



# WESTSIDE SUBWAY EXTENSION

## Public Participation & Community Outreach Report Appendix A – Scoping Report Part 10



August 2010

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**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Wednesday, April 22, 2009 10:55 AM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: Samie  
lastName: Falvey  
organization:  
emailAddress: [samie.falvey@abc.com](mailto:samie.falvey@abc.com)  
streetAddress:  
city:  
state:  
zipCode:  
Date: Wednesday, April 22, 2009  
Time: 10:55:03 AM

comments:

My husband and I wanted 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 would use it frequently to get downtown or to the west side from Hollywood/West Hollywood. Thank you.

55

Kristine Grillo

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**From:** Allon Percus [percus@ipam.ucla.edu]  
**Sent:** Wednesday, April 22, 2009 10:09 AM  
**To:** Westside Extension  
**Subject:** Comments on proposed stations

Dear Jody,

Many thanks for the invitation on Curbed LA to comment on the location of stations west of the 405.

I have two comments:

1) I'd like to suggest that you at least consider the San Vicente/Barrington area rather than Wilshire/Barrington for the initial west-of-405 station. Admittedly, this may have the drawback of requiring a slight route diversion (as opposed to a straight line down Wilshire). But there are also some significant advantages:

\* Brentwood has the potential for a very strong market for public transportation. Barrington Ave. between San Vicente and Sunset is lined with high-density condos. Placing the station near but north of Wilshire would seem to allow a larger number of residents to access the station by foot.

\* The San Vicente/Barrington area is a thriving retail center, with exactly the kind of development patterns (numerous small restaurants and sidewalk cafes, not much parking) that are conducive to transit.

\* If the Westwood station is already north of Wilshire, the subway would simply cross under the VA at that point, so it may not be a route diversion after all.

\* For those who would come by car to the station, there is a lot of potential for parking on the VA grounds north of Wilshire. If the station were placed immediately east of Barrington, one entrance could be adjacent to a parking lot within the VA, as well as to the new Veteran's park being constructed in the VA. (Although a Wilshire station would also be pretty near the park.)

2) From what I understand, the question asked is whether there should be a station at Barrington \*or\* at Bundy. Please at least consider the option of stations in both places. That kind of station spacing (10 minutes' walk apart) currently exists on the purple line in Koreatown, and the density in West LA is comparable if not greater. The alternative of having no stations between Barrington and 26th St., a 1.5-mile spacing, does not seem particularly practical for pedestrians.

Thanks,  
Allon Percus

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**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Wednesday, April 22, 2009 9:45 AM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: Joe  
lastName: Wiseman  
organization:  
emailAddress: [emailwiseman@gmail.com](mailto:emailwiseman@gmail.com)  
streetAddress: 1324 N. Orange Grove Ave.  
city: Los Angeles  
state: CA  
zipCode: 90046  
Date: Wednesday, April 22, 2009  
Time: 09:44:52 AM

comments:

I am writing to enthusiastically endorse the proposed 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 feel that extending the red line from Hollywood/Highland via Santa Monica is integral in providing an invaluable lifeline from Hollywood to the West Side. As it is now, there are no freeways that connect these two important areas of Los Angeles, leaving only clogged surface streets or taking out of the way freeways which themselves are often congested. Providing such a convenient mass transit link would drastically improve the quality of life for residents and commuters from both regions. I would use such a connection constantly, not only to reach to west side, but to also reach other areas serviced currently by either subway or light rail. The location of a station at Santa Monica/Fairfax would provide a link to such travel.

Let us not forget the lessons from the recent spikes in gas prices and the current economic crisis. People in this city are in dire need of affordable, convenient and easily accessible mass transit. Let's bring this city up to par with the rest of the world!

Thank you for your time,

Joe Wiseman

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**Kristine Grillo**

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**From:** Litvak, Jody Feerst [Litvakj@metro.net]  
**Sent:** Friday, April 24, 2009 8:30 AM  
**To:** Kristine Grillo; Clarissa Filgioun  
**Subject:** FW: I have a question/comment about the Westside Extension Transit Corridor Study

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**From:** webmasters@metro.net [mailto:webmasters@metro.net]  
**Sent:** Thursday, April 23, 2009 2:46 PM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: Robert  
lastName: Jacobsen  
organization:  
emailAddress: [gerrit1960@yahoo.com](mailto:gerrit1960@yahoo.com)  
streetAddress: 1612 N VISTA ST  
city: Los Angeles  
state: CA  
zipCode: 90046  
Date: Thursday, April 23, 2009  
Time: 02:46:18 PM

comments:

I am a resident of the Hollywood area and I am very much in favor 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".

This is a project which we need now and will and will be essential in the future.

Robert Jacobsen

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**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Saturday, April 25, 2009 4:41 PM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: Katherine  
lastName: Houston  
organization:  
emailAddress: [khouston528@aol.com](mailto:khouston528@aol.com)  
streetAddress: 1612 N Curson Ave  
city:  
state:  
zipCode:  
Date: Saturday, April 25, 2009  
Time: 04:41:24 PM

comments:

As a Hollywood resident and homeowner I would like to express my strong preference to have the Subway Extension from Metro Red Line Holywood/HIGHland via Santa Monica Blvd to allow our neighbourhood walkable access to the Metro.

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**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Saturday, April 25, 2009 10:19 AM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: Alexander  
lastName: LeGrand  
organization:  
emailAddress: [indyjones97@hotmail.com](mailto:indyjones97@hotmail.com)  
streetAddress: 6562 Shenlyn Drive  
city: Huntington Beach  
state: CA  
zipCode: 92647  
Date: Saturday, April 25, 2009  
Time: 10:19:30 AM

comments:

I went to the Metro Westside Subway Extension Meeting at church on Wilshire in Koreatown last April 22nd. There had no interpreter for deaf needs. Right now I'm replying to you about my comment. Metro Westside Subway Extension route goes from Western/Wilshire station to Santa Monica. In my opinion Metro Westside Subway Extension should add Metro Station at Fairfax/3rd Street because there's high interest points which it have Los Angeles Farmer Market and shopping center. It will be important for international tourists and business people visit there. Also it will help less traffic!!! Metro Westside Subway Extension route should go from Western/Wilshire to new Crenshaw, LA Brea, Wilshire/Fairfax, 3RD St/Fairfax, Beverly Center, Robertson, Beverly, Century City, Westwood/UCLA, Federal, Bundy, 26th St, 16th St, and 4th St Stations. Of course Pink Line route should go from Highland/Hollywood to new Santa Monica/LA Brea, Santa Monica/Fairfax, LA Cienega, and Beverly Center stations! That's all I have comment for you! Thanks!  
Metro Westside Subway Extension Supporter,  
ALEX



**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Friday, April 24, 2009 8:55 PM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: Laura  
lastName: Shnitzer  
organization:  
emailAddress: [laura.shnitzer@sothebysrealty.com](mailto:laura.shnitzer@sothebysrealty.com)  
streetAddress: 1626 N. Curson Ave.  
city: Los Angeles  
state: CA  
zipCode: 90046  
Date: Friday, April 24, 2009  
Time: 08:54:44 PM

comments:

I am a homeowner at the above address (the Sunset Square neighborhood) and I am writing to say I 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. To have the extension on Hollywood/Highland would be a great benefit for our neighborhood.



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**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Friday, April 24, 2009 2:54 PM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: Josh  
lastName: Gluck  
organization:  
emailAddress: [jgluck98@gmail.com](mailto:jgluck98@gmail.com)  
streetAddress:  
city: Santa Monica  
state: CA  
zipCode: 90404  
Date: Friday, April 24, 2009  
Time: 02:53:38 PM

comments:

The Westside Extension is simply put the most important public works project in Los Angeles since Mulholland's aqueduct. Build as much as you can as soon as you can and take advantage of a historic moment.

Often said about this city is that it has no real center, no true downtown in a Northeastern or European sense. And it's true, no matter how many sparkly new arenas and condos are built in Downtown L.A., that it's not the center of the city and never will be because Wilshire Boulevard is the center of the city. It is the true downtown, starting in the middle of the financial district and running to Westlake, Hancock Park, Fairfax, Beverly Hills, Century City, Westwood, Brentwood and Santa Monica.

Wilshire needs a subway the way that Fifth Avenue in New York needs a subway. The extended Purple Line will not only connect downtown with the entire Westside, it will serve as the backbone of L.A.'s true downtown. Walkable centers will emerge, promoting economic growth. Higher density housing, which would be possible given the lower impact of a subway-commuting population, will make rents more affordable.

If you can get the money to run the line up San Vicente to Santa Monica Blvd. and connect West Hollywood and the Sunset Strip area to the Red Line and North Hollywood, that's even better. We'll have the makings of growth in L.A. for 30 years to come.

Q2

**Kristine Grillo**

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**From:** Litvak, Jody Feerst [Litvakj@metro.net]  
**Sent:** Tuesday, April 28, 2009 3:03 PM  
**To:** Clarissa Filgioun; Kristine Grillo  
**Subject:** FW: I have a question/comment about the Westside Extension Transit Corridor Study

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**From:** webmasters@metro.net [mailto:webmasters@metro.net]  
**Sent:** Tuesday, April 28, 2009 2:11 PM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: Randy  
lastName: Brent  
organization:  
emailAddress: [finagled@mac.com](mailto:finagled@mac.com)  
streetAddress: 1317 N Sweetzer #3  
city: West Hollywood  
state: CA  
zipCode: 90069  
Date: Tuesday, April 28, 2009  
Time: 02:10:58 PM

comments:

I missed your scoping meeting but have looked over the slide show materials. I can hardly wait for both alternative lines to be in full operation. In a perfect world, I would like to see both lines being constructed simultaneously and culminate at Westwood. I believe that is MOS4. Good luck with the study and as a resident of West Hollywood, you have my support for the subway 100%.

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## Kristine Grillo

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Wednesday, April 29, 2009 2:51 PM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: Roxane  
lastName: Stern  
organization:  
emailAddress: [roxane.stern@gmail.com](mailto:roxane.stern@gmail.com)  
streetAddress: 11053 Strathmore Dr  
city: Los Angeles  
state: CA  
zipCode: 90024  
Date: Wednesday, April 29, 2009  
Time: 02:51:26 PM

comments:

Los Angeles will cease to function unless mass transit is put into place. We need to get to and from work, shopping and school with far less automobile traffic. The cars are clogging our streets, and filling our lungs with unhealthy waste, and heating the globe. The sooner building is started the more beneficial it will be to all residents of the city.

I recommend that UCLA and Century City must be served by transit stops. Century City is growing rapidly and is already a large area for residents, commerce and retail. A metro stop there seems imperative. UCLA is adding taller dormitories and the neighboring area has had a lot of growth for residential needs (Wilshire Corridor-Casden Project, etc) To use our land in the most efficient way we must build up, not out, so I strongly advocate stops at Century City and UCLA where there are already efforts to build up.

I recommend Alternative #11 as it offers more coverage and connections within the area. Use Santa Monica Blvd westward to Century City  
Then northwest to Westwood  
Follow Wilshire to the 'sea'.

Parking lots for the metro would be ideal, but where is the land going to come from? We cannot wait to attain properties for park and ride. Rather, build the metro and then provide a comprehensive linkage within the city bus system. That will take even more cars off the road.

I applaud all the efforts that are being made to bring us into the 21st century. Thank you for your dedication and hard work.

Roxane Stern  
11053 Strathmore Dr  
Los Angeles CA 90024  
310-443-1106

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**Kristine Grillo**

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**From:** Stephen Ralph Boswell [ralphboswell@hotmail.com]  
**Sent:** Wednesday, April 29, 2009 2:39 PM  
**To:** Westside Extension  
**Subject:** FW: Hello from the Wilshire Park Assoc

Gentlemen: David Donley suggested that I forward this e-mail to you. Best wishes.  
[ralphboswell@hotmail.com](mailto:ralphboswell@hotmail.com).



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**From:** ralphboswell@hotmail.com  
**To:** ddonley213@mac.com  
**Subject:** RE: Hello from the Wilshire Park Assoc  
**Date:** Fri, 24 Apr 2009 18:41:12 +0000

Dear David Donley: I regret that I did not see your e-mail until today. I would like to have attended the meeting yesterday. I have lived in my home for 43 1/2 years, at 871 Westchester Place. I know from previous hearings on the subway extension, many years ago, that many people in our neighborhood are opposed to the subway extension; but I cannot understand why anyone would want to stop any subway project in Los Angeles from being completed. In my opinion, any effort to improve the transportation system in Los Angeles is worth any sacrifice.

I lived for about a year in Toronto, Ontario, and another year in Montreal, Quebec, at the time that those subways were under construction. I also travelled frequently to Washington D.C. on business when I was working for TRW (an aerospace company that is now part of Northrop-Grumman) when their subway was under construction. I have had several occasions to visit all three of those places since the subways were finished, and I am genuinely impressed with the positive impact that those subway projects have had on those cities. Sure, it was painful for a while, putting up with the inconveniences of the construction; but the overwhelming benefits that have come to those cities as a result of those subway projects was worth all of the pain.

I also went to New York University in New York City for my Masters Degree, and I used the subway every day to get everywhere. Without the subways, New York City would come to a halt. The same is true of London, England, and Paris, France. I really enjoy riding the subway in Los Angeles from time to time, when it can get me places like Universal City, Pasadena, the airport, etc.

Frankly, if Los Angeles does not do something to get the subway projects back on track, we will (in the not too distant future) not be able to get anywhere in a reasonable time in this city because of the traffic. When I moved to Los Angeles in 1961, there were only three freeways that went substantial distances: The Pasadena Freeway, the Hollywood Freeway, and the San Bernardino Freeway. The Harbor Freeway ended at Century Blvd., designed to get people to the airport. There was no 10, 405, 605, or 105 freeway (etc., etc.) at that time. Getting from West Los Angeles or the South Bay to the San Fernando Valley in the 1960's meant taking Supulveda Blvd., or Cahuenga over the hill. It took forever to get there during the rush hour. Now it is almost the same with the 405 freeway. There were actually many people who opposed the 405 freeway project. Imagine what it would be like today, if that project had not been completed.

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Forty eight years later, the gridlock on our freeways, and our surface streets during the rush hours is unbelievable. What will it be like in 10 or 20 years, unless we swallow the pain, and finish the subway projects that were killed years ago by short-sighted people.

I remember when the gridlock on Wilton Place, a block north of 3rd Street was about to be fixed. All of the houses had been condemned, and vacated; and construction was about to begin on eliminating the curve at that location on Wilton Place. An elderly gentleman from the area circulated a petition, using the argument that the architecture of the homes that were about to be torn down, needed to be preserved. The city gave up on the project, the man died, or moved away, and the neighborhood forever more was strapped with an unbelievable traffic problem that will never be solved, because of the shortsightedness of the one man with no vision, and the people who jumped on his bandwagon.

I may be a voice crying in the wilderness, but I would appreciate it if you would forward my opinion to the whole list of members, and to the people who are trying to focus on completing the subway projects. There has got to other people who feel the same way that I do; but who will not speak up, unless encouraged to do so. Best wishes. [ralphboswell@hotmail.com](mailto:ralphboswell@hotmail.com).



EMAILING FOR THE GREATER GOOD

[Join me](#)

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Date: Mon, 20 Apr 2009 11:02:38 -0700  
From: ddonley213@mac.com  
Subject: Hello from the Wilshire Park Assoc  
To: ddonley213@mac.com

Dear Neighbors,

I know that you are aware of the Wilshire Park Association.

Many of you have been active participants over the years -- delivering newsletters, planting trees, working with block clubs, attending meetings, etc.

We have your contact info because you have signed in at a meeting or gotten your email to us by some other means.

My name is David Donley. I am the newly elected President of the WPA.

I am writing this email to introduce myself and encourage your continued participation with a group of neighbors like yourself working to keep our small part of Los Angeles a safer, greener, progressive and culturally stimulating place to live. We have accomplished some terrific things in the recent past, and there always seems to be new issues popping up.

Be it parking, traffic, crime, trees, teardowns, business encroachment, graffiti, Metro subway etc.

If you want to do something for the neighborhood and are looking for

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support, or you have an issue and might need a bit of advice, give one of us a call or send us an email.

Come to a meeting, we have a general meeting once a year.

Read our newsletter, it's delivered to your door free.

Take a look at our website  [<http://www.historicwilshirepark.org>](http://www.historicwilshirepark.org)

(It is being updated at present, but take a look and come back.)

Let us know if you have a specific issue you would like to know more about or an issue that you think is important to us all.

A topic for the week is: The Metro Westside Subway Extension.

There will be a Public Scoping Meeting on Wed April 22nd at the Wilshire United Methodist Church to discuss the issue.

The website is:  [<http://metro.net/projects\\_studies/westside/meetings.htm>](http://metro.net/projects_studies/westside/meetings.htm)

I feel that this is an issue that will impact this neighborhood greatly and this meeting will help inform the entire neighborhood of the Public Scoping and future plans for the subway.

Please take a minute and check it out.

Thank you for your time and I look forward to meeting you,

David

David Donley

President

Wilshire Park Association

[david.donley@ca.rr.com](mailto:david.donley@ca.rr.com)

213-384-5354

PS; If you have moved or would rather not receive further emails. Please reply and let me know.

**Kristine Grillo**

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**Subject:** FW: Comment on Westside Subway Extension

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**From:** Litvak, Jody Feerst [mailto:Litvakj@metro.net]  
**Sent:** Thursday, April 30, 2009 4:11 PM  
**To:** Ginny-Marie Case; Clarissa Filgioun  
**Subject:** FW: Comment on Westside Subway Extension

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From: Fortier, Renee[SMTP:RFORTIER@TS.UCLA.EDU]  
Sent: Thursday, April 30, 2009 4:10:20 PM  
To: Westside Extension  
Subject: Comment on Westside Subway Extension  
Auto forwarded by a Rule  
Hard Copy to Follow

April 30, 2009

Mr. David Mieger  
Project Director and Deputy Executive Officer  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza, MS 99/2/5  
Los Angeles, CA 90012-2952

RE: WESTSIDE SUBWAY EXTENSION SCOPING

Dear Mr. Mieger:

The University of California, Los Angeles (UCLA) is pleased to participate in the public comment process regarding the scoping study for the Westside Subway Extension.

UCLA employs upwards of 30,000, and student enrollment exceeds 38,000. Westwood/UCLA has an employment density second only to downtown Los Angeles. Notably, many of these people commute daily to and from campus from all over Los Angeles County. Not only will a Westwood/UCLA stop on the Westside Subway provide vital commute options to the many UCLA employees and students who live elsewhere in Los Angeles County, but, since UCLA's mission of teaching, research and public service extends beyond our boundaries to the communities and city around us, it will also serve the hundreds of thousands of Southern California residents who visit the UCLA campus each year for medical care, cultural activities, and other events held on campus. UCLA draws people from throughout Southern California, and the Westside, as a whole, has become an employment rich area attracting several hundred thousand commuters each day from areas throughout the region. The Westwood station is projected to have the largest number of boardings and alightings of any station on the Westside Subway line, and would be behind only Union Station and the 7<sup>th</sup> Street station for passenger volume throughout the system.

It is imperative that the Westside Subway project be planned for and built in such a way not only to enable the University to continue to excel in its teaching, research and public service mission in the future, but also to maximize the benefit to the entire Los Angeles region, which will be served by providing a subway alternative to the freeway and other roadway miles traveled by the thousands of employees, students and visitors who come to UCLA and the Westside from other areas. Since project route and phasing have not been solidified, we take this opportunity to urge the Board to adopt a route which includes a Westwood/UCLA stop in the first phase of the Westside Subway Extension project. Including a Westwood/UCLA stop in the first phase will bring benefits to the largest number of potential passengers at the earliest

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opportunity. It will not only directly benefit UCLA, but will benefit the entire Los Angeles region due to the large geographic area from which the campus draws for employment, students, patients and visitors.

Sincerely,

Renee A. Fortier, Director  
UCLA Transportation

cc: Metro Board of Directors:

Antonio R. Villaraigosa, Chair  
Mayor, City of Los Angeles

Don Knabe, First Vice Chair  
Los Angeles County Supervisor, Fourth Supervisorial District

Ara Najarian, Second Vice Chair  
Mayor, City of Glendale

Michael D. Antonovich, Los Angeles County Supervisor, Fifth Supervisorial District

Diane DuBois, City Council Member, Lakewood

John Fasana, City Council Member, Duarte

Jose Huizar, City Council Member, Los Angeles

Richard Katz, City of Los Angeles Mayor Appointee

Gloria Molina, Los Angeles County Supervisor, First Supervisorial District

Pam O'Connor, City Council Member, Santa Monica

Mark Ridley-Thomas, Los Angeles County Supervisor, Second Supervisorial District

Rita Robinson, City of Los Angeles Mayor Appointee

Zev Yaroslavsky, Los Angeles County Supervisor, Third Supervisorial District

Doug Failing, Non-voting member, State of California Governor Appointee

Gene Block, Chancellor  
UCLA

E. Felicia Brannon, Executive Director  
UCLA Government & Community Relations

David Karwaski, Manager  
UCLA Transportation Planning & Policy

Arthur T. Leahy, Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority

Sam J. Morabito, Administrative Vice Chancellor  
UCLA

Jack J. Powazek, Associate Vice Chancellor  
UCLA General Services



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**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Thursday, April 30, 2009 10:03 PM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: Larry  
lastName: Boring  
organization:  
emailAddress: [LarryDB1@ca.rr.com](mailto:LarryDB1@ca.rr.com)  
streetAddress: 1428 N Orange Grove Ave.  
city: Los Angeles  
state: Ca.  
zipCode: 90046-3902  
Date: Thursday, April 30, 2009  
Time: 10:03:13 PM

comments:

Send Hollywood and Highland extension to SM Blvd.down Highland or La Brea. Any other route would disturb and cause great harm to established residential neighborhoods in Hollywood.

Sincerely,

Larry Boring

**Kristine Grillo**

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**From:** Constance Boukidis [constanceellen@sbcglobal.net]  
**Sent:** Thursday, April 30, 2009 8:37 PM  
**To:** Westside Extension  
**Subject:** WESTSIDE SUBWAY EXTENSION

I had no idea these meetings were taking place. I am a 51 year resident in Westwood and want to emphasize that I am in favor of the subway out to Santa Monica being located under Wilshire Boulevard. If there is a station located at Century City and a line from there constructed to Westwood, it should either go out on Santa Monica Boulevard and go up Westwood Boulevard, go under the Los Angeles Country Club or go up Beverly Glen Boulevard. I am totally against it being located underneath any of the homes located in the area known as Comstock Hills with Wilshire Boulevard as its northern boundary, Santa Monica Boulevard as its southern boundary, Beverly Glen on the west and the L.A. Country Club on the east. It will lower our property values and damage our house structures.

Constance Boukidis  
1545 Ensley Avenue  
Los Angeles, CA 90024

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**Kristine Grillo**

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**From:** Jess Kalinowsky [jesskalinowsky@earthlink.net]  
**Sent:** Thursday, April 30, 2009 6:53 PM  
**To:** Westside Extension  
**Subject:** THE best thing about riding trains...

THE best thing about riding trains...

One does not have to deal with rude, ill mannered bus drivers that are driving buses and talking on the phone!

It should be against MTA policy to even have the phone on their person while driving a bus because many of them simply ignore State Law, and MTA rules against telephone usage for conversations and texting as well as headsets for their IPODS. Boom Boxes have no place on a bus! NO exceptions!

They simply cannot be concentrating on the bus operation if they are on the phone, texting or listening to music.

Someone is going to hurt or killed!

Worse, when they or eating or smoking on the buses!

You need some "secret shoppers" to ride the buses to catch the offenders!

These same offenders are drivers that put their bus "Out of Service" several stops before they reach the end of the line and pass waiting passengers!

I see it every day on the #10 and the #550 before they reach the stop at Melrose and North San Vicente, and they know there is virtually no way they can be caught! The last stop for both of these lines is at North San Vicente Blvd. @ Santa Monica Blvd. But if they either have no passengers, OR no passengers wanting off at the stop at Melrose and North San Vicente, they simply pass it by!

Just the other day, I was at Melrose and North San Vicente, and the driver stopped almost in the middle of the street, not at the curb, and a lady getting off fell. FORTUNATELY she was not hurt, but had a GREAT lawsuit against MTA if she had broken a wrist or ankle, or worse!

I'm a Senior, and it is challenging for me to get on the bus from street level, instead of curb level. The driver was clearly exacerbated that it took me a few extra seconds to get onboard. He did even bother to try to help the fallen woman! And I bet \$1000. he did not write up the incident, as I think he is required to do!

If I fall because of such a situation, MTA will certainly know about it!

I know nothing will be done about these shortcomings, but I feel better having told you!

It is really kind of simple, be nice to people, or at the very least do not be rude to them!

If one does not like their job as a bus driver, then they need to find another job.

"Service" is simple not a strong point of the MTA.

7E

**Kristine Grillo**

**From:** beverlyhills.ca@gmail.com on behalf of David Murphy [dmurphy@endinggridlock.org]  
**Sent:** Thursday, April 30, 2009 5:37 PM  
**To:** Westside Extension  
**Subject:** Re: Correction - Westside Subway Extension Scoping Comments Due May 7th

(Public comment submission follows:)

Dear Mr. Mieger:

I encourage Metro to build the subway as far as possible in the first phase (all the way to/past Westwood, or at least to Century City). I also support building the Santa Monica extension ("Pink Line") as well.

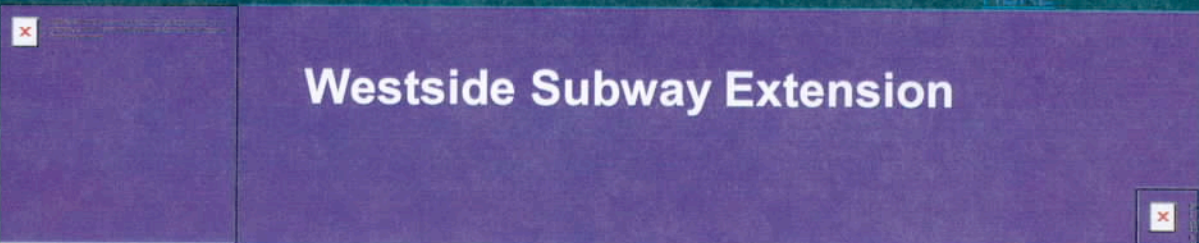
Further, I encourage Metro to take all possible steps to provide generous amounts of parking at stations. Metro should partner with the federal government to build a major garage on the grounds of the Federal Building in Westwood, and build garages at other stations when possible. Given how early in the morning parking fills up at the North Hollywood extension, it is extremely important that Metro try to build even more parking for the Purple Line. Paid parking (at a modest rate) is a definite option; indeed, it is probably inappropriate that it be free.

Thank you for your hard work.

David Murphy  
Beverly Hills, CA

On Thu, Apr 30, 2009 at 10:48 AM, Westside Subway Extension <[WestsideExtension@metro.net](mailto:WestsideExtension@metro.net)> wrote:

[HERE](#)



## Scoping Comment Period Ends May 7<sup>th</sup>, 2009

Metro would like to thank everyone who attended any of the 6 scoping meetings held between April 13-23 for the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) for the Westside Subway Extension.

Over 330 people came to the meetings, nearly 100 people spoke during the public comment period and others turned in written comments. We were very impressed by the level of participation and the strong feelings expressed about this project. Since then, many of you have already sent in your comments electronically or by US Mail.

71

**Kristine Grillo**

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**From:** jjlaca@aol.com  
**Sent:** Thursday, April 30, 2009 11:31 AM  
**To:** Westside Extension  
**Subject:** Re: Correction - Westside Subway Extension Scoping Comments Due May 7th

I have attended some of your earlier meetings and many of your Expo Phase 2 Meetings. Given the results of the Expo 2 debacle in which a final decision between the two remaining choices was made a mere few hours after the deadline for final submissions, it is clear to me and many others that this is really a "going through the motions" exercise. As such, it does not seem worth putting any time into it as the decisions appear to have been made without any inclination to consider other viewpoints or potentially overlooked aspects.

Best of luck!

-----Original Message-----

**From:** Westside Subway Extension <WestsideExtension@metro.net>  
**To:** jjlaca@aol.com <jjlaca@aol.com>  
**Sent:** Thu, 30 Apr 2009 10:45 am  
**Subject:** Correction - Westside Subway Extension Scoping Comments Due May 7th

## Westside Subway Extension

### Scoping Comment Period Ends May 7<sup>th</sup>, 2009

Metro would like to thank everyone who attended any of the 6 scoping meetings held between April 13-23 for the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) for the Westside Subway Extension.

Over 330 people came to the meetings, nearly 100 people spoke during the public comment period and others turned in written comments. We were very impressed by the level of participation and the strong feelings expressed about this project. Since then, many of you have already sent in your comments electronically or by US Mail.

If you were not able to attend the scoping meetings, you can find a copy of the presentation by going to our study website, [www.metro.net/westside](http://www.metro.net/westside), click on "News and Info." We will accept comments throughout the study, but we must hear from you by next Thursday, May 7<sup>th</sup>, 2009 for comments that relate to scoping. This is your opportunity to tell us what you want us to study and we want to hear from you!

72

**Kristine Grillo**

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**From:** Striegler, Glenn [glenn.striegler@lausd.net]  
**Sent:** Thursday, April 30, 2009 10:52 AM  
**To:** Mieger, David  
**Cc:** Westside Extension  
**Subject:** Wilshire Subway Alternative Maps

**Importance:** High

Mike - I attended on of your recent community meeting on April 13, 2009. I asked MTA representatives at the meeting if I could get pdf copies of Wilshire Subway Extension Map #s 1 and 11. These were the two alternatives selected in your Alternatives Analysis and presented in your Scoping Presentation. On the maps that you provide I ask that you remove all the station labels (*black boxes with white lettering*) so I will have enough room to add LAUSD school boundaries to the maps. The map that I produce will help your group during their analysis of the impacts on our schools during the installation and operation of the subway. I also request that if you are able to provide these maps to me that you make sure that they are not locked for editing (i.e., requiring a password to change or modify the figure).

Please let me know if you will be able to provide these maps to me and a time frame for their completion. Thanks.

**Glenn Striegler**

Environmental Assessment Coordinator  
LAUSD Office of Environmental Health & Safety  
333 South Beaudry Ave – 20<sup>th</sup> Floor  
Los Angeles, CA 90017

(213) 241-2199 Phone  
(213) 241-3327 FAX  
[glenn.striegler@lausd.net](mailto:glenn.striegler@lausd.net)  
<http://lausd-oehs.org>



**Kristine Grillo**

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**From:** Rog4rail@aol.com  
**Sent:** Thursday, April 30, 2009 10:31 AM  
**To:** Westside Extension  
**Subject:** Comment: Eliminate Crenshaw stop

At the recent scoping meetings, various station locations were discussed for Westwood, Century City, and the business district of Beverly Hills. In each instance, it was suggested that there would only be one stop in each area.

However, with a Crenshaw stop, that would make four stops in Koreatown that are about a half-mile apart.

Speed is an important part to the ridership. Mid-Wilshire already has a Normandie stop half-way between Vermont and Western. Stopping at Vermont, Normandie, Western, and Crenshaw creates a too-slow stretch of the route. One mile spacing is preferred. Having the next stop west of Western be La Brea (2 miles) compensates for the half-mile spacing between Western and Vermont.

The proposed Crenshaw line north of Exposition would be better served meeting Wilshire at La Brea.

Thank you, Roger Christensen

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[Big savings on Dell XPS Laptops and Desktops!](#)



**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Thursday, April 30, 2009 10:24 AM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: fred  
lastName: schwartz  
organization:  
emailAddress: [judy66@att.net](mailto:judy66@att.net)  
streetAddress: 1609 comstock ave  
city: los angeles  
state: ca  
zipCode: 90024  
Date: Thursday, April 30, 2009  
Time: 10:24:05 AM

comments:

please do not run you subway under Comstock, My best idea is to use the vast open space of the Los Angeles Country Club..They have 2 courses & people don't live there



75

**Kristine Grillo**

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**From:** Judy Schwartz [judy66@worldnet.att.net]  
**Sent:** Thursday, April 30, 2009 10:18 AM  
**To:** Westside Extension  
**Subject:** from fred schwartz on Comstock

Pls. do not use our street

76

**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Thursday, April 30, 2009 9:53 AM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: Scott  
lastName: Schmidt  
organization:  
emailAddress: [scottschmidt@gmail.com](mailto:scottschmidt@gmail.com)  
streetAddress: 8221 DeLongpre Ave #9  
city: West Hollywood  
state: CA  
zipCode: 90046  
Date: Thursday, April 30, 2009  
Time: 09:52:49 AM

comments:

I strongly encourage Metro to move forward with a dual line proposal for the following reasons:

- 1) It is the only option that creates connectivity with other parts of the system, and will provide a link between the Valley and the West Side. Metro should see ridership increases on the Orange Line and "Pink" Line as a result of this symbiosis.
- 2) It will provide an efficient transit option for Metro employees to get to work at the Bus Depot at Santa Monica and San Vicente.
- 3) It will promote public safety by connecting nightlife districts in West Hollywood, Hollywood and Silverlake which are otherwise poorly served by public transit.

A single-line proposal is a 24-hour solution to an 8-hour problem, as it intends to serve mainly the office corridors along Wilshire. Metro should invest in solutions that serve the broader region.



**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Sunday, May 03, 2009 1:21 PM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: Hugh  
lastName: Brockington  
organization:  
emailAddress: [hughfb3@aol.com](mailto:hughfb3@aol.com)  
streetAddress: 2030 Ivar Ave. Apt 106  
city: Los Angeles  
state: CA  
zipCode: 90068  
Date: Sunday, May 03, 2009  
Time: 01:20:54 PM

comments:

Hello Metro,

- I strongly support building both the purple line down wilshire to at least the 405, & building the pink line through west Hollywood.
- I feel the west Hollywood alignment should be phased in after the purple line reaches Westwood, but before the santa monica extension
- I strongly support a true express service on both lines to reduce travel times from end to end.
- I support having a Pink Line alignment OVERLAY from the north hollywood red/orange line station all the way to westwood without transfer to reduce travel times of those living in the valley commuting to century city or westwood.
- I support the pink line going down santa monica and down la cienega,
- I do NOT support the detour to san vicente

78

**Kristine Grillo**

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**From:** Richard A Pfefferman [rpfefferman@sbcglobal.net]  
**Sent:** Saturday, May 02, 2009 1:28 PM  
**To:** Westside Extension  
**Subject:** connection from century city to UCLA

Any underground drilling for the extension from century city to UCLA should go under the golf course just east of club drive to wilshire blvd, or under santa monica blvd and then north under westwood blvd, but in no case under any of the homes in comstock hills. Slower speeds should be implemented to accommodate the sharper angle of the required turn.

Thank you,

Ross Silver and Richard Pfefferman, 10311 Eastborne Avenue.

79

**Kristine Grillo**

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**From:** David Eichman [dme4law@sbcglobal.net]  
**Sent:** Saturday, May 02, 2009 10:56 AM  
**To:** Westside Extension  
**Subject:** West Hollywood route

It is crucial that any extension to the Westside contain a spur that goes to West Hollywood. Just look at the Paris metro system with all of its lines and spurs. It is crucial that the metro system serves the areas where there will actually be riders. Once the route is determined, city planners can build mixed use projects near transit stops.

David Eichman  
9200 Sunset Boulevard, Suite PH 2  
West Hollywood, CA 90069  
(310) 278-2150

80

**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Friday, May 01, 2009 2:22 PM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: Max  
lastName: Lance  
organization:  
emailAddress: [max\\_lance@hotmail.com](mailto:max_lance@hotmail.com)  
streetAddress: 8217 Blackburn Ave., #3  
city: Los Angeles  
state: CA  
zipCode: 90048  
Date: Friday, May 01, 2009  
Time: 02:22:03 PM

comments:

Hi, I'm a regular Metro user and a big advocate of your existing projects. I think the subway and light-rail are both efficient and superior to those of other cities.

I think the long-range solutions to Westside transit are great, but would like to know about short-term options. Is there any way to get a dedicated bus lane on any of the main boulevards while the Westside extensions are studied and eventually built?

I'd really like to see something done. I know these studies are necessary, but so much money is poured into charts and graphs while no building gets done where it is desperately needed.

The projects you have done in the past have been great, which is why it's so frustrating to see nothing done on the Westside. Sta Monica Blvd., Wilshire Blvd., Olympic, anything. Private bus lane, lite-rail, tram. The traffic is atrocious and I know the solution you decide on will be great. I just hope something can be done soon and would like more information about that. Especially with bike lanes.

81

**Kristine Grillo**

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**From:** Mark Egerman [me@eblaw.com]  
**Sent:** Friday, May 01, 2009 9:37 AM  
**To:** Westside Extension  
**Cc:** Litvak, Jody Feerst; Allan Alexander

Dear Metro:

I am e-mailing you to state my strong support for the Wilshire alignment being the first alignment to be constructed. I further encourage Metro to build the first phase beyond Fairfax with stations at La Cienega, Beverly Drive and Century City. Beverly Hills and Century City are centers of business activities with major hotels, office buildings, retail establishments and residences. This critical mass for transit ridership should be captured in the first phase.

With the Federal government's current focus on an infrastructure and future revenue from Measure R, now is the time to build this important segment of our transit system.

Thank you for your efforts in this matter.

Always,

Mark Egerman

**Egerman & Brown, LLP**

9401 Wilshire Blvd.  
Suite 500  
Beverly Hills, CA 90212-2918  
(310) 248-6299  
(310) 248-6288 fax  
[me@eblaw.com](mailto:me@eblaw.com)

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82

**Kristine Grillo**

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**From:** Allan Alexander [aalexander@aalexander.net]  
**Sent:** Friday, May 01, 2009 9:24 AM  
**To:** Westside Extension  
**Cc:** Daniel Walsh; Anita Eddy; May Soth; Roderick Wood; Aaron Kunz; NANCY@KRASNE.COM; Jimmy@delshad.com; Mahdi Aluzri; Mark Egerman; DennyZane@aol.com; David Gustavson; Litvak, Jody Feerst  
**Subject:** Comments of Westside Extension of Subway

Metro:

I spoke at your Beverly Hills Library scoping session last month. I wish to state again my support for the Wilshire alignment being the first alignment to be built out and encourage Metro to try to get the first phase beyond Fairfax or La Cienega to the Century City station. The reason is that Century City is businesswise the westside counterpart to downtown Los Angeles. Century City has approximately ten million square feet of office space as well as a major hotel, the Century City regional shopping mall and many multi family residential units (both built and under construction). This critical mass for transit ridership should be captured in the first phase.

I realize that the length of this first phase raises financing issues, but with the Federal government's current focus on an infrastructure bank and the sizable future revenue from Measure R to provide security for Federal loans this financing may be feasible.

Finally, I thought the scoping session, including the power point presentation, was very helpful for the public to understand the process that will be followed on this vital public transit project. Keep up the good work!

Regards,  
Allan Alexander

Allan Alexander  
9595 Wilshire Blvd., Suite 900  
Beverly Hills, CA 90212

E-Mail Address: [aalexander@aalexander.net](mailto:aalexander@aalexander.net)  
Telephone: 310.273.8400  
Fax: 310.273.8459  
Cell: 310.801.9655



**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Friday, May 01, 2009 9:10 AM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: Alex  
lastName: Harwood  
organization: Home Owner/Resident  
emailAddress: [aharwood@calstate.edu](mailto:aharwood@calstate.edu)  
streetAddress: 6677 W 5th St  
city: Los Angeles  
state: CA  
zipCode: 90048  
Date: Friday, May 01, 2009  
Time: 09:09:53 AM

comments:

I attended the meeting at LACMA on 4/13.

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

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

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

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

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

**Kristine Grillo**

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**From:** Litvak, Jody Feerst [Litvakj@metro.net]  
**Sent:** Monday, May 04, 2009 11:48 AM  
**To:** Kristine Grillo; Clarissa Filgioun  
**Cc:** Martin, Roger; Mieger, David  
**Subject:** FW: Environmental Review Process

This looks like an official agency comment

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**From:** Kerman, Ann  
**Sent:** Monday, May 04, 2009 11:30 AM  
**To:** Litvak, Jody Feerst  
**Subject:** FW: Environmental Review Process

Fyi....

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**From:** Roybal, Dolores  
**Sent:** Monday, May 04, 2009 11:28 AM  
**To:** 'Ginny-Marie Case'; 'Villalobos, Monica'; Kerman, Ann  
**Subject:** FW: Environmental Review Process

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**From:** Minh-Ha Nguyen [mailto:MNguyen@css.lacounty.gov]  
**Sent:** Friday, May 01, 2009 9:54 AM  
**To:** Leahy, Arthur  
**Cc:** Roybal, Dolores  
**Subject:** Environmental Review Process

Dear Sir and Madam,

Based on the April 13, 2009 presentation on the Westside Extension Project (WEP), CSS fully supports the MTA's efforts to increase public transportation in the County of Los Angeles. It is projected that the senior population in L.A. County will grow exponentially over the next 10 years. For this reason, we anticipate many seniors using the WEP rail service. It should be noted that senior safety should be given special consideration, especially during evening hours. In addition, we support the rail transit option that has the highest number of stops near resources and services for seniors.

Should you need additional information, please call me at (213) 738-2645.

Regards,

Minh-Ha Nguyen, Assistant Director  
Aging & Adult Services Branch  
Community & Senior Services  
3333 Wilshire Boulevard, Suite 400  
Los Angeles, CA 90010

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**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Wednesday, May 06, 2009 8:23 AM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: David  
lastName: Brumer  
organization:  
emailAddress: [redavid@mindspring.com](mailto:redavid@mindspring.com)  
streetAddress: 1623 N. Orange Grove Ave.  
city: L.A.  
state: CA  
zipCode: 90046  
Date: Wednesday, May 06, 2009  
Time: 08:22:59 AM

comments:

I would like to see 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" built.

86

**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Wednesday, May 06, 2009 7:21 AM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: JOann  
lastName: Davis  
organization:  
emailAddress: [jdavis@archer.org](mailto:jdavis@archer.org)  
streetAddress: 1557 N. Orange Grove Ave  
city: Los Angeles  
state: ca  
zipCode: 90046  
Date: Wednesday, May 06, 2009  
Time: 07:20:31 AM

comments:

I 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

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**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Tuesday, May 05, 2009 11:19 PM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: Gary  
lastName: Rado  
organization:  
emailAddress: [gar4usc@aol.com](mailto:gar4usc@aol.com)  
streetAddress: 1612 Courtney Ave  
city: Los Angeles  
state: CA  
zipCode: 90046  
Date: Tuesday, May 05, 2009  
Time: 11:19:24 PM

comments:

I 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

**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Tuesday, May 05, 2009 8:06 PM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: kevin  
lastName: batten  
organization:  
emailAddress: [kevin@superfad.com](mailto:kevin@superfad.com)  
streetAddress: 1545 n orange grove ave  
city: los angeles  
state: ca  
zipCode: 90046  
Date: Tuesday, May 05, 2009  
Time: 08:05:41 PM

comments:

I vote for the Metro Purple Line Subway Extension to be constructed via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard

**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Tuesday, May 05, 2009 6:04 PM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: James  
lastName: Shafer  
organization: Downtown LA Resident  
emailAddress: [shafer\\_james@lacoecoe.edu](mailto:shafer_james@lacoecoe.edu)  
streetAddress: 400 S. Main St., Apt. 504  
city: Los Angeles  
state: CA  
zipCode: 90013  
Date: Tuesday, May 05, 2009  
Time: 06:04:24 PM

comments:

I would choose the "Wilshire/Santa Monica Blvd. Combined HRT Subway". In the West Hollywood area I would pick the alignment that runs along part of San Vicente and has an extra station serving West Hollywood. In the Century City area I would pick the alignment that is farther to the south and that is located in the midst of the towers. In the UCLA area I would pick the alignment that has the station farther north (located farther into the campus). It's very important to locate stations so that pedestrians don't have too far to walk and so that many users will be able to walk to their final destination and won't have to use a shuttle bus.  
Thank you very much.  
Jim Shafer

**Kristine Grillo**

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**From:** Webmaster [RSC\_Webmaster@metro.net]  
**Sent:** Wednesday, May 06, 2009 10:29 AM  
**To:** Westside Extension  
**Subject:** I have a question/comment about the Westside Extension Transit Corridor Study

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firstName: Thai  
lastName: Lam  
organization:  
emailAddress: [thailam2000@yahoo.com](mailto:thailam2000@yahoo.com)  
streetAddress:  
city:  
state:  
zipCode:  
Date: Wednesday, May 06, 2009  
Time: 10:29:21 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.