Shawn	Hines, a real estate firm in Santa Monica	Supports Expo LRT (7.29)						Hearings 236
Alschuler, Selma	None	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)						Hearings 237
Ito, Kathy	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 239
Stewart, Jim	Southern California Counsel on Environment and Development	Supports Expo LRT (7.29)						Hearings 240
Jayulloth, John	None	Supports Expo LRT (7.29)	Variations on Wilshire BRT lane (7.26)					Hearings 241
Metcalf, Mike	None	Supports Expo LRT (7.29)	EIR traffic computer models deficient (7.31)	Santa Monica BI as alternative BRT route to Wilshire (7.14)				Hearings 243
Hutchings, Brian Quincy	None	Supports Expo LRT (7.29)	"Green" diesel for buses	Maglev Buses (7.3)				Hearings 245
Zaragoza, Marta	East Culver City Neighborhood Alliance	Opposes Expo LRT (7.29)						Hearings 247
Howald, Brian	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 250
Velasquez, Raul	Latino Urban Forum	Supports Expo LRT (7.29)						Hearings 251
Shieder, Hans	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 252
Lyon, Harriette	None	Supports Expo LRT (7.29)	Inter-freeway LRT (7.3)					Hearings 254
Dafesh, Philip	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 256
Kravetz, Erik	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)					Hearings 258
Brown, Stacy	None	Supports Expo LRT (7.29)	Opposes Venice/Sepulveda diversion (7.25, 7.26, 7.29)	Opposes Wilshire BRT (7.25, 7.26, 7.29)	Parking (7.24)			Hearings 260

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Name of Commentor	Affiliation	Page No. in Vol. 2 DEIS/DEIR Comments
RESPONSE 7.1 - AESTHETICS/VISUAL QUALITY		
Haskins, Jackie	None	571
Hawke, Cindy	None	580
RESPONSE 7.2 - AIR QUALITY		
Harris, Elizabeth J.	Los Angeles Unified School District	42
Manford, Robert	Los Angeles Unified School District	41
Wing, Damon	None	Hearings 157
RESPONSE 7.3 - ALTERNATIVES		
Adelman, Charles	None	Hearings 94
Alschuler, Walter	None	277
Anonymous	None	
Becktold, Tom	None	340, 342
Bradshaw, Linda	None	Hearings 41
Brown, Mark	None	373, 377
Coccio, Angela Jane	None	412
Corcio, Jamie	None	Hearings 217
Cowan, Ian	None	428
Dunn, Joseph	None	Hearings 73
Finnegan, Stephan A.	Automobile Club of Southern California	164
Hutchings, Brian Quincy	None	Hearings 245
Jutila, Lauri	None	Hearings 36
Lyon, Harriette	None	Hearings 254
Mann, Eric	Bus Riders Union	169
Mantell, Greg	None	Hearings 176
Mark, Eli	None	Hearings 47
Martin, Reuben	None	724
Nesin, Brian	None	Hearings 234
Pincus, Arnold	None	Hearings 180
Reed, Bart	None	Hearings 125 and 222
Regan, Ralston	None	Hearings 28 and 147
Roth, Elizabeth	None	842
Rubin, Thomas	None	847
Scharlin, Jerry A.	City of Los Angeles	143
Shepard, Eugenia	None	879, Hearings 224
Valladares, Ela	City of Culver City	84
Vir, Haripal S.	City of Los Angeles	136
Wolin, Jeffrey	None	1055
RESPONSE 7.4 - BICYCLE AND BICYCLE FACILITIES		
Roth, Elizabeth	None	842
Strumpell, Kent (Milam, Ron)	Los Angeles County Bicycle Coalition	215
Walker, Daniel	None	1014, 1015, Hearings 58, 128, and 215
Yeager, Will	None	1064
RESPONSE 7.5 - BIOLOGICAL RESOURCES		
Raysbrook, C.F.	Department of Fish and Game	12
RESPONSE 7.6 - CEQA PROCESS AND EIR DOCUMENT		
Levin, Sandra J.	East Culver City Neighborhood Alliance	679
Little, Joan	None	696
Nunez, Cecilia	Neighbors For An Improved Community	Hearings 109 and 172
Richman, Deborah	TurningPoint	238
Rubin, Thomas	None	847
Smith, Frederick and Laurie Samitaur	Samitaur Constructs	232

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Name of Commentor	Affiliation	Page No. in Vol. 2 DEIS/DEIR Comments
RESPONSE 7.7 - COMMUNITY FACILITIES/COMMUNITY IMPACTS		
Anonymous	None	
Boull't, Enrique	Los Angeles Unified School District	28
Hanf, Lisa B.	United States Environmental Protection Agency	10
Harris, Elizabeth J.	Los Angeles Unified School District	42
Nardulli, Joe	Los Angeles Unified School District	37
Valladares, Ela	City of Culver City	84
RESPONSE 7.8 - CONSTRUCTION		
Amaglio, Sandro	Federal Emergency Management Agency	2
Banerjee, Frances T.	City of Los Angeles	102
Boull't, Enrique	Los Angeles Unified School District	28
Buswell, Stephen	Department of Transportation	15
Wieland, Alexis [Mercer, Annette]	None	1040
RESPONSE 7.9 - CORRECTIONS		
Wieland, Alexis [Mercer, Annette]	None	1040
RESPONSE 7.10 - COSTS & FUNDING		
Clarke, Darrell	Friends 4 Expo Transit	Hearings 181, 184, and 410
Kidwell, Jan	None	Hearings 206
Lawrence, Allen	California Transportation Commision	16
Needleman, Steve	The Grand Olympic	198
Nova, Orlando E.	City of Los Angeles	135
Scharlin, Jerry A.	City of Los Angeles	143
RESPONSE 7.11 - CULTURAL RESOURCES		
Taylor, Willie R.	United States Department of the Interior	5
RESPONSE 7.12 - CUMULATIVE IMPACTS		
Kidwell, Jan	None	Hearings 206
RESPONSE 7.13 - FLOOD HAZARDS		
Amaglio, Sandro	Federal Emergency Management Agency	2
RESPONSE 7.14 - GENERAL STATEMENTS OF OPINION		
Aftergood, Jacob	None	262
Adelman, Charles	None	Hearings 94
Alex, Cynthia	None	263
Anonymous	None	
Anonymous	None	
Burroughs, Presley	None	Hearings 99
Cowan, Ian	None	426, 428
Dunn, Joseph	None	Hearings 73
Goldberg, Andrew	None	529
Harris, Bradley	None	565
Hawke, Sindy	None	580, Hearings 71
Mark, Eli	None	Hearings 47
Metcalfe, Mike	None	736, Hearings 243
Nesin, Brian	None	Hearings 234
Reed, Bart	None	Hearings 125 and 222
Regan, Ralston	None	Hearings 28 and 147
Rheins, Bruce	None	832
Rubin, Martin	None	Hearings 165
Smith, Ronald and Carol	None	894
Tippit, Terri	None	239, 333, 335, 336
Walker, Daniel	None	1014, 1015, Hearings 58, 128, and 215

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RESPONSE 7.14 - GENERAL STATEMENTS OF OPINION		
Wieland, Alexis [Mercer, Annette]	None	1040
Wing, Damon	None	Hearings 157
Wright, Wayne	None	1059
RESPONSE 7.15 - GEOLOGY		
Kumboto, Rod H.	Los Angeles County Public Works	25
Taylor, Willie R.	United States Department of the Interior	5
RESPONSE 7.16 - GRADE SEPARATION		
Clark, Rudyard	None	Hearings 27
RESPONSE 7.17 - HAZARDOUS MATERIALS		
Hanf, Lisa B.	United States Environmental Protection Agency	10
Simmons, Clint	None	Hearings 105
Valladares, Ela	City of Culver City	84
RESPONSE 7.18 - LAND USE		
Banerjee, Frances T.	City of Los Angeles	102
Egerman, Mark	City of Beverly Hills	80, 84
Nova, Orlando E.	City of Los Angeles	135
Reynolds, Vicki	City of Beverly Hills	83
Smith, Jeffrey M.	Southern California Association of Governments	51
Valladares, Ela	City of Culver City	84
Vir, Haripal S.	City of Los Angeles	136
RESPONSE 7.19 - LIGHT RAIL TRENCH		
No comments		
RESPONSE 7.20 - MITIGATION AND MITIGATION COSTS		
No comments		
RESPONSE 7.21 - MTA TRAVEL MODEL AND RIDERSHIP		
Rubin, Thomas	None	847
RESPONSE 7.22 - NEED		
No comments		
RESPONSE 7.23 - NOISE AND VIBRATION		
Ariga, Michiko	None	312
Clarke, Darrell	Friends 4 Expo Transit	184, 410, Hearings 181
Dafesh, Phillip A.	Westside Village Association	434, Hearings 256
Finnegan, Stephan A.	Automobile Club of Southern California	164
Harris, Elizabeth J.	Los Angeles Unified School District	42
Heller, Miranda	None	587
Valladares, Ela	City of Culver City	84
Ward, Ramey	None	1024
Wieland, Alexis [Mercer, Annette]	None	1040
RESPONSE 7.24 - PARKING		
Abel, George T., Rose M. Abel	None	256
Banerjee, Frances T.	City of Los Angeles	102
Brown, Stacy	None	Hearings 260
Egerman, Mark	City of Beverly Hills	80, 84
Feinstein, Michael	City of Santa Monica	148
Finnegan, Stephan A.	Automobile Club of Southern California	164
Hanf, Lisa B.	United States Environmental Protection Agency	10
Harriet, Michel and Denise	None	564
Harris, Arthur	Downtown Area Resident's Association	180
Helfman, Robert	None	586, Hearings 115
McCarthy, Susan E.	City of Santa Monica	152
Patterson, Tom	Holmby-Westwood Property Owners Association	199

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RESPONSE 7.24 - PARKING		
Peterzell, Joyce M.	None	797
Reynolds, Vicki	City of Beverly Hills	83
Specchierla, Domenico and Marguerite	None	900
Valladares, Ela	City of Culver City	84
Vir, Haripal S.	City of Los Angeles	136
Walker, Daniel	None	1014, 1015, Hearings 58, 128, 215
White, Gregg B. (Brzechwa-White, Alicja)	None	1038
RESPONSE 7.25 - PREVIOUS PROJECT		
Ackerman, Gregg and Rickey	None	259
Adams, David	None	260
Agay, Richard D.	Westwood Homeowners Association	246
Algaze, Albert	None	269, 270
Allardyez, Marilyn	None	271
Alley, Caroline W. James F. Alley	None	272
Alper, Florence and Max	None	274
Alpern, Kenneth	None	Hearings 50 and 189
Alschuler, Selma	None	Hearings 237
Alschuler, Selma L.	None	275
Alschuler, Walter	None	Hearings 154
Alschuler, Walter W.	Westside Village Association	277
Amatya, Jitendra	None	279
Ambler, Sam	None	280
Anathan, Adele	None	281
Anonymous	None	
Arkin, George Carol Arkin	None	313
Arnold, Wendy	West of Westwood HOA	318
Bakhshi, Pourn Mahnaz Bolour	West of Westwood Homeowners Association	328
Baron, Henry L.	None	332
Barton, Fred R.	None	335
Beauchamp, Cari Thomas J. Flynn	None	338
Beccaria, John	Best Western Royal Palace Inn & Suites	340
Berelson, Wil	None	346
Bettger, Frank	None	Hearings 33 and 173
Bibawi, Ishak	None	353
Blakely, Marilyn	None	355, 356, 357
Blakely, Marilyn	West of Westwood HOA	357
Block, Donna	None	Hearings 209
Block, Marian	None	359, 360
Bolke, Lillian	West of Westwood Homeowners Association	364
Bond, Teresa	None	Hearings 163
Booth, Mary	None	Hearings 23

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RESPONSE 7.25 - PREVIOUS PROJECT		
Bosil, Carolyn	None	365
Brandon, Kathleen	None	369
Breslauer, Marvin A	None	370
Brooks, William M.	Miracle Mile Residents Association [Masselin Avenue Homeowners Association]	
Brown, Stacy	None	Hearings 260
Burton, Alvan	None	Hearings 104
Campbell, Bruce	None	Hearings 31
Campford, Kent	West of Westwood HOA	384
Cassidy, Alice Martin Cassidy, Barbara Coffin, Fred C	None	387
Choueiry, Joseph	None	401
Christensen, Evelyn G.	None	402
Christensen, Roger	None	Hearings 151
Clarke, Darrell	None	184, 410, Hearings 181
Cohen, Janiece Cindy Clark	None	413
Cole, Belle	None	Hearings 234
Concors, Mitch	None	419
Cotton, Suzanne	Westside Village Association	425
Cowan, Ian A.	None	428
Crestejo, Frank and Syvia	Westside Village Association	429
Dafesh, Philip	None	256
Dafesh, Phillip A.	Westside Village Association	434
Daggs, Roy	None	435
Dauber, Marc and Kathleen	None	437
Dave, Michael	None	438
Deacy, Margaret	None	442
Dickinson, Harry and Lois	None	443
Donohue, Daniel J.	Wilshire House	446
Dorfman, Joanne and Bruce	None	448
Duran, Herbert	None	453
Durkin, Mary	None	454
Edwards, Robert and Mary Louise	None	462
Edwards, Todd	None	464
Ehrlich, Ellen	None	466
Eliseyan, Andrea and Patrick	None	467
Elliott, Phyllis	None	468, Hearings 208
Ely, Geoffrey M.	BOMA	168
Epstein, Nancy	Wilshire House	470
Familian, Shirley and Isadore	None	476
Faulkner, David	Westside Village Association	478
Fenent, Elizabeth	Westside Village Association	482
Fink, Martha	None	485
Finn, Jack	None	487
Fishel, Allen	None	Hearings 232
Ford, Arsenia Renee and DaShon McNeely	None	499
Ford, Chris	None	Hearings 61
Forsythe, Brook	None	500
Foster, Rob	None	501
Fracassi, Roderick J.	Con-Way Transportation Services	177
Freund, John	None	Hearings 90

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RESPONSE 7.25 - PREVIOUS PROJECT		
Friedenberg, Alan (Koblitz, Karen)	None	508
Gabai, Michael	West of Westwood Homeowners Association	514
Gabbard, Dana	None	Hearings 45
Geldin, Irving	Wilshire House	517
Gillette, Lisa	None	Hearings 181
Glines, David and Corinne	None	525
Gold, Peter and Gloria	Wilshire House	527
Goldman, Michael	None	530, Hearings 228
Goldman, Scott	None	531
Goodson, Marvin	None	535
Gotlieb, Jerry	None	537
Gralla, Edith	None	539
Grant, Irvin and Lorraine	None	541
Greenfield, Bella Ph. D	None	546
Grishanond, Walter	None	
Groat, B.	None	548
Gruianovich, Andrew	None	551
Hackamack, Robert	None	554
Halsema, A.I. And Carol Linnell-Halsema	None	555
Hansen, Molly C.	None	557
Harari, Mike Irit	Wilshire House	560
Harris, Skip and Victoria	None	567
Haskins, Jackie	None	571
Heaton, David W.	Westside Village	582
Heaton, Martha J.	Westside Village	583
Heinrich, Regina and Paul	None	585
Heller, Sylvia	Wilshire House	588
Hendriks, Peter (Conklin, Shannon)	Westside Village Association	589
Hillman, Brenda	Westside Village	592
Hillman, Brenda	None	594
Hirmand, Tahereh S.	None	595
Hoag, John	None	597
Holcomb, Kimberly	None	599
Holdorff, Cindy	None	Hearings 187
Holender, David	Greater Los Angeles Condominium Association	
Holliday, Bobby	None	
Howald, Brian	None	Hearings 250
Ingalls, Chris	None	Hearings 230
Ito, Kathy	None	Hearings 239
Jacobs, Diana	None	616
Jaffe, Nancy	Advisory Board of the South Brentwood Homeowner's Association	617
Jamiaas, Philip	None	619
Javaluyas, Johanna	None	Hearings 195
Johnston, Lisa G.	None	624, 625
Johnston, Richard L.	None	626

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Jones, Mary	None	628
Katzer, Sheldon E.	None	634
Kennedy, James D.	None	641
Kidwell, Jan	None	Hearings 206
Klebanoff, Anita	None	654
Kline, Leona	None	Hearings 171
Korody, Erica	None	655
Kramer, William and Betty	Westside Village Homeowner	657
Kravetz, Erik	None	Hearings 258
La Cotera, Luis and Antonieta	Westside Village Homeowner	660
Lancaster, Linda	None	Hearings 211
Lang, David	None	665
Lange, Hope	Wilshire House	666
Leadbetter, A.T.	None	670
Leibowitz, Robert L.	Compassionate Oncology Medical Group	672
Levit, Anna	None	690
Levit, Marvin	None	691
Levy, Jan	None	692
Lewis, Harriet	None	693
Little, Joan	None	696
Lockwood, Lloyd	None	701
Lowly, Paul	None	704
Luebke, Arly and Roberta	Westside Village	709
Maiten, Barry	None	710
Maltz, M.M.	Wilshire Terrace	249
Mamer, John W.	Westwood Garden Civic Organization	711
Mann, Eric	Bus Riders Union	169
Manning, Cathy	None	712
Mantell, Greg	None	Hearings 176
Mark, Roberta	Wilshire House	717
Marks, Pamela	None	Hearings 186
Marks, Walley	None	718
Marlow, Wynn and Robert	None	720
Martin, Reuben	None	724
Mautino, Robert	None	Hearings 169
McCutcheon, George	Westside Village	
McHugh, Patrick	None	
Meraj, Loretta	Nelson Shelton	733
Mercer, Robert and Cynthia	None	735
Metcalfe, Mike	None	736, Hearings 243
Morgan, Jess S. and Palma S.	Wilshire House	741
Morris, Marlina	None	Hearings 149
Morris, Selma	Westside Village	743
Morris, William	None	744
Moskowitz, Laura and Strick, David	None	746
Moss, Andrew	Westside Village Civic Association	747, Hearings 186
Moss, Andrew	None	747, Hearings 186
Muraglia, Silvio	Westside Village	755
N/A	Park Wilshire Homeowners Association, Inc	228
Nelson, T.A.	None	

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Newman, Myva	West of Westwood HOA	762
Newman, Myva	None	763
Nicholson, Pete	None	Hearings 25
Nowak, Chester J.	Westside Village	766
Nusbaum, Ilse	None	767, 768
O' Rourke, Edward and Catherine	Westside Village	769
O' Sullivan, James	None	770
Okamura, Melanie	None	773
Olsen, George and Lucinda	None	776
Oppenheimer, Walter	Wilshire House	779
Orlik, Mitch and Barbara	None	780
Page, Judith	None	781, 782
Palmer, Geoff	None	783
Paterson, Tom	Holmby-Westwood Property Owners Association	Hearings 198
Patterson, Tom	Holmby-Westwood Property Owners Association	199
Pederson, Ben	None	Hearings 229
Pedrosa, Iris	None	788
Pelz, Sharon	None	789, 790
Phanstiel, Louise S.	Wilshire House	801
Phillips, Jeri	None	802
Pincus, Arnold	None	Hearings 180
Pomerantz, Irwin	None	808
Powell, Joyce and Larry	None	810
Prochazka, Ingeborg	None	811
Raineri, Noelle	None	817
Rappaport, Ross	Westside Village	820
Redlich, Joan	None	821
Rees, Robert	None	822
Regan, Ralston	None	Hearings 28 and 147
Reichelderfer, Terry A.	None	823
Reichmann, Joseph	None	824
Reiner, Martin	Westwood Garden Civic Organization	825
Reston-Parham, Cynthia	None	829
Reuben, Susan	None	830
Reyto, Robert	Park Wilshire	831
Rhodes, Richard	None	Hearings 44
Richmond, Jes and Vicky	None	833
Rosen, Glen W.	None	840
Rosenfeld, Maxine	None	841
Rotter, Debby	None	845
Rubin, Martin	None	Hearings 165
Rucker, Allen	None	Hearings 203
Rudick, Larry	Westdale Homeowners Association	860
Russell, Gary (Stephan Kramer, Andrew Militois, Wal	Wilshire Advocates Coalition	241
Rutter, Gina	Miracle Mile	863
Sacks, Nate	None	Hearings 84
Sadgat, Yigal and Shevi	None	864
Saucer, Mary-Kathryn	None	868
Scherr, Josh	None	872
Schieder, Hans	None	873, Hearings 77

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Sefton, Laurie	None	876
Shapiro, Shelly	None	Hearings 203
Shieder, Hans	None	Hearings 252
Shwimmer, Laura	None	881
Sias, Dan	None	882
Slade, Milton	None	Hearings 52
Slosberg, Deborah	None	889
Smith, Kevin	None	891
Smith, Ronald and Carol	None	894
Snyder, Jean	None	896
Spencer, Caroline M.	None	902
Stepsay, David R.	Queensland Manor South Co-op, Inc.	910
Steward, Royce E.	None	912, 915
Stewart, Pat	None	922
Tauber, Ginger	None	927
Tezanos, Mille	None	931
Tippet, Terri	None	933
Ulloth, John	None	
Unreadable	Westside Village	
Unreadable	Westside Village	
Unreadable	Westside Village	
Unreadable	None	
Unreadable	None	
Unreadable	Designs Limited	
Unreadable	Wilshire House	
Unreadable	None	
Valentin, Yvan and Catia	West Side Village	1005
Verger, Florence	None	1010
Villanueva, Julian	None	1011
Walker, Daniel	Sierra Club Transportation Committee	1014, 1015, Hearings 58, 128, 215
Walker, Daniel	None	1014, 1015, Hearings 58, 128, 215
Walker, Patrick	None	1016
Wall, Dave	None	Hearings 70
Wang, Chunsing	None	1019
Wang, Esther	None	1020
Wang, Leon	None	1021
Wang, Meiyin	None	1022
Ward, Ken	None	Hearings 219
Watanabe, Satoshi and Satomi	None	1025
Watt, Nadine	Wilshire House	1028

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Weber, Christof	None	Hearings 197
Weil, Sally	None	1033
Weiss, Amy	None	1034
Weiss, Karen P.	None	1036
West, Charles A.	Westside Village Civic Association	250
Westford Board of Directors	The Westford Condominium Association	244
Westlake, Dawn	Miracle Mire Residential Association	1037
Wieland, Alexis [Mercer, Annette]	None	1040
Wilkes, Pamela	None	1043
Wimmer, Leslie	Westside Village	1046
Wines, Leonard	None	Hearings 30
Winters, Joan	None	Hearings 164
Wise, Jim and Kim	Westside Village	1047
Wittenberg, Kevin	None	1048
Wiviott, Robert W.	Wilshire House	1049
Wolfe, Mable	None	1051, 1052
Wolin, Jeffrey	None	1055
Woods, Tom	None	1057
Wynn, Leslie	None	1062
Yaghoubzadeh, Khosrow	None	1063
Yelaca, Jack and Martha	None	1067
Zajac, Diane	None	1070
Zwolinski, Rob	None	Hearings 159
RESPONSE 7.26 - PROJECT DESCRIPTION/PROJECT DESIGN		
Ackerman, Gregg and Rickey	None	259
Adams, David	None	260
Aftergood, Jacob	None	262
Agay, Richard D.	Westwood Homeowners Association	246
Algaze, Albert	None	269, 270
Allardyez, Marilyn	None	271
Alley, Caroline W. James F. Alley	None	272
Alonso, Cecilia	None	273
Alper, Florence and Max	None	274
Alpern, Kenneth	None	Hearings 50 and 189
Alschuler, Selma	None	Hearings 237
Alschuler, Selma L.	None	275
Alschuler, Walter	None	Hearings 154
Alschuler, Walter W.	Westside Village Association	277
Amatya, Jitendra	None	279
Ambler, Sam	None	280
Anathan, Adele	None	281
Andersen, Ronald and Diane	Park Wilshire	230
Anonymous	None	

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Anonymous	None	
Anonymous	None	
Anshansli, Erin	None	311
Arkin, George Carol Arkin	None	313
Arnold, Richard	Westwood of Westwood HOA	317
Arnold, Wendy	West of Westwood HOA	318
Bakhshi, Pouran Mahnaz Bolour	West of Westwood Homeowners Association	328
Bakus, Gerald J.	University of Southern California	329
Baron, Henry L.	None	332
Barton, Fred R.	None	335
Beauchamp, Cari Thomas J. Flynn	None	338
Beccaria, John	Best Western Royal Palace Inn & Suites	340
Berelson, Wil	None	346
Beri, David	None	347
Bettger, Frank	None	Hearings 33 and 173
Bibawi, Ishak	None	353
Blakely, Marilyn	None	355, 356, 357
Blakely, Marilyn	West of Westwood HOA	357
Block, Donna	None	Hearings 209
Block, Marian	None	359, 360
Blum, Ken	None	363
Bolke, Lillian	West of Westwood Homeowners Association	364
Bond, Teresa	None	Hearings 163
Booth, Mary	None	Hearings 23
Bosil, Carolyn	None	365
Brandon, Kathleen	None	369
Breslauer, Marvin A	None	370
Brook, Arlinda	None	371
Brooks, William M.	Miracle Mile Residents Association [Masselin Avenue Homeowners Association]	
Brown, Stacy	None	Hearings 260
Buegoff, Elana	None	Hearings 43
Burton, Alvan	None	Hearings 104
Campbell, Bruce	None	Hearings 31
Campford, Kent	West of Westwood HOA	384
Cassidy, Alice Martin Cassidy, Barbara Coffin, Fred C	None	387
Cerny, Julie	None	388
Chang, Jeff	None	389
Choueiry, Joseph	None	401
Christensen, Evelyn G.	None	402
Christensen, Roger	None	Hearings 151
Clarke, Darrell	None	Hearings 181, 184, 410
Cohen, Janiece Cindy Clark	None	413
Cohen, Lyn MacEwen and Wally Marks	Miracle Mile Civic Coalition	222
Cole, Belle	None	Hearings 234
Concors, Anne	None	416, 417, 418
Concors, Anne	West of Westwood Homeowners Association	418
Concors, Mitch	None	419
Cotton, Suzanne	Westside Village Association	425
Cowan, Ian A.	None	428
Crestejo, Frank and Sylvia	Westside Village Association	429

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Cropper, Karin	West of Westwood Homeowners Association	212
Dafesh, Philip	None	Hearings 256
Dafesh, Phillip A.	Westside Village Association	434
Daggs, Roy	None	435
Dauber, Marc and Kathleen	None	437
Dave, Michael	None	438
Deacy, Margaret	None	442
Dickinson, Harry and Lois	None	443
Donohue, Daniel J.	Wilshire House	446
Doran, Frances	None	447
Dorfman, Joanne and Bruce	None	448
Duran, Herbert	None	453
Durkin, Mary	None	454
Duvivier, Isabelle	None	455
Edelsohn, Charles	None	457, 458, 461, 462
Edwards, Robert and Mary Louise	None	462
Edwards, Todd	None	464
ehg21@yahoo.com	None	465
Ehrlich, Ellen	None	466
Eliseyan, Andrea and Patrick	None	467
Elliott, Phyllis	None	468, Hearings 208
Ely, Geoffrey M.	BOMA	168
Epstein, Nancy	Wilshire House	470
Erich, Greg	None	471
Erickson, Cindy	None	472
Evans, Shirley	West of Westwood Homeowners Association	474
Ezra, Habtnesh	None	475
Familian, Shirley and Isadore	None	476
Faraj, Ihsan	None	477
Faray, Hayden	None	
Faulkner, David	Westside Village Association	478
Feinstein, Michael	City of Santa Monica	148
Fenent, Elizabeth	Westside Village Association	482
Fink, Martha	None	485
Finn, Jack	None	487
Finnegan, Stephan A.	Automobile Club of Southern California	164
Fishel, Allen	None	Hearings 232
Fiske, Steve	Westwood Garden Civic Organization	488
Flanigan, Cathie	None	489
Flores, Edith	None	496
Fondevila, Carol	None	498
Ford, Arsenia Renee and DaShon McNeely	None	499
Ford, Chris	None	Hearings 61
Forsythe, Brook	None	500
Foster, Rob	None	501
Freidman, David	None	507
Freund, John	None	Hearings 90
Friedenberg, Alan (Koblitz, Karen)	None	508
Gabai, Michael	West of Westwood Homeowners Association	514
Gabbard, Dana	None	Hearings 45
Geldin, Irving	Wilshire House	517
Gillette, Lisa	None	Hearings 181

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Gilman, Jane	Largemont Blvd	Hearings 80
Glines, David and Corinne	None	525
Glines, Susan	None	526
Gold, Peter and Gloria	Wilshire House	527
Goldman, Michael	None	530, Hearings 228
Goldman, Scott	None	531
Gomalez, Guadalupe	None	532
Gonzales, Suzanne	Westwood Garden Civic Organization	533
Goodson, Marvin	None	535
Gotlieb, Jerry	None	537
Gralla, Edith	None	539
Grant, Irvin and Lorraine	None	541
Green, Geraldine	None	543
Greenfield, Bella Ph. D	None	546
Greenfield, Gertrude	None	547
Greenup, Campbell Hugh	Kilroy Realty	213
Grishanond, Walter	None	
Groat, B.	None	548
Grulianovich, Andrew	None	551
Habeeb, Colette	Westwood Garden Civic Organization	553
Hackamack, Robert	None	554
Halsema, A.I. And Carol Linnell-Halsema	None	555
Hansen, Molly C.	None	557
Harari, Mike Irit	Wilshire House	560
Harmon, Carol D.	None	563
Harris, Skip and Victoria	None	567
Haskins, Jackie	None	571
Havens, Alan D.	None	575
Heaton, David W.	Westside Village	582
Heaton, Martha J.	Westside Village	583
Hefner, Tom	None	584
Heinrich, Regina and Paul	None	585
Heller, Sylvia	Wilshire House	588
Hendriks, Peter (Conklin, Shannon)	Westside Village Association	589
Hillman, Brenda	Westside Village	592
Hillman, Brenda	None	594
Hirmand, Tahereh S.	None	595
Hoag, John	None	597
Holcomb, Kimberly	None	599
Holdorff, Cindy	None	Hearings 187
Holender, David	Greater Los Angeles Condominium Association	
Holliday, Bobby	None	
Howald, Brian	None	Hearings 250
Ingalls, Chris	None	Hearings 230
Ito, Kathy	None	Hearings 239
Jablon, Diane	West of Westwood HOA	615
Jacobs, Diana	None	616
Jaffe, Nancy	Advisory Board of the South Brentwood Homeowner's Association	617
Jahng, Haissok	None	618
Jaimes, Brenton	None	

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Jamiaas, Philip	None	619
Javaluyas, Johanna	None	Hearings 195
Jayulloth, John	None	Hearings 241
Johnson, David	None	623
Johnston, Lisa G.	None	624, 625
Johnston, Richard L.	None	626
Jones, Mary	None	628
Katzer, Sheldon E.	None	634
Kennedy, James D.	None	641
Kidwell, Jan	None	Hearings 206
Kirk, Camille	None	649
Klebanoff, Anita	None	654
Kline, Leona	None	Hearings 171
Koesil, Ely	None	Hearings 80
Korody, Erica	None	655
Kramer, William and Betty	Westside Village Homeowner	657
Kravetz, Erik	None	Hearings 258
Krutonog, Boris	West of Westwood HOA	658
La Cotera, Luis and Antonieta	Westside Village Homeowner	660
Lancaster, Linda	None	Hearings 211
Lang, David	None	665
Lange, Hope	Wilshire House	666
Larcombe, Garron and Cindy	West of Westwood HOA	667
Larkin, Andy and Jeanne	None	668
Leadbetter, A.T.	None	670
Lee, Calvin M.	None	671
Leibowitz, Robert L.	Compassionate Oncology Medical Group	672
Levit, Anna	None	690
Levit, Marvin	None	691
Levy, Jan	None	692
Lewis, Harriet	None	693
Little, Joan	None	696
Lockwood, Lloyd	None	701
Lowly, Paul	None	704
Luebke, Arly and Roberta	Westside Village	709
Maiten, Barry	None	710
Maltz, M.M.	Wilshire Terrace	249
Mamer, John W.	Westwood Garden Civic Organization	711
Manning, Cathy	None	712
Mantell, Greg	None	Hearings 176
Margolies, Dany	None	715
Mark, Roberta	Wilshire House	717
Marks, Pamela	None	Hearings 186
Marks, Walley	None	718
Marlow, Wynn and Robert	None	720
Martin, Reuben	None	724
Mautino, Robert	None	Hearings 169
McCarthy, Susan E.	City of Santa Monica	152
McCutcheon, George	Westside Village	
McHugh, Patrick	None	
Meraj, Loretta	Nelson Shelton	733
Mercer, Robert and Cynthia	None	735

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Metcalfe, Mike	None	736, Hearings 243
Montoya, Celia	None	733
Morarrez, Eddie	None	740
Morgan, Jess S. and Palma S.	Wilshire House	741
Morioka, Craig and Christine	West of Westwood HOA	742
Morris, Marlina	None	Hearings 149
Morris, Selma	Westside Village	743
Morris, William	None	744
Moskowitz, Laura and Strick, David	None	746
Moss, Andrew	Westside Village Civic Association	747, Hearings 186
Moss, Andrew	None	747, Hearings 186
Moynier, Bill and Bette	Rancho Park	751
Muraglia, Silvio	Westside Village	755
N/A	Park Wilshire Homeowners Association, Inc	228
Nelson, T.A.	None	
Newman, Myva	West of Westwood HOA	762
Newman, Myva	None	762
Nguyen, Connie	None	764
Nicholson, Pete	None	Hearings 25
Nowak, Chester J.	Westside Village	766
Nusbaum, Ilse	None	767, 768
O' Rourke, Edward and Catherine	Westside Village	769
O' Sullivan, James	None	770
Okamura, Melanie	None	773
Okin, Risa	West of Westwood HOA	774
Okin, Steven	West of Westwood HOA	775
Olsen, George and Lucinda	None	775
Oppenheimer, Walter	Wilshire House	779
Orlik, Mitch and Barbara	None	780
Page, Judith	None	781, 782
Palmer, Geoff	None	783, 784
Papet, Roger A.	None	786
Patterson, Tom	Holmby-Westwood Property Owners Association	Hearings 198
Pederson, Ben	None	Hearings 229
Pedrosa, Iris	None	788
Pelz, Sharon	None	789, 790
Pena, Danny	None	792
Perez, Ben	Westwood Garden Civic Organization	793
Perez, Emily	Westwood Garden Civic Organization	794, 795
Perez, Emily	None	794, 795
Phanstiel, Louise S.	Wilshire House	801
Phillips, Jeri	None	802
Pincus, Arnold	None	Hearings 180
Plaszewski, Arthur	West of Westwood HOA	804
Plaszewski, Greg	West of Westwood HOA	805
Pomerantz, Irwin	None	808
Powell, Joyce and Larry	None	810
Prochazka, Ingeborg	None	811
Raineri, Bruno	None	813
Raineri, Joyce	None	814
Raineri, Noelle	None	817
Ramirez, Anthony	None	818

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Ramirez, Teresa	None	819
Rappaport, Ross	Westside Village	820
Redlich, Joan	None	821
Rees, Robert	None	822
Regan, Ralston	None	Hearings 28 and 147
Reichelderfer, Terry A.	None	823
Reichmann, Joseph	None	824
Reiner, Martin	Westwood Garden Civic Organization	825
Reston-Parham, Cynthia	None	829
Reuben, Susan	None	830
Reyto, Robert	Park Wilshire	831
Rheins, Bruce	None	832
Rhodes, Deborah	None	Hearings 171
Rhodes, Richard	None	Hearings 44
Richmond, Jes and Vicky	None	833
Robles, Mary L.	None	835, 836
Roeder, Richard K.	Natural History Museum	50
Rosen, Glen W.	None	840
Rosenfeld, Maxine	None	841
Roth, Elizabeth	None	842
Rotter, Debby	None	845
Rubin, Martin	None	Hearings 165
Rucker, Allen	None	Hearings 203
Rudick, Larry	Westdale Homeowners Association	860
Russell, Gary (Stephan Kramer, Andrew Militois, Wally Marks)	Wilshire Advocates Coalition	241
Rutter, Gina	Miracle Mile	863
Sacks, Nate	None	Hearings 84
Sadgat, Yigal and Shevi	None	864
Saucer, Mary-Kathryn	None	868
Scharlin, Jerry A.	City of Los Angeles	143
Scherr, Josh	None	872
Schieder, Hans	None	873, Hearings 77
Sefton, Laurie	None	876
Shapiro, Shelly	None	Hearings 203
Shieder, Hans	None	Hearings 252
Shwimmer, Laura	None	881
Sias, Dan	None	882
Slade, Milton	None	Hearings 52
Slosberg, Deborah	None	889
Smith, Brenda	None	890
Smith, Kevin	None	891
Smith, Ronald and Carol	None	894
Snyder, Arthur	None	895
Snyder, Jean	None	896
Soegono, Donna	None	897
Sookman, Scott	None	Hearings 37
Spencer, Carol	None	Hearings 75
Spencer, Caroline M.	None	902
Stepsay, David R.	Queensland Manor South Co-op, Inc.	910
Sterart, Rhonda	None	911

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Name of Commentor	Affiliation	Page No. in Vol. 2 DEIS/DEIR Comments
RESPONSE 7.26 - PROJECT DESCRIPTION/PROJECT DESIGN		
Steward, Royce E.	None	912
Steward, Royce E.	None	915
Stewart, Cameron	Westwood Garden Civic Organization	920
Stewart, Pat	None	922
Stewart, Steven	None	923
Swartz, Sue	None	924
Tauber, Ginger	None	927
Tezanos, Mille	None	931
Thompson, Bill	None	932
Tippet, Terri	None	933
Tippit, Terri	West of Westwood HOA	239, 935, 936
Tippit, Terri	None	239, 935, 936
Travis, Erik	None	943
Tsao, Gilbert	None	947
Tsao, Gilbert	West of Westwood HOA	948
Tyler, Brian	None	954
Ulloth, John	None	
Unreadable	None	
Unreadable	West of Westwood HOA	
Unreadable	Westside Village	
Unreadable	Westside Village	
Unreadable	Westside Village	
Unreadable	None	
Unreadable	None	
Unreadable	West of Westwood HOA	
Unreadable	Designs Limited	
Unreadable	None	
Unreadable	West of Westwood HOA	
Unreadable	Westwood Garden Civic Organization	
Unreadable	Wilshire House	
Unreadable	None	
Unreadable	West of Westwood HOA	
Unreadable	None	
Unreadable	Westwood Garden Civic Organization	
Unreadable	None	

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RESPONSE 7.26 - PROJECT DESCRIPTION/PROJECT DESIGN		
Unreadable	None	
Valentin, Yvan and Catia	West Side Village	1005
Verger, Florence	None	1010
Villanueva, Julian	None	1011
Vir, Haripal S.	City of Los Angeles	136
Walker, Daniel	Sierra Club Transportation Committee	1014, 1015, Hearings 58, 128, 215
Walker, Daniel	None	1014, 1015, Hearings 58, 128, 215
Walker, Patrick	None	1016
Wall, Dave	None	Hearings 70
Wang, Chunsing	None	1019
Wang, Esther	None	1020
Wang, Leon	None	1021
Wang, Meiyin	None	1022
Wang, Robert J.	None	1023
Ward, Ken	None	Hearings 219
Watanabe, Satoshi and Satomi	None	1025
Watt, Nadine	Wilshire House	1028
Weber, Christof	None	Hearings 197
Weeks, Alan K.	None	1031
Weil, Sally	None	1033
Weiss, Amy	None	1034
Weiss, Karen P.	None	1036
Westford Board of Directors	The Westford Condominium Association	244
Westlake, Dawn	Miracle Mire Residential Association	1037
Wieland, Alexis [Mercer, Annette]	None	1040
Wilkes, Pamela	None	1043
Wimmer, Leslie	Westside Village	1046
Wines, Leonard	None	Hearings 30
Winters, Joan	None	Hearings 164
Wise, Jim and Kim	Westside Village	1047
Wittenberg, Kevin	None	1048
Wiviott, Robert W.	Wilshire House	1049
Wolfe, Mable	None	1051, 1052
Wolin, Jeffrey	None	1055
Wong, Helen	None	1056
Woods, Tom	None	1057
Wynn, Leslie	None	1062
Yaghoubzadeh, Khosrow	None	1063
Yelaca, Jack and Martha	None	1067

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RESPONSE 7.27 - PUBLIC PARTICIPATION		
Zajac, Diane	None	1070
Zelden, Robert	None	1073
Zelden, Roxie	None	1074
Zwolinski, Rob	None	Hearings 159
Aguilar, Frederico	None	
Blaney, Elizabeth	Neighbors for an Improved Community	Hearings 118
Clarke, Tony	None	Hearings 108
Hampton, Garnett	None	Hearings 96
Levin, Sandra J.	East Culver City Neighborhood Alliance	679
McCullough, Patrick	None	Hearings 107
Morris, Marlina	None	Hearings 149
Nova, Orlando E.	City of Los Angeles	135
Nunez, Cecilia	Neighbors For An Improved Community	172, Hearings 109
Nunez, Cecilia	None	172, Hearings 109
Patterson, Tom	Holmby-Westwood Property Owners Association	199
Rubin, Martin	None	Hearings 165
Smith, Jimmy	None	Hearings 120
Surles, Lady	None	Hearings 116
Washington, America	None	Hearings 97
RESPONSE 7.28 - SAFETY		
Ariga, Michiko	None	312
Banerjee, Frances T.	City of Los Angeles	102
Boull't, Enrique	Los Angeles Unified School District	28
Burroughs, Presley	None	Hearings 99
Cervantes, Evelia	None	Hearings 112
Clarke, Darrell	Friends 4 Expo Transit	Hearings 181
Egerman, Mark	City of Beverly Hills	80, 84
Heller, Miranda	None	587
McCarthy, Susan E.	City of Santa Monica	152
Reynolds, Vicki	City of Beverly Hills	83
Scharlin, Jerry A.	City of Los Angeles	143
Valladares, Ela	City of Culver City	84
Vir, Haripal S.	City of Los Angeles	136
Washington, America	None	Hearings 97
RESPONSE 7.29 - SUPPORT/OPPOSE PROJECT (Expressions of support/opposition to the Project do not require response)		
Abe, Lynn	None	N/A
Abreu, Maria T,	None	N/A
Ackerman, Gregg and Rickey	None	N/A
Adams, David	None	N/A
Aftergood, Jacob	None	N/A
Agay, Richard D.	Westwood Homeowners Association	N/A
Aguilar, Frederico	None	N/A
alek@juno.com	None	N/A
Alfaro, Rudolph	None	N/A
Algaze, Albert	None	N/A
Algaze, Albert	None	N/A
Allardyez, Marilyn	None	N/A
Allen, Jack	Palisades Preservation Association	N/A
Alley, Caroline W. James F. Alley	None	N/A
Alonso, Cecilia	None	N/A
Alper, Florence and Max	None	N/A

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RESPONSE 7.29 - SUPPORT/OPPOSE PROJECT (Expressions of support/opposition to the Project do not require response)		
Barton, Fred R.	None	N/A
Basu, Netai	None	N/A
Beauchamp, Cari Thomas J. Flynn	None	N/A
Beccaria, John	Best Western Royal Palace Inn & Suites	N/A
Becktold, Tom	None	N/A
Becktold, Tom	None	N/A
Bell Hurst, Patricia	None	N/A
Bell, Bradford	None	N/A
Benigno, Paul	None	N/A
Berelson, Wil	None	N/A
Beri, David	None	N/A
Berliner, Oliver	None	N/A
Bersell, Barbara	None	N/A
Bettger, Frank	Friends For Expo	N/A
Bettger, Frank	None	N/A
Beumer, John [family]	None	N/A
Bibawi, Ishak	None	N/A
Billingsley, Glenn	Billingsley Restaurant	N/A
Blakely, Marilyn	None	N/A
Blakely, Marilyn	None	N/A
Blakely, Marilyn	West of Westwood HOA	N/A
Blaney, Elizabeth	Neighbors for an Improved Community	N/A
Block, Donna	None	N/A
Block, Marian	None	N/A
Block, Marian	None	N/A
Block, Mitchell	None	N/A
Blum, Ken	None	N/A
Bolke, Lillian	West of Westwood Homeowners Association	N/A
Bond, Teresa	None	N/A
Booth, Mary	None	N/A
Bosil, Carolyn	None	N/A
Boyd, Bob	None	N/A
Bradshaw, Linda	None	N/A
Brandon, Kathleen	None	N/A
Breslauer, Marvin A	None	N/A
Brook, Arlinda	None	N/A
Brooks, William M.	Miracle Mile Residents Association [Masselin Avenue Homeowners Association]	N/A
Brown, Mark	None	N/A
Brown, Stacy	None	N/A
Bruni, Robert	None	N/A
Buegoff, Elana	None	N/A
Burroughs, Presley	None	N/A
Burton, Alvan	None	N/A
Bushnell, Jean	None	N/A
Caldwell, David	None	N/A
Campbell, Bruce	None	N/A
Campford, Kent	West of Westwood HOA	N/A
Cannon, Nicole	None	N/A
Cassidy, Alice Martin Cassidy, Barbara Coffin, Fred C	None	N/A
Cerny, Julie	None	N/A

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Cervantes, Evelia	None	N/A
Chang, Jeff	None	N/A
Chapin, Stuart and Vanessa	None	N/A
Chavez, Phil	None	N/A
Cheeseboro, Robert	None	N/A
Cheeseboro, Robert	None	N/A
Cheeseboro, Robert	None	N/A
Cheeseboro, Robert Margrit	Friends 4 Expo	N/A
Cherness, Darryl	None	N/A
Cherness, Darryle	None	N/A
Cherry, Maris Pamela	None	N/A
Chinn, Keisha	EXPO Neighbors Association	N/A
Chinn, Keisha	None	N/A
Choueiry, Joseph	None	N/A
Christensen, Evelyn G.	None	N/A
Christensen, Kimberely	None	N/A
Christensen, Roger	None	N/A
Chuiros, Mercedes P.	None	N/A
Clark, Barbara	None	N/A
Clark, Cindy	None	N/A
Clark, Rudyard	None	N/A
Clarke, Darrell	Friends 4 Expo Transit	N/A
Clarke, Darrell	None	N/A
Clarke, Darrell	None	N/A
Clarke, Tony	None	N/A
Clarke, Virginia	None	N/A
Clements, Stephanie	None	N/A
Coccio, Angela Jane	None	N/A
Cohen, Janiece Cindy Clark	None	N/A
Cohen, Lyn MacEwen and Wally Marks	Miracle Mile Civic Coalition	N/A
Cole, Belle	None	N/A
Collis, Adam	None	N/A
Concors, Anne	None	N/A
Concors, Anne	None	N/A
Concors, Anne	West of Westwood Homeowners Association	N/A
Concors, Mitch	None	N/A
Copes, Renee A.	None	N/A
Cordova, Carlene	None	N/A
Cotton, Joseph	None	N/A
Cotton, Suzanne	Westside Village Association	N/A
Cowan, Ian	None	N/A
Cowan, Ian A.	None	N/A
Crestejo, Frank and Syvia	Westside Village Association	N/A
Cropper, Karin	West of Westwood Homeowners Association	N/A
Csolv@aol.com	None	N/A
Culjat, Martin	None	N/A
Dafesh, Philip	None	N/A
Dafesh, Phillip A.	Westside Village Association	N/A
Daggs, Roy	None	N/A
Dakhil, Dafer M.	OMAR IBN AL KHATTAB Foundation	N/A
Daley, Ted	None	N/A
Dauber, Marc and Kathleen	None	N/A

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Dave, Michael	None	N/A
Davies, Russ	None	N/A
Davies, Russ	None	N/A
Davis, Russ	None	N/A
Deacy, Margaret	None	N/A
Dickinson, Harry and Lois	None	N/A
Dimascio, Debbie	None	N/A
Donohue, Daniel J.	Wilshire House	N/A
Doran, Frances	None	N/A
Dorfman, Joanne and Bruce	None	N/A
Duffy, Janette L.	None	N/A
Duke, Peter	None	N/A
Duran, Herbert	None	N/A
Durkin, Mary	None	N/A
Duvivier, Isabelle	None	N/A
Eatmal, Matthew	None	N/A
Edwards, Robert and Mary Louise	None	N/A
Edwards, Todd	None	N/A
ehg21@yahoo.com	None	N/A
Ehrler, Daniel L.	Santa Monica Chamber of Commerce	N/A
Ehrlich, Ellen	None	N/A
Eliseyan, Andrea and Patrick	None	N/A
Elizariasus, Raul	None	N/A
Elliott, Phyllis	None	N/A
Elliott, Phyllis	None	N/A
Ely, Geoffrey M.	BOMA	N/A
Epstein, Nancy	Wilshire House	N/A
Erich, Greg	None	N/A
Erickson, Cindy	None	N/A
Ernstoff, Michael	None	N/A
Evans, Shirley	West of Westwood Homeowners Association	N/A
Ezra, Habtnesh	None	N/A
Familian, Shirley and Isadore	None	N/A
Faraj, Ihsan	None	N/A
Faray, Hayden	None	N/A
Faulkner, David	Westside Village Association	N/A
Feinstein, Michael	City of Santa Monica	N/A
Fell, Michael J.	None	N/A
Fenent, Elizabeth	Westside Village Association	N/A
Ferguson, Donald	None	N/A
Filet, Barbara	None	N/A
Fink, Martha	None	N/A
Finn, Jack	None	N/A
Finnegan, Stephan A.	Automobile Club of Southern California	N/A
Fishel, Allen	None	N/A
Fiske, Steve	Westwood Garden Civic Organization	N/A
Flanigan, Cathie	None	N/A
Flanigan, Patsy	None	N/A
Fleischer, Kenneth	None	N/A
Flicker, Kevin G.	None	N/A
Flores, Edith	None	N/A
Fonda-Bonardi, Mario	None	N/A

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Fondevila, Carol	None	N/A
Ford, Arsenia Renee and DaShon McNeely	None	N/A
Ford, Chris	None	N/A
Forsythe, Brook	None	N/A
Foster, Rob	None	N/A
Franke, Heide	None	N/A
Franke, Heide	None	N/A
Franklin, Edward M.	Castle Heights Neighborhood Association	N/A
Freidman, David	None	N/A
Freund, John	None	N/A
Friedenberg, Alan (Koblitz, Karen)	None	N/A
Friedman, Alexander	None	N/A
Friedman, Alexander	None	N/A
Friedman, Alexander	None	N/A
Furth, Charlotte	None	N/A
Gabai, Michael	West of Westwood Homeowners Association	N/A
Gabbard, Dana	None	N/A
Gagan, Patti	Music-Center Performing Arts Center of Los Angeles	N/A
Garcia, Victor	None	N/A
Geldin, Irving	Wilshire House	N/A
Gentschev, Greg	None	N/A
Gibbs, Stuart	None	N/A
Gillette, Lisa	None	N/A
Gilman, Jane	Largemont Blvd	N/A
Glasser, Elan	None	N/A
Glasser, Elan and Deborah	None	N/A
Glasser, Elan and Deborah	None	N/A
Glines, David and Corinne	None	N/A
Glines, Susan	None	N/A
Gold, Peter and Gloria	Wilshire House	N/A
Goldberg, Andrew	None	N/A
Goldman, Michael	None	N/A
Goldman, Michael	None	N/A
Goldman, Scott	None	N/A
Gomalez, Guadalupe	None	N/A
Gonzales, Suzanne	Westwood Garden Civic Organization	N/A
Goodson, Marvin	None	N/A
Gordon, Bryan	None	N/A
Gotlieb, Jerry	None	N/A
Gralla, Edith	None	N/A
Grant, Irvin and Lorraine	None	N/A
Green, Geraldine	None	N/A
Green, Kathryn K.	None	N/A
Greenfield, Bella Ph. D	None	N/A
Greenfield, Gertrude	None	N/A
Greenup, Campbell Hugh	Kilroy Realty	N/A
Grishanond, Walter	None	N/A
Groat, B.	None	N/A
Grossman, Ofer	None	N/A
Gruilianovich, Andrew	None	N/A
Gurzeler, Fred	None	N/A

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Habeeb, Colette	Westwood Garden Civic Organization	N/A
Hackamack, Robert	None	N/A
Hampton, Garnett	None	N/A
Hampton, S.	None	N/A
Hansen, Molly C.	None	N/A
Harari, Mike Irit	Wilshire House	N/A
Hariton, Joe (Hariton, Diane)	None	N/A
Harmetz, Richard S.	Tract NO.7260 Association, inc.	N/A
Harmon, Carol D.	None	N/A
Harris, Arthur	Downtown Area Resident's Association	N/A
Harris, Bradley	None	N/A
Harris, Skip and Victoria	None	N/A
Harris, Stanley E.	None	N/A
Haskins, Jackie	None	N/A
Hatter, Tom and Lisa	None	N/A
Haun, Diane	None	N/A
Havens, Alan D.	None	N/A
Havens, Alan D.	None	N/A
Healy, Elaine	None	N/A
Heaton, David W.	Westside Village	N/A
Heaton, Martha J.	Westside Village	N/A
Hefner, Tom	None	N/A
Heinrich, Regina and Paul	None	N/A
Helfman, Robert	None	N/A
Helfman, Robert	None	N/A
Heller, Miranda	None	N/A
Heller, Sylvia	Wilshire House	N/A
Hendriks, Peter (Conklin, Shannon)	Westside Village Association	N/A
Hilgenberg, Dennis P.	None	N/A
Hillman, Brenda	Westside Village	N/A
Hillman, Brenda	None	N/A
Hirmand, Tahereh S.	None	N/A
Hoag, John	None	N/A
Holcomb, Kimberly	None	N/A
Holdorff, Cindy	None	N/A
Holender, David	Greater Los Angeles Condominium Association	N/A
Holl, Eldon and Beverly	None	N/A
Holliday, Bobby	None	N/A
Hollins, Stephanie	None	N/A
Hollins, Stephanie	Leimert Park Homeowner	N/A
Holter, Darryl	Figuroa Corridor Partnership	N/A
Holzbog, Thomas J.	None	N/A
Howald, Brian	None	N/A
Huang, Chang J.	None	N/A
Hummel, John E.	None	N/A
Humphreys, Paul (Crozier - Humphreys, Susan)	None	N/A
Hurley, Shawn	Hines, a real estate firm in Santa Monica	N/A
Hurwin, Davida W.	None	N/A
Hurwin, Frazier M.	None	N/A
Husted, Inez E.	None	N/A
Hutchings, Brian Quincy	None	N/A
Hutchinsx, Brian Q.	None	N/A

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Iannessa, Robert	Grubb & Ellis Management Services, Inc.	N/A
Ingalls, Chris	None	N/A
Ito, Kathy	None	N/A
Ivory, Nelle	None	N/A
Jablon, Diane	West of Westwood HOA	N/A
Jackson, Evenlean	None	N/A
Jacobs, Diana	None	N/A
Jaffe, Nancy	Advisory Board of the South Brentwood Homeowner's Association	N/A
Jahng, Haissok	None	N/A
Jaimes, Brenton	None	N/A
Jamiaas, Philip	None	N/A
Javaluyas, Johanna	None	N/A
Javelosa, David A.	None	N/A
Jayulloth, John	None	N/A
Johnson, Craig	None	N/A
Johnson, David	None	N/A
Johnston, Lisa G.	None	N/A
Johnston, Lisa G.	None	N/A
Johnston, Richard L.	None	N/A
Jones, Lillian R.	None	N/A
Jones, Mary	None	N/A
JOSE1VDLA@aol.com	None	N/A
Joyce Perkins	Economic Development Council, Eighth District	N/A
Juarez, Nicandro and Elizabeth	Westwood Gardens Civic Association	N/A
Jutila, Lauri	None	N/A
Kaku, Alice	None	N/A
Kataoka, Grace J.	West Los Angeles Japanese American Citizens League Auxillary	N/A
Katzer, Sheldon E.	None	N/A
Keller, Esther	None	N/A
Kelly, Matt	None	N/A
Kemp, Derek	None	N/A
Kemp, Derek	None	N/A
Kennedy, James D.	None	N/A
Khalsa, Mha A. [Oaklander, Martha]	None	N/A
Kidwell, Jan	None	N/A
Kidwell, Jan	None	N/A
Kirk, Camille	None	N/A
Kishi, Stella	West Los Angeles Japanese American Citizens League Auxiliary	N/A
Kivowitz, Alexandra	None	N/A
Klebanoff, Anita	None	N/A
Kline, Leona	None	N/A
Koesil, Ely	None	N/A
Korody, Erica	None	N/A
Koshimoto, Mie	None	N/A
Kramer, William and Betty	Westside Village Homeowner	N/A
Kravetz, Erik	None	N/A
Krutonog, Boris	West of Westwood HOA	N/A
La Cotera, Luis and Antonieta	Westside Village Homeowner	N/A
Lamm, Jim	None	N/A

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Lancaster, Linda	None	N/A
Lane, Norman	None	N/A
Lane, Norman	None	N/A
Lang, David	None	N/A
Lange, Hope	Wilshire House	N/A
Langley-Sudy, Eileen C.	None	N/A
Larcombe, Garron and Cindy	West of Westwood HOA	N/A
Larkin, Andy and Jeanne	None	N/A
Lash, Gloria	None	N/A
Lawson, Beverly	None	N/A
Leadbetter, A.T.	None	N/A
Lee, Calvin M.	None	N/A
Lee, DeVaughn	St. Paul's Presbyterian Church (USA)	N/A
Leibowitz, Robert L.	Compassionate Oncology Medical Group	N/A
Lentz, Robert	None	N/A
Lesan, Liz	None	N/A
Levin, Dan	None	N/A
Levin, Dan	None	N/A
Levinson, Rebecca	None	N/A
Levit, Anna	None	N/A
Levit, Marvin	None	N/A
Levy, Jan	None	N/A
Lewis, Harriet	None	N/A
Libbey, Scott	None	N/A
Little, Joan	None	N/A
Lockwood, Lloyd	None	N/A
Loncar, Alicia	None	N/A
Lowly, Paul	None	N/A
Lowy, Martha	None	N/A
Luchette, Edward	None	N/A
Luchetti, Ed	None	N/A
Luebke, Arly and Roberta	Westside Village	N/A
Lyon, Harriette	None	N/A
Maccaferri, Nikola	None	N/A
Macedonio, Rogelio	Trinity Block Club	N/A
Maher, Julia	Castle Heights Neighborhood Association	N/A
Maher, Julia	Friends 4 Expo Transit	N/A
Maiten, Barry	None	N/A
Maltz, M.M.	Wilshire Terrace	N/A
Mamer, John W.	Westwood Garden Civic Organization	N/A
Mann, Eric	Bus Riders Union	N/A
Manning, Cathy	None	N/A
Manning, Margaret	None	N/A
Mantell, Greg	None	N/A
Margolies, Dany	None	N/A
Mark, Roberta	Wilshire House	N/A
Marks, Pamela	None	N/A
Marks, Walley	None	N/A
Marlow, Wynn and Robert	None	N/A
Martin, Paul	Cedars-Sinai Medical Center	N/A
Martin, Reuben	None	N/A
Mautino, Robert	None	N/A

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Name of Commentor	Affiliation	Page No. in Vol. 2 DEIS/DEIR Comments
RESPONSE 7.29 - SUPPORT/OPPOSE PROJECT (Expressions of support/opposition to the Project do not require response)		
Mayes, Doug	None	N/A
McCain, Jackie	None	N/A
McCarthy, Liam and Nancy	None	N/A
McCarthy, Susan E.	City of Santa Monica	N/A
McCullough, Patrick	None	N/A
McCutcheon, George	Westside Village	N/A
McHugh, Patrick	None	N/A
Mead, Bill	None	N/A
Meraj, Loretta	Nelson Shelton	N/A
Mercer, Robert and Cynthia	None	N/A
Metcalfe, Mike	None	N/A
Metcalfe, Mike	None	N/A
Mochizuki, Hideko	West Los Angeles Japanese American Citizens League Auxillary	N/A
Montgomery, Douglas	None	N/A
Montoya, Celia	None	N/A
Morarrez, Eddie	None	N/A
Morgan, Jess S. and Palma S.	Wilshire House	N/A
Morioka, Craig and Christine	West of Westwood HOA	N/A
Morris, Marlina	None	N/A
Morris, Selma	Westside Village	N/A
Morris, William	None	N/A
Mortell, Arthur	None	N/A
Moskowitz, Laura and Strick, David	None	N/A
Moss, Andrew	Westside Village Civic Association	N/A
Moss, Andrew	None	N/A
Mountain, Charles	None	N/A
mowlby@aol.com	None	N/A
Moynier, Bill and Bette	Rancho Park	N/A
Mullins, Bill	None	N/A
Muradian, Michael	None	N/A
Muradian, Michael	None	N/A
Muraglia, Silvio	Westside Village	N/A
Myers, Joan	None	N/A
N/A	Park Wilshire Homeowners Association, Inc	N/A
nancy@courtcharts.com	None	N/A
Needleman, Steve	The Grand Olympic	N/A
Nelson, T.A.	None	N/A
Nesin, Brian	None	N/A
Newman, Myva	West of Westwood HOA	N/A
Newman, Myva	None	N/A
Nguyen, Connie	None	N/A
Nicholson, Pete	None	N/A
Nofziger, Denise	None	N/A
Nowak, Chester J.	Westside Village	N/A
Nunez, Cecilia	Neighbors For An Improved Community	N/A
Nunez, Cecilia	None	N/A
Nusbaum, Ilse	None	N/A
Nusbaum, Ilse	None	N/A
O' Rourke, Edward and Catherine	Westside Village	N/A
O' Sullivan, James	None	N/A
Oder, Danila B.	None	N/A

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Okamura, Melanie	None	N/A
Okin, Risa	West of Westwood HOA	N/A
Okin, Steven	West of Westwood HOA	N/A
Olsen, George and Lucinda	None	N/A
Ono, Gary T.	None	N/A
Oppenheimer, Walter	Wilshire House	N/A
Orlik, Mitch and Barbara	None	N/A
Page, Judith	None	N/A
Page, Judy	None	N/A
Palmer, Geoff	None	N/A
Palmer, Geoff	None	N/A
Papet, Roger A.	None	N/A
Paterson, Tom	Holmby-Westwood Property Owners Assoc.	N/A
Patterson, Tom	Holmby-Westwood Property Owners Assoc.	N/A
Pearl, Mollie	None	N/A
Pederson, Ben	None	N/A
Pedrosa, Iris	None	N/A
Pelz, Sharon	None	N/A
Pelz, Sharon	None	N/A
Pena, Danny	None	N/A
Perez, Ben	Westwood Garden Civic Organization	N/A
Perez, Emily	Westwood Garden Civic Organization	N/A
Perez, Emily	None	N/A
Petersen, Dorothea	None	N/A
Pettijohn, David R.	Rancho Park	N/A
Petzi, Paul	None	N/A
Phanstiel, Louise S.	Wilshire House	N/A
Phillips, Jeri	None	N/A
Pietsch, Susan	Epilepsy Foundation	N/A
Pincus, Arnold	None	N/A
Plaszewski, Arthur	West of Westwood HOA	N/A
Plaszewski, Greg	West of Westwood HOA	N/A
Plotkin, Adele	None	N/A
Pomerantz, Irwin	None	N/A
Powell, Joyce and Larry	None	N/A
Prochazka, Ingeborg	None	N/A
Raineri, Bruno	None	N/A
Raineri, Joyce	None	N/A
Raineri, Joyce and Bruno and Noelle	None	N/A
Raineri, Noelle	None	N/A
Ramirez, Anthony	None	N/A
Ramirez, Teresa	None	N/A
Rappaport, Ross	Westside Village	N/A
Ray, Marilyn	None	N/A
Redlich, Joan	None	N/A
Reed, Bart	None	N/A
Reed, Bart	None	N/A
Rees, Robert	None	N/A
Regan, Ralston	None	N/A
Reichelderfer, Terry A.	None	N/A
Reichmann, Joseph	None	N/A
Reiner, Martin	Westwood Garden Civic Organization	N/A

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Reisbord, Lesley	None	N/A
Reston-Parham, Cynthia	None	N/A
Reuben, Susan	None	N/A
Reyto, Robert	Park Wilshire	N/A
Rheins, Bruce	None	N/A
Rhodes, Deborah	None	N/A
Rhodes, Richard	None	N/A
Richmond, Jes and Vicky	None	N/A
Robinson, M.	None	N/A
Robles, Mary L.	None	N/A
Robles, Mary L.	None	N/A
Roeder, Richard K.	Natural History Museum	N/A
Root, Jon	None	N/A
Rosen, Glen W.	None	N/A
Rosenfeld, Maxine	None	N/A
Rosner, Woody	None	N/A
Roth, Elizabeth	None	N/A
Rotter, Debby	None	N/A
Rubin, Martin	None	N/A
Rucker, Allen	None	N/A
Rudick, Bette	None	N/A
Rudick, Larry	Westdale Homeowners Association	N/A
Rudick, Roger	None	N/A
Russell, Gary (Stephan Kramer, Andrew Militois, Wally Marks)	Wilshire Advocates Coalition	N/A
Ruttenberg, Lorin [Valla, Sean]	None	N/A
Rutter, Gina	Miracle Mile	N/A
Ryan, Thomas	None	N/A
Sacks, Nate	None	N/A
Sadgat, Yigal and Shevi	None	N/A
Salazar, Jesus	None	N/A
Saltzman, Barry	None	N/A
Salva, Carol	None	N/A
Saucer, Mary-Kathryn	None	N/A
Saunders, Jason	None	N/A
Sauter, Keith	None	N/A
Scherr, Josh	None	N/A
Schieder, Hans	None	N/A
Schieder, Hans	None	N/A
Schuman, Edward E.	None	N/A
Seal, Kathy	Friends 4 Expo Transit	N/A
Sefton, Laurie	None	N/A
Seno, Lisa	None	N/A
Shallon, Sheldon C.	None	N/A
Shapiro, Shelly	None	N/A
Shepard, Eugenia	None	N/A
Shieder, Hans	None	N/A
Shoucair, David	None	N/A

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Shwimmer, Laura	None	N/A
Sias, Dan	None	N/A
Simmons, Clint	None	N/A
Simon, John	None	N/A
Simon, Reatha	None	N/A
Simpson, Jacquet	None	N/A
Singer, Steve	None	N/A
Slade, Milton	None	N/A
Slosberg, Deborah	None	N/A
Smith, Brenda	None	N/A
Smith, Kevin	None	N/A
Smith, Larry	None	N/A
Smith, Ronald and Carol	None	N/A
Snyder, Arthur	None	N/A
Snyder, Jean	None	N/A
Soegono, Donna	None	N/A
Solomon, Jeff	None	N/A
Sookman, Scott	None	N/A
Spector, Robin	None	N/A
Spencer, Carol	None	N/A
Spencer, Caroline M.	None	N/A
spet@webtv.net	None	N/A
Sprott, Rod	a Presbyterian Church	N/A
Steiner, Nancy	None	N/A
Stempel, Tom	None	N/A
Stephens, Josh	None	N/A
Stepsay, David R.	Queensland Manor South Co-op, Inc.	N/A
Sterart, Rhonda	None	N/A
Steward, Royce E.	None	N/A
Steward, Royce E.	None	N/A
Stewart, Cameron	Westwood Garden Civic Organization	N/A
Stewart, Jim	Southern California Council on Environment and Development	N/A
Stewart, Jim	Southern California Counsel on Environment and Development	N/A
Stewart, Pat	None	N/A
Stewart, Steven	None	N/A
Swartz, Sue	None	N/A
Szilagyi, Annie	None	N/A
Takeshita, Aiko N.	West Los Angeles Japanese American Citizens League Auxiliary	N/A
Tauber, Ginger	None	N/A
Tauro, Linus and Shannon	None	N/A
Tezanos, Mille	None	N/A
Thompson, Bill	None	N/A
Tille, Richard	None	N/A
Tippet, Terri	None	N/A
Tippit, Terri	West of Westwood HOA	N/A
Tippit, Terri	None	N/A
Tooley, Eric	None	N/A
Topangarik@aol.com	None	N/A
Tracy, Catherine	None	N/A

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Unreadable	None	N/A
Unreadable	Westwood Garden Civic Organization	N/A
Unreadable	None	N/A
Urmston, Jane	None	N/A
Urmston, Jane	None	N/A
Ushijima, Jean	West LA Japanese American Citizens League	N/A
Valentin, Yvan and Catia	West Side Village	N/A
van Allen, Philip	None	N/A
Varah, Monica	None	N/A
Vazquez, Martha	Residents for an Improved Community	N/A
Velasquez, Raul	Latino Urban Forum	N/A
Verger, Florence	None	N/A
Villanueva, Julian	None	N/A
Vizcarra, Luz	None	N/A
Waldron, Barbara et. al.	None	N/A
Walker, Daniel	Sierra Club Transportation Committee	N/A
Walker, Daniel	None	N/A
Walker, Daniel	None	N/A
Walker, Patrick	None	N/A
Wall, Dave	None	N/A
Wallace, Marie	None	N/A
Wallace, Marie	None	N/A
Wang, Chunsing	None	N/A
Wang, Esther	None	N/A
Wang, Leon	None	N/A
Wang, Meiyin	None	N/A
Wang, Robert J.	None	N/A
Ward, Ken	None	N/A
Washington, America	None	N/A
Watanabe, Satoshi and Satomi	None	N/A
Waterman, Heather	None	N/A
Waters, R.	None	N/A
Waters, Rich	None	N/A
Watt, Nadine	Wilshire House	N/A
Webber, Michael	None	N/A
Weber, Christof	None	N/A

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Weeks, Alan K.	None	N/A
Weil, Sally	None	N/A
Weiss, Amy	None	N/A
Weiss, Jonathan	None	N/A
Weiss, Karen P.	None	N/A
West, Charles A.	Westside Village Civic Association	N/A
Westford Board of Directors	The Westford Condominium Association	N/A
Westlake, Dawn	Miracle Mire Residential Association	N/A
White, Gregg B. (Brzechwa-White, Alicja)	None	N/A
Wieland, Alexis [Mercer, Annette]	None	N/A
Wilkerson, Paulette	Neighbors for an Improved Community	N/A
Wilkes, Pamela	None	N/A
Williams, Joe and Joy	None	N/A
Wimmer, Leslie	Westside Village	N/A
Wines, Leonard	None	N/A
Wing, Damon	None	N/A
Winters, Joan	None	N/A
Wise, Jim and Kim	Westside Village	N/A
Wittenberg, Kevin	None	N/A
Wiviott, Robert W.	Wilshire House	N/A
Wolfe, Mable	None	N/A
Wolfe, Mable	None	N/A
Wolfson-Sagot, Eric	None	N/A
Wolin, Jeffrey	None	N/A
Wong, Helen	None	N/A
Woods, Tom	None	N/A
Wooldrige, Patty	None	N/A
Wooten, Patricia	None	N/A
Wustman, Constance	None	N/A
Wynn, Leslie	None	N/A
Yaghoubzadeh, Khosrow	None	N/A
Yeager, Will	None	N/A
Yelaca, Jack and Martha	None	N/A
Young, Patricia	None	N/A
Yount, Opal	None	N/A
Zablen, Nate	None	N/A
Zajac, Diane	None	N/A
Zandt, Gary V.	None	N/A
Zaragoza, Marta	East Culver City Neighborhood Alliance	N/A
Zelden, Robert	None	N/A
Zelden, Roxie	None	N/A
Zwolinski, Bob	None	N/A
Zwolinski, Rob	None	N/A
RESPONSE 7.30 - SYSTEM		
No comments		
RESPONSE 7.31 - TRAFFIC		
Banerjee, Frances T.	City of Los Angeles	102
Clarke, Darrell	Friends 4 Expo Transit	184, 410, Hearings 181
Dafesh, Phillip A.	Westside Village Association	434
Edelsohn, Charles	None	457, 458, 461, 462
Egerman, Mark	City of Beverly Hills	80, 84

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Name of Commentor	Affiliation	Page No. in Vol. 2 DEIS/DEIR Comments
RESPONSE 7.31 - TRAFFIC		
Feinstein, Michael	City of Santa Monica	148
Finnegan, Stephan A.	Automobile Club of Southern California	164
Fondevila, Carol	None	498
Goldman, Michael	None	530, Hearings 228
Halsema, A.I. And Carol Linnell-Halsema	None	555
Hanf, Lisa B.	United States Environmental Protection Agency	10
Harriet, Michel and Denise	None	564
Kidwell, Jan	None	Hearings 206
McCarthy, Susan E.	City of Santa Monica	152
Metcalfe, Mike	None	736, Hearings 243
Needleman, Steve	The Grand Olympic	198
Nova, Orlando E.	City of Los Angeles	135
Reynolds, Vicki	City of Beverly Hills	83
Scharlin, Jerry A.	City of Los Angeles	143
Smith, Jeffrey M.	Southern California Association of Governments	51
Valladares, Ela	City of Culver City	84
Vir, Haripal S.	City of Los Angeles	136
Walker, Daniel	None	1014, 1015, Hearings 58, 128, and 215
RESPONSE 7.32 - TRANSIT		
No comments		
RESPONSE 7.33 - TRANSPORTATION POLICY		
No comments		
RESPONSE 7.34 - USC/EXPOSITION PARK UNDERCROSSING		
Anonymous	None	
Exposition Park and Figueroa Corridor Circulation an	Los Angeles City Council	158
Exposition Park Stakeholders	Los Angeles City Council	160
Ikhata, Hasan	Southern California Association of Governments	63
Pfromm, Elizabeth W.	Los Angeles Child Guidance Clinic	221
Romer, Roy	Los Angeles Unified School District	34
Rudolph, Jeffrey N.	California Science Center	175
Saunders, Jason	None	Hearings 220
Scharlin, Jerry A.	City of Los Angeles	143
Schatz, Carol E.	Central City Association of Los Angeles	171
RESPONSE 7.35 - UTILITIES		
Frazen, Ruth I.	Los Angeles County Sanitation Districts	27
RESPONSE 7.36 - NON-REVENUE CONNECTOR AND STORAGE FACILITY		
No comments		
RESPONSE 7.37 - PROPERTY VALUES		
Abe, Lynn	None	254
Chavez, Phil	None	393
Goldberg, Andrew	None	529
Hampton, Garnett	None	Hearings 96
Harriet, Michel and Denise	None	564
Heller, Miranda	None	587
Holter, Darryl	Figueroa Corridor Partnership	181
Spector, Robin	None	901
RESPONSE 7.38 - ENVIRONMENTAL JUSTICE		
Hanf, Lisa B.	United States Environmental Protection Agency	10
Mann, Eric	Bus Riders Union	169
Valladares, Ela	City of Culver City	84
RESPONSE 7.39 - RECEIPT OF COMMENTS		
No comments		

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7.1 Aesthetics/Visual Quality

Comment Summary. Metro has received comments on the effect of the Project on the aesthetic/visual character of the Project. These comments fall into five categories:

- A large proportion of the comments address the aesthetic character of the LRT system and facilities and how the Project would visually affect the existing character of the community. The commentors are specifically concerned with the look of the aerial guideway and catenary system.
- Commentors are concerned about the maintenance of the landscaping of the LRT facilities.
- There is no discussion of street lighting and there is the need to discuss lighting impacts on residential properties adjacent to parking facilities.
- Full characterization of the existing aesthetic character of the corridor (specifically Culver City).
- Comments focus on whether walls are needed to ensure privacy while others question the visual quality of the walls and whether they would block views.

Response. The aerial guideway defined as bridge in this Project is limited to two locations: at La Brea Avenue and at La Cienega Boulevard. At La Brea Avenue, the bridge is adjacent to a residential neighborhood on the westside of La Brea Avenue. At La Cienega Boulevard, the bridge would extend to or past Jefferson Boulevard so that it comes down to grade at or before Fay Avenue in Culver City, before it reaches a residential neighborhood. See Route Alignment and Guideway in Chapter 2.0 Alternatives Considered. Both stations at La Brea Avenue and La Cienega Boulevard will have aerial stations. According to the Exposition Transit Parkway concept of the Project, La Brea would be classified as a Neighborhood Station, having a smaller station area footprint while La Cienega Station would be classified as a Gateway Station, having a larger station area footprint. The bridge and aerial station at La Brea are designed so that new landscaping located on the westside of the station and south of the ROW would be planted. The La Cienega Station will feature an aerial station spanning over La Cienega Boulevard so that the station becomes a visual gateway element defining two districts north and south of the station.

These stations would be designed in a collaborative process with the Project's Working Groups, which would also include the Project's Lead Artist to produce station area guidelines, which would lead to a beneficial effect. An overall concept regarding the aesthetic character of functional station elements including entries and exits, lighting and benches is described in the Stations element and Landscape, Public Art and Other Transit Parkway Improvements element of the Exposition Transit Parkway component of Chapter 2.0 Alternatives Considered. Included in the operations and maintenance cost for the Project is a budget to maintain the level of landscaping proposed.

Section 4.4 Visual Quality provides mitigation measures to block spillover lighting onto residential properties. The LRT does not affect street lighting or change existing lighting levels.

For full characterization of the corridor, see revised Section 4.4 Visual Quality which provides a detailed description of the entire corridor from Downtown Los Angeles to Culver City.

Walls proposed along the Project route would not extend higher than ten feet. Walls included in the Project perform three separate functions: 1) act as a visual screen to protect privacy, 2) act as a noise buffer, and 3) block light spillover. Screening in the form of wall often accompanied by landscaping is required by mitigation described in Section 4.4. Walls designed as visual screening

in the Project perform differently, depending on the environmental setting of the Project's segment.

In the Mid Corridor segment, for example, an opaque wall no higher than ten feet high would be located south of the alignment and west of La Brea Station to near Dunsmuir Avenue, to block views north of the alignment from residential areas. This wall would enhance visual screening behind the existing oleander trees located there. For the West End segment, walls are designed as landscaped berms, which would undulate along the alignment in front of residential areas in Culver City. These berms are not continuous in height, but are designed no higher than six feet high so that noise from LRT wheels is mitigated. An alley of trees at different heights would be provided north of the landscaped berms so that further screening of the LRT alignment is designed without creating the visual effect of a continuous wall dividing communities north and south of the alignment. As stated above, the walls would perform multiple functions of protecting residences' privacy, buffering noise, and blocking any spillover lighting.

7.2 Air Quality

Comment Summary. The Los Angeles Unified School District (LAUSD) and the Southern California Association of Governments (SCAG) were among the commentors expressing potential air quality concerns from the Project. A majority of the commentors were concerned with how the Project would affect air quality in the region as well as in their neighborhood. Some commentors believe that the Project would improve air quality while others are concerned that the Project would increase traffic, which would result in an increase in air pollution. LAUSD questioned whether the Baldwin Hills Elementary School and the Abram Friedman Occupational Center (AFOC) were identified and analyzed.

Response. An in-depth study of the air quality impacts from the Exposition LRT was conducted and the results of that study are discussed in Section 4.5 Air Quality. Sensitive receptors were identified in the study, which is set forth in detail in the Technical Appendices at Appendix D. The Baldwin Hills Elementary School and the AFOC are identified as sensitive receptors. The Project is a light rail transit (LRT) system, which would emit less pollutants compared to buses. This section evaluated how the Project would affect air quality in the region (pollutant emissions), as well as how the Project would affect air quality impacts in the affected neighborhoods (pollutant concentrations). The air quality analysis takes into consideration older vehicle fleets that emit more pollutants, as well as cleaner-running vehicles. Additionally, it also takes into account the increasing traffic volumes over a period of 20 years.

As discussed, the Project would reduce regional emissions by approximately 0.04 percent for carbon monoxide and 0.03 percent for particulate matter (PM₁₀). Nitrogen oxides and reactive organic gas are anticipated to incrementally increase by 0.01 percent and 0.003 percent, respectively. The incremental increase in nitrogen oxide and reactive organic gas emissions are not anticipated to exceed the Federal thresholds. To determine how increase in vehicles in the affected neighborhoods would affect air quality, carbon monoxide concentrations were estimated at roadway intersections and at parking facilities. The idling of buses at the proposed transit center (Venice/Robertson Station) would also have an impact on air quality, particularly PM₁₀ concentrations. Thus, a PM₁₀ analysis was also conducted. As discussed in Section 4.5 Air Quality, carbon monoxide concentrations at roadway intersections and Parking Facilities and PM₁₀ concentrations from transit centers are not anticipated to incrementally increase pollutant concentrations to a level that would exceed the State or Federal ambient air quality standards. Furthermore, La Cienega Station may have an Off-Street Transit Center within the ground floor of the parking structure of the La Cienega Station Parking Facility. Since no significant impacts are anticipated, mitigation measures are not required.

Air quality impacts associated with construction of the Project are discussed in Section 4.15 Construction Impacts. As discussed, construction of the Project would result in localized, short-term impacts of with PM_{10} . Mitigation measures were implemented to reduce PM_{10} concentrations. However, a significant impact still remains.

Air quality impacts associated with the maintenance yard expansion are discussed in Section 4.16 Division #11 Operations and Maintenance Facility Expansion. As discussed, chemicals that would be used in the facility contain volatile organic compounds (VOCs) and hazardous air pollutants (HAPs), such as asbestos and trichlorethylene. However, the proposed site currently is a LRT vehicle operations and maintenance facility and LRT vehicle maintenance activities already exist on the Project site. It is not likely that redevelopment of the maintenance facility would introduce new sources of air pollutants. No schools are located within a quarter-mile of the maintenance yard.

The air quality study indicates that neither the Baldwin Hills Elementary nor the AFOC would experience a significant air quality impact as a result of the Exposition LRT.

7.3 Alternatives

Comment Summary. Commentors questioned the range of alternatives addressed in the Draft EIS/EIR. Issues were raised pertaining to definition of the TSM, as well as route alignments on other arterials or freeways and use of alternate technologies including Mag Lev, Hybrid Electric buses, and Monorail. One commentor suggested the alternative of lowering fares. Several commentors suggested that other Rapid Bus routes beyond those operating or planned to be implemented should be considered as an alternative to the Exposition LRT. A commentor suggested below-grade rail near USC/Exposition Park or BRT along Martin Luther King Boulevard. Another commentor suggested that the Exposition LRT connect to the Central Business District (CBD) in Los Angeles City. One commentor suggested routing the Exposition LRT on its eastern side south to Long Beach Avenue at the Metro Blue Line. One commentor suggested an aerial monorail alignment from Linden to Sepulveda Boulevard, north to Wilshire Boulevard, east to Westwood Boulevard, south to Santa Monica Boulevard, east to 3rd Street, east to San Vicente, and south to 6th Street to downtown. The Southern California Association of Governments suggested that a station be provided for USC as the largest trip generator. Several commentors suggested that an underground portion between the I-110 and Vermont Avenue be considered. The City of Los Angeles commented that a subway portion at USC/Exposition Park would create significant impacts. One commentor suggested expanding existing bus service.

Response. The Draft EIS/EIR addressed the No Project alternative, TSM, and a combination of alternatives that included the Wilshire BRT as a stand-alone Project and Wilshire BRT combined with Exposition BRT or a Mid-City/Exposition LRT component. Minimum operable segment (MOS) alternatives for the Exposition BRT and LRT components were also presented and evaluated in the Draft EIS/EIR.

A foundation for preparation of the Draft EIS/EIR was the Mid-City Westside Major Investment Study (MIS). The MIS considered a broad range of mobility improvement alternatives in the 112-square mile study area. The options considered were focused on extending transit service and maintaining transit funding from the terminus of the Metro Red Line Project. An extension of the Red Line subway with available funding was also considered. Alternatives were screened and the range of options narrowed through a public deliberation process which culminated with the Metro Board action to authorize environmental studies for BRT in the Wilshire corridor, and BRT and LRT options in the Exposition corridor.

A monorail transit technology was considered along Wilshire Boulevard in the MIS process but was not considered feasible for the Exposition right-of-way because of the higher costs of the aerial guideway in comparison to at-grade LRT and BRT options, and the environmentally intrusive nature of aerial guideways adjacent to residential land uses. BRT and LRT options were pursued for the Exposition Corridor because these proven technologies best fit with Metro's Long Range Transportation Plan and previous capital investment in rail transit and bus transit technologies. In 2001, the Metro Board adopted Light Rail Transit as the LPA in the Exposition corridor.

The route for the Mid-City/Exposition LRT was deliberately selected for a number of reasons. The Mid-City/Exposition LRT alignment serves the goal of providing mass transit from the Mid-City area to the Westside. One suggested alternative to re-route the LRT to the Blue Line at Long Beach Boulevard would not provide a city center connection at its eastern terminus. However, the LPA's eastern terminus is in a city center-the central business district. Thus, the suggested alternative does not meet the Project's goals. Further, by not serving a city center at its terminus, this suggested alternative would not be consistent with the City of Los Angeles' General Plan and Transportation element. Thus, this alternative would create a significant environmental impact that the Exposition LRT does not.

The non-revenue connector portion is no longer being considered for the Project. As described in Section 4.16 Division 11 Operations and Maintenance Facility, the storage and maintenance facilities for the Project are proposed for a site in Carson. This site can be accessed by the existing Blue Line.

In terms of definition of the TSM, this alternative represents a baseline which includes the best that can be done to improve transit service in a corridor without a major capital investment in new infrastructure. The FTA definition is based on including all reasonable cost-effective transit improvements, and acknowledges that the TSM and No Build alternatives may even be identical if the transit improvements in the Agency's adopted fiscally constrained plan (used as the basis for No Build) already represent the best that can be done. The Mid-City Westside Study Area already had relatively rich transit service compared with other subregions in Los Angeles County. At the time the Draft EIS/EIR was prepared, only two demonstration rapid bus routes existed in the region which made it premature to define a more widespread rapid bus network.

Subsequent to the Draft EIS/EIR, Metro has prepared updated model runs based on refined definitions of TSM (Baseline) and the LPA, for purposes of submitting the LPA in the FTA's Section 5309 New Starts process for requesting federal funding. The updated TSM includes the subsequently-adopted Metro Rapid program, as well as a rapid bus route serving the Exposition corridor via Jefferson Boulevard. For a more complete description of these refined definitions, please refer to Section 3.1.2 Transit Operations Concept.

Other alternatives to improved transit service outside of the proposed LRT, such as increased bus service, Metro Rapid service, community shuttles and circulators, freeway service, are presently under review by the Special Master overseeing the Consent Decree. To date, Metro has increased bus service by over 500 peak buses since 1996, and has instituted an accelerated Metro Rapid implementation with 28 bus lines scheduled for completion by 2008.

Regarding community shuttle and circulator services, Metro has implemented several of these services since 1997 as part of a New Service Plan. It was found that these services work best in densely populated areas where residents have difficulty accessing transit. Areas such as this do not exist in the Project's study area. However, the Mid-City/Exposition LRT Project has a specific

plan to reorient existing local bus and shuttle services so that the LRT feeds into these services. See Chapter 3.1 Transit.

Regarding freeway services, Metro is not implementing an expanded freeway bus network as these services would not improve travel speeds due to the impact of congested mixed-flow freeway traffic. Instead, Metro has decided to invest in Metro Rapid services as a speed improvement measure as well as fixed guideway services including the Mid-City/Exposition LRT Project that can guarantee travel time improvements for transit users.

Specifically, the Mid-City/Exposition LRT Project will operate on a semi-exclusive and exclusive right of way separate from freeway traffic. Customers who will be using the proposed Project will be directly transferring from automobiles, buses, bicycle and walking modes at stations designed to be neighborhood and pedestrian friendly. The proposed Project will operate high capacity train service at frequent intervals with time certainty, with direct pedestrian connections to major destinations. Freeway bus services, on the other hand are limited to bus capacity and service frequencies on freeways feeding from arterials. Freeway bus services in the Study Area are also subject to high arterial congestion while getting on and off freeways, the freeway congestion itself and the freeway's reduction in travel speeds in the future.

The City of Los Angeles commented that the operation of LRT on Hill Street as described in the Draft EIS/EIR would be unacceptable because of inadequate storage capacity on Washington Boulevard at Hill Street to support LRT turning operations. The City commented that a Flower Street north/south alignment should be analyzed for LRT operation.

Following numerous coordination meetings to further explore the concerns of the City of LA Metro agreed to modify the Hill Street LRT alignment to eliminate the turn from Hill Street to Washington Boulevard. The modified alignment is called the "Hill Street Couplet" design option and is described in Section 2.4 of the Final EIS/EIR. This option replaces the former Hill Street alignment. Metro also agreed to include a Flower Street design option. The Flower Street LRT alignment is described in Section 2.4.

SANTA MONICA (I-10) HOV/HOT. Another issue commented upon was that the Alternatives Analysis in the Draft EIS/EIR is incomplete because it does not include an alternative for a Busway/High Occupancy Vehicle/High Occupancy Toll lane couplet on the Santa Monica (I-10) Freeway. The commenter stated that Metro improperly focuses on the construction of specific, high-visibility expensive projects at the expense of far more productive and cost-effective options that could provide greater mobility improvements at lower cost and be implemented and operating far sooner.

The Santa Monica Freeway alternative described above was not suggested by any member of the public, including the above commentor, during the public scoping period for the project that was held in 2000. Also, the above comment was not made during the numerous public outreach meetings that were held during the preparation of the Re-Evaluation/Major Investment Study in 1999. The Southern California Association of Governments did not identify this alternative in their re-evaluation study conducted in 1998. If the above comment had been made at any of these times, it would have been included for consideration in Alternatives Analysis phase of this study.

In fact, Metro has been actively working with the State of California Department of Transportation (Caltrans) for many years to implement a countywide system of HOV Lanes wherever such lanes are feasible. In the case of the Santa Monica Freeway, Caltrans made an effort to implement an HOV Lane as the first such project in their countywide network. In that instance, Caltrans

converted one of the existing mixed-flow freeway lanes in each direction to HOV Lane use. On the first day after opening, mixed-flow traffic was severely impacted and motorists demanded the removal of the HOV lanes due to the significant adverse impact on mixed-flow traffic. Caltrans complied and removed the lane. Since that time, Caltrans has followed a policy of only implementing HOV Lanes in Los Angeles County in locations where the HOV Lane can be added as a new lane; not displacing existing freeway lanes.

As a result of the above practice, the addition of new HOV/HOT Lanes on the Santa Monica Freeway would require either the widening of the existing freeway or construction of an aerial roadway. Both of these options would be significantly more costly than the construction of a predominantly at-grade LRT project on the Exposition right-of-way.

LOWER FARES ALTERNATIVE. As discussed below, lowering fares would be economically infeasible, would not achieve certain Project goals, and would not perform as well as the Exposition LRT. The revenue from fares, the amount of funding available, and the restrictions on the use of the source funds make lowering fares to increase ridership in the study area infeasible. There is not enough revenue from fares to pay for the operation of existing bus services or the TSM alternative. In fact, fare revenue only pays for 27% of the cost of providing mass transit as described in Chapter IV-1 of the MTA Budget for Fiscal Year 2006 (adopted May 26, 2005 by MTA Board of Directors). According to The Brookings Institute Series on Transportation Reform, dated June 2004,¹ MTA has the third lowest fare recovery ratio for all U.S. Heavy Rail Users, and of the twenty top bus systems, it is in the lower third nationally in fare recovery. (*Id.*, Table 5, p. 9.) MTA is well below the national averages for fare recovery. Due to the shortfall, all existing transit services are substantially subsidized to make up the difference, which would be the case for any proposed new services, such as the TSM alternative. Subsidies come from various federal, state and local sources. Despite the need for subsidies, MTA already has lowered the base fare on January 1, 2004 from \$1.35 to \$1.25. However, the cost of MTA's transit operations is already expected to fall well short of revenues, including subsidies from state and federal sources. (2001 Long Range Transportation Plan for Los Angeles County (2001 LRTP), dated February 2001 and adopted on May 24, 2001, Section 7, Financial Element, pp. 7-7, -8.) In MTA's Restructuring Plan, MTA had to adopt a financially constrained rail recovery plan, which also had to comply with the Consent Decree for enhanced bus service, to receive a \$61.5 million appropriation by the Fiscal Year 1998 Department of Transportation Appropriations Act. (Restructuring Plan, p. 4.) In order to balance MTA's budget, the Restructuring Plan noted that fare increases are assumed to increase with inflation. (*Id.*, Appendix A, pp. A-1, -2.)

Implementing a fare reduction strictly on the bus system in the study area is not lawful. (6 U.S.C. § 21.5.) If MTA were to lower fares in the study area, it would have to lower fares systemwide to be fair and equitable under the law. Thus, lowering fares systemwide by 41% (commensurate with the commentor's suggestion for what was done in the 1980's when the fare was reduced (e.g., from 85 cents to 50 cents) would cost MTA, and ultimately the taxpayers, \$108 million annually. The adopted MTA budget for Fiscal Year 2006 anticipates \$264 million to be derived from passenger fares for bus and rail operations combined. A 40% increase in ridership, at current fares, would yield an additional \$10.56 million in revenue. Reduced by 41%, the actual revenue from the ridership increase would be \$62.3 million.

¹Pursuant to CEQA Guidelines Section 15150, the Brookings Institute Series on Transportation Reform report is incorporated as though set forth in full and is available for review at Metro's 15th floor Library, One Gateway Plaza, Los Angeles, California.

As stated in Table 5.1-9 of the Final EIS/EIR, there are seven sources of funding for constructing the Project at a cost \$640 million. However, much of these funds could not be used to fund a fare reduction. Transportation Enhancement Act Funds are strictly limited to constructing or environmentally enhancing a project rather than for operations. (23 U.S.C. § 133(d)(2).) Section 5309 Bus Facilities/Other Discretionary Allocations are also federal funds dedicated to construction of projects or capital facilities, not operations. (49 U.S.C. § 5309.) Congestion Mitigation & Air Quality (CMAQ) funds are federal funds mostly available for construction of a project that assists in enhancing air quality standards in the region. (23 U.S.C. § 149.) However, CMAQ funds are allowed for the first three operating years for a new mass transportation project. Traffic Congestion Relief Program (TCRP) funds are state funds that are dedicated to specific mass transportation projects as listed in California Government Code Section 14556. The Project as light rail is listed as a funded project under TCRP, but the funds cannot be used to fund a fare reduction alternative. Proposition C 10% is only available for regional rail and cannot be used for operating buses. (Proposition C, Ordinance No. 49, § 4(b).) Although Proposition C 25% was initially restricted to improvements to freeways and highways (*id.*), its use was expanded in 1998 to include public mass transit improvements to railroad rights-of-way. (The Metropolitan Transportation Authority (MTA) Reform and Accountability Act of 1998, § 9.) The last source of capital funds were local contributions from others. These funds are being provided to MTA to build a new mass transit system and would be expected to be withdrawn if MTA were to implement lower fares only. If the project is not built, MTA would not receive any of these funds.

Many of MTA's bus lines are operating at the maximum capacity permitted by the Consent Decree. Accordingly, the cost of accommodating a 40% increase in ridership systemwide may cost as much as 40% above current costs. This would include additional buses, maintenance and storage facilities, and staff increases. However, with maximum efficiencies, it may be possible to accommodate the increased ridership with only a 5.5% increase in costs. The total cost of MTA's operations is \$818 million for Fiscal year 2005-2006 (July 1, 2005 - June 30, 2006), which does not include operations on Exposition LRT. This cost is balanced in MTA's budget. A 5.5% increase in cost would amount to \$45 million, and a 40% increase would amount to \$327 million. Thus, the total cost of operating would range from \$863 million to \$1,145 million.

On the other hand, to operate and maintain the Exposition LRT, MTA will use CMAQ funds for the first three years. Thereafter, it will use Proposition A 35% funds that are allowed for rail operations, but not bus. (Proposition A § 5(c)(2)(b).) Using this funding mix, MTA has balanced its budget. However, using Proposition C 40% money to fund lowering fares will destabilize MTA's budget and create an annual operating deficit. Furthermore, additional fare reduction is not consistent with MTA's fare policy. Under Fare Policy No. 3, "MTA shall seek a balance in fare revenue sources ... [by] [r]ecogniz[ing] that users must pay a reasonable share of the costs of the service utilized." (2001 LRTP, p. 2-22.)

Even if fare reduction was a feasible alternative, it would not meet the project goals as well as the Exposition LRT. The Project's goals are presented on page 1-23 of the Draft EIS/EIR. The ones relative to the Exposition Corridor are: (1) Provide high capacity transit service to the Westside; (2) Develop high capacity transit system at a relatively low cost; and (3) Develop a high-capacity system that incorporates many of the elements found in the Curitiba, Brazil rapid bus system.

As discussed above, the cost of implementing and operating the lower fares alternative is high considering the lack of funding sources to support it. On the other hand, sufficient funds exist to implement and operate the Exposition LRT. Thus, the Exposition LRT is affordable and is relatively lower in cost than the lower fares alternative.

Lowering fares will not create a system like the Curitiba, Brazil rapid bus system. Rather, the existing system is merely buses running on the streets. There is no bus signal priority, less frequent stops, level boarding and alighting, exclusive lanes, multiple-door boarding and alighting, or color-coded buses and stations in the existing bus system as are many of the key attributes of the Curitiba, Brazil BRT. (Final Report, Los Angeles Metro Rapid Demonstration Program, July 2001, p. 1.)² Accordingly, the suggested lower fares alternative does not achieve one of the Project's goals.

Because the suggested lower fares alternative is economically infeasible and does not meet certain Project goals, it is not an acceptable alternative to the Exposition LRT.

RAPID BUS ALTERNATIVE. Rapid Bus routes have been thoroughly studied in the county and the Project's study area. Figure 2.1-4 of the Final EIS/EIR depicts the various Rapid Bus routes that exist and are planned for implementation by June 2008. The study of potential routes is embodied in a 2002 report by TMD and entitled, "Metro Rapid Expansion Program" (as used for this response, "Report"). The Report was presented to the MTA Board and approved in February 2002.³ Within the Project's study area, MTA examined all major east-west streets, including Sunset Blvd. (*id.*, Ex. 3), Santa Monica Blvd.* (*id.*), Melrose Ave. (*id.*), Beverly Blvd.* (*id.*), W. 3rd St. (*id.*), Wilshire Blvd.*, W. Olympic Blvd.* (*id.*), W. Pico Blvd.* (*id.*), Venice Blvd.* (*id.*), W. Washington Blvd. (*id.*, Ex. 1 [as line 68]), W. Adams (*id.*, Ex. 1 [as line 37]), W. Jefferson (*id.*, Ex. 1 [as line 38]), Rodeo Rd.* (*id.*, Ex. 1 [as lines 105/705]), W. Martin Luther King Jr. Blvd.* (*id.*, Ex. 1 [as lines 40/42/740]), W. Vernon Ave.* (*id.*, Ex. 3), W. 54th St. (*id.*, Ex. 1 [as line 107]), and W. Slauson Ave. (*id.*, Ex. 3). Those marked with an asterisk either already have Metro Rapid Bus or are planned.

The east-west streets that are not planned to have a Rapid Bus line were studied and rejected because they did not warrant a Rapid Bus line. MTA developed an initial screening protocol consisting of two thresholds that each existing bus route was analyzed by. The first threshold requires an existing bus route to be 10-miles long. (*id.*, p. 2.) The second threshold requires the route to have at least 500-patron boardings per mile. (*id.*) The threshold of routes 10-miles long was chosen because any route less than 10 miles could not achieve a noticeable significant speed improvement to the patrons. (See *id.*) FTA, the City of Los Angeles Department of Transportation and several transportation consultants, including Suisman Urban Design and Transportation Management & Design, and MTA all agreed to define a "noticeable significant speed improvement" as a 20% travel-time savings. It was further agreed that such a travel-time savings would likely attract a significant number of new riders to justify the expense of Rapid Bus. This prediction was verified by the performance of the Rapid Bus demonstration lines on Ventura Blvd. and Wilshire Blvd.

The second threshold requiring bus line routes to have at least 500 boardings per mile was chosen as the minimum ridership necessary to make a Rapid Bus route cost effective. (See *id.*)

²Pursuant to Guidelines Section 15150, the Final Report, Los Angeles Metro Rapid Demonstration Program, July 2001 is incorporated herewith as set forth in full. This report is available for review, see footnote 1.

³Pursuant to Guidelines Section 15150, the MTA Board report Item #31, February 2002, Approve Implementation of the Metro Rapid Expansion Program with the Metro Rapid Expansion Program report attached thereto are collectively incorporated herewith as set forth in full. Item #31 and the Metro Rapid Expansion Program are available for review, see footnote 1.

Otherwise, the cost of operating the Rapid Bus line for lower ridership would waste transit funds that could be more effectively deployed elsewhere.

Using the initial screening protocol, 41 candidate routes were identified. (Report, Ex. 1 (bus lines identified as "include").) W. Washington, W. Adams, W. Jefferson, and W. 54th St. did not pass the initial screening protocol. In fact, the bus line on W. 54 St. was canceled after the study due to its poor ridership. Each of the 41 candidate routes was further analyzed to determine the best performers. After analyzing the population density, employment density, poverty, transit dependent households, several other factors along the candidate routes and deleting routes that would essentially duplicate others, 23 were identified for implementation. (*Id.*, pp. 3-5 and Ex. 10.) As a result, Sunset Blvd., Melrose, West 3rd Ave and W. Slauson Ave. were eliminated from further consideration.

The reason why these east-west streets in the study area were rejected is because they will simply not have the ridership to warrant the expense of Rapid Bus lines. Ridership is created by high densities of employment, population, and transit dependency. (*Id.*) These east-west streets lack these attributes. Because all major east-west streets within the Project's study area were evaluated, service to all minority communities has been evaluated. Thus, where sufficient demand in a minority community existed, a Rapid Bus line was proposed and approved.

A problem with Rapid Bus running on existing streets with other traffic is that Rapid Bus performance suffers as a result of congestion. This observation was noted in the Final Report Los Angeles Metro Rapid Demonstration Program and is confirmed by the City of Los Angeles. The City of Los Angeles reports that congestion has been steadily rising in the Project Area and anticipates that all major east-west streets in the Project area will be congested by 2025. With such congestion, it is likely that Rapid Bus routes along these streets could not maintain the 20% travel time savings goal. Without the 20% travel time savings, patronage on the Rapid Bus and its cost effectiveness will drop.

Thus, the major east-west streets that do not, and are not planned to, have Rapid Bus routes in the Project's study area cannot achieve the Project's goal of providing high capacity transit service to the Westside to the extent that the Exposition LRT does.

BELOW-GRADE RAIL AT USC/EXPOSITION PARK. The Flower Street alignment includes a below grade portion from Jefferson Boulevard to Trousdale Circle. A below-grade section at USC/Exposition Park was considered under the newly developed "MTA Grade Crossing Policy for Light Rail" in conjunction with LADOT. This Policy and analysis conducted are presented in Appendix E. The analysis under this new policy showed that a below grade section at USC/Exposition Park was not warranted. (See also Final EIS/EIR pages 41-47, 2.4-22, 2.4-23, 2.7-1, 2.7-2 and elsewhere.) Nonetheless, MTA has analyzed both the construction and operation impacts of three below-grade options leading to USC/Exposition Park as part of the Downtown Los Angeles Connection Options. Analysis of these options found that with the feasible mitigation identified, the impacts by the below-grade options would be reduced to less than significant.

MARTIN LUTHER KING BOULEVARD BRT. A Rapid Bus Route along Martin Luther King Boulevard has already been implemented as Metro Rapid Line 740, which operates on Broadway and Martin Luther King Boulevard from downtown Los Angeles to Exposition Park. Eventually this Rapid Bus Line will operate much like a BRT. (See footnotes 1 and 2.) However, Line 740 cannot replace the proposed Project because the ridership gains from the Exposition LRT cannot be accommodated by Line 740. With Line 740, the Exposition LRT is predicted to draw 22,200 new daily riders and a total of 43,600 riders per day. (See Final EIS/EIR Table 5.2-1, p. 5.2-2.) Thus,

there is no need to consider this suggested alternative any further. The potential impacts of the studied Exposition LRT have been extensively evaluated and minimized. MTA is unaware of any other negative impacts to the Exposition and Figueroa corridors as a result of the Project.

EXPOSITION LRT CONNECTION TO CBD. The Exposition LRT terminates on the eastern end at 7th Street/Metro Center Station, which is located at 7th Street and Flower Street in Los Angeles. This station is within the Central Business District as defined by the Community Redevelopment Agency of the City of Los Angeles, California. See <http://www.lacity.org/CRA/cbd.html>, which is incorporated by reference as if set forth in full. Thus, the Exposition LRT already connects to the CBD.

EXPANDED EXISTING BUS SERVICE. In Section 2.2.2 of the Draft EIS/EIR, MTA described the alternative of expanding existing bus service as the TSM Alternative. As stated, the TSM Alternative included providing more patron space by using bi-articulated buses and expanded service by decreasing bus headways, extending routes to other destinations, and replacement of unproductive routes. Throughout the remainder of the Draft EIS/EIR, the TSM Alternative was analyzed and compared to the Project. The analysis determined that expanding existing bus service would not achieve the Project's goals as effectively as the Exposition LRT. See Table 5-5 on page 5-11 of the Draft EIS/EIR. Moreover, the TSM had the worst cost effectiveness of all. See Table 5-11 on page 5-15 of the Draft EIS/EIR.

LONG BEACH BOULEVARD CONNECTION. The Exposition LRT alignment serves the goal to provide mass transit from the Mid-City area to the Westside. The suggested alternative to route the LRT to the Metro Blue Line at Long Beach Boulevard would not provide an activity center connection at its eastern terminus. Thus, the suggested alternative does not meet a Project goal. Further, by not serving an activity center at its terminus, this suggested alternative would be inconsistent with the City of Los Angeles' General Plan and Transportation Element. However, the LPA's eastern terminus is at an activity center-the CBD. Thus, the suggested Long Beach Boulevard connection alternative would create a significant environmental impact that the Exposition LRT does not.

The non-revenue connector portion is no longer a part of the proposed Project.

AERIAL MONORAIL ALIGNMENT. The commentator's suggested alignment appears to be an alternative to the Wilshire Bus Rapid Transit alignment, which is now considered separately in its own environmental documentation. The suggested alternative is better addressed there rather than an alternative to the area served by the Exposition LRT.

USC STATION. The Draft EIS/EIR located a station at Exposition Boulevard and the I-110. See Figure 2-18 of the Draft EIS/EIR. At the request of commentators, this station has been moved east of Figueroa Street and between Trousdale Parkway and Pardee Way as an optional station in the Flower Street Alignment Design Option. See page 45 of the Final EIS/EIR for a map of the optional station location.

7.4 Bicycles and Bicycle Facilities

Comment Summary. Comments regarding bicycles and bicycle facilities raised primary concerns about the overall planning and design characteristics of the bike facility that would be located adjacent to the proposed light rail trackway along the LPA. The bikeway along the Exposition ROW was a Project that pre-dated the Exposition BRT or LRT proposals. Commentors were concerned as to how the bikeway Project would be combined with the LRT Project. Safety of

crossings, continuity of the bike route, and regional and subregional bike route connections were primary concerns. The City of Los Angeles, in particular raised concerns regarding the specific design standards to be applied to the bike lanes, bike path and/or bike route. Further, the City of Los Angeles cites the Bicycle Plan requirement that bike lanes are not be removed from Venice Boulevard without a public hearing before the Board of Transportation Commissioners. One commentor suggested several specific mitigation measures for bicyclist safety.

Response. To address the concerns regarding the bikeway element, the Metro Board - when authorizing the Preliminary Engineering design phase of the work - stipulated that the bike element be an integral part of the LRT Project planning and design. The preliminary engineering drawings included as an appendix to this environmental document include the bike element. Most important, Metro actively solicited input from the bicycle community regarding the features of the bikeway design and bike facilities. A bikeway Working Group, composed of cyclists from the community and governmental agency staff was established as part of the Preliminary Engineering Design Phase of the Project. The purpose of the bikeway Working Group is to advise Metro on planning and conceptual design issues regarding the Project's bikeway. This input is reflected in the Preliminary Engineering drawings. The City of Los Angeles Bicycle Advisory Committee has sent a letter of support providing evidence to this collaborative process, and this letter has been included at the end of this section following the comment database. The bikeway is designed to be part of the Exposition Transit Parkway; specific details regarding the bikeway and bicycle facilities element of the Project are presented in Chapter 2.0 Alternatives Considered. Additional details are presented below.

At the time of the preparation of the Draft EIS/EIR the proposed Bikeway was incorporated into the Mid-City/Exposition LRT Project by Metro Board action. As part of refined planning for the bikeway element, Metro has directly involved cycling activists and planners from the City of Los Angeles. The bikeway design, which is now integral to the Mid-City/Exposition LRT Project reflects input from this group. It focuses on safety, accessibility, usability, and consistency.

A previous design of the bikeway considered in the Draft EIS/EIR showed the bikeway in the median running adjacent to the light rail tracks. Since then, the bikeway concept has been re-envisioned. The bikeway Working Group decided that the safest, most useful design for the bikeway was a Class II lane on either side of Exposition and Jefferson Boulevards up to Ballona Creek. West of Ballona Creek, the bikeway would be a Class I bike path. The Class I portion of the bike path would be separated from the tracks by a fence. The Class I and II bike lanes would be the required widths per LADOT specifications.

Along with the LRT alignment considered in the Draft EIS/EIR, the bikeway would have also run from downtown Los Angeles to Santa Monica. A comment was received regarding the bike path at Pico and Santa Monica Boulevards. This intersection is no longer part of the proposed project as the LRT and the bikeway will terminate in Culver City.

The currently proposed bikeway element of the Project would extend from Vermont Avenue on the east to Venice Boulevard on the west. The bikeway would have direct connections to the Class I Ballona Creek Bikeway west of La Cienega Boulevard and Venice Boulevard bike lanes. The current configuration of the Exposition LRT ends at the intersection of Venice Boulevard and Robertson Boulevard. Accordingly, no bike lanes along Venice Boulevard will be removed or modified. In addition, the bikeway would provide a connection to the planned and funded western extension of the Exposition West Bike Path north of Venice Boulevard on the Exposition ROW. The bike facility would also include consistent uniform way-finding signage, graphics and bikeway maps.

As currently planned, the bike element would be on-street bike lanes (Class II) from Vermont Avenue to Ballona Creek. The Class II facility would be five-foot bike lanes on the north and south sides of Exposition Boulevard (demarcated by solid yellow stripes on both sides of each bike lane). Bike dedicated traffic signal push buttons would be provided at selected intersections to modify traffic signal phases to allow bike crossing of north-south arterials. Parking would be removed in portions of the Class II route to maintain a sufficient number of through lanes and turn lanes.

Throughout the Class II portion of the bikeway, bicycles would operate in traffic just as any other vehicles. Cyclists would stop or advance with existing traffic signal phases; no bicycle-level signals or special cycle signal phases are planned as part of the bikeway component. Because the bikeway is no longer situated in the median, vehicles turning left onto north-south streets no longer pose a potential danger to cyclists. At this level of planning, it cannot be determined exactly what type of pavement markings, paint, and/or texture would be used to demarcate the bikeway. However, the bikeway would be clearly delineated with markings and signage per LADOT requirements.

From Ballona Creek to Venice Boulevard the bike lanes would transition to a bike path (Class I) in the Exposition right-of-way. Directional patterns designed by the Project's lead artist will be applied to the surface of the Class I bike path. The patterns will be configured to create a 'warning code' that instructs bike riders to slow down for street crossing intersections and transitions into the Class II bike-lane. The patterns are envisioned as a 'woven' motif that would be applied using traffic paint or thermal traffic films which are inexpensive, easy to maintain, have a reflective quality for night riding, and do not create trip hazards. Use of earthen berms and landscape planting may also be used to enhance delineation of the Class I bike path and designate it as a part of the Exposition Transit Parkway.

The Class I portion of the route would accommodate bike movements in a 12-foot wide bi-directional path. To avoid privacy and safety concerns adjacent to National Boulevard, the Class I facility would be located closest to the right-of-way. To address concerns of Culver City, the Class I route would not be accessible via north-south neighborhood streets.

At the proposed LRT grade separations at La Brea Avenue and at La Cienega Boulevard, bike movements would remain at-grade as Class II bike lanes and bikes would cross these north-south arterials at Jefferson with the appropriate signal phase.

Bike racks will be provided at all of the LRT stations along the route with the exception of 7th Street/Metro Center. Bike lockers will be provided where space permits and at park and ride lots according to the estimated demand. Space will be provided for expanding bicycle parking. Bicycle facilities will meet Metro specifications. Metro bike planning coordination will be required in the planning of racks and lockers. Current plans and specifications call for a minimum of ten inverted U racks within access to each station entrance, four bicycle lockers at stations without park and ride lots, and eight bicycle lockers at stations with car parking facilities.

Transit riders are allowed to transport their bicycles on existing Metro LRT. Bicycles are permitted on LRT at all times except for morning and evening peak rush hours, and bicycles are permitted during peak rush hours in the reverse commute. (More information on bicycle transport on Metro LRT can be found at http://www.metro.net/riding_metro/bikes/bikes_rail.htm. These same bicycle transport rules would apply to the Mid-City/Exposition LRT.

A Clean Mobility Center (CMC) is proposed at the Venice and Robertson Station. The CMC could provide bicycle parking, bicycle services, and car sharing. Further detail is discussed in Chapter 2.0 Alternatives Considered.

Bikeway Study Alternatives. Alternatives were studied and include an off-street bike facility between Vermont Avenue and Ballona Creek. This would result in approximately 0.6 miles for an off-street bike facility. Similar to the base Project, this facility would have a 12-foot bi-directional bike path. It would require, however, the demolition of three encroaching buildings just west of La Brea Avenue and the narrowing of the Jefferson Boulevard roadway and loss of parking between Cochran Avenue and La Cienega Boulevard along Jefferson Boulevard. The Bikeway Working Group advised that this study alternative has the following concerns: poor transitions between Class I and Class II bikeway facilities; a “gauntlet” bike path at La Brea Avenue where cyclists would potentially feel trapped riding alongside walls and other tight bikeway conditions.

Bikeway safety elements are addressed in Response to Comment 7.28 Safety.

7.5 Biological Resources

Comment Summary. Three comments were received in regards to biological resources. All three comments came from the California Department of Fish and Game. The California Department of Fish and Game is concerned with the removal/disturbance of trees and bird nesting, as well as the Project’s impact on Ballona Creek. They assert that their concerns need to be addressed by the lead agency prior to certification of the environmental document.

Response. Project-related impacts to biological resources are discussed in Section 4.10 Biological Resources. As discussed, within the segment extending from Figueroa Street in the east to Farmdale Avenue on the west, a distance of approximately four miles, the route would require the removal of existing landscaping. This landscaping has more aesthetic than natural habitat value because of its isolated location within a street median or former railroad ROW. However, this landscaping may house nesting raptors during breeding season. A measure to mitigate impacts on nesting raptors is included in the section. This mitigation measure requires that a biological survey be conducted prior to construction to look for raptor species. If raptor species are found, the construction schedule would be modified so as not to disturb birds during breeding season.

Section 4.10 Biological Resources also discusses how the Project would affect biological resources at Ballona Creek. As discussed, the bridge structure that is planned to cross Ballona Creek would not affect the ecological value of the creek since the area where the bridge structure would cross the creek is a concrete-lined flood control channel and the columns or piers that would be built to support the bridge structure would not be placed within the creek. Runoff from construction of the Project will be mitigated through a Stormwater Pollution Prevention Plan before discharge. Further, runoff during operations is not expected to contain contaminants at levels harmful to the ecology. There are no fauna near the bridge over Ballona Creek that will be impacted by Project noise. Thus, the impacts to Ballona creek are less than significant. To ensure no significant biological impact will occur, a mitigation measure is included that requires Metro to give official notification of the Project to the California Department of Fish and Game prior to the start of construction. The California Department of Fish and Game may then determine whether the portion of the LRT crossing Ballona Creek requires further mitigation, which MTA commits to implement. A Ballona Creek Master Plan has been completed which addressed improvements to Ballona Creek. Metro staff has coordinated with the Ballona Creek Technical Advisory committee to assure that the Project would in no way conflict with the goals and objectives of the

plan. Per the efforts of the Advisory Committee, the Master Plan calls for a bikeway connection between Ballona Creek and the Exposition ROW.

The lead agency would incorporate mitigation measures that would reduce impacts on biological resources to less-than-significant or acceptable levels prior to Project implementation.

7.6 CEQA Process and EIR Document

Comment Summary. Comments were received dealing with compliance with the CEQA process. The primary issue in this topic is compliance with CEQA requirements and the thoroughness of the evaluation presented in the Draft EIR. LAUSD asserted that the Draft EIS/EIR improperly deferred determination of mitigation for vibrational impacts. The City of Los Angeles stated that the Project's construction impacts should be analyzed in the Draft EIS/EIR.

Response. The environmental document was prepared in accordance with both CEQA and NEPA requirements. The document reflects the engineering judgement of the selected Preliminary Engineering team and engineering has been subject to value engineering review and technical peer review. The topics to be covered in the Draft EIS/EIR were outlined in the notice of intent and notice of preparation and were deemed appropriate.

Guidelines Section 15126.4(a)(1)(B) states in pertinent part, "Formulation of mitigation measures *should* not be deferred until some future time. However, *measures may specify performance standards which would mitigate the significant effect of the project* and which may be accomplished in more than one specified way." (Emph. added.) Thus, formulation of specifically employed mitigation measures is not mandatory. Moreover, this Guidelines Section permits a performance standard (i.e., reduce impact to less than significant). On page 3.9-29 through 3.9-30, the Draft EIS/EIR identifies a list of specific mitigation measures that could be employed to meet that performance standard: speed reductions, ballast mats, floating slabs, turnout relocation, spring-rail frogs, alignment modifications, and property acquisitions. MTA does not believe that any of these are infeasible. In Section 4.6.3.3 of the Final EIS/EIR, a more refined list of vibration mitigation measures have been developed. As pointed out in the text of Section 4.6.4 of the Final EIS/EIR, the projections of vibration mitigation measures are considered to be worst case and that further refinement will show which precise measures need to be employed. Thus, MTA is providing as much information known to it about the potential for vibration impacts and has committed to employing mitigation measures to reduce the impact to less than significant. See Table S-3: Summary of Impacts for Noise and Vibration.

The impacts of construction of the Project were evaluated in Section 3.18 of the Draft EIS/EIR and further analyzed in Section 4.15 of the Final EIS/EIR.

The Final EIS/EIR will be recirculated for public comment as part of the NEPA process. Thus, the Draft EIS/EIR need not be recirculated under CEQA.

7.7 Community Facilities/Community Impacts

Comment Summary. Comments regarding community facilities and community impacts were received from Culver City, City of Los Angeles, the County of Los Angeles Fire Department, LAUSD, SCAG, several organizations, and individuals. The main comments include the Project's impact on schools, residents, businesses, parks, and property values. The City of Los Angeles expressed concern regarding short- and long-term impacts to parks near the alignment. The commentors were also concerned with how the Project would affect quality of life. Additionally,

some of the commentors want information in the Final EIS/EIR to be updated using the 2000 Census and to reflect the 2001 Regional Transportation Plan (RTP).

Response. Several comments indicate that the Project traverses through too many residential neighborhoods. However, studies conducted by Metro conclude that the proposed alignment is the most practical. Project-related impacts associated with schools, residents, and businesses are discussed throughout the Final EIS/EIR. Specifically, Section 4.14 Community Facilities and Parkland discusses impacts the Project would have on community facilities, which includes schools. The section looks at how the Project would affect parking, vehicle and pedestrian access, and land acquisition. It should be noted that in this section and throughout the document, wherever possible, impacts to future, but currently unbuilt facilities were also analyzed. Such projects include the new Amgen Science Center School and the Galen Center at USC.

A comment received by the City of Los Angeles expressed concern about short- and long-term air quality, noise, accessibility, parking and traffic impacts to parks adjacent to the alignment. Part of their comment addressed parks that are adjacent to Wilshire Boulevard or are further west than the currently proposed project would run. The Wilshire BRT has been addressed in its own environmental document, and the alignment would no longer run west of Culver City. The parks listed in their comment adjacent to the alignment include Exposition Park, 38th Street and Normandie Park, Rancho Cienega Sports Park, and Baldwin Hills. The Final EIS/EIR discloses that significant air quality impacts would occur during construction. All applicable SCAQMD rules including Rule 403 (a fugitive dust control policy) would be implemented during construction. As described in Section 4.5 Air Quality, no longer term air quality impacts are anticipated. It is the goal of the Project to reduce vehicle traffic resulting in slightly improved air quality. Traffic mitigation plans would be devised to reduce traffic congestion during construction, and no long-term traffic impacts are anticipated adjacent to any of the above parks. Furthermore, as described in Section 4.14 Parklands and Community Facilities, the proposed project would enhance accessibility to parks near the alignment. In one case, at Rancho Cienega Park, vehicle access to the north side of the park would be reduced, and mitigation is included to fully maintain park access.

As discussed in Section 4.14, only three schools will be affected by the Project: Amgen Science Center School, Forshay Middle School, Dorsey High School. These schools would have a loss of on-street parking and affected vehicular access. The Project includes designs and mitigation measures that would minimize parking and vehicular access impacts on schools.

Section 4.3 Equity and Environmental Justice Considerations discusses socioeconomic impacts associated with the Project. This section looks at how businesses in the study area will be affected. As discussed, the Project would have a potentially beneficial impact due to increased pedestrian, bicycle and transit access along the alignment.

Section 4.1 Land Use/Neighborhoods discusses how the Project would impact existing neighborhoods. It also addresses quality-of-life issues. Impacts on schools, businesses, and residents are also discussed in other sections of the document, such as traffic, air quality, visual quality, noise, safety and security, and construction. The Final EIS/EIR provides mitigation measures that ensure that schools, parks, residents, and businesses would not be negatively impacted by the Project and that schools would not be disrupted by the Project. The safety of students at schools near to the project area was of particular concern to many commentors including LAUSD. Mitigation measure **SS7** in Section 4.12 Safety and Security states that Metro shall fund on-going, biannual safety education programs for all affected schools within a one mile radius of the Project. In addition, pedestrian routes, traffic controls for pedestrian and vehicular

crossings, and perimeter fencing of the tracks are safety features included in the project design. Chapter 2.0 Alternatives Considered contains detailed descriptions and figures of pedestrian and vehicular crossing safety mechanisms.

In response to LAUSD concerns regarding school bus circulation impacts, Metro shall notify LAUSD Transportation Branch of impending impacts due to project construction on existing school bus routes, as specified in Mitigation Measure **C4**, in Section 4.15 Construction Impacts. Metro shall continue this coordination effort with the district during the operational phase to ensure efficient and safe school bus transportation. Furthermore, as indicated in Section 3.2 Traffic, no significant impacts to intersection level of service or circulation were identified as result of the Project, except at the intersection of Figueroa Street and Exposition Boulevard, a location that would not be anticipated to affect school bus circulation.

Coordination shall also occur between Metro and fire departments with jurisdiction within the Project area to ensure that appropriate fire safety standards are met.

Many studies have been conducted to determine how LRT affects property value. These studies, however, are inconclusive as to how LRT impacts affect property value. Thus, it cannot be determined whether the Project would increase or decrease property value. However, from a land economics perspective, it can be argued that improved regional accessibility will be capitalized as increased land value. Thus, assuming adverse impacts are mitigated, it could be concluded that land values will increase within about a one-quarter mile radius from the Project's stations.

The LPA alignment would terminate at the intersection of Venice and Robertson Boulevards. It would not traverse on Sepulveda Boulevard. Thus, UCLA Village and Charnock Elementary School would not be impacted by the Project.

Data in the Final EIS/EIR has been updated to represent year 2000 Census data. In regards to the Regional Transportation Plan, Metro submitted its most recent transportation plan ("Community Link 21") to be included into the most recently approved 2001 RTP.

7.8 Construction

Comment Summary. Comments regarding construction were received from the California Department of Transportation (Caltrans), Culver City, City of Los Angeles, LAUSD, several organizations, and individuals. Commentors were concerned that the EIS/EIR does not address construction impacts of the Project. They were also concerned about the effects that construction would have on schools, traffic, noise, safety, community facilities, and neighborhoods.

Response. Metro shall coordinate with Caltrans to ensure the appropriate permits are obtained when necessary. The potential need for further environmental technical studies is acknowledged.

The construction scenario and impacts are discussed in Section 4.15 Construction Impacts. This section discusses the types of construction activities that would occur. Construction would occur along the existing railroad right-of-way. It would not cut through hills as no hills are located along the alignment. As discussed, construction of the Project would last for approximately 36 months. Construction hours set by the City of Los Angeles and Culver City municipal codes would be adhered to during construction.

The section also discusses the impacts of construction on traffic; parking; socioeconomic; land use/neighborhoods; land acquisition, displacement and relocation; visual quality; air quality; noise and vibration; geology, soils, and seismicity; water resources; biological resources; energy resources; safety and security; parkland and community facilities; exposure to hazardous substances; and historical, archaeological, and paleontological resources.

Section 4.15 Construction Impacts also contains measures to mitigate construction impacts on traffic, parking, socioeconomic, land acquisition/displacement and relocation, visual quality, air quality, noise and vibration, water resources, energy resources, safety and security, and community facilities. See Mitigation Measures **C1** to **C4** for traffic, **C5** to **C7** for parking, **C8** to **C11** for socioeconomic, **C5** to **C11** for land acquisition/displacement and relocation, **C12** to **C14** for visual quality, **C15** for air quality, **C16** to **C26** for noise and vibration, **C27** to **C28** for water resources, **C29** for energy resources, **C30** to **C44** for safety and security, and **C2**, **C3**, **C5**, and **C7** for community facilities.

Metro would work in conjunction with the City of Los Angeles and City of Culver City to create detailed construction mitigation plans. Staging, timing, the use of flags, sidewalk reconstruction, signage and lighting, as well as other factors shall all be included in the construction mitigation plans. Moreover, MTA will incorporate the suggested temporary fencing, modification of construction hours, construction worker awareness, crosswalks and speed bumps if needed to further reduce the construction impact to less than significant. MTA commits to implementing sufficient mitigation to render the impacts to traffic and safety to less than significant.

Traffic management plans would be developed to mitigate traffic impacts. The plans would be developed in cooperation with the Los Angeles Department of Transportation (LADOT) and Culver City. LAUSD would also be invited to participate as part of Metro's Third Party Coordination Group. To minimize impacts on schools, businesses, community facilities, and neighborhoods, contractors would be required to have all employees park off-street at Metro approved locations. Additionally, construction vehicles are not allowed to stage or park along streets bordering school sites.

Mitigation measures are also included to reduce impacts that construction activities would have on school transportation and student safety. Metro would notify LAUSD of impending impacts on existing school bus routes, when vehicular and pedestrian routes to school are affected, and when construction would occur within a half-mile of a LAUSD school. Additionally, construction would be scheduled and haul routes would be planned to minimize conflicts during school arrival and dismissal times.

Metro would also provide an instructional safety program, provide crossing guards during school hours during construction, provide flag persons at construction sites and construction staging areas, and inform their drivers that they must drive cautiously in areas with concentrations of school children and must stop when they encounter school buses using red flashing lights. Security patrols and fencing at construction staging and construction sites would be provided.

The Public Affairs Officer would be responsible for responding to any local complaints about construction noise. Noise would be monitored during construction and a noise control plan would also be prepared. Contractors are required to select construction processes and techniques that create the lowest noise levels. Temporary sound barriers, which would remain in place throughout the construction period, would also be erected around the construction site perimeter before commencement of construction activity.

Prior to construction, encroachment permits would be acquired from Caltrans and maintenance agreements would be established for the LRT facilities that would be constructed in Caltrans right-of-way.

Section 5.2 Comparative Analysis of Alternatives discusses the costs associated with the Project.

7.9 Corrections

Comment Summary. Fifteen comments were received which indicated typos and miscellaneous discrepancies in the document.

Response. Where appropriate, corrections have been made throughout the document.

7.10 Costs and Funding

Comment Summary. A number of commentors raised concerns regarding the cost and funding feasibility of the Mid-City/Exposition LRT Project. Many argued that bus rapid transit was a more cost-effective solution, and others presented views that the mitigation costs for the LRT Project would be quite high.

Response. The LRT was selected over the BRT by the Metro board. Chapter 5.0 Cost and Performance Considerations of this environmental document presents the financial cost analysis required by the Federal Transit Administration (FTA). The costs for the Mid-City/Exposition LRT Project are included in the Metro's capital planning program as required by the FTA. Costs for traffic and other environmental mitigation are included in the cost estimate. The Project would be funded from local and federal sources.

Alternatives for the Exposition Corridor included Bus Rapid Transit (BRT) and LRT in the 2001 Draft EIS/EIR. Included in the analysis of Alternatives to the Exposition Corridor, the Draft EIS/EIR has concluded the following information: for BRT to work as cost effectively as LRT, ridership and people moving capacity must be comparable. In order for a BRT alternative to operate as cost-effectively as LRT along the Exposition Corridor, a BRT schedule of 90 seconds between buses must be provided to have equivalent service to LRT. BRT operating schedule such as this one will cause significant impacts to north-south streets crossing the Exposition ROW such that almost all major intersections along the ROW will need to be grade-separated. Significant costs for grade separating each major intersection would provide an expensive BRT alternative. Secondly, since BRT vehicles provide a lower capacity compared to LRT vehicles, more BRT vehicles and operators are needed to operate the line, and thus increasing operating costs for the proposed line.

It is also noted in the Draft EIS/EIR that mitigations for BRT operations would be significant in cost compared to LRT. The BRT alternative, for example, would require higher sound walls than LRT at many segments in the alignment. Also, the BRT alternative would require a wider cross-section of paved roadway surfaces than LRT along the ROW. Finally, the number of grade separations required, as mitigation for BRT service would result in unreasonably high capital costs for implementation compared to LRT for the Exposition ROW.

If you compare the BRT and LRT alternatives in the Draft EIS/EIR, you will find that the operating scenario for LRT is five minutes between trains in rush hour, and 12 to 15 minutes between trains in midday service. This Project has kept this operating scenario as part of the Final EIS/EIR. Preliminary Engineering Design for this Project and included in this document are options for four

sets of grade separations along the entire 9.6-mile LRT alignment. The LRT Project as proposed does not grade separate every intersection in the alignment. In the Draft EIS/EIR, the projected ridership for the entire Exposition Corridor from Downtown Los Angeles to Santa Monica is 29,000 daily boardings for the BRT alternative and 51,400 for the LRT alternative. Also, the projected ridership for a Minimum Operating Segment (MOS) in the Draft EIS/EIR is 20,500 daily boardings for BRT and 27,200 for LRT. This MOS is from Downtown Los Angeles to Venice/Robertson. The MOS was adopted by the Metro Board in 2001 as the Locally Preferred Alternative (LPA) described in the Final EIS/EIR.

The LPA for this document assumes a greater level of connecting transit services at almost every station in the alignment than described in the Draft EIS/EIR. The LPA also assumes connecting north-south BRT service at every Mid-City/Exposition LRT station located on the Exposition ROW, thus creating a fully integrated LRT/BRT service. As a result, the projected ridership for the LPA from Downtown Los Angeles to Venice/Robertson Station is approximately 38,000 daily boardings in the initial year of service and approximately 43,600 daily boardings in year 2020.

In summary, the capital costs for implementing LRT service are still lower than implementing an LRT equivalent BRT service. Because of the resulting higher ridership for LRT, greater numbers of people can be moved at much lower cost than an equivalent BRT service.

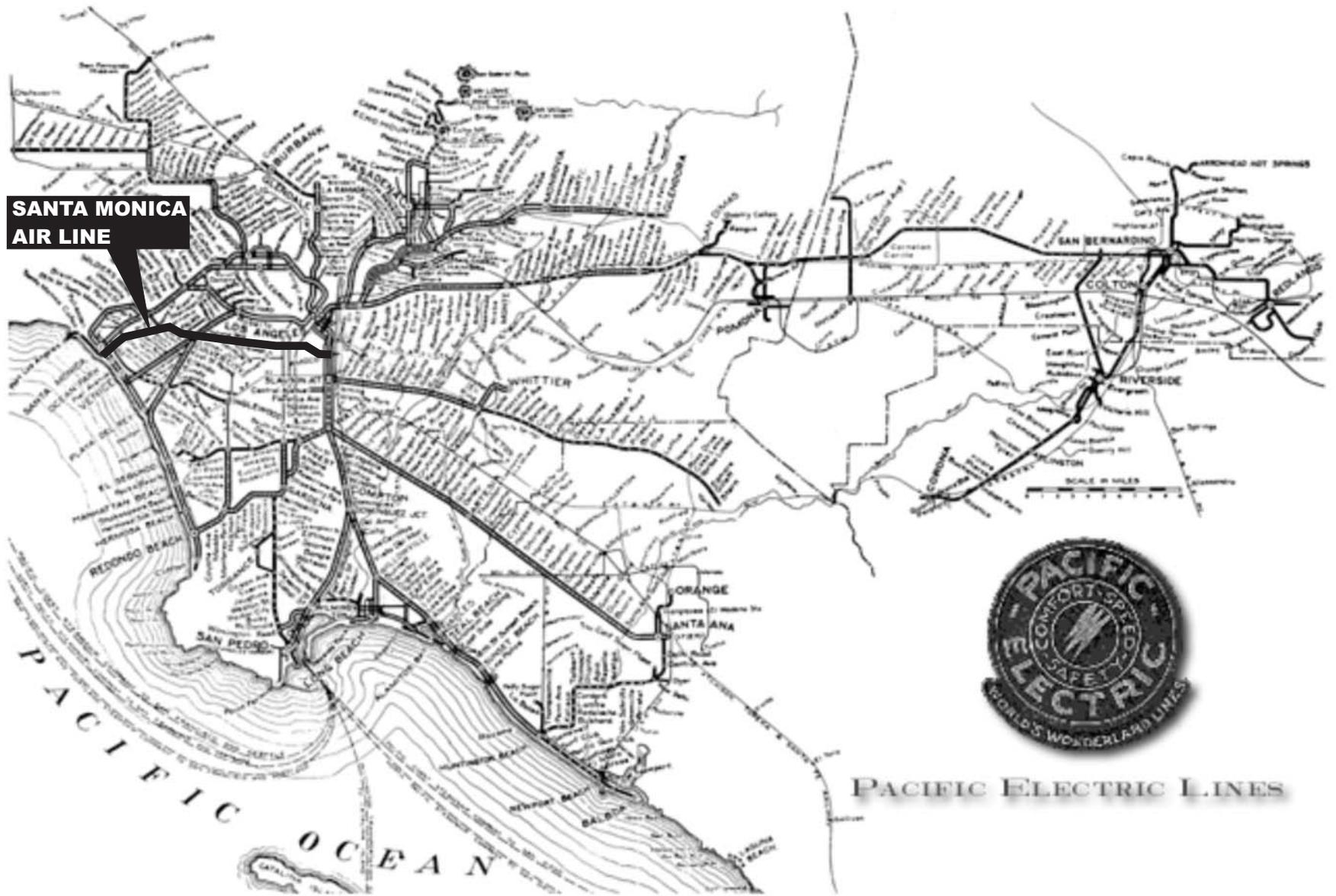
See Response to Comment 7.3 Alternatives for a discussion on the sources of, and limitations on, funding.

7.11 Cultural Resources

Comment Summary. Five comments regarding cultural resources were received for the Project. Major commentors include the United States Department of the Interior, SCAG, and the City of Los Angeles. The commentors would like the Final EIR/EIS to include a map of the old Pacific Electric line and former station locations, request that new design of street lighting keep the look of the original, that there are three known archaeological sites within the Study Area, that mitigation measures preserve and protect recorded and unrecorded cultural sites, and that the Historic American Engineering Record Documentation/Historic Resource Evaluation Report (HAER/HRER) in and of itself does not sufficiently address required mitigation.

Response. A map of the old Pacific Electric line and former station locations was not included in Section 4.13 Historic, Archaeological and Paleontological Resources because the rail alignment has remained in its original location since inception, the function of the resource had not changed, the setting (urban) had not changed, and the integrity of the remaining rail-related elements continue to convey their original associations. However, to address the comments received, a map of the Pacific Electric line highlighting the route of the Santa Monica Air Line are included as **Figure 7-2**. In addition, historical photographs of the Santa Monica Air Line are located on Figures 4.1-1 and 4.16-2 in Section 4.13 Historic, Archaeological and Paleontological Resources.

Lighting would be designed to reference the lighting that was part of the Pacific Electric's Santa Monica Air Line.



SOURCE: The Electric Railway Historical Association of Southern California (www.erha.org), 2004

MID-CITY/EXPOSITION LRT PROJECT FINAL EIS/EIR

FIGURE 7-2

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

PACIFIC ELECTRIC SYSTEM MAP AND SANTA MONICA AIR LINE

As discussed in Section 4.13 Historic, Archaeological and Paleontological Resources , one archaeological site (CA-LAN-74) is located along the railroad alignment. Two other archaeological sites lie within 100 meters from the Exposition Corridor (CA-LAN-69 and CA-LAN-70) but, due to their distance, would not be affected by earthwork for construction of the Project. It is possible that archaeological remains associated with these sites may extend into the Project area and be subject to direct effect. Mitigation measures are provided to protect and preserve archaeological resources if they are encountered. The mitigation measures, which would protect recorded and unrecorded cultural sites, would ensure that the integrity of any discovered resource would not be compromised. Discussed in Section 4.13 is Metro's analysis and documentation of the historic Santa Monica Air Line, associated railway features and of historic structures surrounding the ROW. To complement this historic documentation now on record as part of the Final EIS/EIR, a Historic American Engineering Record (HAER) is required mitigation. The HAER would be used to document the significance of the resource and its physical conditions, both historic and current, through site plans, historic maps, photographs, written data, text, and video. Once the documentation is conducted, an interpretive display would be established along the Exposition ROW. This display would convey information to the public regarding the historic context of the Exposition Corridor and would also display specific physical components of Pacific Electric Railway's Santa Monica Air Line. There is also historical information that indicates that there was a Downtown Los Angeles to Culver City Air Line (short line), with an alignment similar to the Project. The project compliance with Section 4f was documented in Section 4.13 Historic, Archaeological and Paleontological Resources. Potentially adverse and adverse effects were resolved through the mitigation measures described above and listed in Section 4.13 Historic, Archaeological and Paleontological Resources of this document. Additional mitigation measures in Section 4.13 further address the preservation of historical resources.

7.12 Cumulative Impacts

Comment Summary. Comments were received which questioned the cumulative impact the Project would have. Safety, noise and vibration, and traffic were issues of primary concern.

Response. Where appropriate in the document mitigation measures have been identified to limit the combined effects of these issues. Wherever possible, the analysis included evaluation of potential impacts to future projects such as the new Amgen Science Center School or the Galen Center at USC.

7.13 Flood Hazards

Comment Summary. Three comments were received regarding flood hazards, all from the Federal Emergency Management Agency (FEMA). FEMA states that flood insurance would be required for structures located within Special Flood Hazard Areas (SFHA) and that the Project needs to comply with the floodplain management criteria for construction in SFHAs. FEMA is also concerned about the effects the Project would have on flood hazards.

Response. As discussed in Section 4.9 Water Resources, the Project area that would be subject to flooding is located at Ballona Creek, which is subject to flooding during the 100-year storm events. During these storm events, the Creek, which acts as a flood channel would be subject to limited flooding of short duration. The Project does not significantly encroach on a flood plain since the Project crosses the flood plain on a bridge. Thus, flood insurance is not required. The construction and operation of the Project would not necessitate revision to the existing Flood Insurance Rate Map (FIRM).

As discussed, the Project will be built in accordance with all state and local floodplain protection standards. Section 4.9 Water Resources provides a mitigation measure that would develop a drainage plan to ensure that the Mid-City/Exposition LRT is engineered to direct water resulting from flooding away from the tracks and nearby properties and into appropriate drainage culverts and channels. In Chapter 2.0 Alternatives Considered, the discussion of Landscaping, Public Art and Other Transit Parkway Improvements, notes that all surface Parking Facilities on the Right of Way shall have permeable surfaces to promote efficient drainage. Thus, the Project would not have a significant effect on flood hazards.

7.14 General Statement of Opinion

Comment Summary. The majority of comments were general in nature, and primarily a statement of support or opposition. Commentors raised a wide range of issues and offered opinions or restated facts presented in the Draft EIS/EIR. These opinions covered such topics as changes in the quality of life in West Los Angeles, increased traffic congestion, and the overall desirability of transit improvement.

Response. These comments did not specifically address the content or adequacy of the environmental document, and as such do not present a need for clarification of the Draft EIS/EIR. These comments, however, are part of the Project record and the documents that will be before the Metro Board as they deliberate on the Project.

7.15 Geology

Comment Summary. Comments regarding geology issues came from the City of Culver City, the United States Department of the Interior (USDOI), SCAG, several organizations, and individuals. Commentors were concerned that the aerial guideways would travel through fault zones, Alquist-Priolo zones, and liquefaction areas. Additionally, commentors state that there is no discussion of impacts related to seismic hazards and liquefaction.

Response. A map of liquefaction areas is provided in Section 4.7 Geology, Soils and Seismicity. The map is provided by California Division of Mines and Geology.

The proposed Project occurs approximately 40 miles southwest of the San Andreas Fault. According to Special Publication 60 by the California Department of Conservation Division of Mines and Geology (incorporated herewith and available at the MTA's 15th Floor Library for review), a large-scale earthquake in the San Andreas Fault (magnitude 8.3) would result in a lowest level of seismic intensity disturbance in the Study Area. The intensity of the earthquake in the study area would be predicted to displace moveable objects but would not effect any damage to buildings. Furthermore, the Study Area does not occur in an area with high potential for ground failure during such an earthquake. All other distant faults are further away than the San Andreas Fault. Accordingly, these distant faults would not result in a seismic disturbance greater than the San Andreas Fault.

As discussed in Section 4.7 Geology, Soils and Seismicity, the proposed Project would traverse the Newport-Inglewood Fault Zone which is closer to the Project area than the San Andreas Fault. The grade separation proposed for La Cienega Boulevard and La Brea Avenue would be located in the Newport-Inglewood Fault Zone, and the La Cienega grade separation would also occur in an Alquist-Priolo Fault Hazard Zone near the intersection of Fay Avenue and National Boulevard in Culver City.

As stipulated in mitigation measures **GS1** and **GS2**, the aerial structures shall be built to performance standards to meet established seismic standards, which will mitigate the seismic impact to less than significant. Per standard engineering practices, a detailed geotechnical study would be performed during final design and engineering of the Project to assess the specific seismicity of each aerial structure location. These studies would ensure that the structures are designed for maximum safety in each particular location. With implementation of proposed mitigation measures, less-than-significant levels are anticipated. It should be noted that the Preliminary Geotechnical Investigation Report of Aerial Structure Near La Cienega Boulevard was completed in November of 2003. It is not appropriate to conduct a detailed geotechnical study at this time since the precise location of support structures and other surface penetrations will not be defined until final design is conducted.

The proposed Project would not be developed in an area with steep slopes, and high fire and flood hazards. By designing and constructing the aerial structures in accordance with established seismic standards, the Project will not create a significant impact from seismic events.

Section 4.6 Noise & Vibration discusses vibration impacts of the proposed Project. It includes mitigation measures that would reduce ground-borne vibration. These measures include installing ballast mats, tire shred underlays, floating slabs, and spring-rail frogs. Implementation of these mitigation measures would reduce vibration on structures. These design modifications would maintain structural integrity of the Project during earthquakes and would help prevent hazards due to liquefaction.

A subway is not being proposed for the proposed Project. Additionally, the proposed Project would occur along the Exposition corridor. It would not travel along Wilshire Boulevard, where there is current subway service via the Metro Red Line.

7.16 Grade Separation

Comment Summary. A number of commentors raised concerns about the criteria used to determine whether LRT crossings with arterial streets would be grade separated. The Draft EIS/EIR identified grade separation only at La Cienega Boulevard. Commentors for the City of Los Angeles and Culver City were particularly interested in specifics to the selection process and consistency with their transportation and land use planning policy objectives. Other commentors expressed concern that grade separations would result in greater traffic congestion.

Response. In 2002, the Metro Board requested staff to prepare a Grade Crossing Policy for Light Rail Transit to be used for the Mid-City/Exposition LRT Project. See Appendix E for the details of the Policy and the study results. The policy is largely based on similar policies organized by the Institute of Traffic Engineers (ITE), other transit agencies using similar policies and policy development and coordination with local jurisdictions and the California Public Utilities Commission (CPUC). The policy is included as Appendix E of this document. The Metro Board has approved the Grade Crossing Policy for LRT in December 2003.

The Policy and the crossing evaluation of this Project were organized through the outreach efforts of local jurisdictions, including the City of Los Angeles, Culver City, Caltrans and the Project's Interagency Technical Advisory Committee.

The preparation of this study was made as a result of public concerns over safety, traffic and pedestrian issues concerning LRT operations at crossings. Metro was also interested in providing a rational, technically based approach for determining the feasibility of at-grade LRT crossings,

similar to pursuing “warrants.” The purpose of the Grade Crossing Policy was to provide a uniform approach to LRT grade crossing analysis, based on industry standards, while tailored to local concerns. The goal of the study is two fold: to evaluate all crossings of the Mid-City/Exposition LRT Project for feasibility of LRT crossings at-grade, and to apply the methodology used to evaluate LRT crossings for the Mid-City/Exposition LRT Project for other new LRT projects planned in the future.

The approach of the study involves evaluating crossings for the proposed Project, making recommendations to determine which crossings are feasible at-grade, and organizing the methodology used for the LRT crossing evaluation into a policy that could be applied for all planned LRT projects to be operated by Metro in the future, beginning with the Mid-City/Exposition LRT Project on forward. The results of the study were the following:

Evaluation of the Mid-City/Exposition LRT Project: The evaluation of the Mid-City/Exposition LRT Project involved 50 intersections where there are LRT crossings along the proposed alignment. This is called an Initial Screening, which included an evaluation of an earlier Downtown Los Angeles branching study. These results are described in Section 3.2 Traffic of this document. The Initial Screening determined that most intersections along the LPA would operate feasibly at-grade with the exception of La Brea and La Cienega Boulevards, which would require a grade separation. A Detailed Analysis of specific crossings or segments, which contain crossings requiring additional analysis, was also prepared for the same section. This analysis notes that at-grade operations up to Venice/Robertson Station as an interim western terminus will be feasible. Furthermore, should the LRT alignment be extended west across Venice Boulevard in the future, a grade separation will be necessary. Because of the proximity of Venice Boulevard to Washington and National Boulevards, it is also likely that the LRT alignment would be grade separated at these locations, if the alignment is extended further west of Venice/Robertson Station. Because the route is not planned to extend westward at this time, the grade separation at the Venice/Robertson Station is not part of this Project, however, Preliminary Engineering Design provisions have been made not to preclude or pre-empt these future facilities.

Section 3.2 Traffic describes the analysis of traffic signalization due to LRT Project operations, described under the Impacts section of the section. The section does not identify any impact associated with greater traffic congestion due to grade separations as determined by the evaluation of the Project using the Grade Crossing Policy for LRT. Moreover, the proposed bridges and undercrossings identified in the Project are designed so that its structure maintains clearances needed for vehicular circulation around or crossing the alignment without serious obstructions.

Cross-sections of the LRT stations for the grade separations at La Cienega Boulevard and at La Brea Avenue are shown in Figure 2.4-10, Cross Section Q and Cross Section M, respectively, in Section 2.0 Alternatives Considered. It is envisioned that the grade separations would use a combination of mechanically stabilized earth (MSE) walls and bridge column structures. To reduce the mass and scale as a visual effect of the MSE walls in visually sensitive areas, the bridge structures will feature landscaping. Planting design would assume both a horizontal and vertical rhythm reflecting the concepts of the Exposition Transit Parkway. Simple woven lattice walls would provide a platform for sturdy vines and shrubs to grow across and upward. The extent of the landscaping features will depend on the width of Metro ROW at these locations.

For a discussion on the consistency of LRT crossings with local land use plans, see Response to Comment 7.18 Land Use.

7.17 Hazardous Materials

Comment Summary. A small number of comments related to hazardous materials were received. Some of the comments were from Caltrans, and stated that future studies may be required in respect to removal of hazardous waste, storm water runoff, and other unforeseen issues. Another comment was from the Japanese American Citizens League, commenting that environmental studies have revealed that there are areas of contamination.

Response. Section 4.8 Exposure to Hazardous Substances discusses areas that are contaminated by hazardous waste. The section also provides mitigation measures that require further studies to be conducted in respect to hazardous waste. As discussed in Section 4.9 Water Resources, the Project would result in limited grading (to replace the dirt railroad ROW with light rail tracks) and a slight increase in impermeable surface area would occur. Therefore, storm water runoff volumes, flows, and velocities would be slightly altered; however, surface runoff would be directed into a constructed drainage system, and would not overburden the existing system. This section also contains a mitigation measure that requires a drainage plan to be developed and implemented to ensure that the Project is engineered to direct water resulting from flooding away from the tracks and nearby properties and into appropriate drainage culverts and channels. This mitigation measure would mitigate impacts associated with storm water runoff. More landscaping would be provided under the Exposition Transit Parkway component of the Project, which would provide permeable areas for landscaping to discourage runoff.

One comment was received regarding the hazard of electromagnetic fields (EMFs) generated by the overhead electrical system used to power the light rail vehicles. As Section 4.8 Exposure to Hazardous Substances notes, the EMF produced by LRT is significantly less than that produced by overhead power lines. It is concluded that the EMF generated from the LRT electrical system is too weak to have adverse impacts on the general population, riders or nearby electrical devices.

7.18 Land Use

Comment Summary. Major commentors on land use issues include Culver City and the City of Los Angeles. Organizations and individuals also commented on this issue. Culver City wants to make sure that the Draft EIS/EIR discusses how the Project complies with the City's General Plan policies and notes that at-grade LRT crossings are inconsistent with the General Plan. The City also wants a discussion of how sound walls and at-grade alignments would create a physical barrier. The City of Los Angeles wants the Final EIS/EIR to discuss the Land Use/Transportation Policy for the City of Los Angeles, discuss impacts on community plans and the City's General Plan, and the Project's possible effect on physical division of existing communities. The Southern California Association of Governments requested that the Project's consistency with the 2001 Regional Transportation Plan be considered. One commentor claimed that the Exposition LRT does not connect activity centers. The City of Los Angeles also identified a portion of Venice Boulevard as a scenic highway. The Exposition Park Stakeholders commented that the USC/Exposition Park is a major activity center that attracts five million people annually and expects the number to double upon completion of planned projects over the next decade.

Response. Section 4.1 Land Use/Neighborhoods discusses how the Project would comply with Culver City and the City of Los Angeles' General Plan policies, as well as the City of Los Angeles' community plans. The section also discusses how the Project would physically divide existing neighborhoods. As discussed in Section 4.1 Land Use/Neighborhoods, the Project would not divide an established community and would be consistent with the land use policies of the City of

Los Angeles and Culver City. Numerous community plans list the Exposition Corridor as a transit corridor in both jurisdictions, including the Culver City General Plan, the City of Los Angeles General Plan Framework, The Land Use/Transportation Policy of the City of Los Angeles and the Metropolitan Transportation Authority, the Southeast Los Angeles Community Plan, the Palms-Mar Vista-Del Rey Community Plan, the South Central Los Angeles Community Plan, and the West Adams/Baldwin Hills/Leimert Park Community Plan. These plans have policies, which allow for transit and pedestrian friendly supporting uses to be developed along the Exposition Corridor. Section 4.1 Land Use/Neighborhoods determined there would be no incompatibilities between the proposed Project and adjacent land uses. Landscape, public art and other transit parkway improvements of the Exposition Transit Parkway are provided as part of the proposed Project design.

Preliminary Engineering Design for the Project developed the following station area planning elements and design strategies that are contained in the Exposition Transit Parkway:

Parking Facilities at Three Stations: Some of these facilities are located directly on the Exposition ROW adjacent to stations. Other facilities included are shared use facilities at Crenshaw Station, and a structured parking facility at La Cienega and Jefferson Boulevards. Parking Facilities such as the one at Venice/Robertson Station will feature a managed parking strategy of midday and commuter parking at designated lots. Driveways to all Parking Facilities will not face residential areas.

Drop-off Areas: Drop-off areas would be provided at station entrances away from adjacent residential areas.

Transit Centers: Transit Centers provided at two stations would not face residential areas, or, in the case of the La Cienega Station, would be screened from view of adjacent residential areas.

Station Entrances: Station entrances would be located away from direct visual access to residential areas. Station entrances would open onto arterial or local streets, using pedestrian medians and sidewalks as pedestrian access linkages and buffers. Station entrances for aerial stations located on bridges would be located away from direct visual access to residential areas.

Gateway and Neighborhood Stations: Two types of station facilities are provided in the Project: Gateway Stations and Neighborhood Stations. These station types are planned with an architectural program appropriate and compatible in scale to the surrounding neighborhood for each station location. Each station type would provide the best level of streetscape amenities as defined by the elements of the Exposition Transit Parkway. These elements would be included in a Station Site radius of 300 feet from the center of the station area. Linkage plans would be provided to extend a less intensive level of streetscape amenities to another 300 feet radius from the station platform to the Station Vicinity within a Gateway or Neighborhood Station area.

The Project would terminate at the intersection of Venice and Robertson Boulevards. Thus, the area along Sepulveda Boulevard, Cheviot Hills, and Overland Elementary School would not be impacted. The Project would remain along the existing railroad right-of-way (circa 1875) and would not be diverted onto streets. The Project would not be located on State Route 187 and would not use the railroad right-of-way from Main Street to Long Beach Boulevard.

The Project would not acquire property in the area surrounding the intersection of Washington Boulevard and Hill Street.

The Project would not bifurcate Exposition Park since the right-of-way is located to the north of the park.

Section 4.1 Land Use/Neighborhoods summarizes and cites Culver City and City of Los Angeles General Plan and land use/transportation policies that are associated with the Project.

Regarding the Culver City General Plan, the Project generally addresses the Plan's following policies and objectives as a further developed and refined design with an approved Locally Preferred Alternative compared to the Draft EIS/EIR. Bus Rapid Transit (BRT) and LRT mode alternatives were discussed in the Draft EIS/EIR. The BRT alternative required a continuous 12-foot high sound wall running the length of the Exposition ROW in Culver City between National Boulevard and Ballona Creek. This sound wall would have visually divided the McManus and Lucerne-Higuera (Rancho Higuera) neighborhoods. Pedestrian access between these neighborhoods on either side of the ROW would have been prohibited.

The MTA Board has since adopted LRT as the Locally Preferred Alternative for the Project. The BRT alternative is no longer considered in this Project. This Project includes sound walls that are lower in height and can be placed closer to the LRT trackway in varying heights so that noise from the train wheels are covered. These sound walls merge with the landscaping of the alignment such that an undulating landscape pattern emerges with the LRT alignment rather than a continuous wall.

The above response is explained in further detail in the following discussions summarizing the Project's design for the Final EIS/EIR, with respect to addressing policies listed in the Culver City General Plan:

The LRT alignment's design utilizing the concept of the Exposition Transit Parkway calls for the inclusion of sound walls in the form of undulating landscaped berms, located north of the LRT trackway. These berms, in conjunction with a parallel bikepath lined with an allée of trees would also provide a visual buffer between the LRT trackway and residential areas north of the right of way. The landscaped berms are designed in varying heights so that the Exposition Transit Parkway in this segment of the alignment does not form a continuous wall dividing the McManus and Lucerne-Higuera (Rancho Higuera) neighborhoods along National Boulevard. National Boulevard from Ballona Creek to Hayden Avenue would be vacated. The vehicular crossing at Hayden Avenue would be eliminated. However, this crossing was not a legal public crossing. A reconfigured National Boulevard running in both east and west directions would be constructed south of the LRT trackway from Ballona Creek to Hayden Avenue. Section 3.3 Parking discusses parking impacts and mitigation measures within the West End segment of the Project (Refer to Culver City General Plan Land Use Element Policy 23.G and Circulation Element Policy 1.H, 2.L, 6.A, 6C).

The Project provides a fixed guideway transit system in a designated transit corridor. Comfort and safety are provided for passengers by utilizing proven LRT technology and operations currently used worldwide and by Metro. The Project provides a transit interface plan to enhance local bus and connecting shuttle service from nearby sites of high trip generating uses to Mid-City/Exposition LRT stations at Venice/Robertson and La Cienega. This plan provides a flexible and phased implementation of feeder bus service from employment centers and business areas in Culver City. Existing bus routing to the Venice/Robertson Station is maintained along Venice and Washington Boulevards for bus services utilizing those routes. Bus services from Culver City to La Cienega Station would also be provided along commercial arterial streets and would not intrude upon residential neighborhoods. The transit interface plan is included in a funding plan for operations

of the LRT line with connecting bus transit service (Refer to Culver City General Plan Circulation Element Policy 2.A, 2.B, 2.C, 2.H, 2.J, 2K).

The Project's transit interface plan will provide increased transit service to Venice/Robertson Station. In turn, the design of Venice/Robertson station would provide wide landscaped sidewalks, station amenities and pedestrian connections to accommodate both bus and LRT passengers within the station's immediate site and vicinity area. The station is designed so that pedestrian orientation and connections to nearby uses are enhanced (Refer to Culver City General Plan Circulation Element Policy 2.F).

Metro would work with Culver City and its stakeholders to investigate transit oriented and joint development opportunities (Refer to Culver City General Plan Circulation Element Policy 2.I).

The Project would provide a bikepath within the Exposition Right of Way and is designed as part of the Exposition Transit Parkway concept. The bikepath of this Project would provide connections to the existing Venice Bikeway on Venice Boulevard and the future Exposition West Bikepath, located on the Exposition Right of Way, west of Venice Boulevard. (Refer to Culver City General Plan Circulation Element Policy 3.F.) The Ballona Creek Master Plan also calls for a future connection of the existing Ballona Creek bikepath to the Exposition Right of Way. This connection would be part of another project (Refer to Culver City General Plan Circulation Element Policy 4.G).

The Project would also provide a Clean Mobility Center (CMC) at the Venice/Robertson Station. The CMC would contain bicycle storage and rental facilities, as well as station car sharing facilities. Direct bicycle connections from the CMC and Venice/Robertson Station can be made to the Project's bikepath or the Venice Bikeway or the future Exposition West Bikepath (Refer to Culver City General Plan Circulation Element Policy 3.D).

The Venice/Robertson Station will include a Parking Facility with managed parking zones for midday parking, commuter parking and drop-off areas within the immediate Station Site. Parking would also be designated for rideshare programs. A Transit Center would also be provided as part of the station to accommodate transit and shuttle feeder buses as well as parking shuttles and employer provided shuttles. The CMC located at Venice/Robertson Station would promote the use of car sharing and bicycle commuting to reduce the need for parking facilities and trip generation by single-occupancy vehicles (Refer to Culver City General Plan Circulation Element Policy 6.C).

The Project would provide an LRT alignment on a bridge structure over Ballona Creek such that the LRT alignment and bridge structure touchdown at-grade before the first single-family house at Fay Avenue. From this point on to National Boulevard, the design of the LRT alignment would consider operations in a graded parkway. Furthermore, all at-grade vehicular crossings would be eliminated from Fay Avenue to National Boulevard, including the existing crossing at Hayden Avenue. The alignment's design would be consistent with Culver City General Plan's policy of prohibiting aerial and at-grade LRT alignments in front of residential areas in Culver City (Refer to Culver City General Plan Circulation Element Policy 2.O).

A design option for a pedestrian crossing in the Exposition ROW at Wesley Street and under the Option C Jefferson Boulevard bridge is provided in the proposed Project. This option for a pedestrian crossing would connect pedestrians from school and other uses south of the ROW to Syd Kronenthal Park north of the ROW. This design option would be provided with the concurrence of Culver City. Also as previously mentioned, a bikeway connection between Ballona

Creek and the Exposition ROW is recommended as part of another project (Refer to Culver City General Plan Circulation Element Policy 4.G).

The proposed Project would provide a grade crossing at Washington and National Boulevards but only for LRT operations to an interim western terminus at Venice/Robertson Station. This is inconsistent with local policy (Refer to Culver City General Plan Circulation Element Policy 2.N.) In a telephone call with Public Utilities Commission's (PUC) staff counsel, Patrick Berdge, he asserted that under Public Utilities Code Section 1202, the PUC has exclusive jurisdiction over LRT crossings, including those LRT crossings of Culver City's streets. He further asserted that the PUC's jurisdiction preempts Culver City's. On the other hand, the recent case Santa Clara Valley Transportation Authority v. Public Utilities Com. (2004) 124 Cal.App.4th 346 indicates that MTA may have exclusive jurisdiction over the Exposition LRT's crossings itself, with the possible exception of safety requirements. (See Response No. 7.28 for further details regarding safety jurisdiction.) As a result, Culver City would not have jurisdiction over the Exposition LRT's crossings, and the Culver City General Plan would no longer be applicable with respect to the Project. One threshold of significance addresses land use plans, which reads: "Inconsistency with any *applicable* land use plan, policy, or regulation of an agency with jurisdiction over the Project;" (Emph. added.) Since Culver City does not have jurisdiction over the Exposition LRT's crossings, the Culver City General Plan is not applicable and there is no significant impact on land use as a result of the Project's inconsistency with the Culver City's General Plan. Despite this inconsistency, MTA found that, with the Exposition LRT terminating at the Venice/Robertson Station, the at-grade crossings at Washington and National Boulevards are acceptable pursuant to its evaluation of the Project using the MTA Grade Crossing Policy for LRT (See Appendix E). The Grade Crossing Policy requires that the LRT alignment would be grade separated at Venice Boulevard if the LRT alignment is extended west of the Venice/Robertson Station at a later time. Because of the proximity of Washington and National Boulevard to Venice Boulevard, grade separation at all three locations would be required. Thus, at-grade crossings at Washington and National Boulevards would ultimately be eliminated when the LRT alignment extends westward across Venice Boulevard. This ultimate LRT alignment would be consistent with this policy of the Culver City General Plan. Although the ultimate LRT alignment is outside this proposed Project, Preliminary Engineering Design provisions have been made not to preclude or pre-empt future accommodation for grade separations.

The proposed Project would provide as part of the certification of this document, compliance with all mitigation measures established by the proposed Project. The proposed Project's Preliminary Engineering Design plans, programs, estimates and specifications would be consistent with mitigation measures provided by the Project. The proposed Project's Final Design scope of work would be determined by approvals of conformed Preliminary Engineering Design and the certification of the proposed Project's Final Environmental Impact Statement/Environmental Impact Report. A mitigation monitoring program would be established prior to certification of this document to insure that mitigation measures are implemented. The proposed Project's design is reviewed from Preliminary Engineering Design to Final Design and Construction in cooperation with participating third parties, having jurisdictional interest in the Project. Culver City is included in the Preliminary Engineering Design review (Refer to Culver City General Plan Circulation Element Policy 2.M, 8.D).

The City of Los Angeles together with MTA has adopted The Land Use/Transportation Policy in 1993. This policy serves to coordinate land use and transportation investment decisions within the City of Los Angeles. The policy seeks to establish transit centers and station areas as places where the future growth of Los Angeles is focused. The Land Use/Transportation Policy forms the Land Use/Transportation Element of the City of Los Angeles General Plan Framework.

The Land Use/Transportation Policy is a long-term strategy for integrating land use, housing, transportation and environmental policies into the development of a city form that compliments and maximizes the utilization of the region's transit system. The goal of the policy is to provide mixed uses within walking distance to a transit station such that local and regional automobile trip generation is reduced.

The policy refers to station area prototypes, where mixed uses, preferably with housing and retail uses would be developed at higher densities within a 1/4-mile radius of a transit station. The Project provides a summary of the policies station area prototypes and links them to the appropriate station included in the LPA (Refer to Chapter 2.0 Alternatives Considered, Table 2.4-4: LPA Station Summary).

All stations in the LPA, including station options are then classified under a station program as a Gateway Station or Neighborhood Station. Gateway Stations are stations that serve as origins and destinations to a major attraction or district. Neighborhood Stations are stations serving the immediate vicinity, most often an adjacent residential neighborhood. Gateway Stations have a more intense footprint of station elements included within its Station Site and Station Vicinity area, while Neighborhood Stations have a less intense footprint of station elements included within its Station Site and Station Vicinity area. Gateway Stations may present opportunities for joint development or Transit Oriented Development (TOD) to be tied into the Station Site and Station Vicinity area, thereby making a Station Influence area more attractive for TOD development, separate from this Project. Neighborhood Stations may present opportunities for less intensive joint development or Transit Oriented Development (TOD) to be tied into the Station Site and Station Vicinity area. The Station Influence area would be seen as an area with some potential for limited TOD opportunities or, in some instances, the Station Influence area would be seen as a "conservation area" of existing uses and densities, in order to preserve neighborhood character.

It is true that the Exposition LRT's route will not be within an existing transit priority arterial identified in the Los Angeles General Plan. However, the Transportation Element includes policies for establishing high-capacity transit service on the route of the Exposition LRT. As discussed in Section 4.1.1.3 of the Final EIS/EIR, Policies 2.13(4) and P16 identify the Downtown Los Angeles to the Exposition Park route as a transit corridor, which the Exposition LRT follows. Further, the Transportation Element identifies the Exposition LRT route within the ROW as a priority rail transit corridor. Since the ROW runs within or next to the entire length of Exposition Boulevard from Flower Street on the east to about South La Brea Avenue to the west, there was no need for the City of Los Angeles to designate Exposition Blvd. as a transit priority arterial. Otherwise, there would be duplication of transit services. Thus, the Exposition LRT is consistent with Transportation Element even though it does not utilize an identified transit priority arterial.

The Exposition LRT alignment is not planned to travel down Venice Boulevard. Thus, it does not conflict with the designation of a scenic highway along a portion of Venice Boulevard.

With regard to the proposed Project's impacts to City of Los Angeles community plans, all community plans are supportive of new transit corridor service. The proposed Project's alignment and stations are consistent with the City Center Community Plan in the Downtown Los Angeles Segment. The proposed Project's alignment and stations are consistent with the Southeast Los Angeles, South Los Angeles and West Adams community plans in the Mid-Corridor Segment. The proposed Project's alignment and stations are consistent with the Vermont/Western Transit Oriented District specific plan.

Regarding concerns of division of communities in the City of Los Angeles, the following describes the proposed Project's alignment between Figueroa Street and Vermont Avenue, followed by a description of the proposed Project's Exposition Transit Parkway concept for implementation:

The proposed Project will not create a barrier effect due to a median corridor transit system. See Section 4.1, Land Use/Neighborhoods, Downtown Los Angeles Connection Segment, *Division of an Established Community*. See also Section 4.4 Visual Quality. The proposed Project's design concept for the Exposition Transit Parkway would maintain a visual continuity of the horizontal plane of Exposition Park and Boulevard, utilizing a street running speed at-grade LRT within a wide landscaped median between Kinsey Drive and Vermont Avenue. Trains will be running at every five minutes during peak hour service in this segment. This type of service will not create a barrier or wall effect between USC and Exposition Park because the LRT will be operating similar to a streetcar or tram. Crossing gates and barriers will not be needed in this segment because the LRT vehicle will be operating at the same speeds as automobile traffic. Specially designed Landscape, Public Art and Other Transit Parkway Improvements will assist pedestrians in crossing safely at-grade in coordination with LRT operations during normal use. These features are also designed to minimize vertical visual clutter of the horizontal plane of the Exposition Transit Parkway, such that an open, landscaped visual link between both Exposition Park and USC is maintained. Regarding pedestrian connections during special events, see Section 3.2 Traffic, *Impacts of Special Events Street Closures on Exposition LRT Operations*. Recommendations for LRT service interruption or channelized pedestrian crossings during limited LRT service are explained.

The Exposition Transit Parkway concept calls for maintaining an important pedestrian connection at Trousdale Way and Exposition Boulevard. PE Design for this segment will include an at-grade LRT alignment in an enhanced embedded track, allowing landscaping to run alongside the trackway. The landscaping and trackway would be designed to connect the Exposition Transit Parkway as an extension of Exposition Park and Boulevard and would maintain visual links between USC and Exposition Park.

The proposed Project includes the implementation of the Exposition Transit Parkway component. The Exposition Transit Parkway includes the LRT Project, bikeway facilities, pedestrian linkages, landscape design, public art and related system facilities as a seamless, integrated component of the Mid-City/Exposition LRT Project. The Exposition Transit Parkway would be designed to integrate and not separate from existing neighborhoods by providing appropriate landscape, trackway and public art designs as parkways, edges, borders, open space and vistas, which would integrate all transportation modes into an existing fabric of a neighborhood. The proposed Project would therefore not divide communities in the City of Los Angeles.

Conflicts associated with landscaping and lighting are addressed in Section 4.4 Visual Quality. This section also provides mitigation measures that would minimize impacts associated with landscaping and lighting.

The baseline for this Project coincides with the date the Notice of Preparation was filed with the State Clearinghouse—May 8, 2000. Because the 2001 Regional Transportation Plan (RTP) was adopted after the Notice of Preparation was filed, CEQA does not require MTA to consider it. Nonetheless, the Project was found to be consistent with the 2001 RTP. The policies of the 2001 RTP are as follows:

With regard to the Project's consistency with the policies of the Southern California Association of Governments (SCAG), the project has been included as a baseline project in the SCAG Regional Transportation Plan.

ACTIVITY CENTERS. The Exposition LRT will link the following activity centers as defined in the City of Los Angeles General Plan Framework as Community Centers or Regional Centers and shown on the Long Range Land Use Diagram for South Los Angeles:

- USC/Exposition Park
- South La Brea Avenue & Exposition Boulevard
- South La Cienega Boulevard & National Boulevard

The bus feeder network to the Exposition LRT will further connect the following Community Centers and Regional Centers identified on the Long Range Land Use Diagrams for South Los Angeles and Metro:

- Martin Luther King Jr. Boulevard & Crenshaw Boulevard
- Western Avenue & Olympic Boulevard
- Crenshaw Boulevard & Olympic Boulevard
- La Brea Avenue & Venice Boulevard
- Venice Boulevard & Centinela Avenue
- Culver Boulevard & Lincoln Boulevard

Other activity centers that will be connected by the Exposition LRT are:

- Western Avenue Neighborhood
- Crenshaw District
- Culver City Design for Development Area.

In addition, development within walking distance of an Exposition LRT station has totaled over \$3 billion. This development includes retail, mixed-use, housing, education, park and public institution expansion, entertainment and offices. Much of the development has been done in anticipation of the Exposition LRT. Thus, the Exposition LRT along with its bus feeder network will provide linkages to numerous activity centers.

7.19 Light Rail Trench

Comment Summary. Commentors -- primarily in the east Culver City area -- have suggested that the Metro consider placing either the BRT or LRT guideways in a depressed configuration to limit visual intrusion and noise.

Response. The preliminary engineering phase of the work has considered the LRT trench concept in east Culver City. The PE team has determined that due largely to drainage constraints, an open trench vertical alignment for LRT is not feasible. However, the PE work has determined that the LRT tracks can be located in a graded parkway in combination with adding a three- to four-foot high berm adjacent to the tracks. This berm with new landscaping and screening would achieve substantial noise reduction and limit the visual intrusion of passing LRT vehicles. The proposed/berm and landscaping is included as a visual impact mitigation measure in Section 4.4 Visual Quality of this environmental document.

7.20 Mitigation and Mitigation Costs

Comment Summary. This section deals with mitigation effectiveness and cost. The majority of the comments indicated that the proposed mitigation was too costly. Specific mitigation or recommendations were provided. They are as follows:

- Funding for monitoring, outreach, and implementation should extend to at least a full year;
- Grade separations be constructed at critical locations; and
- Installation of Perimeter fencing.

Other comments included indication that there were no mitigation measures provided on page 3.15-16 of the Draft EIR, and request for costs associated with new signal software and a line-item be included for necessary traffic signal modification.

Response. A capital budget has been established for the Project. As described in Chapter 5.0 Cost and Performance Considerations, this budget includes both the cost of constructing and operating the Project, as well as allowances for mitigation elements; including landscaping, walls, parking lots and structures, public art, traffic signal modifications, neighborhood traffic calming improvements, etc. Metro is seeking federal funding for this Project. The cost of effectiveness of mitigation is key to seeking and competing for federal funding.

7.21 Metro Travel Model and Ridership

Comment Summary. Commentors on the Draft EIS/EIR indicated that predicted Mid-City/Exposition LRT ridership was inaccurate. Specific comments question the validity of the Metro transportation and ridership model (Model), its ridership distinctions between LRT and bus modes, and its ability to replicate 1998 boarding statistics, with requests to explain any “modal preference” for LRT in relation to BRT. One commenter asks why the Model predicts greater ridership on the Exposition LRT than for BRT on the Exposition alignment.

Some commentors believed the ridership to be overstated because the route traverses a less dense area and is not proximate to major activity centers, or because the transportation model has a bias for rail. Others believed the ridership was understated because other factors contributing to LRT's success including enhanced system connectivity are not taken into account. Further, a commenter deems the Metro's Model as inadequate to meet the LADOT's standards for model validation.

Response. Metro's Model is a FTA-approved model. As required, the Model is based on the adopted socioeconomic forecast from the metropolitan planning agency, in this case SCAG. The SCAG 2020 forecast reflects current local general plans and development trends. The Model uses current surveyed origin and destination data to establish trips within and outside the Exposition corridor. The model reflects programmed and planned transit and highway Projects, and defined bus service as related to each alternative as described in Section 3.1 Transit. The model has been validated to meet federal requirements and is the best available transit ridership prediction tool available to Metro.

To confirm the Metro model's effectiveness, the model was applied to simulate the countywide performance for year 1998. The transit boardings predicted by the model were compared with the Metro rail and bus boardings observed in 1998. The validation results were within two percent and seven percent respectively, as reported to members of the SCAG Regional Modeling Task Force in 2001, and subsequently to FTA when Metro was negotiating the Metro Gold Line Eastside

Full Funding Grant Agreement. The performance of the model was acceptable to the modeling experts at both SCAG and FTA.

In terms of modal preference, the Metro model does not assume any prior bias to any mode. The mode choice module simply computes the utility of every mode in the travel market, then assigns the market shares to each mode based on the computed utilities, using a nested logit function. This is the common practice in the nation, and the utility functions were calibrated using the 1998 data.

Metro is continuously updating and improving the model. Subsequent to the approval of Metro's Grade Crossing Policy for LRT in 2003, this policy was used to evaluate crossings along the alignment with respect to background traffic integration. It was also used to improve methodology used to account for growth factors in a regional model by placing regional modeling information in a scaled down context of the Project so that local traffic issues could be understood more substantively, while interfacing with a regional model. In addition to this response, also see 7.31 Traffic and Circulation for further discussion of Metro model requirements under Obtain Updated Travel Demand Forecast Model and Develop Revised Corridor-Level Traffic Volume Forecasts.

The response to Comment 7.31 documents the revised traffic and transportation impact analysis methodology employed in support of this Final EIS/EIR. This revised methodology incorporates the most recent travel model forecast data, as well as the most consistent ground count data.

One commentator claimed that the Model overestimated rail ridership, compared to bus ridership, by more than 22% for the year 1998 and had not been accurately re-validated prior to its use on this Project. It is believed that the 22% difference cited in the comment letter was based on an incorrect calculation that made the mistake of comparing 1998 calendar year actual boardings with fiscal year 1997-1998 forecasted boardings. On May 23, 2001, a presentation was made by Metro entitled "MTA Long Range Transportation Plan; Model Enhancement & Application, Summary Presentation to the Southern California Regional Modeling Task Force."⁴ This presentation provides information on the validation of the 1998 model forecasts and actually boardings. This presentation provided information on the 1998 validation of the Model and indicated that there was only a 2% difference between the rail ridership forecasts and the actual rail boardings in the year 1998. The Model predicted a total of 119,450 boardings per day and the actual reported boardings for that period were 117,143 boardings per day.

Calibration and re-validation of the Model are ongoing activities that are closely monitored and reviewed by other agencies including the Federal Transit Administration and the Southern California Association of Governments. Ridership forecasts for the Mid-City/Exposition LRT are updated annually, and in each update, calibration runs are performed to insure that the Model is replicating existing ridership within acceptable norms. A revalidation of the Model was completed in 2003 as a part of the Short Range Transportation Plan. Metro is currently undertaking another revalidation of the Model as part of the update of the Long Range Transportation Plan. These efforts are ongoing and have been reviewed by the Federal Transit Administration and found to be acceptable for use in the Final EIS/EIR.

A person's decision to choose to take transit is a highly complex evaluation. The model is set up to account for all known quantifiable factors that go into that choice. The Model considers the time and cost characteristics of various types of transportation available. For example, auto versus bus

⁴Pursuant to Guidelines Section 15150, this Presentation is incorporated herewith as set forth in full and available for review, see footnote 1.

versus light rail versus commuter rail. Further, the Model utilizes nine dimensions of socioeconomic data, three dimensions of census data, six factors that influence a person's decision to take transit, and the characteristics of the street network and transit. It analyzes the spatial distribution of the Project's study area population by population data within discrete zones. Each zone is programmed with 12 different characteristics of the population. Furthermore, the entire street network and existing transit network of the study area are encoded into the Model. The Model utilizes the following modal preference constants for low-, medium-, and high-income populations: 0.22833, -0.32927, -1.20914, respectively, for the local bus mode and 0.58992, 0.77685, and 0.49701, respectively, for the urban rail mode. In all, hundreds of thousands of input data are drawn upon and over nine-million calculations are performed during a modeling run. Thus, the Model is designed, and forecasts, the ridership on a proposed line by considering all known quantifiable factors that go into a person's choice to choose to take a proposed transit line.

In 2003, MTA's ridership model was updated and the Project was remodeled for 2020 and 2025. The results of these new Model runs for the Project are presented in the Final EIS/EIR.

For a more detailed discussion on how the Model functions, see "Mode Choice Model Development Report," prepared by Parsons Brinckerhoff Quade & Douglas, Inc., dated September 2002.⁵ The Mode Choice Model Development Report also contains a validation of the Model's accuracy. The validation data for the Mode Choice module is set forth in Tables 9 and 10 of the report. Further Model validation was conducted in 2001.

7.22 Need

Comment Summary. Virtually 99 percent of the comments in this category supported the need for the Project. Of the several comments received one questioned the need for the Project and how it would benefit the City of Culver City.

Response. The Majority of these comments did not specifically address the content or adequacy of the environmental document and do not require a response. These comments, however, are part of the Project record and document that will be before the Metro Board as they deliberate on the proposed Project. Please note that the proposed Project benefits the study area as a whole. See Chapter 1.0 Purpose and Need for discussion of benefits of the proposed Project.

7.23 Noise and Vibration

Comment Summary. Numerous comments were received regarding noise and vibration impacts. Commentors include the Automobile Club of Southern California, City of Culver City, City of Los Angeles, City of Los Angeles Community Redevelopment Agency, LAUSD, Friends 4 Expo Transit, the Japanese American Citizens League, and various other organizations, and individuals. The commentors' concerns include noise impacts at sensitive receptors, such as schools, residences, and a recording studio. They were also concerned with noise from bells and whistles used at crossings, noise from basic operation of the LRT, and vibrations that may disrupt places of business or move a home from its foundation. LAUSD asks whether the Project will create a significant vibration impact on the Abram Friedman Occupational Center (AFOC) or the John Adams Middle School. Further, LAUSD asked if the Baldwin Hills Elementary School, Foshay Learning Center, and the Science Center Elementary School were analyzed for noise impacts.

⁵Pursuant to Guidelines Section 15150, this report is incorporated herewith as set forth in full. A copy of this report is available for review, see footnote 1.

Furthermore, LAUSD requested noise mitigation for Dorsey High School. The City of Culver City also expressed concern that vibration from the LRT would affect technology-based businesses in the Hayden Tract.

Response. Based on the comments received on noise and vibration, the following actions have taken place:

- The revised Project's design has been re-analyzed for noise and vibration impacts (A technical report on the noise and vibration study was prepared, which identifies the sensitive receptors)⁶;
- The latest audible warning device noise levels have been considered in the revised analysis, as well as the recent agreement between Metro and South Pasadena related to the Pasadena Gold Line audible warning device noise impacts and mitigation; and
- Appropriate mitigation measures have been developed for both noise and vibration.

The details regarding the analysis and mitigation measures are fully documented in Section 4.6 Noise and Vibration, which assesses the following sources of noise and vibration impacts:

- Air-borne Noise from Light Rail Vehicles
- Audible Warning Signal Noise
- Ground-borne Vibration and Noise from Train Operations
- Noise from Ancillary Equipment
- Construction Noise and Vibration

The noise and vibration study identified significant noise and vibration impacts. However, feasible mitigation measures will reduce all of these impacts to a less than significant level. To mitigate the impacts which have been determined, the following feasible mitigation measures will be employed:

- To achieve Federal Transit Administration noise standards for residential uses adjacent to the Exposition ROW, sound walls four to eight feet in height shall be placed at all locations specified in Section 4.6 Noise and Vibration.
- In addition to the sound walls, a combination of the following source, path and receiver option shall be employed to augment reduction of noise from Mid-City/Exposition LRT operations:
 - Further improvements to Wheel and Rail Maintenance
 - Sound Absorption Treatment
 - Sound Insulation
 - Relocation of Turnouts
 - Spring-Rail Frogs
- In addition to the sound walls, a combination of the following options to control noise from audible warnings at grade crossings shall be employed:
 - Sound Barriers

⁶Pursuant to Guidelines Section 15150, the technical study report on noise and vibration is incorporated by reference as though set forth herein in full. The study report is available for review, see footnote 1.

- Sound Insulation
 - Reduce Bell Noise
 - Install Bell Shrouds
- Methods to mitigate vibration impacts shall include:
 - Ballast Masts
 - Tire Shred Underlay
 - Floating Slabs
 - Relocation of Turnouts
 - Spring-Rail Frogs
 - Alignment Modifications
 - Property Acquisitions or Easements

These methods would be sufficient to mitigate the majority of the noise and all vibration impacts. The Hayden Tract was noted by the City of Culver City as an area of particular sensitivity to vibration. This issue was analyzed in the noise and vibration evaluation and has been added to the discussion in Section 4.6. No significant vibration impacts to the Hayden tract are anticipated.

Both the AFOC and the John Adams Middle School were evaluated as sensitive receptors in the vibration impact analysis. The analysis is set forth in the technical study report described above.

In Section 4.6.2.4 of the Final EIS/EIR, it is reported that the study results show that there would be no significant vibration impacts to either facility. The staff recommended Flower Street Alignment Design Option would further reduce the vibrational impacts on the AFOC and John Adams Middle School because they would be farther away from the alignment.

The Baldwin Hills Elementary School and Foshay Learning Center are identified as sensitive receptors and were analyzed for potential noise and vibration impacts. The noise/vibration study found that they would not be significantly impacted by noise or vibration. See the technical study report and Section 4.6 of this Final EIS/EIR for further details.

The Draft EIS/EIR did not find a significant noise impact at Dorsey High School. A significant noise impact is defined as a "severe impact" pursuant to FTA noise criteria. See Section 3.9.3 of the Draft EIS/EIR. Table 3.9-9 of the Draft EIS/EIR indicates that on the "South side of Exposition Blvd., Crenshaw Blvd. to Farmdale Avenue," no severe impacts would occur. Since Dorsey High School is located within this study section, it is not anticipated that the Dorsey High School would be significantly impacted by noise. Moreover, the same result is presented in the Final EIS/EIR at Table 4.6-7 and Table 4.6-8. Accordingly, noise mitigation is not necessary for Dorsey High School.

Although not required by CEQA (baseline is the date of the NOP), the recently established Science Center Elementary School was nonetheless evaluated for noise and vibration impacts. The study revealed that this school would not be significantly impacted by noise or vibration from the Exposition LRT. See the technical report listed in Appendix D of the Technical Appendices for further details. See also 4.14 Parkland & Community Facilities in the Final EIS/EIR, which includes the Science Center School.

7.24 Parking

Comment Summary. Commentors on the Draft EIS/EIR were concerned about differences between parking demand and parking supply at the designated park and ride stations along the

full Exposition Route. Commentors were concerned that the apparent difference between supply and demand would result in spillover parking in adjacent neighborhoods or the parking lots themselves would generate adverse traffic impacts. One commentor was concerned that the Bergamot Art Center would be displaced by the Cloverfield Park and Ride lot. LAUSD mentioned that parking is scarce around the Foshay Learning Center and requested mitigation to alleviate the parking impact. LAUSD also asked that the parking impact be analyzed for the Clover Elementary School and mitigation provided if necessary. Culver City requested an analysis of parking loss by elimination of MTA's temporary parking lots and requested information on how parking impacts were analyzed. The City of Los Angeles claims that the loss of on-street parking will cause significant spill-over parking impacts. Further, the City of Los Angeles claims that loss of on-street parking will substantially impact retail and service business along the Project's alignment even if replacement parking elsewhere is provided.

Response. The Project's LPA adopted by the Metro Board is an LRT alignment running from Downtown Los Angeles to Culver City. In the Draft EIS/EIR, the LRT alignment was proposed to run to the City of Santa Monica. The full Exposition Route to Santa Monica is not part of the Project and therefore, not part of the Final EIS/EIR. Therefore, no parking in West Los Angeles, Santa Monica, or anywhere west of the Venice/Robertson terminus would be affected. In addition, the parking lot on Sepulveda Avenue and the removal of parking lanes for the Wilshire BRT proposed in the Draft EIS/EIS are no longer part of the Project. As a result, significantly less on-street parking would be displaced and impacts such as spillover parking in the Wilshire Corridor area are no longer an issue.

On-street parking would be removed in certain segments adjacent to the alignment. As discussed in Section 3.3 Parking, this parking loss can be sufficiently mitigated in almost all cases. The loss of parking on Hill Street in Downtown Los Angeles, however, could not be fully mitigated. Measure **P6** would offset some of the loss of parking on Hill Street, but a significant impact would remain.

Concern has been expressed about spillover into neighborhoods near proposed stations. Mitigation measure **P1** in Section 3.3 addresses spillover parking at all station areas. As described in this measure, parking restrictions would be implemented to maintain the availability of the local parking spaces. One comment addressed spillover parking impacts at Foshay Learning Center which would be near to the proposed Western Station. At Foshay and the other stations east of Western, the close proximity of the stations to Downtown Los Angeles would generally preclude transit users from accessing the LRT from private vehicles. Parking facilities would exist further west along the alignment where it is anticipated that transit passengers would park to access the LRT. The parking study prepared for the proposed Project did not identify any impacts at Foshay. In addition, mitigation measure **P1** addresses spillover parking at all station areas.

The Metro Ridership model provided the initial estimate of parking demand at each LRT station. Parking demand was further adjusted based on the availability of spaces at various locations. According to the demand estimate, the Metro Board has designated three park and ride lots for the Project. Lots would be located at the Crenshaw, La Cienega and Venice/Robertson Stations. The Metro transit model has predicted that there will be an ultimate demand for approximately 2,250 spaces distributed over these three station areas. About 38 percent of this parking demand is expected at the interim terminus Venice/Robertson station in Culver City, with the remaining portion distributed between the La Cienega (24 percent) and Crenshaw stations (38 percent). No parking lots were eliminated as a result of the Project.

Station area planning that has occurred during the preliminary engineering phase has found that there are sufficient areas to meet this parking demand at each station location. Both

Venice/Robertson and Crenshaw can satisfy anticipated demand in surface parking areas, while a six-level parking structure is needed at the La Cienega station. The West Angeles Community Development Corporation and West Angeles Church of God in Christ have expressed interest in continuing coordination with Metro to provide commuter parking for the Crenshaw Station. The traffic effects of this parking are addressed in Section 3.2 Traffic of this environmental document. The traffic analysis for the full buildout year indicates that station area traffic would not result in significant intersection impacts. See also in this Section 7.31 Traffic response Incorporate Station Access in Traffic Volume Forecasts and Identify Impacts and Mitigation (Station Area Impacts).

The determination of the parking impacts upon retail and service businesses (including any disadvantaged businesses) is infeasible, as the City of Los Angeles suspects, since every business has different customer demands that may or may not be affected by store-front parking. Further, MTA is unaware of any qualitative means to evaluate the potential secondary impact as the City of Los Angeles suggests, but does not proffer any methodology. MTA believes that such an attempted analysis is speculative, which CEQA does not require. To the contrary, MTA believes that the ridership from the Exposition LRT will bring more patrons to these businesses and more than offset any loss of customers due to loss of store-front parking.

7.25 Previous Project

Comment Summary. As noted in the History section of this environmental document, the Draft EIS/EIR addressed transit improvements in a broad 110-square mile corridor covering an area between the Pacific Ocean and Downtown Los Angeles. The Draft EIR included consideration of the No Project and TSM Alternatives, as well as a Wilshire BRT standalone, and combined with either an Exposition BRT or Exposition LRT option. The Wilshire BRT option extended from the Wilshire and Western Red Line station to Ocean Boulevard in Santa Monica, while the Exposition BRT and LRT options extended from 7th and Flower in Downtown Los Angeles to the Santa Monica Civic Center area. One of the key alignment characteristics of the Exposition options was a determination by the Metro Board that these options would not use the segment of Metro-owned ROW between Venice Boulevard and Sepulveda and thereby be diverted around the Rancho Park, Westwood Gardens, and Cheviot Hills neighborhoods.

Numerous commentors addressed diversion from the Metro ROW. Commentors believed that diversion raised issues of neighborhood equity, and the transfer of traffic impacts to streets such as Sepulveda, Venice, and Overland Boulevards. The diversion also raised the possibility of traffic avoiding these streets by using local neighborhood streets.

Other remaining comments focused primarily on the perceived adverse neighborhood and safety impacts of a non-revenue LRT connector to a proposed maintenance yard near 23rd Street and Long Beach Avenue.

Response. The Mid-City/Exposition LRT Project authorized for preliminary engineering study by the Metro Board extends from 7th and Flower Streets in Downtown Los Angeles to Venice and Robertson Boulevards in Culver City/West Los Angeles. The LRT Project terminates at the point where the Draft EIS/EIR LRT Project would have diverted on Venice Boulevard. The Wilshire Boulevard BRT is no longer part of this project, but addressed in its own environmental documentation.

The Metro Board has not determined the route for a future extension of LRT to Santa Monica. Comments and concerns raised during the Draft EIS/EIR circulation regarding Venice Boulevard and Sepulveda Boulevard and surrounding neighborhoods, as well as the use of Metro's ROW will

be addressed at the time the extension is under environmental review. It is anticipated that this extension would possibly be processed as a Supplemental EIS/EIR at the appropriate time.

With regard to the maintenance yard near 23rd Street and Long Beach Avenue, this yard is no longer under consideration. In 2002, the Metro Board had prohibited use of the Exposition Right of Way from Hill Street to the Long Beach Right of Way, also known as the Non-Revenue Connector, from any type of train operations. The prohibition of non-revenue train operations on this segment of the Exposition Right of Way has in effect, rendered no access to the Hooper and Central maintenance yard proposed in the Draft EIS/EIR. Therefore, Metro is no longer considering the Hooper and Central site as a viable maintenance yard for the Project. Since, the Nevin Elementary School is located nearby Hooper and Central Ave., the school will have no impact to adjacent train operations or a maintenance yard, as use of the Non-Revenue Connector (segment of Exposition ROW) for trains operations has been prohibited. The proposed maintenance yard for the Mid-City/Exposition LRT Project would require expansion of the existing Division LRT maintenance facility in Carson, CA. The environmental effects of this expansion area are addressed in Section 4.16 Division #11 Operations and Maintenance Facility Expansion, Impact Assessment.

7.26 Project Description/Project Design

Comment Summary. A substantial number of comments were received regarding the Project description and Project design. Commentors include the City of Los Angeles, the City of Los Angeles Fire Department, SCAG, the Los Angeles Community Redevelopment Agency, various organizations, and individuals. Many of the comments relate to the BRT alternative, which is no longer proposed for the Project. Other concerns include whether the Project would travel through an existing community, its routing west of Culver City, its connection to other transit lines, how grade separations would increase speed of the Project, and incorporation of parking facilities.

Response. The proposed Project is an LRT Project. It would be part of the regional transportation network. The routes of existing Metro Rapid and local bus service lines would be adjusted to service the Mid-City/Exposition LRT stations, as described in Section 3.1 Transit. Additionally, the proposed LRT alignment would terminate at the intersection of Venice Boulevard and Robertson Boulevard. The description of the Project is discussed in Chapter 2.0 Alternatives Considered.

The Project would travel mostly along the existing railroad right-of-way. As discussed in Section 4.1 Land Use/Neighborhoods, the Project would not physically divide an existing community. It should be noted that the railroad was constructed in 1875, prior to urban development west of Downtown Los Angeles. Both passenger and freight service formerly operated on the ROW.

Grade separations are being proposed at La Brea Avenue and La Cienega Boulevard. The grade separation at La Cienega Boulevard for the LPA does not extend into Culver City. However, the design options for the La Cienega Grade Separation may extend from east of Ballona Creek to west of Ballona Creek near Fay Avenue in Culver City. Impacts related to the grade separations are discussed in each section topic of this report. The grade separations would reduce traffic impacts and would also increase speed of the proposed LRT system.

Park-and-ride facilities are being proposed at three station areas: the Crenshaw Station, the La Cienega Station, and the Venice/Robertson Station. A total of 1,500 parking spaces would be

provided on opening day and up to 2,250 spaces would be provided by year 2020, as demand warrants.

7.27 Public Participation

Comment Summary. The majority of the comments in this category indicated dissatisfaction with the outreach process, most notably notification.

Response. The comments from respondents in regards to notification and communication are addressed in Section 6.0 Community Participation. Section 6.0 outlines the outreach process and the various forms of communication used to notify the public. Particularly, all meetings are conducted in a variety of accessible locations to allow maximum participation and in most cases, translators were provided for non-English speaking attendees. In addition, Project fact sheets and other informational materials were translated into Spanish. The high turnout at public hearings and community meetings reflected high interest for the Project and indicated that notification was successful for a high number of Project participants.

The comments from the City of Los Angeles that Proposition 218 must be followed should Metro propose any street/pedestrian lighting improvements that create new assessments or increase assessments to property owners is acknowledged. Should such action occur, Metro would implement the public involvement process as required by Proposition 218.

All comments received from the public that are relevant to the proposed Project are included in the Response to Comments under the specific section to which the comment apply.

The Metro Board has approved the LPA in 2001 between Downtown Los Angeles and Culver City. Therefore, the Final EIS/EIR only discusses parking lots within this route. The Military/Sepulveda site is not considered in this Project.

7.28 Safety

Comment Summary. Commentors on the Draft EIS/EIR raised concerns about vehicular and pedestrian safety at LRT crossing, or where LRT would travel directly adjacent to residential areas. Commentors wanted to see more specifics regarding safety measures and their implementation during both construction and operation. One commentor wanted the potentially significant safety impacts on students discussed in the Executive Summary. Another commentor suggested adding flag persons, temporary fencing, crossing guards, notices to construction vehicle operators about school bus stops and student traffic, crosswalks and crossing guards to protect students during construction. The City of Los Angeles requested quad gates at all LRT street crossings. A commentor pointed out that the drawing showing bicyclists on the bikepath in close proximity to the LRT without a barrier is unsafe.

Response. An integral element of the Project is safety considerations for both vehicles and pedestrians. See Chapter 4.15 for a discussion of construction impacts and construction mitigation plans. As described in Section 4.15 of the Final EIS/EIR, Metro would work in conjunction with the City of Los Angeles and City of Culver City to create detailed construction mitigation plans. Staging, timing, the use of flags, sidewalk reconstruction, signage and lighting, as well as other factors shall all be included in the construction mitigation plans. These mitigation plans would reduce construction related impacts and ensure safety of residents maneuvering around construction sites. Moreover, MTA will incorporate the suggested temporary fencing, modification of construction hours, construction worker awareness, crosswalks and speed bumps if needed to further reduce the construction impact to less than significant. MTA commits to

implementing sufficient mitigation to render the impacts to traffic and safety to less than significant.

See Chapter 2.0 Alternatives Considered and Section 4.12 Safety and Security for a detailed discussion of safety measures that will be included as part of the Project. As discussed, in these sections of the document, the Project will include state-of-the-art safety features for both motorists and pedestrians, including four-quadrant gates, pedestrian gates, and appropriate warning devices depending on the needs at each intersection. Specific pedestrian safety features included in the Project description include the following:

- Passive Signing and Pavement Marking. This type of treatment includes signs, stops bars, tactile warning strips and striped channelization;
- Barrier Channelization. This feature will be provided at pedestrian crossings to direct pedestrians to the designated pedestrian crossing;
- Enhanced Crosswalks;
- Curb Extensions. This feature reduces the width of the roadway a pedestrian has to cross; and
- Countdown Pedestrian Crossing Traffic Signals.

Motorist safety features at LRT grade-crossings will include the following, to be applied where appropriate:

- Raised medians
- Large pavement buttons or flexible bollards
- Four quadrant gates
- Pre-signals
- Active “No Right Turn (NRT)” or “No Left Turn (NLT)” Signs

A summary discussion on the pedestrian safety features of the Exposition LRT and how students are protected is on pages 48 and 49 of the Final EIS/EIR Executive Summary. A detailed analysis of pedestrian safety, including students, for the operational Exposition LRT is contained in Section 4.12 Safety and Security and for construction is contained in Section 4.15. As discussed in the Final EIS/EIR, the mitigation measures will reduce the impact to students and other pedestrians to less than significant.

As described in Section 4.15 of the Final EIS/EIR, MTA would work in conjunction with the City of Los Angeles and City of Culver City to create detailed construction mitigation plans that, among other things, address traffic and pedestrian safety. The mitigation measures for traffic and pedestrian safety suggested will be included in the 15 mitigation measures for safety that will be incorporated in the construction mitigation plans. The resultant impact on safety will be less than significant. Since the existing mitigation measures reduce the safety impact to less than significant, the suggestion of speed bumps is not needed.

East of Gramercy Place, the Exposition LRT would be street running in the existing street. As such, the Exposition LRT would operate as any other vehicle on the road, subject to the speed limit and stopping and progressing with traffic signals. The Public Utilities Commission (PUC) claims to have exclusive jurisdiction on the safety requirements at all LRT street crossings. Thus, the City of Los Angeles would not have jurisdiction over the LRT crossings and Metro could not implement the City of Los Angeles’ suggestion to place quad gates at each LRT street crossing unless approved by PUC. It appears that the PUC does not require quad gates at all LRT street crossings. Thus, quad gates are not always necessary for public safety. If the PUC has exclusive jurisdiction and determines that quad gates are not to be implemented, Metro must comply.

Moreover, if PUC does not have exclusive jurisdiction over the LRT crossings, its findings would still be appropriate to determine the necessary public safety requirements. Metro will submit an application to the PUC for approval of the LRT crossings. PUC's determinations will reduce any potential safety impact of the LRT crossing to less than significant.

Since pedestrian gates are part of the safety elements at an LRT crossing, Metro will defer to the determination of the PUC on where pedestrian gates are required, if any. However, west of Gramercy Place, the LRT would have signal priority or preemption. Per PUC requirements, MTA would install pedestrian gates along this part of the alignment, including near Dorsey High School

The City of Los Angeles comment regarding left turn lanes as a significant safety hazard has been resolved. The Project preliminary engineering team has worked closely with the City of Los Angeles to create safe and functional intersections for LRT and vehicular traffic. The City of Los Angeles concurs with the left-turn configurations shown in the most recent level of preliminary engineering drawings.⁷ On this basis, MTA finds that the left turn lanes to be installed will not create a significant safety impact.

Security at LRT stations and at parking facilities would be monitored by security staff under the auspices of Metro. Section 4.12 describes common security concerns Metro has encountered at existing alignments and mitigation for addressing these security issues. As required by mitigation found in Section 4.12, Metro would implement a security plan for LRT operations. The plan would include both in-car and station surveillance by Metro security or other local jurisdiction security personnel. Surveillance equipment and lighting would act as deterrents to criminal activity. See Section 4.12 Security for more detailed descriptions of the security measures.

For a description of bicycle safety, please see Response 7.4.

7.29 Support/Oppose Project

Comment Summary. As described, the majority of individual comments provided a statement of support or opposition to all or a portion of the Mid-City/Westside Transit Corridor.

Response. Because these comments do not specifically address the content or adequacy of the environmental document, they do not warrant a clarification to the Draft EIS/EIR. However, the database containing all comments received is located at the end of this section, and will be available for review by the Metro Board and/or federal officials as part of the decision-making process.

7.30 System

Comment Summary. Comments support connectivity with other Metro rail lines to improve the transit system as well as suggested improved efficiency through shuttle bus service in Santa Monica and a link to the civic center.

Response. Comments noted. As to connectivity in Santa Monica, the LPA does not extend to the City of Santa Monica. The extension of the LRT's route may be addressed at a later date in a subsequent environmental document.

⁷ Pursuant to CEQA Guidelines Section 15150, the Preliminary Engineering Drawings are incorporated herewith as though set forth in full and are available for review, see footnote 1.

7.31 Traffic

Comment Summary. A substantial number of comments were received regarding the traffic impacts that might arise as a result of operating a LRT system and from crossing major arterials such as La Brea Avenue, La Cienega Boulevard, and Jefferson/National Boulevards in Los Angeles, as well as Washington and National Boulevards in Culver City. Comments received reflected a general concern that the methodology used to determine the level of traffic impacts might be flawed and might not consider real traffic volumes or other intersections that might be indirectly impacted by drivers taking secondary routes on nearby streets in order to avoid the LRT. One commentator noted that school buses will be delayed since they are required to stop at each rail crossing and was concerned that construction would also delay school buses and commuting students. The commentator suggested that construction should be timed to avoid peak hours and signs set up to limit the impact on student traffic. Culver City suggested that a north-bound left-turn lane be added on Jefferson Boulevard at National Boulevard. The City of Los Angeles informed MTA that the Hill Street alignment of the LPA is not feasible do to overloading on the shared track with the Metro Blue Line; added switches and curves would disrupt signal timing; and inadequate storage capacity on Washington would render LRT turnings unworkable.

In addition to commentaries from individuals, the cities of Los Angeles and Culver City provided substantial comments regarding the potential traffic impacts of the proposed Project. These comments included concerns and potential inaccuracies regarding such topics as:

- Traffic data collection
- Accuracy and reliability of the Metro's Travel Demand Model
- Reasonableness of traffic growth factors
- Intersection level of service calculation methods
- Standards of significance
- Design standards for roadways and bikeways
- Other civil engineering requirements and standards
- LRT operations along Washington Boulevard and Hill Street

Response. For purposes of traffic analysis in the Draft EIS/EIR, the Metro Travel Demand Forecasting Model was used to estimate existing and future traffic volumes. The Los Angeles Department of Transportation (LADOT) raised a number of concerns about the underlying assumptions in the model and the resultant traffic volumes. Working closely with LADOT to address their comments and areas of concern, Metro entirely revised the traffic analysis methodology for use in the Project analysis. The revised methodology was reflected in the Grade Crossing Policy. See Appendix E. The old traffic analysis methodology was abandoned and the Grade Crossing Policy replaced it. The Grade Crossing Policy has been used in all subsequent traffic evaluations found in the Final EIS/EIR.

City of Culver City also raised concerns about the accuracy of the analysis methodology and traffic counts found in the Draft EIS/EIR. New traffic counts were taken in Culver City. The Metro Travel Demand Forecasting Model was used solely to determine year 2020 growth factors to be applied to existing traffic volumes. The traffic impact methodology is consistent with Culver City traffic impact analysis requirements. The results of the new traffic study did not reveal any change in the significant traffic impacts identified in the Draft. Thus, the conclusion on traffic in the Final EIS/EIR remain the same as was presented in the Draft EIS/EIR. The traffic data from the new analysis is can be found in Section 3.2 of this document and in Appendix E.

The Metro technical team has initiated close coordination between with associated cities regarding the overall methodology to assess potential impacts at LRT and cross street traffic, as well as traffic that may be diverted to other parallel routes and intersections. The methodology has been employed as part of the development of the Metro Grade Crossing Policy for Light Rail Transit and has been expanded to address potential traffic impacts of the proposed Project. LADOT agrees that this Grade Crossing Policy is consistent with LADOT's standards for determining traffic levels, data, and thresholds for significance. Existing traffic was determined by conducting actual traffic counts near the Exposition LRT alignment, which is presented in Section 3.2 Traffic of the Final EIS/EIR.

The overall methodology of the revised traffic and transportation impact analysis of the proposed Project is as follows:

- Obtain Updated Travel Demand Forecast Model Data
- Develop Revised Corridor-Level Traffic Volume Forecasts
- Incorporate Station Access Traffic Effects in Traffic Volume Forecasts
- Identify Impacts and Mitigation
 - Corridor Analysis
 - Park and Ride Stations
 - Downtown Branch Options

The specifics of this methodology are described below:

Obtain Updated Travel Demand Forecast Model Data

A revised analysis of Project impacts has been prepared by comparing the Year 2020 "No Project" baseline to the "With Project" scenario as currently defined with service between the existing Metro Center subway station at 7th Street/Metro Center in Downtown Los Angeles to the Venice/Robertson Station in Culver City. The Metro travel forecast model includes the approved land use and financially constrained future highway and transit network for Year 2020. The Mid-City/Exposition LRT Project was coded into the network including the line segment, stations, park and ride sites, and feeder bus services. The revised travel demand model runs reflect a major effect in the transit mode split due to the development of the "rapid bus" network that would occur in the base condition regardless of the Project (as opposed to specific feeder bus route revisions directly associated with the Project).

The Metro model has been peer-reviewed by a panel of experts with nationwide modeling expertise and has been found to incorporate appropriate procedures and inputs to serve as a basis for evaluating the effects of fixed-guideway Projects under FTA processes. The model provides forecasts of highway and transit loadings including both bus and rail ridership. The Final EIS/EIR technical team, including Metro staff and consultants, has reviewed the ridership and highway forecast results and believes the forecasts provide a suitable basis for developing the Final EIS/EIR.

The specific data that was extracted included:

- Station Boardings and Mode of Access
- Parking Demand Levels
- Highway Assignments Indicating Future Roadway Peak Hour Volumes

Develop Revised Corridor-Level Traffic Volume Forecasts

In the Draft EIS/EIR, peak hour intersection turn movements were developed directly from raw model outputs for the roadway network link volumes. As a result, there were various locations where future year peak hour traffic link volumes and factored intersection turn movement volumes were lower than existing ground count data. In fact, Metro received comments from affected jurisdictions including Los Angeles and Culver City regarding these apparently inconsistent results as reported in the Draft EIS/EIR.

As a first step to reconciling the traffic forecasts, the Metro team obtained and reviewed the revised travel forecast model runs for the Westside. The team noted that the new model forecasts continued to indicate substantial re-distribution of existing traffic movements within the study area. The environmental team met with the Metro travel forecasting staff to discuss the issues that were highlighted by tabulations of existing versus forecast volumes on Westside arterials. Metro staff indicated that the Metro model has been peer reviewed by 12 highly qualified outside experts. Metro reported that the peer reviewers found no inherent problems with the design and application of the forecast model; the peer reviewers concluded that with the dispersed, multi-centered nature of land development in Southern California, given the Projected future year land use patterns wherein much of the development growth is predicted to occur around the periphery of existing built-up areas, a “gravity” model such as the Metro forecast model would in fact predict the large redistributions of existing traffic which were confirmed in the tabulations.

In response to a suggestion by the Los Angeles Department of Transportation (LADOT), the Final EIS/EIR team assembled recent count data, as well as collected current Year 2003 traffic count data at selected key intersections and compared this to the Year 1999 traffic counts shown in the Draft EIS/EIR. However, this data did not indicate a consistent pattern of growth suitable to support long-range Projections needed for the environmental document (In fact, some of the individual traffic movements have dropped since 1999 while other movements are substantially higher).

Therefore, the Final EIS/EIR uses a refined methodology that incorporates the most recent travel model forecast data, as well as the most consistent ground count data. This methodology is described in more detail below.

Review of the model outputs indicates substantial growth in overall traffic levels as indicated by the total approach traffic through principal intersections, consistent with substantial amounts of growth identified in approved future year land use plans for the Westside. In addition, the raw model highway assignment data reflects the impact of the fixed-guideway transit build alternative in the Exposition corridor in a consistent manner, e.g., the model did show a reduction in east-west roadway traffic levels along the Exposition corridor under the “with LRT” scenario that is consistent with a shift of some trips to transit. Therefore, the approach taken to incorporate the revised Metro model forecast data in the traffic volume forecasts was to apply two sets of factors to existing count data – the first factor to represent the overall growth in intersection approach traffic and the second factor to reflect the “With Project” condition relative to the “No Project” baseline. As the revised methodology is based upon actual ground count data for each intersection, the resulting turning movement forecasts are more consistent with existing conditions data.

The base information (raw model volumes) comes from the recent runs of the Metro’s 2020 travel demand forecast model, which was coded by Metro to represent the future base conditions (without LRT), TSM and two LRT alternatives (partial and full signal priority). These new runs also assumed the taking of one travel lane in each direction on Exposition Boulevard, between Vermont Avenue and GramercyPlace, due to the operation of the LRT.

Intersection volume data has been developed and is provided in the tables for AM and PM peak hours for a total of 22 intersections along the Exposition corridor from Downtown Los Angeles to Venice and Robertson Boulevards. The tables include the total intersection approach volumes. The model's AM and PM peak period volumes have been factored to represent the peak highest hour using the regionally recognized factors of 38 percent for the three-hour AM peak and 28 percent for the four-hour PM peak volumes.

The average annual traffic growth factors for each intersection are calculated by dividing the total intersection volume in each scenario (i.e., TSM, Project) by the corresponding 1998 model's volume at the same intersection, then dividing by 22 (2020 over 1998).

These annual growth rates are then adjusted for 20 years and were applied to Year 2000 collected traffic counts or more recent data to generate Projected 2020 volumes for the study intersections.

Incorporate Station Access Traffic Effects in Traffic Volume Forecasts

The peak hour intersection turning movement forecast for the "With Project" scenario reflects the overall effect of station access traffic as well as traffic redistribution due to the Project. However, the corridor-level analysis of traffic impacts may not reflect the impact of specific station-area driveway movements as the level of detail for the stations provided in the travel demand model is less developed than the station-area plans that have been developed in the constrained Preliminary Engineering drawings. Therefore, in order to provide a "worst case" assessment of potential station-area traffic impacts, additional adjustments have been made to selected intersection movements that may be affected by station driveway traffic movements.

For the purpose of the traffic impact assessment, the time period of concern is the AM and PM peak hour of the roadway network in the vicinity of the station. In order to factor the daily traffic into the peak hour, the Final EIS/EIR team collected parking accumulation and inbound/outbound vehicle counts at the recently-opened Sierra Madre Villa parking site on the Pasadena Gold Line. The percentages of inbound and outbound trips counted at Sierra Madre Villa were applied to the forecast daily demand for parked vehicles and to the forecast daily demand for drop-off persons to compute the estimated number of auto trips inbound and outbound during the AM and PM peak hours. Note that whereas the park-n-ride traffic is highly directional; inbound in the morning and outbound in the evening, each drop-off generates one inbound and one outbound trip both in the AM and in the PM.

The station auto trips have been assigned to the network using likely routings between parking area driveways and the ultimate destinations for the three proposed park-and-ride stations – Venice/Robertson, La Cienega, and Crenshaw. For the purpose of developing a directional distribution, the Final EIS/EIR team developed plots of the primary and secondary market areas based upon the trips produced by zone in travel analysis zones surrounding the station sites.

In addition to the station access auto trips, the proposed Project is expected to result in significantly higher levels of bus activity at the Venice/Robertson station, as well as the La Cienega Station. In addition, an off-street bus transit center is proposed along with a Clean Mobility Center (CMC) for bicycles at the Venice/Robertson Station. For the purpose of computing the impact of bus service changes directly associated with the proposed Project, descriptions of the future routes and frequencies were assembled to identify the number of increased bus movements with the proposed Project. Bus access traffic associated with the off-street transit center at the Venice/Robertson station was assigned to driveways and through station-area intersections and additional adjustments were made to station-area intersections at both the Venice/Robertson and

La Cienega stations to reflect increases in on-street bus frequencies directly associated with the Project.

Identify Impacts and Mitigation

The proposed Project would have various impacts on traffic including changes in traffic patterns and operating conditions along the rail corridor roadways and intersections as well as focused impacts in the vicinity of stations, especially at park 'n ride or transit center sites. More specifically, the following types of effects could occur:

- Traffic Circulation Changes – At various locations along the trackway, existing roadway and pedestrian movements would be closed to traffic. Vehicular and pedestrian traffic would be directed to planned grade crossing locations. In general, some low-volume vehicular and pedestrian crossings of the right-of-way would be closed and movements would be directed to locations carrying higher volumes.
- Traffic Movements – Some of the minor roadways that currently cross the Metro-owned right-of-way would be closed at the trackway and existing traffic would use arterial and major collector roadways that would remain open to cross the LRT line. The intersection capacity analysis and grade crossing evaluation addresses the impact of the increase in traffic and changes in operating conditions at the remaining crossings and validates the ability of the proposed grade crossings to function adequately. In addition, the grade crossing evaluation includes recommendations to enhance the safety of the proposed crossings. Traffic that currently uses roadways to be closed would be diverted to the remaining crossing locations and there would be some out-of-direction travel; on the other hand, traffic levels would be reduced on these minor roadways due to the closures at the Metro right-of-way. As the locations that would remain open have adequate capacity to accommodate the diverted traffic, and as the distance to the nearest trackway crossing is not great, these effects are not considered to be significant.
- Pedestrian Movements – The effect upon pedestrian movements has been evaluated in a pedestrian safety and circulation analysis. This analysis provides recommendations for movements that would need to be accommodated at grade crossings and provides additional recommendations to address potential safety impacts associated with the planned crossings.
- Traffic Operational Changes – The Project would cause various operational effects due to changes in traffic levels, roadway geometry, and intersection controls. For example, the added transit capacity along the corridor and attraction of trips to the transit line would result in slightly diminished highway demand along the corridor. This effect is quantified in the Projected peak hour intersection turning movement Projections. In addition, the lane configurations of intersections along or immediately adjacent to the trackway would be modified at some locations to add turn bays to provide positive control of traffic heading towards the trackway and in some cases, the number of through lanes would be reduced. For instance, with implementation of the proposed Project, a left turn lane from northbound Jefferson Boulevard onto National Boulevard would be added. (A left turn in this location is not currently possible.) Finally, at certain locations, automatic gates would be utilized to prevent traffic from crossing the trackway in conflict with the LRT trains and at other locations, traffic signal timing plans would provide phases to accommodate the LRT and prevent conflicting traffic movements from occurring during LRV passage. These effects

have been evaluated in the corridor grade crossing analysis. The corridor grade crossing analysis validates the adequacy of the roadway network to function with the proposed grade crossings and also provides recommendations for traffic control and safety. The grade crossing analysis also provides recommendations for grade separations at locations where the impacts of at grade operation would not be acceptable. With the operational controls, supplemental safety measures, and recommended grade separations, the operational effects of the Project would be mitigated and there would be no significant negative impact due to the Project.

- Station Area Impacts – As noted previously, the presence of parking facilities, drop-off zones, increased feeder bus service and transit centers at various locations would attract traffic to intersections in the vicinity of station areas, especially locations where significant auto access or feeder bus activity is expected to occur. The methodology for analysis station impacts indicates that these effects have been included in the “With Project” forecast peak hour turning movement volumes and as such, the intersection impact analysis provides a means of determining whether any of these effects would be considered significant or warrant mitigation. In addition to the quantitative analysis of intersection impacts, station area traffic and pedestrian movements have been reviewed for qualitative and safety effects, and additional mitigation have been identified as appropriate to address any of these effects. With the various recommended mitigation, significant station area impacts are not anticipated.
- Branching Analysis and Mitigation – The proposed connection between the Exposition Boulevard corridor line segment and the 7th /South Flower Street terminus at Metro Center has been evaluated for different alternatives including:
 - Existing “Locally Preferred Alternative” – Provides connection via mixed-flow operation in the center lanes of South Hill Street to a junction at Washington Boulevard/Hill Street as depicted in the initial CE drawings and Draft EIS/EIR.
 - “Hill Street Couplet Design Option” – Provides connection via semi-exclusive operation in the median of South Hill Street to a track couplet along 17th and 18th Streets connecting to South Flower Street alongside the I-10 Freeway.
 - “Flower Street Design Option” – Provides connection via east side siderunning alignment between the Flower Street/Washington Boulevard intersection with a transition south of Jefferson Boulevard to the west side of Flower Street and an at-grade turn into the Exposition Boulevard right-of-way median.
 - “Flower Street Design Option with Grade Separation” – Provides connection via east side siderunning alignment between the Flower Street/Washington Boulevard intersection and the Exposition Boulevard median with a grade separation to take the line from the east side of Flower Street south of Jefferson Boulevard to the median of Exposition Boulevard at Trousdale Parkway.

The operational effects and other potential impacts of these alternatives, including parking land use, visual etc., have been evaluated in a separate branching evaluation. The branching analysis evaluates the proposed mitigation to the South Hill Street alignment evaluated in the Draft EIS/EIR including potential secondary impacts.

At Section 4.15.3.1 of the Final EIS/EIR, the commentor's suggested mitigation of timing construction of the Project to avoid peak hours and setting up signs, including stripping, to limit the impact on student traffic and traffic in general has been included. Despite MTA's commitment to implementing these mitigation measures, the impact to traffic during construction of the Project will still, unfortunately, be significant. MTA is not aware of any further feasible mitigation measures that it could adopt to reduce the traffic impact during construction to less than significant.

The Final EIS/EIR reports in Section 3.2 Traffic that after mitigation the Project will not create a significant operational traffic impact. Thus, school buses are not anticipated to be significantly impacted either. Although school buses are required to stop at the LRT crossings, it is expected that a school bus would not have to stop at more than two LRT crossings during its run. Thus, the slight delay of having to stop twice would not create a significant delay to the school buses' schedules.

Metro will add the suggested north-bound left-turn lane be added on Jefferson Boulevard at National Boulevard as feasible mitigation for the traffic impact at this intersection. With this mitigation measure and reconfiguring the roadway, the traffic impact by the Exposition LRT at this location would be reduced to less than significant.

Along Hill Street, Metro found three feasible mitigation measures (**T4-T7**) to reduce the impact to traffic to less-than-significant. The City of Los Angeles concurs.

7.32 Transit

Comment Summary. Two comments were received in this category. One of the commentors was concerned that the Culver City Line 6 was not discussed. The other commentor stated that the study should include a discussion of less costly bus service improvements and the Metro's obligation to bring about transit equity.

Response. Culver City Line 6 runs from UCLA to the Metro Green Line mainly along Sepulveda Boulevard. The LRT would terminate at Robertson Boulevard in Culver City. Line 6 is not relevant to the discussion of the Project as there is no direct link between the line and the proposed LRT. However, Section 3.2 Traffic provides a specific reference to the Culver City Line 6.

The TSM alternative is considered to be the low-cost system improvement using bus services. Section 3.1 Transit details the specific components of the TSM alternative. The Draft EIS/EIR compared all build alternatives with the TSM and the No Build alternatives.

Both the bus and rail programs serve transit dependents. Based on onboard surveys, about 45 percent of Metro Rail and 76 percent of the Metro Bus passengers do not have an automobile available to them.

7.33 Transportation Policy

Comment Summary. All the comments regarding transportation policy were made by SCAG. SCAG's concerns are as follows:

- Determination of whether the Project is consistent with SCAG's policies and goals;
- Specific programs and associated actions should be determined;
- References made to the 1998 RTP should be updated;
- SCAG wants further evaluation of the subway; and

- Verify outputs of models.

Response. Section 4.1 Land Use and Neighborhoods identifies SCAG policies and goals and discusses the Project's consistency with each of the policies and goals. As discussed, the Project would be consistent with each of SCAG's policies and goals. Specific programs and associated actions of the Project are listed in Chapter 2.0 Alternatives Considered.

When the Draft EIS/EIR was circulated, the 1998 RTP was the most recently-approved RTP. The 2001 RTP includes the Exposition Corridor as part of the Mid-City/Westside Corridor under the State Transportation Improvement Program (STIP). The 2004 RTP is used as the basis for the cumulative impact analysis in Section 4.17 Other CEQA Considerations.

The Final EIS/EIR does not evaluate impacts associated with subways because no subways are now being proposed for the Project.

7.34 USC/Exposition Park Undercrossing

Comment Summary. At the time of the preparation of the Draft EIS/EIR in 2000-2001, stakeholders in the Exposition Park area held the strong view that LRT or BRT on the surface of Exposition Boulevard between Figueroa Street and Vermont Avenue divided the USC campus area from the museum complex in Exposition Park. These stakeholders argued that a subsurface alignment was a logical alternative to eliminate visual, land use planning and safety impacts. The Draft EIS/EIR carried an undercrossing option to address these concerns, however, the Draft EIS/EIR did not find that traffic or safety impacts warranted the undercrossing's inclusion as a mitigation measure. Comments received from the City of Los Angeles, the Los Angeles City Council and Exposition Park stakeholders raised concerns about this determination in 2001, and continued to stipulate that the undercrossing is needed.

Response. The LPA adopted by the Metro Board assumes LRT operations on the surface of Exposition Boulevard. Application of the Grade Crossing Policy for the LPA on this segment does not result in a need for a grade separation.

It should be noted, however, that the City of Los Angeles Department of Transportation has raised concerns regarding the feasibility a Downtown portion of the LPA at Washington Boulevard and Hill Street. LADOT has stated that shared LRT operations between the Mid-City/Exposition LRT and the Blue Line would adversely affect traffic flow into and out of Downtown by creating additional delays on north-south streets waiting for the LRT vehicles to clear the intersections. LADOT has stated that the additional Mid-City/Exposition Line operations would severely disrupt signal timing along the entire stretch of Washington Boulevard from Flower Street to Long Beach Avenue.

To address this concern (as described in Section 2.4 Description of LRT Build Alternative Considered in This Final EIS/EIR in this Environmental Document), Metro has considered several alignment options that would avoid shared use of the Washington Boulevard tracks. One of the options would continue the LRT alignment along the eastside of Flower Street from Washington Boulevard to the Exposition ROW. This eastside alignment, next to the Harbor Freeway right-of-way, would minimize most conflicts with local streets and driveways. The current design for the Flower Street east side design option includes an underpass that extends from just south of Jefferson Boulevard on Flower Street to a portal east of Kinsey Drive on Exposition Boulevard. Should this option be selected by the Metro Board, it would achieve many of the land use, visual and safety objectives sought by Exposition Park area stakeholders.

The proposed Project will not create a barrier effect due to a median corridor transit system. See Section 4.1 Land Use/Neighborhoods, Downtown Los Angeles Connection Segment, *Division of an Established Community*. See also Section 4.4 Visual Quality. The proposed Project's design concept for the Exposition Transit Parkway would maintain a visual continuity of the horizontal plane of Exposition Park and Boulevard, utilizing a street running speed at-grade LRT within a wide landscaped median between Kinsey Drive and Vermont Avenue. Trains will be running at intervals as frequent as five minutes during peak hour service in this segment. This type of service will not create a barrier or wall effect between USC and Exposition Park because the LRT will be operating similar to a streetcar or tram. Crossing gates and barriers will not be needed in this segment because the LRT vehicle will be operating at the same speeds as automobile traffic. Specially designed Landscape, Public Art and Other Transit Parkway Improvements will assist pedestrians in crossing safely at-grade in coordination with LRT operations during normal use. These features are also designed to minimize vertical visual clutter of the horizontal plane of the Exposition Transit Parkway, such that an open, landscaped visual link between both Exposition Park and USC is maintained. Regarding pedestrian connections during special events, see Section 3.2 Traffic, Impacts of Special Events Street Closures on Mid-City/Exposition LRT Operations. Recommendations for LRT service interruption or channelized pedestrian crossings during limited LRT service are explained.

The Exposition Transit Parkway concept calls for maintaining an important pedestrian connection at Trousdale Way and Exposition Boulevard. PE Design for this segment will include an at-grade LRT alignment in an enhanced embedded track, allowing landscaping to run alongside the trackway. The landscaping and trackway would be designed to connect the open space concept of the Exposition Transit Parkway as an extension of Exposition Park and Boulevard and would maintain visual links between USC and Exposition Park.

7.35 Utilities

Comment Summary. Seven comments pertaining to utilities were received from the City of Los Angeles Fire Department, the Los Angeles County Sanitation District, the Los Angeles County Public Works Department, as well as SCAG. Concerns regarding utilities are as follows:

- Compliance with applicable codes and ordinances
- Impacts on Los Angeles County Sanitation District's trunk sewer
- Encourage water reclamation throughout the region
- Identify mitigation measures that the Westside would use to support police

Response. All structures proposed for the Project would comply with all applicable codes and ordinances. The Project would not have a significant effect on trunk sewers since the Project does not include elements which would result in overloads to sewer systems. Additionally, as discussed in Section 4.9 Water Resources, no significant impacts to local or regional surface water quality, storm water runoff and flood hazards, or groundwater resources are anticipated to occur. Thus, water reclamation is not required for the Project. The Project would not have an impact on police services. Thus, mitigation measures for police services are not required.

7.36 Non-Revenue Connector and Storage Facility

Comment Summary. Comments were received relating to the necessity and planning of a non-revenue connector line and the storage facility for the light rail cars.

Response. In 2002, the Metro Board directed staff to look for alternatives to the use of the Exposition Right of Way from Hill Street to the Long Beach Right of Way, also known as the Non-Revenue Connector. Staff has identified an alternative to the Hooper and Central maintenance yard proposed in the Draft EIS/EIR. Therefore, Metro is no longer considering the Hooper and Central site as the maintenance yard for the Project. The non-revenue connector line, between Main Street and Long Beach Boulevard, that was contemplated in the Draft EIS/EIR, has been eliminated from the Project. An expanded operations and maintenance facility (detailed in Chapter 2.0 Alternatives Considered and the potential for environmental impacts and analyzed in Section 4.16 Division #11 Operations and Maintenance Facility Expansion, Impacts Assessment of the Final EIS/EIR) is proposed at the Division 11 site in Carson. This section discusses exclusively the environmental impacts of the proposed storage and maintenance facility. LRT vehicles in need of heavy maintenance will travel from Downtown Los Angeles to the Division 11 site via existing Blue Line tracks.

7.37 Property Values

Comment Summary. Adjacent property owners and occupants expressed concern over the potential for implementation of the Mid-City/Exposition LRT Project to reduce their property values.

Response. There is no supporting evidence or documentation to establish as fact that the implementation of an LRT system causes property values to decrease. Speculation about fluctuations in property values as a result of transit improvements is not within the scope of the EIS/EIR. However, from a land economics perspective, it can be argued that improved regional accessibility will be capitalized as increased land value. Thus, assuming adverse impacts are mitigated, it could be concluded that land values will increase within about a one-quarter-mile radius from the Project's stations.

7.38 Environmental Justice

Comment Summary. The Draft EIS/EIR indicated a bypass of the Mid-City/Exposition LRT around Cheviot Hills based on opposition to the use of the existing ROW by Cheviot Hills residents. The comments were generally opposed to this bypass based on environmental justice and the higher cost incurred by not utilizing the existing ROW through Cheviot Hills. One commentor suggested providing mass transit service, such as Metro Rapid Bus, to minority communities. EPA suggested that MTA evaluate the disproportionate impacts on disadvantaged businesses by the Project.

Response. Environmental justice issues associated with the Cheviot Hills bypass are no longer applicable to the Project, as the western terminus is in Culver City. An environmental justice analysis of the Project is contained in Section 4.3 Equity and Environmental Justice Considerations of the Final EIS/EIR. In the event that the Project is extended westerly to Santa Monica, an environmental justice analysis will be contained in the required environmental documentation.

The determination of the alignment of the proposed Project was made by evaluating logical east-west routes through the Project's study area in an effort to meet the most need within the study area. Ridership on the alignment is predicted by an extensive computer modeling program that identifies transit dependent communities based upon data obtained from the U.S. Census and knowledge on the attributes that contribute to one's decision to take transit. In Section 5.2, Table 5.2-1, the Exposition LRT is predicted to attract 22,200 new riders daily and serve a total of 43,600 riders per day. However, as discussed in Response to Comment 7.3, the other east-west alignments (i.e., streets) in the Project's study area will have a Rapid Bus line where sufficient

demand is indicated. Similarly, The Rapid Bus deployment was determined by evaluating potential ridership, which included considering minority communities. Thus, the selection of alignment for the proposed Project and the Rapid Bus routes was focused on meeting the mass transit needs of all, including the minority communities, within the Project's study area. Thus, MTA believes that the proposed Project meets the needs of the minorities by providing the environmentally just Exposition LRT.

MTA is not aware of how to determine if a disproportionate level of impact occurs for disadvantaged business. EPA requested an analysis but did not identify a feasible methodology. MTA believes that such an analysis would merely be speculative, which CEQA does not require, and would not provide any meaningful results.

7.39 Receipt of Comments

Comment Summary. The City of Culver City requested clarification on whether comments made by the City during the Public Scoping Period and review period leading up to the release of the Draft EIS/EIR were received and whether the comments contained in those letters were incorporated into the EIS/EIR document. The city stated; "it appears that the majority of the comments made by Culver City staff during the Scoping and Administrative draft review have not been incorporated into the DEIS/EIR."

Response. Two letters were received from the City of Culver City during the above time period. The first letter was dated June 22, 2000 and the second letter was dated January 19, 2001. The first letter was received during the official Public Scoping Comment Period, which extended for a 30-day period ending on June 23, 2000. The second letter was received after the closing of the Public Scoping Comment period and prior to the release of the Draft EIS/EIR for public comment.

The city's principal comment in both letters had to do with the alignment of either the BRT or the LRT alternative that following the former railroad right-of-way through East Culver City to Venice/Robertson Station. Prior to the time that the Locally Preferred Alternative was adopted by the Metro Board of Directors in June 2001, both the BRT and the LRT Build Alternatives included alignments extending west from Culver City to Santa Monica via Venice Boulevard and Sepulveda Boulevard, instead of the Metro owned Exposition right-of-way. None of these alignments considered the use of the Metro owned railroad right-of-way extending west through Rancho Park, Cheviot Hills and the West of Westwood community.

The city commented that it would be inequitable to use the right-of-way adjacent to residential neighborhoods of Culver City, but detour around other residential areas farther west along the corridor. The City asked that alternatives be studied that would be consistent in the use of the right-of-way, so that all residential areas in the corridor would be treated the same. The city commented that if Metro studied alignments on the right-of-way in Culver City, then alternatives should also be included on the right-of-way adjacent to other residential neighborhoods farther west along the right-of-way. If Metro did not include such alignments that continued west along the former railroad right-of-way in residential communities farther to the west, then Culver City requested that alignment alternatives be developed to detour around the residential neighborhoods of Culver City.

The above comments were considered at the time of the Metro Board's deliberation on the adoption of the Locally Preferred Alternative in June 2001, and the decision was made at that time to discontinue consideration of any alternatives west of the Venice/Robertson Station in Culver

City. As such, the above comments pertain to alternatives that were deleted from consideration and are no longer a part of the Mid-City/Exposition Transit Corridor. At such a time as the Project may be extended farther west in the future, alignment alternatives would be re-considered as a part of new alignment studies.

In response to the City's request, staff did discuss possible detours around the Exposition right-of-way in Culver City in public meetings. Such alternatives were discussed with the community in Open Houses and workshop settings. Consideration was given to alternatives that would have routed an LRT or BRT guideway north on La Cienega Boulevard and west on Washington or Venice Boulevards. Such alternatives would have required approximately two miles of aerial guideway construction over La Cienega, Washington and/or Venice Boulevards and were considered infeasible due to high costs, right-of-way displacements at major intersections to accommodate the turns of the aerial guideway and other environmental impacts related to the construction of an aerial viaduct in a city street right of way. These alternatives were therefore deemed to be infeasible and were not carried forward into the alternatives analysis.