



WESTSIDE SUBWAY EXTENSION

Public Participation & Community Outreach Report Appendix A – Scoping Report Part 13



August 2010

May 7, 2007

Mr. David Meiger, Project Director
Westside Subway Extension
Metro
1 Gateway Plaza, MS 599/2/5
Los Angeles, CA 90012

Dear Mr. Meiger,

Neighbors for Smart Rail (NFSR) appreciates the opportunity to comment for the record on the scoping process of the Westside Subway Extension. NFSR is a coalition of Homeowners' Associations, including West of Westwood HOA, Westwood Gardens Civic Association, Tract 7260 and the Cheviot Hills HOA, and unaffiliated residents and businesses throughout the west side of Los Angeles and along the Exposition Corridor, downtown to Santa Monica. Long before the project alternatives currently presented on the Westside Subway Extension and predating the incorporation of NFSR, west side residents and businesses have supported the expansion of subway service in the Wilshire Corridor. Following are our recommendations for the project:

1. The fully grade-separated subway offers superior transit benefits, with minimal safety impacts, no adverse traffic impacts, and few quality of life impacts to communities beyond the construction phase when compared to bus or light rail.
2. The primary line should be the shorter Wilshire Boulevard Line as it hits many of the major businesses and communities favored by tourists and Los Angeles citizens, including Korea Town, Museum Row, Beverly Hills, Century City, Westwood and UCLA, many of which are sorely underserved by mass transit now. While an efficient subway system would benefit West Hollywood as well, with the Wilshire alignment the City of West Hollywood will be served on it's perimeter by both the Red Line at Hollywood and Highland and Purple Line on Wilshire Boulevard.
3. A subway continuing down Wilshire will increase off peak travel by facilitating potential midday business between Century City and Downtown, and Beverly Hills and Downtown. The best return on transit investment is achieved by two way transit in a corridor. The Wilshire corridor has a greater opportunity than the Santa Monica route for off peak mode shifts. Even those who drive to work in the morning would likely be encouraged to go downtown, or make short midday trips by subway to save parking fees and time in traffic.
4. The greater ethnic and cultural diversity of the Wilshire Boulevard communities creates improved social linkage between downtown and, eventually, the sea. The majority Caucasian population (86% per 2000 Census) in West Hollywood make the Santa Monica route a poorer choice in that regard.
5. Ridership on a subway line down Santa Monica Boulevard is geographically limited by the foothills to the north. The hillside area is mostly residential and unlikely to increase density or develop additional commercial trip generators. With limited resources a more central trunk line is preferable and more amenable to regional connectivity to other transit lines.

The greater ridership, reduced transit time and fewer environmental impacts make subway a superior choice over the intrusion of light rail or bus along all of the highly congested routes and MOSs under consideration. Further, as already determined in all scoping meetings on the Westside Subway Extension (and on Phase 1 and 2 of the Exposition Light Rail) citizens of Los Angeles overwhelmingly prefer the safety and increased travel benefits of underground rail. Measure R was passed to fund just such projects. In fact, the Exposition line was intended to be a subordinate line to Wilshire Boulevard transit from the beginning. When the Redline Subway project was folded for what now seems like a paltry funding deficit of less than \$250 million Expo became the "alternative to the previously approved subway extension." (Mid-City/Westside Transit Corridor Draft EIS/EIR, Executive Summary, Page S-3)

The planning and construction of that "alternative" has proved troublesome to the communities in the corridor who, with the exception of Santa Monica, have all expressed concern and outright opposition to Expo at-grade for almost 20 years. MTA's insistence on pushing the Expo square peg into a round hole will continue to create blowback for the agency, as no amount of public relations, lobbying, ersatz grass roots groups or political maneuvering will change what Expo remains-under budgeted, over-priced (now approaching \$2 billion for 8 miles), highly impacting to communities, and an unacceptable, mostly at-grade train alignment creating safety hazards and increasing traffic through some of the most congested intersections in the country. The Phase 2 impacts are so great and the community resistance so resilient, that we question the DEIR findings on the alternatives analysis, the traffic data and environmental impact evaluations. Their report consistently under represents the impacts. As proposed, the design flaws result in an inferior project for which any transit benefits over the existing bus system are dubious and severe adverse impacts are a certainty.

Expo Phase 1 safety issues remain. The CPUC and LADOT have identified and suggested solutions to those safety deficiencies. The MTA has spent great amounts on legal fees and lobbyists to reverse the safety of grade separations adjudicated by the CPUC instead of putting the safety of children first.

The communities and citizens represented by NFSR have every hope that the Westside Subway Extension Project will serve the interests and transportation needs of the County and City of Los Angeles in a more equitable, legitimate and transparent way. With a growing majority of the region accepting the importance of a world-class mass transit infrastructure MTA has a chance to engage tremendous community support to get the Westside Subway funded, built and operating in record time. If the decision is made and plans go forward, funding will be the biggest challenge. It is in the interest of expediting the "Subway to the Sea" that NFSR offers our modest proposal:

Whereas, Phase 2 of the Expo Line misses all major trip generators on the West Side of Los Angeles;

Whereas the number of property acquisitions necessary to put two trains through the Expo Phase 2 corridor are swelling the budget and yet do not increase safety or transit efficiency on the line;

Whereas, the Westside Subway Extension has near unanimous regional consensus and the Expo Phase 2 Light Rail, as proposed, has little support outside of Santa Monica;

Whereas, Expo Phase 1 has been under construction for nearly two years and has yet to resolve the safety of some crossings to the satisfaction of the CPUC or LAUSD, and many crossings to the satisfaction of the Phase 1 communities;

Whereas the at-grade design of Expo Phase 1 through South Los Angeles presents a pending Environmental Justice challenge;

Whereas, there is diminishing political support for at-grade rail in Los Angeles (LA City Councilmen LaBonge and Rosendahl have presented a council resolution prohibiting at-grade rail on Phase 2, and the City of Culver City prohibits at-grade rail in that city);

NFSR does hereby propose that the Expo Phase 2 light rail project be halted, and the monies already allocated should be disbursed to under-ground critical crossings on Expo Phase 1. The balance of the allocated Phase 2 budget should be committed to the Westside Subway Extension to increase the local match required to receive Federal New Starts funding. If the Subway Extension has to keep waiting behind the fiscally bloated, environmentally challenging Expo Phase 2 project, unless there is a remarkable and immediate economic turn around, our region may yet again miss our best chance for a real mass transit solution for all of Los Angeles to be proud of.

Sincerely,

Terri Tippit, President
Neighbors for Smart Rail

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, May 07, 2009 3:50 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: leslie
lastName: militzok
organization: sunset square
emailAddress: visresinc@aol.com
streetAddress: 1556 north fairfax Ave.
city: los angeles
state: Ca
zipCode: 90046
Date: Thursday, May 07, 2009
Time: 03:49:33 PM

comments:

I support the Red Line down Santa Monica Blvd. from Hollywood and Highland. I also support the Purple line down Wilshire blvd.

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Thursday, May 07, 2009 3:48 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: sumie
lastName: mishima
organization: sunset square
emailAddress: dreamdogs@aol.com
streetAddress: 1556 north fairfax Ave.
city: los angeles
state: Ca
zipCode: 90046
Date: Thursday, May 07, 2009
Time: 03:47:37 PM

comments:

i am a homeowner in Sunset square and I support the Purple line down Wilshire blvd and the red Line from Hollywood and Highland down Santa Monica Blvd.

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Kristine Grillo

From: DreamDogs@aol.com
Sent: Thursday, May 07, 2009 3:44 PM
To: Westside Extension
Subject: Purple and Red line

We are homeowners living at 1556 North Fairfax Ave. Los Angeles, CA 90046. Our names are Leslie Militzok and Sumie Mishima. We support the Purple line down Wilshire blvd. and the Red line from Hollywood and Highland along Santa Monica Blvd. If you need to contact us by phone the number is 323-876-8160. Thank you.
Sumie Mishima and Leslie Militzok

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Kristine Grillo

From: JReichmann [jreichmann@sbcglobal.net]
Sent: Thursday, May 07, 2009 3:18 PM
To: Westside Extension
Cc: ComstockHills@yahoogroups.com
Subject: Metro routing

Dear Mr. Meiger:

I speak for my organization, Comstock Hills Homeowners Association, and our community of approximately 250 homes (east of Beverly Glen, south of Wilshire) when I tell you that we oppose tunneling under our properties to get a transit line from Century City to UCLA. In fact, we simply oppose any tunneling under our homes. We have attended scoping sessions and voiced our concerns. Please keep us apprised of any developments or pending decisions.

Sincerely,

Jan Reichmann, President
Comstock Hills Homeowners Association
jreichmann@comstockhills.com

202 S. Juanita Ave., # 2-211

Los Angeles, CA 90004

May 3, 2009

Mr. David Mieger, AICP,

Project Director and Deputy Executive Officer

METRO (LACMTA)

1 Gateway Plaza, MS 99/2/5

Los Angeles, CA 90012

Dear Mr. Mieger:

Thank you for the opportunity to comment on the METRO Westside Subway Extension (often referred to as "Subway to the Sea"). The fact sheet on the project, including detailed information under "Frequently asked questions" is very informative, and the public meeting I attended at the Santa Monica Library on 4/23/09 revealed a very strong public interest in the project, with thoughtful comments made by scoping meeting participants.

My comments on the project are as follows:

I recommend Alternative # 11, Wilshire Boulevard combined with the West Hollywood line. This comprises the Purple Line extension of Metro Rail from Wilshire/Western to Westwood/UCLA, and onward to downtown Santa Monica; combined with the West Hollywood route from Hollywood/Highland to Beverly Hills.

STATIONS

The following Purple Line and West Hollywood Line stations I agree with, without further comments:

- Wilshire/La Brea in Los Angeles
- Wilshire/Fairfax in Los Angeles
- Wilshire/La Cienega in Beverly Hills
- Wilshire/Beverly in Beverly Hills
- Wilshire/26th in Santa Monica
- Wilshire/16th in Santa Monica
- Wilshire/4th in Santa Monica

And:

- Hollywood/Highland in Los Angeles
- Santa Monica/La Brea in West Hollywood
- Santa Monica/Fairfax in West Hollywood
- Beverly Center area in Los Angeles & West Hollywood

STATIONS WITH VARIOUS OPTIONS

I have the following comments on the remaining Purple Line stations, from east to west, with an additional comment on a West Hollywood station:

0 Wilshire/Crenshaw.

This is listed as an optional station. One of your maps shows this as a station on a bus-only feeder route extending from Expo/Crenshaw north and northeast to Wilshire/Crenshaw and continuing on to Wilshire/Western. I agree that this might be the most cost-effective way to begin operation of the Purple Line from Wilshire/Western to Wilshire/Fairfax.

However it might be worth leaving this Crenshaw/Purple Line station as an option that might be added later (after the first segment of the Purple Line goes into operation), in the event that funding becomes available to extend the Crenshaw/Inglewood/LAX line, which appears to be drawing strong support as a light rail line, northward to Wilshire Boulevard. In this case, I would assume a subway section, if funded, from Expo/Crenshaw along Crenshaw to Wilshire, would be used by light rail trains, to meet an east-west Purple Line rapid transit station on Wilshire, and with an underground Crenshaw LRT station just to the south allowing an easy walking access to the Purple line station.

Further comments on Crenshaw I will add below.

0 Century City.

Of the two alternative station locations shown for Century City, I would suggest dropping the Santa Monica Blvd. station option, and adopting a station south of here, probably located at Constellation Blvd./Avenue of the Stars (perhaps a little to the east along Constellation, part ways to Century Park East). This would provide better coverage for office buildings, theatres, residences, and a little better access to the Century City Hospital. Olympic might be another option.

0 Westwood/UCLA.

Of the alternative station sites here, I would suggest locating the station north of Wilshire, probably at Weyburn or Le Conte (still along Westwood Boulevard), to provide better access to the huge UCLA campus as well as service to the Westwood commercial section south of here. A Le Conte station would provide excellent access to the UCLA Hospital and medical research facilities and enhance student access to classes, libraries, and other university buildings. And, the stop would still allow access to the Federal Building along Wilshire.

0 Bundy or Barrington.

On maps I have seen, the next station stop is shown at Bundy. There appears to be strong interest in locating a station west of the 405 Freeway as part of the third segment of the Purple Line, either because of highway traffic along Wilshire where it crosses the 405, or to provide improved possibilities for park and ride.

I suggest locating this last station on this segment of the line farther east at Barrington and Wilshire, as it would access larger office buildings close to Barrington, the VA Medical Center (and other VA facilities), and the large University High School close to Barrington. Also, construction costs for the west end of this third segment of Subway to the Sea could be reduced somewhat, to be made up for when work begins on the fourth segment.

And possibly, in the future decade when this segment can proceed, there may be more funding available to add a stop between Bundy and Centinela on Wilshire, probably inspired by future office building expansion along this section of West LA and Santa Monica.

0 Link to Exposition Line in downtown Santa Monica?

Again in the realm of what may be fundable in future decades, it may be worth extending the Purple Line south to meet the Exposition LRT line at about 4th and Colorado. This would allow better access to the Santa Monica Place, the Pier, City Hall, the Civic Auditorium, and residences and hotels in this part of downtown Santa Monica. A decision on this short extension could perhaps be delayed until later.

0 West Hollywood station at La Cienega or San Vicente.

I suggest adopting the San Vicente station. This would provide access to the Library, the Post Office, the Sheriff Station, and the Pacific Design Center. The latter includes the "Blue Whale", the second, green building, and a new red building now under construction. And, bus access to the "Sunset Strip" north of here would be only a little longer than if the La Cienega station on Santa Monica were adopted.

OTHER COMMENTS

0 405 Freeway and possible Exposition-Westwood/UCLA link

At the Sept. 8.2008 meeting at the Art Museum, on the Westside Extension Transit Corridor Study, I made brief public comments on a possible link from the Exposition LRT line to Westwood/UCLA parallel to the 405 Freeway. Although I had done my own field investigation of this concept, to give credit where credit is due, I heard after the meeting that Mr. Steve Brye of MTA staff had earlier

suggested this option, followed by the concept being publicized by Mr. Darrell Clark of the Sierra Club Transportation Subcommittee.

This potential route along Cotner and Sepulveda I thought of as a "stop-gap" measure that might be considered in the event funding for completion of the Purple Line to downtown Santa Monica might be curtailed or delayed by lack of availability of funding. It would of course provide access from Expo line stations from downtown Santa Monica to the 405 Freeway, and thence to Westwood/UCLA. Theoretically a route like this might be put in place before the Purple Line and West Hollywood routes arrive at Beverly Hills and Westwood, and might spur continued interest in the Wilshire and West Hollywood projects.

I don't believe this potentiality should be used to try to prevent the Wilshire subway route from Westwood to downtown Santa Monica from being funded and implemented. It might on the other hand be part of a precursor for a north-south 405 Freeway LRT route, which is now generating interest.

0 The Grove/Farmers Market Linkage

With the adoption of the Purple Line west to the Art Museum, Beverly Hills CBD, Century City, Westwood, and Santa Monica, if the West Hollywood route from Hollywood/Highland to Beverly/Wilshire is also adopted, some type of shuttle line option may be considered serving The Grove and the Farmer's Market, from Wilshire/Fairfax north and west to the Beverly Center. This might be in the form of a bus shuttle, a streetcar, or a monorail (the Grove already has a very short tourist streetcar!). Any of these shuttle route options would enhance patronage to both the Wilshire line and the West Hollywood route.

0 Crenshaw Corridor linkage to Purple Line/West Hollywood Line

An LAX-Inglewood/Florence-Crenshaw route connecting with the Exposition Line may be difficult to take to downtown LA via the Blue Line to 7th and Figueroa, owing to the number of trains that could be routed along the southern end of the Downtown Connector (even if an additional surface station was installed to provide patron access to the Red Line and Purple Line).

The concept of routing the Crenshaw line north from Exposition, north and northwest to the Wilshire/La Brea Purple Line station might be helpful in linking Crenshaw with the Wilshire rapid transit line. The recent MTA maps seem to suggest going northwest from Washington/Crenshaw underground, crossing Venice and Pico at the old Mid-Town or Mid-City Center location, and going up San Vicente to La Brea, with a stop at La Brea/Wilshire. This might help redevelop the old Mid-City shopping center/bus transfer point, and might be accomplished with some combination of surface and subway (or even vertical stack construction) in places, assuming the Crenshaw line continues to be light rail. This would provide a link east and west along Wilshire.

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Possibly, as I believe you suggested at the meeting, it might even be possible to extend the Crenshaw route north along La Brea to Hollywood largely in subway; if done with LRT, it would likely require another transfer station at Hollywood/Highland to both the Red Line and the West Hollywood line.

The above pretty much exhausts my thoughts on the subject of the Westside Subway extension, with branches and linkage to Crenshaw, at this point.

Sincerely,



Alan D. Havens

(213-736-7466

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Fax Cover Sheet

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Date May 7th, 2009 Number of pages _____ (including cover page)

To:

From:

Name Mr. David Mieger Name Charles Follett

Company M.T.A. Company Santa Monica

Telephone Co: Mr. Steve Brye Telephone 310-395-8245

Fax 213-922-3060

Comments

West side Subway Extension
Comments

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Charles R. Follette
901 3rd Street,
Apt. #406
Santa Monica, Calif. 90403
Telephone 310-963-9952

Mr., David Mieger, AICP
Project Director and Deputy Executive Officer
Metro
#1 Gateway Plaza, MS 99/2/5
Los Angeles, Calif. 90012

May 7th, 2009

Dear Mr. Mieger and the Westside Subway Extention Team:

Being that I was born and raised in Santa Monica and continue to reside here, I realize the importance of having a mass transit rail system connect Santa Monica with Downtown Los Angeles. In part, because of the current economic conditions, as well as demographic reality, it is now more important than ever to select the transit system and alignment, which will yield the greatest benefit to our society, as a whole. We must select the system and alignment that will serve the greatest population, the largest number of destinations (workplaces, hospitals, government and private offices, schools & colleges, businesses, cultural attractions, tourist attractions, and general points of interest. Because of the current economic conditions affecting our Federal, State, County and Municipal governments it is necessary to make difficult choices. It is necessary to make decisions, which are logical, pragmatic, and economically sound. For this reason, for these times, and for the greater good of the whole region, the M.T.A. will be wise to say NO to PHASE 2 of the MID-CITY EXPO LINE and apply its projected cost towards building the extension of the Purple Line "SUBWAY TO THE SEA" all the way under WILSHIRE BOULEVARD to SANTA MONICA.

The projected cost to build Phase 2 of the Mid City/Expo Line is \$1.8 Billion. This is \$1.8 Billion that can be used for the Subway Extension. By applying this \$1.8 billion to the Subway we will pay for 30% of its projected cost of \$6 billion. This will also free up more revenue to help build the The Gold Line Foothill Extension and The Green Line connection to LAX. We only need one line built to Santa Monica, and the best line is the SUBWAY TO THE SEA under Wilshire Boulevard.

I feel that it is of utmost importance that we build the Wilshire Subway to the Sea. It would be redundant to build both the Wilshire Subway and the Exposition line to Santa Monica. Building the Subway To The Sea will bolster Los Angeles' standing as one of the truly great cities of the world.

I honestly feel that Phase 1 of the Mid-City/ Expo Line is much-needed project. I know it will be good for the residents of the Exposition Park area, Historic West Adams, Jefferson Park, Leimert Park, Baldwin Hills, the Crenshaw District and

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Culver City. I also feel strongly that this is as far as this line should go. For several reasons Culver City should be the final, permanent terminus for this line.

I attended the April 23rd Scoping Meeting in Santa Monica. It was at this meeting that representatives of the M.T.A. stated that due to the passage of Measure R on last November's ballot, \$4.5 billion will now be available to extend the Purple Line from Western Avenue to a location west of Interstate 405 in Brentwood. This is as far west as the Measure R funds will extend the Purple Line. It was further stated that the projected cost to complete the line from Brentwood to 4th Street & Wilshire Blvd. in Santa Monica is \$2 billion, essentially the same amount needed to build Phase 2 of the Mid-City Exposition Line. Because of the logical explanation described herein, the M.T.A. would be wise to give serious consideration to making the difficult, but pragmatic decision to allocate the \$2 billion away from Phase 2 of the Mid-City Exposition Line and use it to provide the final revenue needed to fully finance the Purple Line from Western Avenue all the way to 4th Street & Wilshire in Santa Monica. Doing this will greatly expedite the completion of "THE SUBWAY TO THE SEA" by many years.

It is for this reason that I request that as part of the Scoping Process the M.T.A. perform an analysis of the potential ridership on the Purple Line all the way to and from 4th Street & Wilshire Blvd. in Santa Monica WITHOUT THE CONSIDERATION OF THE MID-CITY/ EXPO LIGHT RAIL LINE. Please perform a ridership analysis where the only rapid transit rail line to Santa Monica is the Purple Line "Subway To The Sea". The results will likely show that the ridership all the way to & from Santa Monica will be huge.

It is of vital importance that we act on this issue immediately. Because of the way revenues are allocated for this type of project; i.e. government committee's, et al. If the Exposition line WEST of Culver City is funded and slated to be built, the chance of constructing a second rapid transit rail project to Santa Monica will be nil. Legislators from other areas will surely deny a second line to Santa Monica. They will say that it is redundant. Why should there be two rapid transit rail lines to Santa Monica when most areas don't have any? I can easily understand how they could reach this conclusion. So lets select the best project to Santa Monica from the beginning.

With so many demands for so few government dollars, we can't take any chances. If we don't act NOW on this issue we may never have another chance to build the Santa Monica line where it obviously should be built—

— STRAIGHT DOWN WILSHIRE BOULEVARD TO THE OCEAN —

Following are just a few additional reasons we should do this:

- 1) As you know, the traffic congestion problems between Santa Monica and downtown Los Angeles are worse now than they have ever been. Without a sensible, accurate, and legitimate solution, the situation will only deteriorate year by year. The light rail system is simply not capable of handling the passenger capacity levels, which could be achieved, given that the right system is in place. According to the MTA, each light rail car (Blue Line, Green Line, Gold Line, — with accordion connection in the middle) can seat up to 144 passengers. Because of platform length limitations, each

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train can carry a maximum of 3 cars. So the total capacity per light rail train is only 432 passengers.

The Purple Line Wilshire Subway can carry up to 135 passengers per car. The station platforms are built to accommodate 6 cars per train. This brings the total number of passengers per train to 810. Thus, the Wilshire Subway can transport nearly double the passengers per train than the light rail line. The figure increases even more when we input the fact that the Red Line Subway can accommodate many more standing passengers, than can the light rail.

Another big advantage of the Wilshire Subway is to consider the time duration between trains. During peak rush hour periods the frequency of train departures is increased. The MTA states that the Purple Line Wilshire Subway could depart once every five minutes. The maximum number of passengers on the Subway per hour will be 16,200, in each direction. During rush hour the Exposition light rail line would depart once every 10 minutes (i.e. the Gold Line). Thus, the Exposition light rail line is capable of carrying only 4,320 passengers per hour.

So, as we can see, The Purple Line Wilshire Subway to Santa Monica can transport a total of 11,880 more passengers per hour. This means that the Purple Line Wilshire Subway can transport 375% more passengers per hour than the Exposition light rail line.

If the Exposition light rail line from Culver City West to Santa Monica operated at this frequency during rush hour (10 minutes between trains), the ensuing GRIDLOCK at major westside intersections would defeat the whole purpose of having this system in place. (As is further explained in reason #3 below).

The Exposition light rail line, West of Culver City, will be full before it departs the first station, with perhaps hundreds of people left standing on the platform. It simply is not capable of doing the job required. People will become discouraged and the system will flounder. In simple terms it will be obsolete before it is built. The Wilshire Subway is the right system to transport people on this high density corridor, not the Exposition light rail line from Culver City West to Santa Monica. We can undo the gridlock, minimize the congestion, and create one of the most successful subway routes in the world if we arrive at our solution by using sensible, accurate, and legitimate reasoning.

- 2) The potential problem, because of residential outrage, of not being able to use the large area of land in Santa Monica slated to be the light rail maintenance yard (The Verizon service yard between Stewart Street and Centinela), and the necessity to place it where the THE BERGAMONT STATION ART CENTER is located. With the Wilshire Subway NEITHER area will be disturbed.

- 3) Extending this line West of Culver City will ultimately INCREASE traffic congestion on the westside. This is because of GRADE CROSSINGS which will tie up traffic on many major westside boulevards, i.e. Venice, Sepulveda, Sawtelle, Barrington, Pico, Bundy, Centinella, Stewart, Cloverfield, Olympic, 20th, 17th, 14th, 11th, and Lincoln Boulevard. The underground subway will have zero grade crossings, thus no interruption of traffic flow.

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4) An acceptable route from Culver City to Santa Monica may not exist. Due to the potential outcry from residents in the Cheviot Hills- Rancho Park area there is doubt that this original route of the Exposition line could be used. The City of Culver City seems to be against the possible alternate route, which would divert the line down Venice Blvd. to Sepulveda. Culver City doesn't want to lose traffic lanes on Venice Blvd. They feel that doing this would also increase congestion. This alternative would be a very long and circuitous route to Santa Monica. Even more travel time will be added on to the trip, thus decreasing its overall appeal. Plus, there still may objections about noise, safety, etc. from residents who live along the revised route. The route of the underground subway will be designed and constructed to be direct, sleek, straight, and very fast. Of course it will be completely silent at street level and won't cause congestion or gridlock.

5) Hopefully, with the Wilshire Subway to the Sea being selected as the rapid transit rail route to Santa Monica, we can create a win-win situation for the entire region. Two of the fastest growing areas on the westside in population density are Venice- Marina del Rey-Playa Vista and Century City-Westwood.

If the Exposition line is to travel West of Culver City, I feel that it makes a great deal more logistical sense for it to travel straight down VENICE BLVD. to LINCOLN BLVD, then south to LAX. This would serve the residents of Palms, Mar Vista, Venice, Marina del Rey, and Playa Vista, and Westchester.

Along the Wilshire Subway there will be stations at both CENTURY CITY and WESTWOOD-UCLA. Thus, these two major areas with substantial increases in population density (Marina del Rey/ Playa Vista & Century City/ Westwood) will suddenly be able to accommodate their growth).

6) Wilshire Boulevard extends along the heart of the city. The points of interest and destinations along Wilshire Boulevard are a big part of why Los Angeles is considered one of the world's top cities. These are destinations for both residents and tourists of our area. Heading west from Western Avenue we have Koreatown, The Wilshire Ebell Theatre, Hancock Park, The Los Angeles County Museum of Art, The Page Museum, The La Brea Tar Pits, The Fairfax District, Little Ethiopia, The Farmers Market & Grove, Restaurant Row on La Cienega, Beverly Hills, Rodeo Drive, Century City, Westwood, UCLA, The VA at Wadsworth, Brentwood, Santa Monica, and Will Rogers State Beach. The Exposition line west of Culver City simply does not have the points of interest or destination demand that the Wilshire Subway has.

7) There is great demand for a subway down Wilshire from working people at ends, East and West. A large population of Eastside residents works in the residential and commercial areas directly adjacent to Wilshire Blvd in Santa Monica & Brentwood. A large population of Santa Monica & Brentwood residents work in Westwood, Century City, Beverly Hills, the Fairfax District, Miracle Mile, Mid-Wilshire, and Downtown areas. The Subway will carry workers from both sides of town, to and from Santa Monica & Brentwood. The Wilshire subway will deliver hundreds of

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thousands of workers to their jobs each day, in both directions. During non-work hours people will take the Wilshire subway from Santa Monica to destinations ranging from Southwestern Univ. School of Law to the Federal Building and UCLA in Westwood, to MacArthur Park and Staples Center. The number of people who commute to work along the Exposition line in areas between Culver City and Santa Monica would be minimal compared to the Wilshire corridor.

(8) New and improved tunneling techniques will allow for the construction of the Subway all the way to Santa Monica in much less time than previously predicted.

As a lifelong resident of Santa Monica I have always wanted to have a rapid transit rail system connecting Santa Monica to Downtown Los Angeles. For the above stated reasons I have always hoped that the route for this would be straight down (under) Wilshire Boulevard. I am quite concerned that if the light rail route down the Exposition right of way running from Culver City West to Santa Monica (Phase 2) is approved, then we will never see the Purple Line Wilshire-Santa Monica Subway dream realized. As I stated in my introduction, the decision-makers will find it very difficult to justify building two different rapid transit rail lines, which start in Downtown Los Angeles and have Santa Monica as the final destination. By reallocating our efforts from the Phase 2 of the Expo Line line to the Purple Line Wilshire Subway our arrival at Will Rogers State Beach is already in the works.

From the Champs-Elysees' in Paris to the Via de la Reforma in Mexico City to Market Street in San Francisco, Michigan Avenue in Chicago, Fifth Avenue in New York City, Regent Street in London, to the Leiddeplein in Amsterdam,

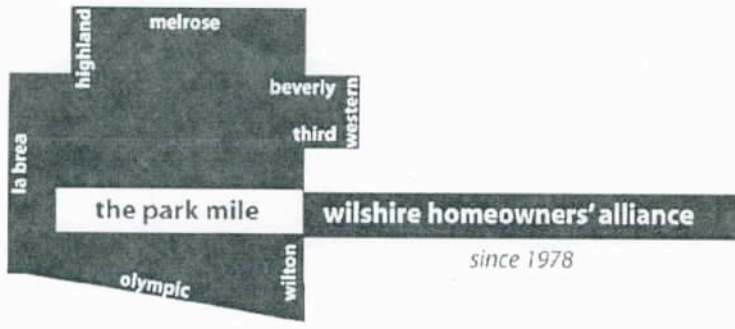
Every great city has a great boulevard, which help to create that greatness. Having a Wilshire Boulevard Subway which travels all the way to Santa Monica will be the lifeline that finalizes that greatness, which is Los Angeles and—Santa Monica. .

Thank You Very Much,

Sincerely,



Charles R. Follette



- Brookside Homeowners' Association
- Citrus Square Neighborhood Association
- Fremont Place Association
- Hancock Park Home Owners' Association
- La Brea-Hancock Homeowners' Association
- Larchmont Village Neighborhood Association
- Ridgewood-Wilton Neighborhood Association
- St. Andrews Square Neighborhood Association
- Sycamore Square Neighborhood Association
- Wilshire Park Association
- Windsor Square Association
- Windsor Village Community Association

May 5, 2009

Mr. David Mieger, AICP
 Project Manager and Deputy Executive Officer
 Los Angeles County Metropolitan Transportation Authority (Metro)
 One Gateway Plaza, MS 99-22-5
 Los Angeles, California 90012

Re: EIS/EIR SCOPING for Westside Extension

Dear Mr. Mieger:

We write again on behalf of the Wilshire Homeowners' Alliance. As you know, the WIIA Executive Committee has been on record since the autumn of 2007 in support of Westside extensions of both the Purple Line and the Red Line, and we agreed with Metro staff that the Purple Line extension should take place first. And, as you know, we still see no transit-based or planning-based reasons to justify construction of an unneeded subway station at Bronson-Lorraine (Crenshaw) and Wilshire. We remain confident that an objective and professional review of the planning issues involved will result in transit experts' recommendations that scarce subway construction funds not be wasted on building an expensive station at that low-density location, just four long blocks from the existing station at Western Avenue.

To assist your staff and consultants in the scoping and conduct of your environmental reviews, we are going to emphasize -- in the remainder of this letter -- information from prior communications and studies that argue against an unneeded subway station at this location at the exact intersection of three City of Los Angeles low-density Historic Preservation neighborhoods: **Wilshire Park, Windsor Village, and Windsor Square.**

The *July* 1979, Wilshire Subway proposals of the Southern California Rapid Transit District (SCRTD) did not include a subway station in the low-density Park Mile Specific Plan area. Then, in *September* of 1979, without notice or hearing, the SCRTD Board of Directors added a subway station on Wilshire near Crenshaw, right in the middle of the Park Mile. A few months later, such a station was included in the paperwork underlying the subway planning, and it was included in the Preliminary Engineering work that received funding in June of 1980.

The Preliminary Engineering for the project (by Sedway/Cooke) clearly showed, however, the special nature of the Park Mile Area (not a Regional Center) in the Local Land Use analysis.¹

During these early days of subway planning, the Director of Planning of the City of Los Angeles wrote (on May 26, 1982) that he was "strongly opposed to a Crenshaw station on the

¹ Sedway/Cooke SCRTD Metro Rail Project Preliminary Engineering Program Figure III - LU 1 Local Land Use Development Plans. (Figure III - LU 1 is enclosed with this letter.)

WHA to Mr. David Mieger, AICP
Re: EIS/EIR Scoping for Westside Extension
May 5, 2009
Page 2 of 3

proposed Metro Rail line." He concluded his letter: "I urge the immediate deletion of the Crenshaw station from consideration so that we may devote our collective energies to the remaining stations which are genuinely needed."²

The Los Angeles City Councilman for the Fourth District also wrote to the SCRTD in May of 1982, citing a letter previously written by the Councilman in June of 1980, wherein the Councilman made known his "concern for what effects the inclusion of the [proposed Crenshaw] station might have on the future of the surrounding neighborhoods." He concluded his 1982 letter: "The concept has been repeatedly rejected by the Department of City Planning, your own transportation consultants and planners, and the community at large. Given this compelling criteria, a Metro Rail Station situated at Wilshire/Crenshaw must be considered altogether detrimental to Los Angeles' planning priorities, transportation needs, commercial development, and community interest."³

In July of 1982, the General Manager of the SCRTD also recommended against a station at Crenshaw: "I do not see any way to recommend or justify a station at Crenshaw and Wilshire. A station at this location would be in direct conflict with the land use plans that were developed and approved by the City of Los Angeles and the communities surrounding the proposed site. Only if the City changes such plans within a period of six months could a station reasonably be considered, and even then, ridership might not justify a station at that location."⁴

The City's land use plans were not changed. The Park Mile Specific Plan is still in effect. The Wilshire Community Plan, when updated in 2001, continued the low-density residential uses in the communities surrounding the Crenshaw / Wilshire intersection.

The Los Angeles City Councilman for the Fourth District wrote to two of his City Council colleagues in October of 1982, reporting on transit ridership statistics and saying to his colleagues: "It seems difficult to justify a costly subway station at Crenshaw and Wilshire Boulevards when a major subway station will be located five streets to the east at the busy Wiltern Center on Western Avenue." [Underlining in original.]⁵

The City of Los Angeles Director of Planning, on December 3, 1982, wrote to the Mayor, three Councilmembers, and the SCRTD General Manager, observing that: "The Park Mile area is not a Center, but rather a low density area between two designated Centers. As Director of Planning, I feel that it would be inappropriate to locate a growth-inducing facility in an area where significant intensity of development is to be discouraged."⁶

In the November 30, 1982, Report to the City Planning Commission attached to his December 3, 1982, memorandum, the Director of Planning concluded: "It is the considered judgement of the City Planning staff that the spirit and intent of the Concept, Citywide Plan, Wilshire

² May 26, 1982, letter from Calvin S. Hamilton to John Dyer of SCRTD, page 2.

³ May 28, 1982, letter from John Ferraro to Michael Lewis of SCRTD, pages 1 and 2.

⁴ July 22, 1982, memo from John A. Dyer to SCRTD Board of Directors, page 1.

⁵ October 7, 1982, letter from John Ferraro to Pat Russell and Dave Cunningham, page 1.

⁶ December 3, 1982, memo from Calvin S. Hamilton to Mayor Tom Bradley, Councilmembers John Ferraro, Pat Russell, and Dave Cunningham, and John Dyer of SCRTD, page 1.

1206

WHA to Mr. David Mieger, AICP
Re: EIS/EIR Scoping for Westside Extension
May 5, 2009
Page 3 of 3

District Plan and Park Mile Specific Plan is that no Metro Rail transit station should be located in the Park Mile. It is not a Center and future growth is to be strictly controlled.”⁷

As a result of the professional recommendations, the SCRTD Board of Directors, on December 20, 1982, adopted an alignment that included subway stations at Western, LaBrea, and Fairfax -- and no station at Crenshaw.⁸

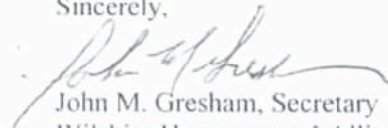
Nonetheless, continued political pressure by proponents of a Crenshaw station kept the issue on the table. In response, on March 24, 1983, members of the Park Mile Design Review Board wrote to the Department of City Planning to urge that a station at Crenshaw not be added. They listed several factors that they believed were “reasons why such a station would violate the very heart of the Wilshire Park Mile Plan which we as the Design Review Board have worked so hard to implement.”⁹

The first segment of the subway, from Union Station to MacArthur Park, opened in 1993. The extension to Western Avenue opened in 1996. Concurrently, increased community activism was being directed to extending light rail west from Downtown as the Expo Line (now under construction, with a station to be at Exposition and Crenshaw) and to further improving mobility in the Crenshaw corridor itself, as documented in the 1994 Crenshaw-Prairie Corridor Preliminary Planning Study.

Since 2007, the Wilshire Homeowners’ Alliance has participated in the renewed studies for a Metro Westside Extension. Our support for a Purple Line extension, and our opposition to adding an unneeded subway station at Bronson-Lorraine (Crenshaw) and Wilshire, are clear. The foregoing reasons for not adding such a station -- expressed by planning experts, including the SCRTD’s own General Manager, in the late 1970s and early 1980s -- are equally valid today. The stations west of Western should be in the Miracle Mile Center and beyond, not in the low-density Park Mile.

We trust that your consultants will keep all this in mind as they prepare the next round of environmental analyses for the Westside Extension. Please keep us involved as you and your consultants study further these important issues affecting our community. Thank you.

Sincerely,


John M. Gresham, Secretary
Wilshire Homeowners’ Alliance

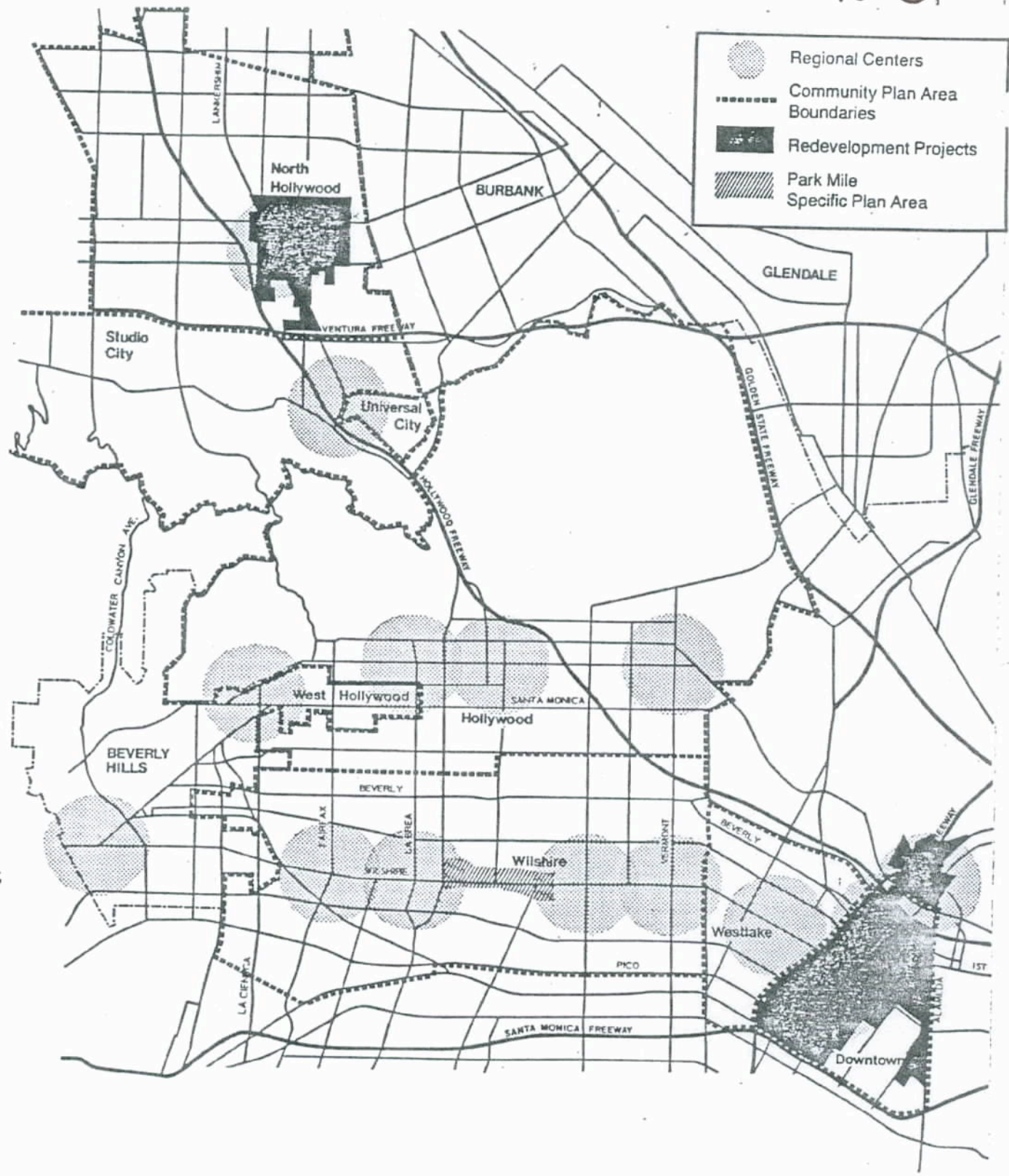
cc: Honorable Tom LaBonge
Honorable Herb Wesson
City Planning Director S. Gail Goldberg
WHA Member Associations
Greater Wilshire Neighborhood Council

⁷ November 30, 1982, Report to City Planning Commission attached to December 3, 1982, memo from Calvin S. Hamilton to Mayor Tom Bradley, *et al.*, page 6.

⁸ February 12, 1983, letter from Marcus Crahan, Jr. to John H. Welborne (and other neighbors) and accompanying December 20, 1982, SCRTD map of Metro Rail Alignment. (Map is enclosed with this letter.)

⁹ March 24, 1983, letter from Lawrence Chaffin Jr., AIA, Anthony P. Hays, Roy F. Avis, and Susan Rubin to John Tomita of Department of City Planning.

1200

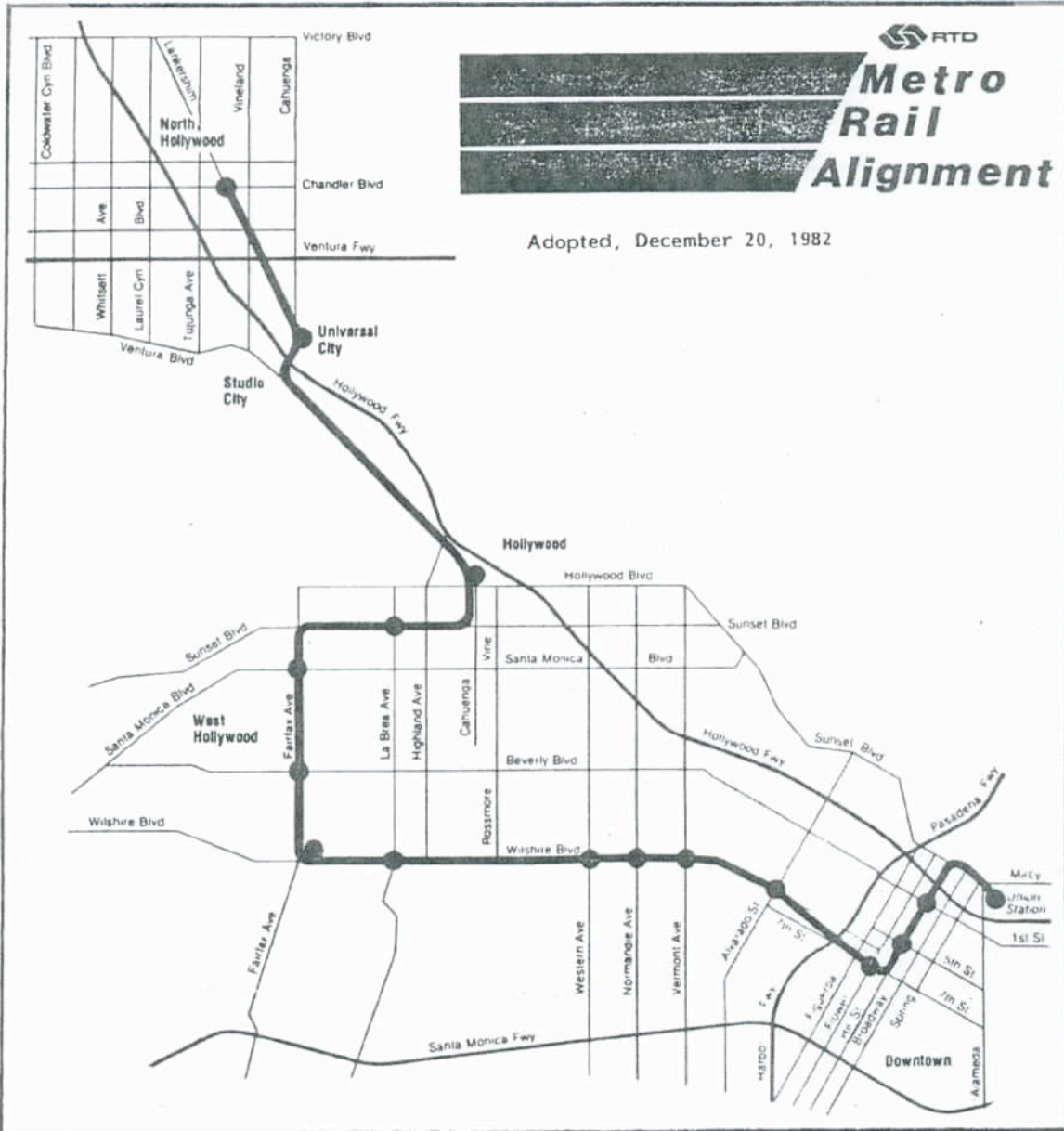


Southern California Rapid Transit District
Metro Rail Project
 PRELIMINARY ENGINEERING PROGRAM

0 1 2 3 miles ↑

Figure III-LU 1
Local Land Use
Development Plans

SEDWAY/COOKE
 Urban and Environmental Planners and Designers



Adopted, December 20, 1982

56

Kristine Grillo

From: Webmaster [RSC_Webmaster@metro.net]
Sent: Monday, May 11, 2009 2:53 PM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: John
lastName: Wolf
organization: Fonality
emailAddress: jwolf@fonality.com
streetAddress: 1220 S Plymouth Blvd
city: LOS ANGELES
state: CA
zipCode: 90019
Date: Monday, May 11, 2009
Time: 02:52:47 PM

comments:

I'm so glad to hear you are making efforts on expanding this line West. I implore and urge you from with the utmost sincerity and believe I speak for the city, Please make this happen sooner. SOONER rather than later.

- * Redline subway planned since 1980 that would extend into the Eastside.
- * Eastside Goldline Extension will finish late 2009.
- * That's about 30 years!

We don't want to wait until 2032 (about 23 years) for a subway to get to Westwood, but maybe that's the political and economic reality deflating our high expectations.

Please make it happen! We need this !

May 4, 2009

Mr. David Mieger, AICP
Project Director and Deputy Executive Officer
METRO
1 Gateway Plaza, MS 99/2/5
Los Angeles, California 90012

RE: Metro Westside Extension Transit Corridor
Crenshaw Station

Dear Mr. Mieger

We are advocates for neighborhood preservation and strong supporters of the proposed Westside Metro and the proposed Westside Crenshaw Station. As residents of Windsor Square, former Board members of the Windsor Square Association, and community activists who have led the charge for the HPOZ and the Marlborough School expansion, we feel the opportunity the Crenshaw stop represents for our neighborhood's future and our children's futures should be carefully considered for its long-term impact on the city. The immediate misguided concerns of a few neighbors who fear the inevitable changes that increased urbanization will bring could easily leave this beautiful area without adequate public transportation. There we would be--the donut hole in the middle of the transportation grid. The proposed Wilshire Subway-to-the-Sea presents a historic opportunity to unite our Mid-Wilshire residential neighborhoods with the Westside and eventually the City as a whole.

Please take an objective look at the impact continued isolation and increased dependence on the car would have on the viability of the Wilshire Park Mile and our residential neighborhoods in Mid-Wilshire. We look to Metro to study the social and economic impact on our neighborhood, assessing us in a regional context with questions such as:

- Does a sustainable community exist without access to efficient public transportation?
- How would the absence of a subway stop for 2 miles in the middle of the city impact the Western and LaBrea Stations?
- Would a subway stop in the Park Mile help to revitalize and stabilize commercial leases and reduce or eliminate chronic parking problems on the adjacent residential streets?
- Would direct access to West Los Angeles neighborhoods boost membership in the struggling Ebell Club and broaden the options for the adaptive re-use of the currently vacant and economically immobilized Scottish Rite Temple?
- Can Marlborough School maintain its status as a nationally recognized secondary girls school if they can't attract elite students and faculty from all parts of Los Angeles who without adequate public transportation flounder in traffic for hours every day? What of the residents of our neighborhood who flounder in traffic for hours a day simply trying to get to jobs in Beverly Hills, Century City or Santa Monica? Isn't it going to get worse?
- If most of the Park Mile is currently built out under the guidelines of the Park Mile Specific Plan and the adjacent communities are low density HPOZ protected neighborhoods, how could the proposed stop trigger increased density around the station? Should the Park Mile Plan be reconsidered in the context of current community and city needs?

We all understand that the decisions that are made now will impact the viability of stable, historic neighborhoods like ours well into the future. All parts of the City should be connected to each other -- Metro can and should bring the City together.

Thank you,


Mary Pickhardt (marypickhardt@ca.rr.com) and Amanda Parsons (focusap@aol.com)

Kristine Grillo

From: Litvak, Jody Feerst [Litvakj@metro.net]
Sent: Tuesday, May 12, 2009 2:29 PM
To: Kristine Grillo; Christian Rodarte; Clarissa Filgioun
Subject: FW: I have a question/comment about the Westside Extension Transit Corridor Study

Another one to count ...

From: webmasters@metro.net [mailto:webmasters@metro.net]
Sent: Tuesday, May 12, 2009 11:35 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Snigdha
lastName: Das
organization:
emailAddress: Doc4children@yahoo.com
streetAddress: 1742 Barry Ave Apt 2
city: Los Angeles
state: CA
zipCode: 90025
Date: Tuesday, May 12, 2009
Time: 11:35:07 AM

comments:

A West Side extension is a necessity. Traffic along Santa Monica Blvd (especially through Beverly Hills) is ridiculous. Furthermore, patients of UCLA do not have a convenient means of public transportation to come to the medical center for treatment. This is especially unfair to families with chronically ill children who end up having to take multiple buses making their trip to the doctor an all day affair. Without a West LA connection to the train system Los Angeles is defying the Go Green effort. The bus system is slow and unreliable and people would rather drive than deal with the buses. This only makes this worse. Do the residents of Los Angeles a favor (and the environment) and extend the rail system to cover West LA. Thank you!

4-22-09

Pre-Draft Comments - EIR for Westside Subway Extension

1. The Wilshire and West Hollywood lines are the best of the alternatives studied and the five construction phases presented are reasonable. The Wilshire line should be built first to Barrington Ave. or Bundy Dr. in West Los Angeles, followed by the West Hollywood line and then the final leg of the Wilshire line should be built from Barrington or Bundy to downtown Santa Monica.
2. The decision on whether to build the Crenshaw station should be based on the ridership projections. If the projected ridership is not substantially below the typical ridership of the other existing stations along the Red Line subway, then the Crenshaw station should be built. Otherwise, it should not.
3. For the Century City station alternatives, the best one is at Avenue of the Stars and Constellation Boulevard, which is centrally located relative to the commercial core of Century City between Olympic and Santa Monica Boulevards. Walking distances will be roughly equal. A quarter of a mile is considered by planners to be a reasonable walking distance for most pedestrians and that will be the typical distance if the station is located at Avenue of the Stars and Constellation. While a developer has offered to incorporate a station at Santa Monica boulevard and Avenue of the Stars into his project, the offer should not drive the decision on station location. A station located on Santa Monica Boulevard would not be centrally located and would be inconvenient for most of Century City. Walking distances to the station, up to a half a mile, would be much longer for riders coming from the southern half of the commercial core located south of Constellation Boulevard.
4. Of the two station alternatives for Westwood, the one at Wilshire and Westwood Boulevard will probably have the highest ridership due to the nearby office buildings and Westwood Village immediately to the north. However, if the ridership projection shows that a station further north at Westwood Boulevard and Le Conte Ave. has a higher ridership due to it being next to UCLA, then locating the station at Le Conte Ave. with a shuttle going south along Westwood Blvd. to Wilshire would be a reasonable choice. Alternatively, if Wilshire and Westwood is selected, then there should be a shuttle running north to UCLA. Regardless of which location is selected, the Westwood station should be constructed with two levels, as with the Metro Center Station downtown, with one of the levels set aside for a future north/south subway under the Santa Monica Mountains linking the Valley to the Westside and eventually extending south to LAX. A north/south subway would provide an alternative to the heavily congested 405 Freeway. While a north/south subway can not be built in the immediate future, it is probably 20 to 30 years from now, provision for it should

Kristine Grillo

From: Litvak, Jody Feerst [Litvakj@metro.net]
Sent: Thursday, May 14, 2009 8:45 AM
To: Kristine Grillo; Christian Rodarte; Clarissa Filgioun
Subject: FW:
Attachments: disclaim.txt

[Another scoping comment.](#)

From: joseph.lally2@ubs.com [mailto:joseph.lally2@ubs.com]
Sent: Thursday, May 14, 2009 7:39 AM
To: Westside Extension
Subject:

Dear Sirs ,our family located at 1436 warnall ave LA 90024 is opposed to tunneling under our neighborhood .the proper route is under Wilshire Blvd

Joe

J. Joseph Lally
Senior Vice President - Investments
UBS Financial Services
777 S Figueroa St. 51st Floor
Los Angeles, CA 90017

Direct: (213) 972-1535
Toll Free: (800) 624-9289
Fax: (213) 972-1499

Kristine Grillo

From: Litvak, Jody Feerst [Litvakj@metro.net]
Sent: Thursday, May 14, 2009 11:03 AM
To: Kristine Grillo; Clarissa Filgioun; Christian Rodarte
Subject: FW: I have a question/comment about the Westside Extension Transit Corridor Study

From: webmasters@metro.net [mailto:webmasters@metro.net]
Sent: Thursday, May 14, 2009 10:33 AM
To: Westside Extension
Subject: I have a question/comment about the Westside Extension Transit Corridor Study

firstName: Alexander
lastName: Santos
organization: UCLA
emailAddress: santosam@ucla.edu
streetAddress:
city:
state:
zipCode:
Date: Thursday, May 14, 2009
Time: 10:32:47 AM

comments:

In Metro's upcoming project concerning the Westside Subway Extension, what is Metro's perspective on constructing a line underneath the cemetery regarding the Welshire station in Westwood. What would be the consequences of opting for a design that requires going under the cemetery? Would that affect the possibility of obtaining federal funding? Is it possible by law to dig under the cemetery?

Additional Comments Received After Comment Scoping Period

LRT Network Connections to the Westside Subway Extension

Darrell Clarke
June 16, 2009

These are additional comments on potential future light rail interfaces with the Westside Subway (Purple Line) extension, as an alternative to my May 7, 2009 subway-based-network Scoping Comments (copied here on pages 3-5).

That map used Red Line heavy rail technology to take advantage of shared sections of the new Purple Line subway, but at a high cost. The new map on page 2 is an opposite version, using light rail – at-grade as much as possible – to reduce costs while serving the same two corridors: Valley – Westwood – Lincoln – LAX and Hollywood – Crenshaw – LAX.

As a contrast to a tunnel from the Valley to Westwood this version would be cut into a shelf above the I-405 freeway over Sepulveda Pass. South of Sunset it would be aerial on the west side, turning east to loop around the Federal Building for its Westwood station. It would use the Expo Line to Santa Monica, then go down Lincoln to LAX, partly at-grade.

Hollywood to West Hollywood and Mid City to Crenshaw would be in tunnels. (But is hydrogen sulfide present there?) As much as possible of the rest would be at-grade in boulevard medians, consistent with a push to rapidly expand L.A.'s rail network combined with less driving in the future. Here are some segment details:

| | |
|-----------------------------------|--|
| Valley to LAX via Lincoln | |
| North & south of 101 | Aerial structure to ease grade |
| Sepulveda Pass | Cut into shelf on east side of I-405 |
| Getty Center Drive to Church Lane | Cut into west side shelf below Getty Center, with station at the Getty |
| Church Lane to Wilshire | Aerial on west side of I-405 to Westwood station by Federal Building at Veteran |
| Wilshire to Exposition | Aerial along I-405 and/or Sepulveda |
| I-405 to 4 th Street | Share Expo Line track; one line could end at Bergamot if capacity issue on Colorado |
| 4 th Street to Lincoln | Aerial over I-10, then west side of Lincoln at-grade (taking Chevron station) and entering Lincoln median at Michigan Ave. |
| Pico to Venice | Median tracks; station at Ocean Park Blvd. |
| Venice to Fiji Way | Aerial along Lincoln; stations at Venice and Marina del Rey |
| Fiji Way to Aviation | At-grade and aerial |

| | |
|-----------------------------------|--|
| Hollywood to Expo-Crenshaw | |
| Hollywood Blvd. to Burton Way | Subway |
| Burton Way to Pico-San Vicente | Median tracks, grade-separated at Wilshire and Olympic-Fairfax |
| Pico-San Vicente to Expo-Crenshaw | Tunnel |

Scoping Comments on Westside Subway Extension

Darrell Clarke

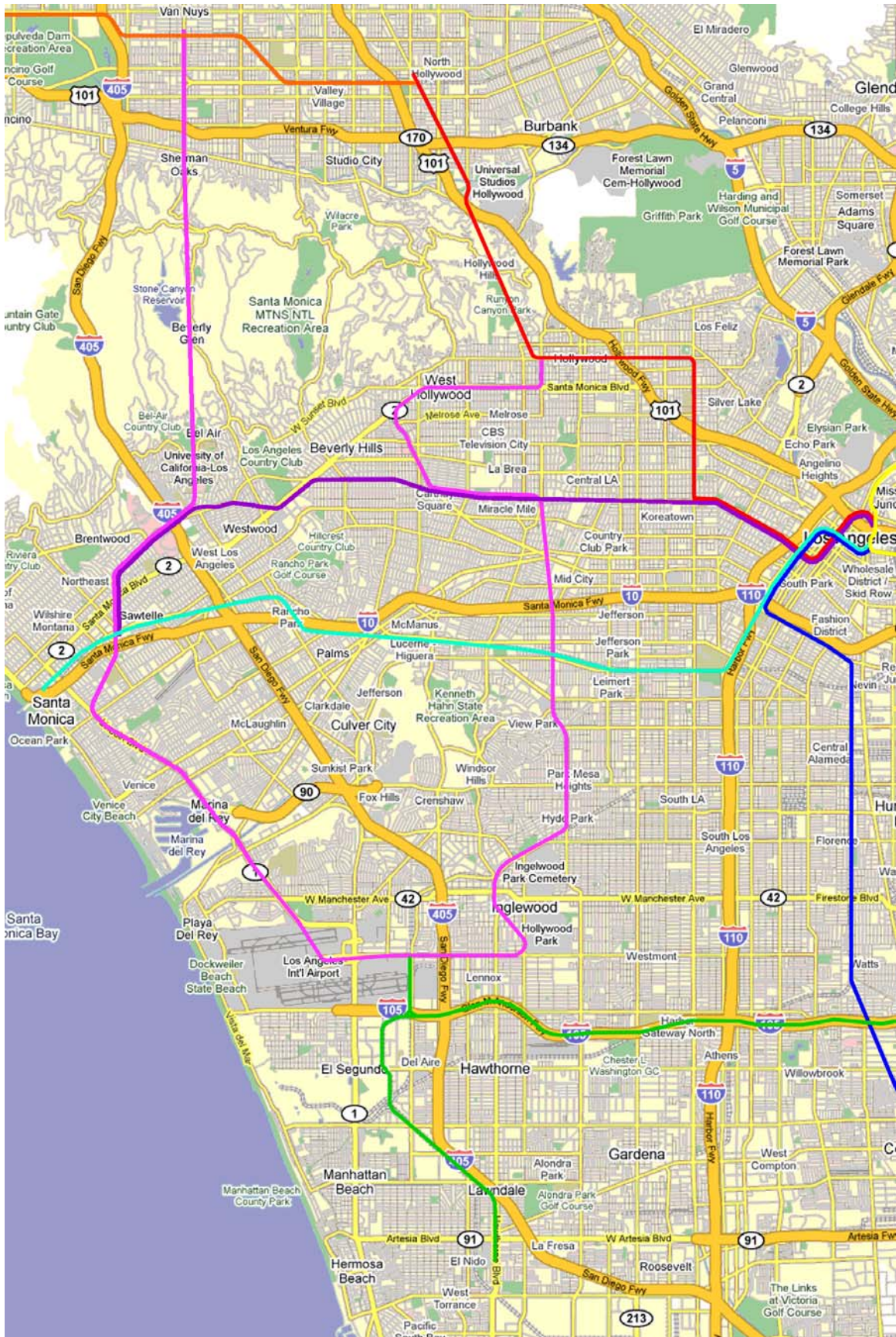
May 7, 2009

It's important to have a vision for the larger Westside rail network – especially future north-south lines that would create a larger grid – in order to best plan the Wilshire subway. The following page is a discussion map for that purpose.

1. If the Purple Line MOS-3 goes to Bundy (one stop west of the 405), suppose it turns south one more station to end at the Expo Line station at Bergamot Station / Olympic / 26th, rather than continue west along Wilshire to downtown Santa Monica.
2. Suppose the future line to the Valley uses LA's heavy rail mode. It could then share this section of Purple Line to get a head start south toward LAX. It would share the Westwood Village station and could have a second station on the north part of the UCLA campus.
3. Neither Lincoln nor the I-405 corridor has a reasonable surface right-of-way. If either is therefore to be in subway, and one were to pick one, there are more destinations and housing density along Lincoln. Therefore continue this subway south from Expo / 26th along the Lincoln corridor. Potential stations include:
 - Ocean Park / Lincoln (serves dense Ocean Park residential, and Santa Monica already plans to rezone for a transit village at the Albertson's site on the SE corner)
 - Venice / Lincoln (serves Venice and connection with Venice Blvd. buses)
 - Marina del Rey
 - Playa Vista / Loyola Marymount
 - If it's in a subway, how about a station within the LAX terminal loop?
4. Similarly, suppose you combine the West Hollywood subway branch with the Crenshaw line to create a continuous north-south line. Rather than turning west at La Cienega it would turn east and share Wilshire's stations at Fairfax and La Brea, then turn south where, again, there's no surface right-of-way. Potential stations are:
 - Pico / San Vicente / Venice, aka Mid-City, aka Vinyard
 - Crenshaw / Expo
 - Crenshaw / MLK / Leimert Park
 - Crenshaw / Slauson
 - Manchester / La Brea / downtown Inglewood (feasible if in subway)
 - Hollywood Park redevelopment
 - Century / Aviation / Green Line

This would be really expensive. Although a statistic for the Red Line was the cost of the finished tunnels was 15% of the total, while the finished station boxes were 50% of the total. Use as few stations as possible, which is also good for speed on longer trips.

As a rider I'd like it to become aerial where possible, such as south of Marina del Rey.



Some variations on this concept include:

- Light rail along I-405 from San Fernando Valley – Westwood (transfer to Purple Line subway at Wilshire / Veteran?) – Expo Line – Howard Hughes Center – Sepulveda – LAX Lot C – Green Line
- Light rail along I-405 and Lincoln from San Fernando Valley – Westwood – Expo Line – Santa Monica downtown – Lincoln – LAX Lot C – Green Line
- Subway from Hollywood – West Hollywood – La Cienega – Westwood – San Fernando Valley (although this would require transfers from the Valley to LAX), leaving light rail along Crenshaw from the Expo Line to LAX as currently proposed.

Subject: LRTP comments for the Metro Board

Date: Saturday, June 6, 2009 11:40 AM

From: Steven Strauss <stevestrauss@mac.com>

To: Westside Extension <WestsideExtension@metro.net>

Hello,

I'm currently on a military deployment in Guantanamo Bay, Cuba. However, I wanted to let you know that I fully support a westside subway extension. I grew-up on the westside, and I've seen the increase in traffic conjestion over the last ten to fifteen years, and a decrease in the quality of life for the middle class. I think the time has definately come to build a subway in and around this area, both east and west, and north and south. I'm also a big proponent of bicycle riding, and I try to ride to work as often as I can. But riding on Wilshire, through Westwood, and Beverly Hills is a death defying experience. I think my odds of being killed riding my bike to work are higher than being killed on one of my deployment to the middle east. Thank you for your consideration.

Steve Strauss
stevestrauss@mac.com

Content-Transfer-Encoding: quoted-printable

Hello, Please use the old original Exposition right of way land, for the
ro=
ute of the proposed subway extension on the Westside. That is the 100%
ver=
y best route to use. Thank you. Sincerely, Barry Maiten.
Barry65@dslext=
reme.com<mailto:Barry65@dslextreme.com>

--_000_E379D48C70254847A701A41998CEEFF4desktop_

Content-Type: text/html; charset="us-ascii"

Content-Transfer-Encoding: quoted-printable

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>
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{color:blue;
```

```
text-decoration:underline;}
```

```
a:visited, span.MsoHyperlinkFollowed
```

```
{color:purple;
```

```
text-decoration:underline;}
```

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span.EmailStyle17
```

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{mso-style-type:personal-compose;
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```

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{page:Section1;}
```


Subject: I have a question/comment about the Westside Extension Transit Corridor Study

Date: Monday, June 8, 2009 11:27 AM

From: Webmaster <RSC_Webmaster@metro.net>

To: Westside Extension <WestsideExtension@metro.net>

firstName: Amulet

lastName: Chambers

organization: UCLA

emailAddress: achambers@ph.ucla.edu

streetAddress:

city:

state:

zipCode:

Date: Monday, June 08, 2009

Time: 11:27:37 AM

comments:

I recently saw a posting with dates regarding an environmental analysis along Wilshire Blvd. for the extension of the metro red line. I was not able to find the posting online. Is it possible for you to send it to me? Thank you.

Metro Board,

The Wilshire Subway should be included in any and all levels of long range transportation plans. A subway along Wilshire Blvd, along with stations at Crenshaw, La Brea, Fairfax and San Vicente/La Cienega is necessary for Log Angeles to ensure it's vitality as a competitive place to do business and live into the future.

Russell Sherman
658 S. Citrus Ave.
Los Angeles, CA 90036

Subject: Long term planning

Date: Friday, June 5, 2009 6:37 PM

From: Richard Glazerman <rglazerman@alumni.northwestern.edu>

To: Westside Extension <WestsideExtension@metro.net>

For anyone who has had to commute or even visit the westside over the last few years, knows how impossible it is. Some days it takew 20 minutes to get there in the morning and an hour and a half to get home.at night.

The city desperately needs a working, fast, efficient, safe transportation system. Any extension to the west side, especially from Hollywood to Santa Monica would be appreciated.

Subject: FW: LRTP Comments for the Metro Board

Date: Wednesday, June 10, 2009 2:00 PM

From: Litvak, Jody Feerst <Litvakj@metro.net>

To: 'Clarissa Filgioun' <Clarissa@TheRobertGroup.com>, 'Christian Rodarte' <Rodarte@TheRobertGroup.com>

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

From: Myles Losch [mailto:mklosch@webtv.net]

Sent: Wednesday, June 10, 2009 1:32 PM

To: Westside Extension

Subject: LRTP Comments for the Metro Board

To the Metro Board:

I strongly urge inclusion of the Westside Subway Extension in the Long Range Transportation Plan (LRTP). This project is a key requirement for a balanced Los Angeles public transportation infrastructure, and will in turn enable other mobility-enhancing steps just as the original Red Line did.

-- Myles Losch