



WESTSIDE SUBWAY EXTENSION

Public Participation & Community Outreach Report Appendix A – Scoping Report Part 9



August 2010

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, April 16, 2009 7:32 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: william
lastName: robertson
organization:
emailAddress: WHROBERTSN@GMAIL.COM
streetAddress:
city: stevenson ranch
state: ca
zipCode: 91381
Date: Thursday, April 16, 2009
Time: 07:31:44 AM

comments:

I am writing to support the extension of the Purple line to Santa Monica. I currently ride a train to Union Station, then transfer to the red/purple line, then transfer to a bus to reach my appointments on the Westside. This is often an impractical arrangement leading me to cancel or postpone business in that area. A single subway line all the way to the Wilshire/Fairfax area would greatly improve my ability to conduct business on the Westside.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, April 15, 2009 4:11 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Connie
lastName: Elliot
organization:
emailAddress: biffconnie@earthlink.net
streetAddress: 4061 Cartwright Ave.
city: Studio City
state: CA
zipCode: 91604
Date: Wednesday, April 15, 2009
Time: 04:10:38 PM

comments:

Please put me on the mailing list for this project. I live near the Universal MTA station and would like any study to include how much the demand for parking will increase at the Universal station when these lines are added to the MetroRail system. There is a proposed project on the site of the station, and the MTA needs to take new lines into account when planning any project at this on this property.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, April 15, 2009 4:11 PM
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Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Connie
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Time: 04:10:38 PM

comments:

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Friday, April 17, 2009 8:49 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Greg
lastName: Kay
organization:
emailAddress: gkay@usc.edu
streetAddress:
city:
state:
zipCode: 90020
Date: Friday, April 17, 2009
Time: 08:48:45 AM

comments:

I want to voice my support for the Westside subway extension. The Wilshire segment should be given priority, though the WeHo spur is also important.

Metro should study double tracking to allow for express trains to reduce the travel time on what will be an extremely long route.

Also, Metro should strongly consider building parking with at least some of the stations to encourage ridership from people who do not live close enough to walk to the stations and would not consider taking the bus. The parking, however, should not be free. To encourage commuters, Metro should offer monthly (not just daily) parking rates.

Metro should also consider station portal design/location to maximize the use of the station parcels for later private development where the stations are located. For example, no mid-block entrances like at Wilshire/Vermont where the use of the parcel was severely restricted.

Metro should also consider having multiple entrances (at different sides of intersections) to the stations to make the stations more easily accessible.

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Kristine Grillo

From: Campbell, Eric@DSS [Ecampbel@dss.ca.gov]
Sent: Thursday, April 16, 2009 1:10 PM
To: Westside Extension
Subject: Proposed Routes

In studying the proposed map online; I propose the following for your consideration.

The Purple Line should continue to go down Wilshire Blvd to Santa Monica with a transfer station stop to the Red Line Extension @ Wilshire/Santa Monica.

A Red Line Extension from Hollywood/Highland to Wilshire/Santa Monica Blvd transfer station to the Purple Line.

The Expo Line Extension should extend all the way out to Olympic, and then go down Olympic into Santa Monica.

Sincerely,

C. Eric Campbell

Disability Evaluation - Analyst

California Department of Social Services

Disability Determination Services Division - State Programs

213-480-6482 phone

800-900-3834 fax

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, April 16, 2009 12:01 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Brandon
lastName: Barr
organization:
emailAddress: bb021080@aol.com
streetAddress:
city:
state:
zipCode:
Date: Thursday, April 16, 2009
Time: 12:00:42 PM

comments:

Please build this so we can compete with other world cities.

Why is LA so different? All these cities: Beverly Hills and etc complain about having a subway in their "suburban" city but when in fact, they are in the city.

The city to me that resembles Manhattan NYC would most likely be downtown to Santa Monica.

Please build this for our beautiful city.

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Kristine Grillo

From: mary mccullough [mzmccullough@yahoo.com]
Sent: Monday, April 20, 2009 8:10 AM
To: Westside Extension
Subject: Yes on Westside subway extension

To Whom it Concerns,

I just heard of the public meeting tonight regarding the extension of the metro line to the west side. I want to voice my opinion about this.

Since Santa Monica has become one of the largest employers in the LA area, the commuting traffic, congested local streets and parking issues have increased. This impacts the infrastructure of Los Angeles to an exponentially increasing degree. I want to express my support of the extension of the metro to the west side. I commute from Silverlake to Santa Monica where I work at UCLA Medical Center. I have often thought of moving to the west side to reduce my impact on the roads, on the environment and to my pocket book (gas and car repairs) in order to keep working at UCLA. To change my employer, especially in these times, is not a good option. However, my daughter attends an excellent school locally and I do not wish to move her out of it. This leaves me with no option but to commute.

I've tried taking the bus (2 hours one way and not reliable at that) but it is too unsettling to risk not being able to make it back to the east side in time to pick up my daughter from school. I've tried biking, but the streets are dangerous during rush hour. I've tried carpooling but can't find a suitable match. I am at a loss, as are hundreds of others, and must follow the only path available: the clogged and broken city streets and highways.

I urge you to please move forward in approving and implementing the metro line extension. Los Angeles is reaching its capacity in terms of how much automobile impact it can handle during rush hours.

Thank you,
Mary McCullough

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Sunday, April 19, 2009 12:09 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Mark
lastName: Shickler
organization:
emailAddress: mshickler@yahoo.com
streetAddress: 1218 9th Street #9
city: Santa Monica
state: CA
zipCode: 90401
Date: Sunday, April 19, 2009
Time: 12:09:06 AM

comments:

For the Westside Subway Extension, I was very happy to see the two build alternatives from the Alternative Analysis Study. I would love to see both the extension to Santa Monica and the connection from Hollywood/Highland. I have three comments.

- 1) Getting the line all the way to Santa Monica should take priority over the Hollywood/Highland connection given how busy Wilshire is along the whole stretch between the ocean and downtown and that the red and purple lines are already connected.
- 2) While a station at 4th and Wilshire makes perfect sense to me, I do not think it should be the terminus. The line should head South from there with a terminus station at 4th and Colorado to link up the the Expo line terminus, just under 2/3'rd mile from 4th/Wilshire. Wilshire Blvd and the planned Expo line become further apart as one heads East, so it seems quite feasible that riders would take one and transfer to the other to get to their desination - I certainly would. Also, it would make sense in the future that the Expo would veer South eventually going down Lincoln to LAX and connecting to the Green Line. This would make having a 4th/Colorado Purple Line terminus even more valuable.
3. The map shows stations at 4th/Wilshire, 16th/Wilshire, and 26th/Wilshire. 4th and 26th seem quite logical, but 14th seems more logical to me than 16th. The stretch of Wilshire between Lincoln and 15th has a good amount of foot traffic with all the businesses, but it lessens East of 15th. 14th is always quite a busy intersection and is a current Metro Rapid 720 stop, along with 4th and 26th.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Saturday, April 18, 2009 11:42 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Anthony
lastName: Hall
organization: UCLA Physics Dept.
emailAddress: anthall@physics.ucla.edu
streetAddress:
city:
state:
zipCode:
Date: Saturday, April 18, 2009
Time: 11:41:59 PM

comments:

I am writing in favor of the proposed Westside Subway Extension passing through Westwood. A subway line connecting Santa Monica, Westwood, and Hollywood would have many riders who are commuting students. Also, businesses would likely see increased patronage from UCLA students because of the proposed route.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Saturday, April 18, 2009 11:20 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Dennis
lastName: Takeda
organization: Los Angeles 90046 resident
emailAddress: dkttakeda@sbcglobal.net
streetAddress: 7949 Selma Avenue, #7
city: Los Angeles
state: CA
zipCode: 90046
Date: Saturday, April 18, 2009
Time: 11:20:11 AM

comments:

I attended the meeting at Plummer Park on 4/14/09 and you have my 100% support. Here are my comments and thoughts:

1. #11 is a very important connection from the SF Valley to Hollywood, W. Hollywood to Wilshire Blvd.
 2. W. Hollywood station should be at San Vicente not La Cienega/Santa Monica Blvd intersection. San Vicente would be at the center of W. Hollywood.
 3. Beverly Center area station is important either at Beverly Blvd or 3rd St to serve Beverly Ctr and Cedars Sinai.
 4. Wilshire/La Cienega on the purple line should be a transfer station so riders could travel east and west along Wilshire from #11.
 5. #11 should eventually extend south on La Cienega to connect to the Expo Line.
 6. Purple Line Century City station should be midway between Santa Monica Blvd and Constellation. Could be part of the expansion of the Century City Shopping Ctr and the new proposed Westfield high rise buildings.
 7. UCLA station should be on Wilshire Blvd to serve UCLA students and the workers in all the high rise office buildings and condo towers on Wilshire.
 8. Station at the westside of the 405 Fwy should be planned for a future transfer station to connect with the eventual 405 Fwy line.
 9. Wilshire/Bundy station will be more heavily used in the near future than a station in the VA grounds next to the 405 Fwy.
 10. Parking at stations should not be large permanent structures except at key stations at either end of the lines. We must use a 21st century thinking in which the use of cars will be minimized. People should take buses to get to the subways. The overall system will become more developed as time goes on with more subways and rail lines, much like our developed freeway system.
- In the near future, the subway and rail system will not serve everyone conveniently, but we must start somewhere and keep working to the distant future.

Kristine Grillo

From: Alek F [alek3000@sbcglobal.net]
Sent: Saturday, April 18, 2009 10:05 AM
To: Westside Extension
Cc: MTA - David Mieger
Subject: Re: Westside Subway Extension study

Good morning, Mr. Mieger / to whom it may concern.
I was happy to attend yet another Westside Corridor Study meeting last Tuesday, and it was great seeing you again!

I am thrilled to witness a vast majority of people supporting **Alternative 11**, which should send a strong message - to MTA and its Board, to our City leaders, and to our Legislature - that people need both lines to be built, namely - the **Wilshire Blvd** corridor, as well as **Santa Monica Blvd** corridor.

First, as already mentioned, I strongly urge to push for **Alternative 11**, as we urgently need - BOTH lines to be built, not just Wilshire Blvd line. As mentioned earlier, Hollywood/Highland is one of the densest and busiest areas in the whole city, and is similar to areas of Manhattan in its density, population, pedestrian traffic, and mass transit demand, thus a new connection to the west is as crucial as the existing connection to the east.

Second, both lines should proceed to City of Santa Monica, rather than terminating half-way. Direct, non-stop route all the way to the beach will ensure great connectivity, will improve overall mobility, and ultimately - will boost our economy, by enabling people to access their homes and jobs via Subway!

and -
Third, here are the suggested stations for both lines.

WILSHIRE BLVD / PURPLE LINE Subway

- 1) Wilshire / Crenshaw
- 2) Wilshire / La Brea
- 3) Wilshire / Fairfax
- 4) Wilshire / La Cienega
- 5) Wilshire / Robertson
- 6) Wilshire / Beverly Dr.
- 7) Wilshire / Santa Monica Blvd (x-fer to proposed Santa Monica Blvd line)
- 8) Century City
- 9) Westwood / UCLA
- 10) Wilshire / VA Hospital
- 11) Wilshire / Bundy
- 12) Wilshire / 18th, UCLA Medical Ctr
- 13) Wilshire / 4th, terminal station.

SANTA MONICA BLVD / MAROON LINE Subway:

- 1) Hollywood / Highland (x-fer to existing Red line)
 - 2) Santa Monica Bl / La Brea
 - 3) Santa Monica Bl / Fairfax
 - 4) Santa Monica Bl / La Cienega (maybe a few blocks east, e.g. Kings Rd)
 - 5) Santa Monica Bl / San Vicente, Pacific Design Ctr
 - 6) Cedars-Sinai Medical Ctr / Beverly Ctr
 - 7) Beverly Hills Civic Center / Library
 - 8) Santa Monica Bl / Wilshire Bl (x-fer to future Purple line)
- Continuation of line - per Purple line stops (see above)

Thank you so much for your review of this critical matter.

I strongly believe Alternative 11 will pass,

and both subway corridors - **Wilshire Blvd**, and **Santa Monica Blvd** - will be built simultaneously, and in a timely manner.

Yours truly,

Alexander Friedman

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Friday, April 17, 2009 4:47 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Andre
lastName: Morimoto
organization:
emailAddress: andre.morimoto@gmail.com
streetAddress:
city:
state:
zipCode:
Date: Friday, April 17, 2009
Time: 04:47:26 PM

comments:

Hi. I would like to add to my comments made via email and at the scoping meeting in Beverly Hills. I would prefer a future UCLA stop to be near campus (LeConte & Westwood) vs. Wilshire and Westwood. Lastly, would it be possible to extend the purple line south from either Wilshire/Bundy or Wilshire/Barrington to the Expo Line at Bundy? Thereby, making the West terminus of the Purple Line at either Wilshire/Bundy or Wilshire/Barrington.
Thank you for your hard work.

Regards,

Andre Morimoto

Kristine Grillo

From: rayinla@aol.com
Sent: Friday, April 17, 2009 1:45 PM
To: Westside Extension
Subject: Public Scoping Meeting Comments

Thank you for the opportunity to comment. My comments are divided into two categories: funding and station design & placement.

Funding

I have not seen this discussed anywhere else, so I would like to suggest Metro investigate the feasibility of including the Westside Subway Extension in a "Carbon Offset" program, auctioning off credits for the greenhouse gases saved by attracting thousands of drivers out of their individual cars and onto public transit.

Increase farebox recovery by charging a "zoned" fare. It makes no sense to charge the same fare for a one-mile ride as ten-mile ride, whether that ride is "one-seat" or not. The TAP card should easily facilitate this.

Station Design & Placement

The single "plaza-type" entrance needs to be abandoned. All future stations should have multiple entrances where feasible (the exemplary model being the 7th St/Metro station with entrances on three different streets) and the distance from the entrance to the station platform needs to be greatly reduced (the most egregious example being the Hollywood/Vine station). While our stations are necessarily deep there is no reasonable justification for forcing the commuter to hike long distances from the street to the station platform.

Platforms need to be designed to accommodate large numbers of passengers: i.e., the platforms need to be wider (the platforms at the 7th St/Metro station are positively claustrophobic) and they need to be designed with more stairs and escalators (as anyone who has tried to navigate the entrance to the North Hollywood station during rush hour can testify). Quite frankly, I don't see how many of the existing stations will be able to accommodate a dramatic increase in passengers.

My remaining comments are specific to the proposed stations under review:

1. Century City Station - As a commuter who takes Metro 728 Rapid from my home in mid-City to Century City every weekday, in my opinion the most useful location for the Century City station is at the intersection of Constellation Blvd and Avenue of the Stars. That location is centrally located to all of the major office buildings in the area as well as the Westfield Century City Shopping Center and would provide an easy interchange with Metro lines 28, Rapid 728, 16, future Rapid 716, Culver City line 3 and Big Blue Bus line 5. If it is desirable to provide a connection to Metro lines 4 and 704, those lines can either be rerouted off Santa Monica Blvd to Constellation or an underground pedestrian connection could be built between Constellation and Santa Monica. The Constellation Blvd alignment also puts the subway closer to the 20th Century Fox Film Studios (via the Fox Plaza tower on Avenue of the Stars) as well as the many condominiums bounded by Pico Blvd, Olympic Blvd, Avenue of the Stars and Century Park East. There is NO residential or commercial development north of Santa Monica Blvd at Avenue of the Stars, only a golf course.

2. Crenshaw Station - Crenshaw and Wilshire Boulevard is NOT a good location for a subway station. Not only is there opposition from the single-family homeowners north of Wilshire Blvd, there are no significant residential or commercial density near the proposed station. Furthermore, Crenshaw/Wilshire is much too close to the Western/Wilshire station, located only six blocks to the east. As it is now, one can stand on the platform of the Western/Wilshire station and see the train sitting in the Wilshire/Normandie Station (also six blocks away). There is no compelling reason (that I can see) to locate stations so close together, as it adds significant time to the journey. If it is deemed necessary to include an interim station between Wilshire/Western and Wilshire/La Brea, I would nominate Wilshire/Rimpau as all four corners are developed with significant commercial buildings.
3. La Cienega Station - It is my belief (and hope) that after thorough study during the EIS/EIR process, there will be a realization that should Alternative #11 be included in the final LPA, the Wilshire/La Cienega station should be built as a TRANSFER station between the West Hollywood and Wilshire subway lines and not a branch station, preserving the option to eventually continue the West Hollywood portion south to connect with the Expo Line.
4. Westwood Station - Like the Wilshire/La Cienega station, a Wilshire/Westwood station needs to be designed in such a way that preserves a future connection to the San Fernando Valley, i.e. (1) as a transfer station to a separate north / south line; or (2) a branch line off the westward bound tunnel; or (3) a diversion from the current proposal to extend the line west of the 405 and continuing directly under the mountains to Van Nuys Blvd or Sepulveda Blvd and connecting to the Orange Line and/or Van Nuys Metrolink station. A transfer station would also preserve the possibility of continuing such a "Sepulveda Pass" line south to LAX.

Thank you.

Ray Simmons
(213) 304-9123

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Kristine Grillo

From: Litvak, Jody Feerst [Litvakj@metro.net]
Sent: Monday, April 20, 2009 1:41 PM
To: Kristine Grillo; Clarissa Filgioun
Subject: FW: I have a question/comment about the Westside Extension Transit Corridor Study

This looks like an official comment. Did he attend the agency briefing?

From: webmasters@metro.net [mailto:webmasters@metro.net]
Sent: Monday, April 20, 2009 11:34 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Jon
lastName: Umeda
organization: LA County Fire Dept.
emailAddress: jumeda@fire.lacounty.gov
streetAddress: 1320 N. Eastern Ave.
city: Los Angeles
state: CA
zipCode: 90063
Date: Monday, April 20, 2009
Time: 11:33:55 AM

comments:

I would like to comment on the alternatives on behalf of the Los Angeles County Fire Department. Based on the two light-rail alternatives left for consideration, we prefer the Wilshire subway over the Wilshire/Santa Monica alternatives. This is based solely on how the construction phase of the Wilshire/Santa Monica subway will affect the routing and response time for the Fire Stations 7 and 8, which operate in the City of West Hollywood. Concerns include the availability of water provided by the hydrants. If construction cuts off water, another hydrant will need to be installed to ensure availability of water at all times. Also, during construction, there will be a need for emergency vehicles to enter the far side of the street so response times will not suffer. Finally, rail transit will result in 100 to 200 people congregating at stations and near the general vicinity. Inevitably, this increase of commuter services, in general, will cause an increase in emergency incidences, affecting all nearby fire stations.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 8:40 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Elizabeth
lastName: Voosen
organization:
emailAddress: merika@earthlink.net
streetAddress: 1627 N Sierra Bonita
city: Los Angeles
state: CA
zipCode: 90046
Date: Tuesday, April 21, 2009
Time: 08:40:30 AM

comments:

I live in Los Angeles and REALLY WANT the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

Finally, a less-trafficky way to get to the Westside!!!

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 8:27 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Fred
lastName: Anawalt
organization:
emailAddress: fanawalt@mac.com
streetAddress: 1601 N. Genesee
city: Los Angeles
state: CA
zipCode: 90046
Date: Tuesday, April 21, 2009
Time: 08:26:51 AM

comments:

Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 8:03 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Hannah
lastName: Brumer
organization: Sunset Square neighborhood
emailAddress: rphannah@mindspring.com
streetAddress:
city: Los Angeles
state: CA
zipCode: 90046
Date: Tuesday, April 21, 2009
Time: 08:03:29 AM

comments:

I to support the "Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard." Have a great day.

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Kristine Grillo

From: Pamela Bothwell [pbothwel@pacbell.net]
Sent: Tuesday, April 21, 2009 7:30 AM
To: Westside Extension
Subject: Purple Line With Extension from Red Line

I am writing to express my strong support for the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

The extension from Hollywood/Highland would greatly reduce automobile traffic from the San Fernando Valley to Santa Monica, and it would make travel by public transportation from my neighborhood much easier.

I urge you to build the Purple Line with the extension from Hollywood/Highland Red Line.

Thank you,
Pamela Bothwell
1522 N. Fairfax Ave.
Los Angeles, CA 90046
(323) 874-1745

(3)

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 11:13 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Richard
lastName: Jacobs
organization:
emailAddress: rick@richarddjacobs.com
streetAddress:
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 11:12:44 PM

comments:

I strongly support the route that extends the metro from Hollywood and Highland via Santa Monica Boulevard with stops at La Brea and Fairfax.

Rick Jacobs.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 10:55 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Norbert
lastName: Weinberg
organization:
emailAddress: norofra@sbcglobal.net
streetAddress: 1518 N. Oraneg Grove Ave
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 10:54:44 PM

comments:

We give our support to the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 10:35 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Kevin
lastName: Batten
organization:
emailAddress: kevin@superfad.com
streetAddress: 1545 N. Orange Grove Ave
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 10:35:19 PM

comments:

i fully support and am hopeful of the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

(34)

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 10:35 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Charlie
lastName: McBrearty
organization:
emailAddress: shortlist@mac.com
streetAddress: 1545 N. Orange Grove Ave
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 10:34:50 PM

comments:

i fully support and am hopeful of the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 9:35 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Courtney
lastName: Small
organization:
emailAddress: courtsmall@sbcglobal.net
streetAddress: 7664 Hollywood Blvd
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 09:35:10 PM

comments:

I wholeheartedly support the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard. I would love to be walking distance to fast public transportation to the westside without using my car.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 9:25 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Suzanne
lastName: Gelbart
organization: Sunset Square
emailAddress: galaxyg@mac.com
streetAddress: 1548 N. Orange Grove Ave.
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 09:25:22 PM

comments:

I am very interested in the metro extension and would like to be informed about all of the possibilities, especially those concerning stops along Santa Monica Blvd and Highland and Fairfax.

I think those would be a wonderful and useful addition to our neighborhood.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 9:01 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Gillian
lastName: Smith
organization:
emailAddress: gilliansmith2@netscape.net
streetAddress:
city:
state:
zipCode:
Date: Monday, April 20, 2009
Time: 09:01:10 PM

comments:

I would be much more in favor of extending the Hollywood and Highland Metro to Santa Monica Boulevard.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 7:42 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Cheryl
lastName: holland
organization: Sunset Square Neigh Org & Hollywood Hills Neigh Council
emailAddress: hollandc@aol.com
streetAddress: 1525 N. Ogden Drive
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 07:41:51 PM

comments:

I strongly urge Metro to choose the Hollywood/Highland extension down to Santa Monica Blvd! I represent my neighborhood Org, Sunset Square, in voicing this choice. If you build it, we will ride it. Also, we need to have bikes allowed on metro at all times.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 7:34 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Jeanne
lastName: Manos
organization:
emailAddress: JeanManos@aol.com
streetAddress: 1636 N Vista Street
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 07:34:10 PM

comments:

I would like to express my support for the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard. I would regularly use the Metro to travel to Santa Monica, if it were available.
Thank you, Jeanne Manos

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 7:25 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Eric
lastName: Carr
organization: Sunset Square
emailAddress: eric.carr@focusfeatures.com
streetAddress: 1533 N Vista Street
city: Los Angeles
state: CA
zipCode: 90046
Date: Monday, April 20, 2009
Time: 07:24:52 PM

comments:

I am writing to support the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

We desperately need more public transportation option in Los Angeles and I know this from all of the traffic in our neighborhood. Please extend the Hollywood and Highland stop to Santa Monica Blvd.

Thanks.

Eric Carr
1533 N Vista Street
Los Angeles, CA 90046

41

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 6:08 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Felix
lastName: Schweizer
organization:
emailAddress: felixs@ucla.edu
streetAddress: 10610 Rochester Ave
city: Los Angeles
state: CA
zipCode: 90024
Date: Monday, April 20, 2009
Time: 06:08:03 PM

comments:

My wife and myself just moved from the Robertson/Venice area to Westwood and one thing we were unhappy about was the loss of easy access to the upcoming Expo-Line. I know that the Wilshire metro is in the far distance, but I was not aware that it might happen in our lifetime. As a new homeowner in an impacted area I am THRILLED! Not at the prospect of construction, but at the prospect of having the project completed! Please do add me to the emailing list and to the "ardent supporters of this effort" list!
Felix Schweizer

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 5:54 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: PHILIP
lastName: NURENBERG
organization: DISABLED BUS AND SUBWAY RIDER
emailAddress: pnurenberg@yahoo.com
streetAddress:
city:
state:
zipCode:
Date: Monday, April 20, 2009
Time: 05:53:36 PM

comments:

I am writing to suggest that requiring the disabled and elderly passengers to EXCLUSIVELY swich to monthly TAP cards rather than as an option for those who can handle packages and bags and aim a Tap card correctly at same time.

I'm not saying the Tap Card should not be available for those disabled and elderly with packages who want to use it--but to not discontinue the visual only ID and sticker. Have you polled the elderly and disabled passengers about how they feel about using the Tap card? And they should be called the 'Press' Cards and NOT Tap cards by the way since they only work when pressed flat and NOT if tapped. So for wheelchair bound passengers and mothers carrying children and folding baby carriages--I think the visual ID option should also be available to those who need it. Thank you. Phil Nurenberg

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, April 20, 2009 5:45 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: PHILIP
lastName: NURENBERG
organization: DISABLED BUS AND SUBWAY RIDER
emailAddress: pnurenberg@yahoo.com
streetAddress:
city:
state:
zipCode:
Date: Monday, April 20, 2009
Time: 05:45:13 PM

comments:

Dear MTA and Metro.net:

I am writing in strong favor of extending the subway from downtown to the sea and well as to Sherman Oaks. Yes, buses need to continue to supplement this service and if money is limited it is still better to extend the subway west and north in stages if necessary vs. not at all.

The subway is the absolute gold standard in public transportation and should be looked upon that way--at least for long hall routes--and especially in and out of the city. In terms of amount of use and cost benefit: it beats high speed rail to San Francisco --it takes a half hour to get from Union Station to North Hollywood and then -- however you get stuck waiting for the buses and traffic.

The use of electricity and less operators per passenger is an advantage in terms of top heavy structure and bottom line to keep it going--but especially in bad weather--the subway must be at least extended in segments and money always included for that--besides buses and busways and above ground rail. Phil Nurenberg

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 2:46 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Maricela
lastName: Gomez
organization: Resident of LA County
emailAddress: maricela1977@yahoo.com
streetAddress: 3924 Park Place #18
city: Montrose
state: CA
zipCode: 91020
Date: Tuesday, April 21, 2009
Time: 02:46:23 PM

comments:

I support the subway to be build via Wilshire Blvd with and an additional extension via Santa Monica Blvd. Los Angeles has waited over 30 years for the completion of the Purple Line (formerly the Red Line). Urban cities throughout the world, have planned, funded, and built mass transit systems, while Los Angeles continues to choke in day long congestion. I have been connected to the communities that make up the "Westside" since my days at UCLA. I, now as a professional, continue to commute, via a single occupant car, to the Westside 20 years later. This should not be acceptable. I would love to be able to ride a bus or better yet a subway so that I can read a book or a newspaper. But those options either do not exist or are not efficient. Bus only lanes, found in other cities, have yet to come to fruition in Los Angeles. (With the exception of the Orange Line in the SFV.)

And the options are becoming less and less for commuters, as our infrastructure ages, and the car continues to be king because it is the only reliable way to get around.

The proposed stops are ideal for not only area residents, but for visitors and employees traveling to a destination. And I am very confident that MTA will work with the immediately adjacent residents and businesses to minimize whatever impact will be caused during construction and after the commencement of operations.

Residents, businesses, civic leaders, and transportation planners have talked for too many years, and it is time to build the subway! I voted yes for Measure R because this provided the seed funding to help Los Angeles get one step closer to making the subway a reality. Please do not let another 30 years, and another generation of Angelenos go by without a clean, reliable, mass transit system.

I strongly urge to please vote in favor to build the Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

Thank you for your consideration.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 2:31 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Susan
lastName: Pintar
organization: Sunset Square Neighborhood Assoc
emailAddress: pintar@ca.rr.com
streetAddress: 1636 N. Stanley Ave.
city: Los Angeles
state: CA
zipCode: 90046
Date: Tuesday, April 21, 2009
Time: 02:31:00 PM

comments:

I support the metro purple line subway extension via Wilshire Blvd to Santa Monica PLUS subway extension from metro red line Hollywood/Highland station via Santa Monica Blvd.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 12:47 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Florian
lastName: Schaugg
organization:
emailAddress: schaugg@yahoo.com
streetAddress: 1600 Courtney Ave
city: Los Angeles
state: ca
zipCode: 90046
Date: Tuesday, April 21, 2009
Time: 12:47:09 PM

comments:

I just heard about the proposed Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard to the beach and wanted to let you know that I think it is a terrific idea. I am sure I speak for a lot of people on this side of town who would greatly welcome the idea of a subway going down Highland and then along Santa Monica Blvd all the way to the westside.

In my personal opinion this makes way more sense than just extending the line at Wilshire which would not have stations anywhere walkable from our neighborhood and in no way would provide Valley commuters with an alternative way to head west to their jobs in the morning.

Best regards,

Florian Schaugg

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 12:35 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Damaris
lastName: Clement
organization: Spaulding Square
emailAddress: maris711@aol.com
streetAddress: 1418 N. Spaulding Ave
city: Los Angeles,
state: CA
zipCode: 90046
Date: Tuesday, April 21, 2009
Time: 12:35:19 PM

comments:

I support the Metro Purple Line expansion via Wilshire Blvd. to Santa Monica Blvd. and the Subway extension from Metro Red Line Hollywood and Highland Station via Santa Monica Blvd. Please consider these plans as traffic has become prohibitive in the last 22 years I have lived here. It is necessary if we are sincere about global warming.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 11:59 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Gary
lastName: Drucker
organization: Homeowner
emailAddress: garydrucker@ca.rr.com
streetAddress: 107 North Martel Avenue
city: Los Angeles
state: CA
zipCode: 90036
Date: Tuesday, April 21, 2009
Time: 11:58:52 AM

comments:

I attended the public scoping meeting for the Draft EIR at Plummer Park on April 14. I have lived in the affected area for about 35 years. I am a homeowner. I spoke at the meeting, but given the 2 minute time limitation, I thought I should write up my thoughts/comments. They fall into two basic categories-1. Ideas for the train routes, stations, etc. 2. Mitigation efforts during construction.

1. Ideas for train routes, stations, etc.

* Certainly, the Wilshire line is far more important than the West Hollywood line.

* I'm concerned about the potential duplication of the Exposition Line with the Wilshire line as they might converge on Santa Monica. My suggestion is that the Exposition line stop at the 405 Fwy, preparatory to a north-south 405 Fwy train (more on that below), or perhaps head southwest away from Santa Monica toward Venice or the Marina. In short, two train lines into central Santa Monica are unnecessary.

* The 405 Fwy connection is critical. It's odd that all of the train efforts go east/west. Are there going to be all kinds of bus connectors going north/south? Frankly, until a 405 light rail train line is built, the whole system won't really work to maximum effect. A 405 Line should connect the 105 line, the exposition line, the Wilshire line to various valley lines.

* Given this, 405 issue, I think it's prudent to plan for it by having stops on the Exposition Line and the new Wilshire Line that connect to that potential line. So, to be specific about Wilshire: In addition to a stop in Westwood, there should be a stop on the west side of the 405. This stop will not only connect the Wilshire line to a potential 405 north/south line, but it will help people have access to the VA. I think this is particularly important because, to my view, it's likely that the VA grounds will be converted into a public park at some point in the future.

* Rather than have a stop at Bundy, I think it's better to have a stop at Barrington, which could provide access to the Brentwood shopping area.

* Moving back east, I think there needs to be a stop either at Robertson or Doheny. You can't have no stops from La Cienega all the way to Century City. That's silly. I realize that Robertson and Doheny are not the same commercial streets as La Brea, Fairfax, or LaCienega, but you also can't have stops once every 5 miles.

* The curve on the map that was handed out suggests that any West Hollywood line will not quite connect to the Wilshire/La Cienega stop. This is asinine. Why? Well, you have to think, what if someone from West Hollywood wanted to go downtown by train? What would they do? They'd want to take the West Hollywood line south to the La Cienega stop and then switch to the Wilshire line going east. I realize you have this idea of "subway to the sea," but what if someone doesn't want to go to the sea? Most people go downtown to work, not to the sea.

* This last issue brings up the suggestion (and it's so obvious that it doesn't need to be stated, yet sometimes it's good to state the obvious) that you role-play each planned station. For example, what if someone lived at Santa Monica and La Brea and they wanted to go downtown? How would they do it? Take the La Brea bus down to the Wilshire line stop? Take the W. Hollywood line up to Hollywood and get on the red line to go downtown? Which is faster? Cheaper? Etc.? If you don't do this, you'll be surprised by different customer traffic than you expected. Expecting that everyone from W. Hollywood is going to take the Wilshire line out to the sea is an example of not doing this kind of exercise.

* If the W. Hollywood line is too expensive to put underground or doesn't have enough projected traffic, I would suggest that a light rail or elevated line of some kind be considered. There's plenty of room to have this, particularly along the meridian through W. Hollywood. I have no problem with such a line having two stops, one at La Cienega and Santa Monica and a second at San Vicente and Santa Monica, which would then head toward Cedars and the Beverly Center.

* I don't understand how rail is being addressed within the rectangle of La Cienega on the west, Western on the East, Wilshire on the south, and Santa Monica Blvd. on the north. This is a very busy corridor. Is there going to be improved bus service? What about north/south connections? For example, what about the Grove? Is there going to be improved n/s service up Fairfax, from one train line to the other?

2. Mitigation efforts during construction.

* Ironically, I'm also concerned about mitigation efforts within the rectangle described just above. This is particularly the case if both the W. Hollywood and the Wilshire lines are built at the same time. The e/w streets of Melrose, Beverly, and Third will be horrible for traffic. Therefore, it's essential that construction be planned so that only one route construction cross n/s streets at the same time. In other words, to take my street, if you're building Wilshire across Hauser, then you SHOULD NOT be building W. Hollywood across Martel at the same time. If Wilshire is slowed, then traffic will want some kind of escape route north be made available. Similarly, if Santa Monica is slowed, then traffic will want some kind of escape route south be made available.

* Martel/Hauser is a particularly dangerous street for this construction period. It is already very busy. Not as busy as LaBrea or Fairfax, but then again, it doesn't have the throughput capabilities of those streets. Not only is it a through street for the whole middle rectangle described above, but also Park LaBrea and also new, very large apartment developments all around Hauser and Wilshire. It is essential therefore for the MTA to plan some kind of alternative. For example, if you're going to remove cars on Hauser to make two lanes (and do the necessary re-striping), then where will those cars park? This needs to be considered asap.

Thank you for listening to my concerns.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 10:33 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Thai
lastName: Lam
organization:
emailAddress: thailam2000@yahoo.com
streetAddress:
city:
state:
zipCode:
Date: Tuesday, April 21, 2009
Time: 10:33:20 AM

comments:

Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, April 22, 2009 1:07 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Brigham
lastName: Yen
organization:
emailAddress: dal77atrix@netzero.net
streetAddress:
city:
state:
zipCode:
Date: Wednesday, April 22, 2009
Time: 01:06:56 AM

comments:

We should definitely put the station in Century City at Constellation instead of Santa Monica Blvd. because it is closer to where people need to walk to. Putting it at the fringe of Century City is going to slow down pedestrians getting to their office buildings or residences.

Also, the subway station in West LA should be at Barrington and Wilshire because it is closer to MORE activity than Bundy. Namely, Barrington is closer to Brentwood Village (where all the cute shops are on San Vicente). Pedestrians could actually still walk to Brentwood in a timely fashion if the station was at Barrington/Wilshire. However, Bundy would be TOO FAR from Brentwood Village.

The station for Westwood should be on Wilshire but include an underground concourse, providing easy access to the heart of Westwood Village at Kinross Ave./Westwood Blvd.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 9:32 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Elisabeth
lastName: Clark
organization:
emailAddress: EOClark@sbcglobal.net
streetAddress: 1558 N. Ogden Drive
city: Los Angeles
state: CA
zipCode: 90046-2616
Date: Tuesday, April 21, 2009
Time: 09:32:08 PM

comments:

I am writing in support of the proposed Red Line extension that would go from Hollywood and Highland down to Santa Monica, then across Santa Monica Boulevard westward. I am particularly in favor of stops at La Brea/S.M. Blvd. and Fairfax/S.M. Blvd. both as a convenient form of "green" transportation for our neighborhoods and as relief for our current and mounting traffic congestion.

I am also in favor of extending the Wilshire Blvd. line across Wilshire to Santa Monica for the same reasons as I detailed above. I only hope we will have the determination and the funds to see these projects completed in my lifetime!
Thank you for considering my input,
Elisabeth O. Clark, Ph.D.

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Tuesday, April 21, 2009 6:53 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Rich
lastName: Alossi
organization:
emailAddress: alossix@gmail.com
streetAddress: 121 E 6th Street, #104
city: Los Angeles
state: CA
zipCode: 90014
Date: Tuesday, April 21, 2009
Time: 06:52:59 PM

comments:

Metro:

In regard to the Westside Subway extension, I'd like to make some observations and suggestions regarding alignment alternatives as well as general commentary regarding construction.

Firstly, I support a line roughly following Wilshire Boulevard with a detour to Century City (station stop at Avenue of the Stars). Also, I fully support and encourage a fourth phase to include West Hollywood via Santa Monica Boulevard.

UCLA should be better served by a subway stop closer to the campus (i.e., Westwood Village as opposed to Wilshire/Westwood). I support a more northern UCLA subway station if and only if there is a station at Wilshire and Manning, which would better serve the "Golden Corridor" of Wilshire.

In the West Hollywood spur, I support the line with a station at San Vicente, which would serve the diverse retail and nightlife in the area, as well as the Pacific Design Center.

Regarding construction costs, Metro LA should look to cities in Spain such as Madrid and Barcelona, which built their subway systems for approximately \$50 million per mile. With labor and materials costs falling due to the poor economy, Metro should be doing its very best to secure the best return for taxpayers' money as possible.

Cost containment should be of the utmost importance in this project, to prove to Angelenos that Metro can and should continue expanding our fledgling rail infrastructure. Perhaps consulting with transportation authorities in other jurisdictions with large expansion projects would be helpful in this cause.

Thank you for your consistent leadership and long-term vision for the future of Los Angeles.

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Kristine Grillo

From: Danila Oder [doder@usc.edu]
Sent: Thursday, April 23, 2009 7:58 AM
To: Westside Extension
Subject: Scoping comments

From Danila Oder, 530 S. Kingsley Dr. #2, Los Angeles, CA 90020 doder@usc.edu

I use the Rapid Bus 720 to get from Mid-Wilshire to Santa Monica so I'm familiar with the proposed route.

1. Bundy or Barrington? I don't know that it makes a difference, other than Bundy providing access to SM Airport.
2. The major reason I can see for a stop near the 405 is for a parking lot for Valley residents. I think you should survey them to find out if they would be willing to use this park/ride system to get to Santa Monica and/or downtown. It seems like a rather cumbersome system to me. Maybe families on the weekends would use it but not regular commuters; they still would be caught in the crush on the 405 before they get to the stop. Also, look at the boarding figures for the 20/720 at the Federal Building/Veterans stop - I am sure it's quite low. I don't think Metro should build the stop in anticipation of major infill at the VA property. A stop at Westwood/Wilshire would be adequate.
3. I support the Crenshaw line terminating at La Brea, not at Crenshaw/Wilshire. There's no need for a Crenshaw/Wilshire station, and the surrounding tony neighborhoods (right behind the commercial strips) wouldn't tolerate more business construction. There aren't enough workers at the office buildings on Wilshire near Crenshaw to support a stop.
4. On the West Hollywood line, I would prefer the San Vicente/Santa Monica stop, not only because it's more central to West Hollywood (good for tourism), but also because it puts the other stop closer to Cedars-Sinai. I'm sure the management of the Beverly Center can figure out how to attract these riders to walk around the block to enter the mall.
5. Should the Red Line include an MOS in Santa Monica, as the Expo Line is funded to go through Santa Monica? I rather wish one of them went to Venice instead, with a connector between them. But as that is not the case, I say yes, contingent upon Santa Monica city government's approval of the inevitable higher density. It seems peculiar to encourage someone to travel by rail from Pasadena or East LA only to have the train terminate permanently at the 405. Plus, the two lines serve unconnected catchment areas.
6. Alternative 1 or alternative 11? I have a little experience of economists' projections, which are built on assumptions plucked from thin air, and I would not rely on one person's judgment that Measure R will bring in \$40 billion or \$20 billion or \$10 billion, no matter their credentials or track record. You have to ask if their assumptions about economic growth and revenues over 30 years are reasonable *given the facts of peak oil and energy depletion, US bankruptcy and massive dollar inflation*. These factors have *not* operated in concert in the 20th century and so projecting from past experience, during a historically anomalous period of steadily rising growth in energy availability and productivity, is not justifiable. I strongly, strongly suggest you pay for a couple of other assessments that use worst-case scenarios that take these factors into account before budgeting the project. (I suspect that only part of Alternative 1 will be built.)

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Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Wednesday, April 22, 2009 12:40 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Lars
lastName: Carlson
organization:
emailAddress: larsecarlson@yahoo.com
streetAddress: 1329 S. Ogden Drive
city: Los Angeles
state: CA
zipCode: 90019
Date: Wednesday, April 22, 2009
Time: 12:40:17 PM

comments:

I propose that the spur between Hollywood/Highland and Beverly Hills (sometimes referred to as the "Pink Line") be reconsidered not as an extension of the Purple Line, but rather as the northern part of the already-in-planning Crenshaw Line. It could connect with the planned Crenshaw terminus at La Brea, run up the median of San Vicente and join up with the proposed routing for the Pink Line at what is called "Beverly Center Area" on the map. It could then continue to Hollywood/Highland as currently planned.

As these two lines are currently proposed, numerous forced transfers would exist. Riders wishing to travel north/south from the Valley to LAX would have to transfer at Hollywood/Highland, Wilshire/La Cienega, Wilshire/La Brea or Wilshire/Crenshaw, and then again at an LAX people mover.

The LA subway/light rail system already has numerous unnecessary transfer points due to a lack of continuity in planning. In NoHo you meet the end of the line of both the Red and Orange Lines. In downtown, the Blue line meets its end instead of continuing through. At Union Station, the Red line meets its end. All of this leads to system that is inconvenient. We need to work on developing a system that is NOT disjointed, and a rethinking of the West Hollywood leg of the subway would help in achieving this end.

Let's make the West Hollywood route part of a true North/South Corridor that could get people from Hollywood to LAX via a one-seat ride.

Also, if it is deemed that West Hollywood line cannot become the north part of the Crenshaw Line, why not devise a way to not have a transfer at Hollywood and Highland so that passengers could have a one-seat ride from the Westside to the Valley?