



# WESTSIDE SUBWAY EXTENSION

## Public Participation & Community Outreach Report Appendix H – Comment Log



August 2010

Date	First Name	Last Name	Organization	Comment Summary
5/24/09	Chad	Hymel	Self	1) Requested to added to database 2) Prefers Alt. 11
6/1/09	Linda	Snyder	Self	1) Resident was concerned about borings 2) Resident asked to be added to database
6/2/09	Elizabeth	Gray	Self	1) Requested to be added to database
6/5/09	Deborah	Wylie	Self	1) Supports the Westside Subway 2) Requested to be added to database
6/5/09	Richard	Glazerman	Self	1) Would like to see any extension of the subway to the Hollywood and Santa Monica Blvd.
6/5/09	Russell	Sherman	Self	1) Urges Metro to include the subway into the constrained or funded element of LRTP
6/6/09	Steven	Strauss	Self	1) Supports the Westside Subway 2) Requested to be added to database
6/6/09	Mark	Egerman	Self	1) Urges Metro to include the subway into the constrained or funded element of LRTP
6/8/09	Amulet	Chambers	UCLA	1) Requested to be added to databse and receive updated presentations
6/9/09	Donna	Beiter	Department of Veteran's Affairs	Attached letter
6/9/09	Gwynne	Pugh	Self	1) Urges Metro to include the subway into the constrained or funded element of LRTP
6/10/09	Myles	Losch	Self	1) Urges Metro to include the subway into the constrained or funded element of LRTP
6/10/09	May	Soth	Bev Hills Chamber	1) BHCC submitted letter in support of the inclusion of WSE in the LRTP
6/11/09	Susan	Bursk	Westside Council of Chambers of Commerce	1) WCCC submitted letter in support of the inclusion of WSE in the LRTP
6/17/09	Darrell	Clarke	Self	1) Submitted letter regarding LRT connections to the Westside Subway
6/19/09	Gregory	Mantell	Self	1) Would like to see Expo and WSE connect in Santa Monica
6/21/09	Larry	DaGuerre	Self	1) Inquired about delays - project should already be built 2) JFL replied on 6/24

7/6/09	Raymond	Klein	Self	1) Sent info to JFL on unimodal as a means to arriving at VA, Beverly Hills and South Bay Galleria
7/8/09	Steven	Cotner	Heery International	1) Would like a presentation on WSE
7/10/09	Sherry	Zelickson	Belmont Village Westwood	1) Requested to be added to database
7/11/09	Derrick	Lo	Self	1) Inquired about not having a station at Wilshire/Robertson
7/14/09	Paulette	DuBey	Bel Air Association	1) Submitted letter on behalf of Bel Air Association in support of the "Red Line" extension
7/15/09	Wendy-Sue	Rosen	Brentwood Community Council	1) Urges Metro to include the subway into the constrained or funded element of LRTP
7/15/09	Arthur	Sands	Intercontinental Century City	1) Suggests using monorail as they do in Miami
7/15/09	Meg	Linker-Estes	Self	1) Supports Alt #11 2) Urges Metro to include subway in funded portion of LRTP
7/15/09	Leron	Gubler	Hollywood Chamber	1) Supports immediate adoption of LRTP prioritizes WSE
7/16/09	Ana	Gutierrez	Epic Land	1) Inquiring about next round of meetings
7/16/09	Laurie	Goldman	Friends of Hollywood Cap Park	1) Urges Metro to include the subway into the constrained or funded element of LRTP
7/17/09	Susan	Bursk	Century City Chamber	1) Urges inclusion of WSE in 2009 LRTP
7/17/09	Marty	Shelton	NAI Capital	1) Urges inclusion of WSE in 2009 LRTP
7/17/09	Sarah	Shaw	JMB/Constellation Place	
7/21/09	Mark	Davis	LA CD5	1) add to database
7/20/09	Allan	Alexander	Self	1) Urges Metro to include the subway into the constrained or funded element of LRTP
7/21/09	Roxane	Stern	Self	1) Consider the Westside as the most important key to the success of Metro 2) Urges Metro not to delay funding
7/21/09	Richard	Armida	Self	1) Urges Metro to include the subway into the constrained or funded element of LRTP
7/21/09	Abdollah	Ansari	Self	1) Requested to be added to database
7/21/09	George	Wolfberg	Self	1) Enhance opportunities for bicycle community 2) accelerate Wilshire subway completion
7/29/09	Brian	Chase	Santa Monica Chamber	1) SM Chamber submitted letter strongly urging that WSE be included in the funded portion of the LRTP
7/21/09	Roberta	Conryo	Self	1) No reason why the subway should not be built
7/21/09	Charles	Follette	Self	1) Strongly urges WSE all the way to the sea should be at top of LRTP
7/21/09	Edwin	Gauld	Self	1) WSE is needed more than ever. Please build it.
7/21/09	Annette	Mercer	Self	1) Urges Metro to include the subway into the constrained or funded element of LRTP
7/22/09	Blair	Tanner	Self	1) Urges immediate adoption of 2009 LRTP with WSE at top of list
7/21/09	Seth	Brysk	American Jewish Committee	1) Urges Metro to include the subway into the constrained or funded element of LRTP
7/22/09	Sharon	Sadow	WeHo Chamber	1) Urges immediate adoption of 2009 LRTP with WSE at top of list
7/22/09	David	Horowitz	Hyatt Regency	1) Urges immediate adoption of 2009 LRTP with WSE at top of list

7/22/09	Mindy	Lake	Friends of MCW	1) Urges Metro to include the subway into the constrained or funded element of LRTP
7/31/09	Dennis	Grant	Self	1) Excited about the boring taking place
8/1/09	Glenn	Bailey	Self	1) Requested to be added to database
8/3/09	Dawn	Davenport	Self	1) Build Metro everywhere
8/4/09	Stephany	Stematis	Self	1) Requested to be added to database
8/6/09	Damien	Goodmon	Self	1) Requesting answers on cost estimate for HRT
8/7/09	Darin	Weeks	Self	1) Inquired about the next round of meetings
8/7/09	Michael	Figueiredo	Self	1) Would like to see the project accelerated
8/8/09	Peter	Laska	Self	1) Supports alternative 11
8/8/09	Dan	Wentzeld	Self	1) Prefers alternative 11 and phase 4
8/10/09	Ken	Alpern	Self	1) Suggests that Crenshaw line must connect with WSE
8/14/09	Ray	Simmons	Self	1) Century City station should be at Constellation
8/15/09	James	Urone	Self	1) Requested to be added to database
8/15/09	Antonio	Allah		1) Provided the following suggestions: First, I also have an idea that can reduce confusion on the Harbor Expressway/El Monte Expressway. Second, I have an idea that can combine Green Line, Crenshaw, and Harbor Sub-Division into successful lines. Third, LAX needs a PRT system. Fourth: Green Line extension to Orange County attractions (a dream to see come true, OCTA and MTA working together).
8/17/09	John	Welborne	Self	1) Provided transcript of blog conversation on streetsblog on "the case for a Wilshire/Crenshaw station"
8/19/09	Steve	Kaufman	Westwood Homeowners Association	1) Requested to be re-added to database
8/19/09	Michael	Halloran	Brentwood Glen Association	1) Inquired if acceleration of funding would get the subway farther west and starting at endpoint to meet at middle
8/25/09	Joseph	Carlin	Self	1) Supports Wilshire/Santa Monica option and feels La Cienega should be a transfer station
8/25/09	Vin	Cox	Self	1) Push for westward expansion. No need for arty stations or locations at every mile
8/26/09	Julie	Brame	Self	1) Requested to be added to database
9/7/09	Marc	Birenbaum	Self	1) Requested to be added to database
9/7/09	L	Silvey	Self	1) Inquired about the rationale on building a stop at Wilshire/Crenshaw
9/7/09	Temil	Marmom	Self	1) Just build it!
9/7/09	Michael	Rizzo	Self	1) Requested to be added to database

9/9/09	David	Salper		1) Requested by Jody to be added to database
9/10/09	Jay	Heldman	Self	1) Resident thinks stations going eastward make more sense
9/10/09	Clinton	Oie	Marlborough School	1) Believes Crenshaw station is appropriate and needed
9/11/09	Lori	Froeling	Self	1) Requested to be added to database
9/17/09	Phil	Brown	Self	1) Aaron Kunz of BH Transportation forward documents to JFL from Phil Brown supporting a "Flow oulveard Plan"
9/23/09	Annette	Mercer	Self	1) Supports Board to seek long-term federal funding from USDOT for WSE
9/23/09	Stephen	Webb	Self	1) Urges adoption/pursuing of federal funding
9/23/09	Mark	Egerman	Self	1) Urges adoption/pursuing of federal funding
9/23/09	Judith	Szarka	Self	1) Seeking federal funding must be done
9/23/09	Alexander	Friedman	Self	1) Strongly supports WSE and should start as soon as possible
9/23/09	Barbara	Broide	Weswood South of Santa Monica Blvd HOA	1) HOA supports motion to seek federal funding for WSE
9/23/09	Linda	Briskman	Self	1) Urges adoption/pursuing of federal funding
9/24/09	Matt	Peak	Self	1) Please pursue federal funding
9/24/09	Steve	Twining	Bel Air Crest NC	1) Seek as mich federal funding as possible
9/24/09	Kristy	Lac	Self	1) Impeative to have WSE happen in a timely manner
9/24/09	Bringham	Yen	Self	1) Impeative to have WSE happen in a timely manner
9/24/09	Daniel	Walsh	Bev Hills Chamber	1) O/B/O BH Chamber, urges Metro to adot motion to seek federal funding for WSE
9/24/09	Alma	Karic	Self	1) Requested to be added to database
10/5/09	John	McGrath	Self	1) Requested to be added to database
10/5/09	Avani	Parmar	Self	1) Requested to be added to database
10/6/09	Anthony	Curzi	Self	1) West Hollywood Line south from the Beverly Center station down San Vicente Boulevard and then curving west at some point well before Wilshire, meeting up with the Purple Line tunnels before La Cienega is possible.
10/6/09	Howard	Smith	Self	1) Requested to be added to database
10/9/09	Steve	Strauss	Self	1) would like to see a Metro station on the corners of Wilshire/Westholme Av
10/16/09	Kristin	Jarratt	Self	1) Inquired about the next round of meetings
10/19/09	Susan	Bursk	Century City Chamber	1) O/B/O of Century City Chamber asks that WSE be included in the funded portion of the LRTP
10/19/09	John	Goodwin	Westfield LLC	1) Urges Metro to include the subway into the constrained or funded element of LRTP
10/19/09	C.H.	Behrman	CH Behrman Photography	1) Subway is critical to relieve traffic
10/20/09	Roxane	Stern	Self	1) Please honor the commitment for funding the Westside Subway

10/20/09	Goran	Eriksson	esi TechTrans	1) Urges Metro to include the subway into the constrained or funded element of LRTP
10/20/09	Renee	Watkinson	CBRE	1) Requests inclusion of WSE in funded portion of LRTP
10/20/09	Larry	Kaplan	Self	1) WSE and Regional Connector should be designated as Metro's priorities to pursue federal funding
10/20/09	Linda	Potts	CBRE	1) Requests inclusion of WSE in funded portion of LRTP
10/21/09	Allon	Percus	Self	1) Inquiring about Station Area Information Meetings
10/21/09	Kevin	Lachoff	Grubb Ellis	1) Requests inclusion of WSE in funded portion of LRTP
10/21/09	Elena	Estrin	Self	1) Supports seeking federal funds for WSE and Regional Connector
10/21/09	Daniel	Walsh	Bev Hills Chamber	1) Urges Metro to seek New Starts funding for WSE and Regional Connector
10/21/09	Juan	Matute	Self	1) Requests WSE and RC be built first as part of the seeking of federal funds
10/21/09	Linda	Briskman	Self	1) Urges Metro to seek New Starts funding for WSE and Regional Connector
10/21/09	Allan	Alexander	Self	1) Urges Metro to seek New Starts funding for WSE and Regional Connector
10/21/09	John	von Kerczek	Self	1) Urges adoption of LRTP "as-is"
10/21/09	Steven	Rose	Culver City Chamber	1) Urges Metro to include the subway into the constrained or funded element of LRTP
10/21/09	Colleen	Hanlon	Bel-Air Association	1) Expressed association'sr strong support for the Westside Subway Extension and Downtown Regional Connector as key elements of the Los Angeles region's LRTP
10/21/09	Mahdi	Aluzri	City of Beverly Hills	1) City of Beverly Hills and the Westside Cities Council of Governments unanimously support the Westside Subway Extension
10/21/09	Wendy-Sue	Rosen	Brentwood Community Council	1) The Brentwood Community Council (BCC) 1 strongly urges the Metro Board to stand by its decision to adopt the Westside Subway Extension and Downtown Regional Connector into
10/21/09	Steven	Heller	Self	1) Metro should move forward with subway and not let funds get compromised.
10/21/09	Jeff	Austin	Self	1) Supports WSE and thinks it should have been built 30 years ago
10/21/09	Linda	Thieben	Self	1) Urges Metro to include the subway into the constrained or funded element of LRTP
10/21/09	Michael	Hamill	Grandview National	1) Urges Metro to include the subway into the constrained or funded element of LRTP
10/22/09	Howard	Gordon	Self	1) Project is doomed to fail
10/23/09	Terry	Mosher	Self	1) Requested to be added to database
10/26/09	Dana	Wilson	Self	1) Requests stop somewhere near La Cienega and Santa Monica
10/26/09	Nancy	Kiang	Self	1) Requested to be added to database
10/26/09	Matt	Mason	Self	1) Suggests Federal provides the best of both worlds in easy construction from the VA property as well as access to parking at the VA, while still serving the dense mix of residential,
10/26/09	Kay	Martin	Self	1) Wilshire/Crenshaw is not needed - waste of money and resources
10/27/09	Vance	Van Petten	Producers Guild	1) Wholly and completely support the establishment of two metro stations on Wilshire: La Cienega and Beverly Drive
11/2/09	Owen	Smith	Self	1) Pposed to a Crenshaw Station because in my opinion the cost does not justify a station at that location
10/29/09	Suzanne	Chase	Self	1) was EXTREMELY disappointed in the meeting
10/29/09	Eric	Sievering	Self	1 ) hope there will be a plan put forward in design and engineering that could open up each station going west as it is completed.
10/27/09	Wally	Marks	Self	1) Requested to be re-added to database
10/27/09	Gary	Duff	Self	1) I would like to insure that if a station is built so close to my home that cars will not be allowed to park in our neighborhood and then ride the subway blocking access along Lorraine
11/3/09	Stephanie	Lo	Self	1) Requested to be added to database
11/4/09	Derrick			1) The Westside Subway is the single most important transit project LA will ever build
11/4/09	Harold	Hahn	Self	1) Requested by Jody to be added to database
11/5/09	Catherine	Roberts	Self	1) Requested to be added to database and would like to receive mailers earlier
11/7/09	Dorrit	Vered	Self	1) enthusiastic about the project and want to voice my want for a wilshire westwood or glendon or hilgard/weyburn station
11/7/09	Ira	Kaplan	Self	1) Requested to be added to database
11/9/09	Harold	Katz	Self	1) Inquired about why Metro was not going under the gold course and shared info regarding the parking lot at 9601 Wilshire extending midway under Wilshire

11/9/09	Francesco	Chiapelli	Self	1) Offered 4 suggestion for WSE: 1. connect the Orange line to LAX, via the shopping center at Sepulveda & Ventura, UCLA med center and VAMC 2. connect USC campus to VAMC, via Cedars med center 3. beautify along the way and make the elevated train part of the environment in a sustainable design
11/10/09	Joe	Walcek	Self	1) Suggests LRT for the segment going through WeHO
11/19/09	Arnold	Sklar	Self	1) Inidcates there is room for portal at Flynt Bldg.
11/19/09	Philip	Nurenberg	Self	
11/19/09	Frank	Pizzurro	Self	
11/19/09	Dave	Somers	Self	1) Please allow/encourage/permit food vendors, new stands, performers, etc.
11/19/09	David	Taunton	Self	I really think it is of the utmost most importance that the west side extension includes a stop at Barrington and Wilshire as well as Wilshire Westwood rather than off
11/19/09	Sam	Gold	Self	1) Please place a station at Barrington/Wilshire instead of the VA hospital
11/19/09	Phil	Miller	Self	1) Westwood station seems too close to VA station
11/19/09	Ben	Thielen	Self	1) Urges MTA to choose a station at Wilshire and Barrington instead of the proposed station at Wilshire and the VA Hospital.
11/19/09	Ion	Noravian	Self	1) Barrington over VA
11/19/09	Scott	Berger	Self	1) Please place a station at Barrington/Wilshire instead of the VA hospital
11/19/09	Lars	Carlson	Self	Terminus should not be at VA - needs to be on Wilshire near Federal or Barrington
11/20/09	Suz	Landay	Self	1) Requested to be added to database and strongly opposed to Crenshaw station
11/21/09	Joshua	Reyes	Self	1) reconsider a Wilshire/Barrington station alternative and drop the Wilshire/VA Hospital station alternative
11/21/09	Warren	Bowman	Self	1) Westwood station should be at Wilshire and Westwood Blvds, instead of at the UCLA Parking lot farther west
11/30/09	Eugene	Tang	Self	1) Requested to be added to the database
12/4/09	Neel	Sodha	Self	1) Barrington over VA
12/4/09	Paul	Sumbi	Self	1) Comment from YouTube
12/4/09	Matt	Mason	Self	1) Reconsider Barrington over VA. JFL responded at request of Sup. Yaroslavsky
12/5/09	Richard	Newcome	Self	1) Preference for LACMA station is for the alternative that showed the station further West, with the entry to the platform closer to Fairfax.
12/16/09	Mark	Mourey	Self	1) Requested by Jody to be added to database
12/17/09	Benny	Vargas	Self	1) Requested to get notified about upcoming meetings
1/4/10	Gwen	Cabrera	Self	1) Lives near Wilshire/Fairfax and is inquiring about current construction happening around the area
1/6/10	Larry	Geller	Self	1) Build it already!"
1/15/10	Alexander	Martin	Self	1) Re: Seismic: testing was torture
1/15/10	Frederick	Sutton	WLANC	1) If subway is not going to the sea at least makee it go to Bundy.
1/15/10	Andrew	Khouri	Annenberg Digital News	1) Requested to be added to the database
1/15/10	Amy	Williams	Self	1) Requested to be notified about 2010 meetings
1/20/10	Carol	Spencer	Self	1) Requested to be added to the database
1/22/10	Jay	Gralla		1) Requested to be added to the database
1/25/10	Jan	Reichmann	Self	1) The seismic testing on the 1700 blk of Warnall was so loudthat I could hear (at 1:15am for over an hour) in the 1400 block of Comstock. I received emails from people living on Ensley complaining that they couldn't sleep. A woman on Warnall said all the dishes in her kitchen were rattling and, luckily, she had removed fine china from display shelves in her living and dining rooms. It is difficult to take Metro at its word when the description we were givin simply was not true. What went wrong with that the testing needs repeating?

1/25/10	Jean	Bushnell		1) I lie at 10348 Eastbourne Ave (in the Comstock Hills HOA) and was awakened by recent seismic testing. The vibration as well as drilling/droning sounds woke me up and I heard it for quite a while. I think you need to be aware that the process isn't soundless and the vibrations travel very clearly through the earth, even a full block away.
1/27/10	David	Nourafsfshan		1) Please let me know any news regarding the westside extension of the proposed subway going to the beach project.
1/28/10	Michelle	Oosterveen	fast-fix Jewelry and Watch Repair	1) Was wondering when the project may be completed. We are thinking about an employee incentive program. (employer paid bus fare).
1/29/10	Derrick	Lo	Self	<p>My fellow transit advocates and I continue to express both lament and anger at Metro's decision to eliminate the Wilshire/Barrington station option from further study. This is a key piece of transportation infrastructure that will play a central role in the daily commutes of hundreds of thousands of Angelenos for several generations to come. Therefore, it is essential that this subway be soundly designed by maximizing efficiency and convenience. The selection of a Wilshire/VA Hospital station over the aforementioned Wilshire/Barrington speaks to Metro's poor planning for the following reasons:</p> <ol style="list-style-type: none"> <li>1) Rapid transit systems should be designed to serve pedestrians, not cars. A park and ride facility at a Wilshire/VA Hospital station would only serve to increase car usage and therefore worsen traffic congestion and air pollution.</li> <li>2) A park and ride facility at a Wilshire/VA Hospital station would completely defeat the purpose of the I-405 Corridor Connection project, which is meant to get SFV commuters to leave their cars behind and take Metro Rail.</li> <li>3) A park and ride facility at a Wilshire/VA Hospital would imply that the future I-405 Corridor Connection project would connect to the Purple Line at the Wilshire/VA Hospital station, forcing UCLA-bound commuters to make a transfer; transfers significantly reduce ridership.</li> <li>4) Conversely, if the I-405 Corridor Connection project were to connect to the Purple Line at Wilshire/Westwood, UCLA-bound commuters would be spared from making a transfer.</li> <li>5) If the I-405 Corridor Connection were to connect to the Purple Line at Wilshire/Westwood, a station at the northern end of the UCLA campus would be possible; such would greatly improve accessibility to the UCLA campus (a shuttle would be completely unnecessary) and therefore significantly increase ridership.</li> </ol> <p>I believe the reasons outlined above are reason enough for Metro to reconsider the Wilshire/Barrington station option before the LPA adoption in the fall. Thanks.</p>
2/2/10	Lauren	Keenan	Self	<p>1) Please add me to your email list for updates. Thank you.</p> <p>*When is the project expected to be completed?</p> <p>*How much would the cost be, once it's completed, to travel via the Westside Metro?</p> <p>*The one thing that hinders me from using the Metro currently is that it is slower than driving. If it can get me to where I need to be faster, then I will use it. Also, the nearest pick up station is about 5 blocks from my house. Perhaps having a lot where people can leave their cars will be helpful.</p>
2/2/10	Peter	Rydell	Self	1) Please add me to your Westside Extension and Expo line project mailing lists for all updates and meeting notifications.
2/3/10	Anthony	Curzi	Self	According to your map, the Santa Monica/San Vicente station will be located on Santa Monica Boulevard, about halfway between San Vicente and La Cienega. Is this a correct representation? I'm asking because I'm wondering if there are enough stations proposed for this part of West Hollywood. The distance between Santa Monica and Fairfax--where there will be a station--and San Monica and La Cienega is about one mile, the distance where Metro likes to locate stations. However, if a station is built right at the intersection of Santa Monica and San Vicente, then the distance between stations would be about 1.5 miles. I'm curious if you've considered a station at both La Cienega and San Vicente on Santa Monica Boulevard. I believe two stations for this area would better serve the community.
2/26/10	Anette	Mercer	Self	1) What is the most optimistic year of opening of the Westside Extension to Westwood/the VA? FEIR/S in 2011 and ???10years of construction?



3/3/10	Josh	Uruchurtu	Self	<p>1) Don't build it! I used to work for a small business less than a mile from that intersection and there is practically nothing around there. I know that omitting the station would create a two-mile gap in the line but those 2 miles are nothing more than a quiet residential community peppered with a few small businesses. Those areas would better be serviced by the new Wilshire Rapid Bus improvement that's being planned. I think the two main focuses for the purple line extension should be (a) hitting all the MAJOR destinations and (b) ensuring the speediest trip possible, especially for those that have to take it, say, from downtown all the way to Westwood. I don't see any reason why the train should have to waste time at a station that hardly anyone (relative to the other stops) would ever use.</p>
3/4/10	Roger	Christensen	Self	<p>1) Think speed! No Crenshaw station.</p> <p>There are already half-mile stations at Vermont, Normandie, Western. A Crenshaw station means a fourth mid-Wilshire station too close and slowing down the service which decreases ridership.</p> <p>Century City, Westwood, Beverly Hills each get one station. Koreatown gets four?</p>
3/4/10	Jane	Usher	Self	<p>1) I am having a hard time figuring your Metro team out. For years, you patiently explain to us that you are sincerely interested in building the subway that the community wants. We then began to receive dozens of emails from your public relations firms, at great taxpayer expense, inviting us to attend rail meetings about projects that are not within our geography.</p> <p>But it now appears that there is an all-important meeting slated for March 17 about what will be built right in our own front yard. And we have received NO NOTICE. Perhaps this is a hoax or error, but the author of the piece was Steve Hyman, who is well known to the community as a fact-conscious reporter. See the Facebook message that one of our neighbors forwarded, below:</p> <p><a href="http://thesource.metro.net/2010/03/03/should-the-westside-subway-have-a-crenshaw-station/#more-4895">http://thesource.metro.net/2010/03/03/should-the-westside-subway-have-a-crenshaw-station/#more-4895</a></p> <p>What are we to make of Metro? Please email me back as soon as possible on how or whether we can work together to repair what may prove to be fatal damage to the relationship between Metro and Greater Wilshire. My thanks as always, and my complete bewilderment...</p> <p>Jane Usher Board Member, Greater Wilshire Neighborhood Council</p> <p>P.S. If this proves true, please honor us by replacing your public relations outreach firm.</p>
3/4/10	Timothy	Barkwill	Self	<p>1) Yes. The more subway stops, the better. If L.A. doesn't find an alternative to cars, it'll grind to a halt and die. Buses are useful, but not the answer. L.A. is the only major city in the world which does not have a pervasive subway system. You have made great strides, but not enough. You should have at least 3x the number of current stops and 4-6 more lines. L.A. must look to the future.</p>

3/5/10	John	Welborne	Self	<p>1) I really have to agree with Jane. The many neighborhood associations, the Wilshire Homeowners' Alliance, the GWNC, the Council Offices -- all supporters of the Purple Line Westside Extension, I should add -- have devoted years to the discussion of the idea of adding a station at Crenshaw. And now -- a meeting announced with the Planning Department and Metro with apparently NO prior consultation with anyone in the community about setting said meeting?</p> <p>Not appropriate or wise, in my view. This seems to be a significant (and unexpected) meeting being "sprung" upon the community.</p> <p>To my knowledge, this will be the first time City Planning has been involved in any such discussions since the 2000 update of the Wilshire Community Plan and the 1978-80 meetings on the Park Mile Specific Plan. (Well, that's not exactly correct. The Planning Director, Calvin Hamilton, did write in 1982 that "It is the considered judgement of the City Planning staff that the spirit and intent of the Concept, Citywide Plan, Wilshire 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." You and David have that Cal Hamilton memorandum in the 12-4-2007 booklet I gave to David.)</p> <p>If you want this meeting to be deemed to have any validity, I suggest you involve the local residents in planning the meeting and setting the meeting date.</p> <p>A few phone calls would have helped . . . and still can.</p>
3/4/10	HMJ	Toscano	Self	<p>1) It's probably off tangent, but I believe it's worth mentioning. What's the point in placing a station at Crenshaw/Wilshire when the Crenshaw Line is NOT destined to reach the [Wilshire] Purple Line anyways? Why not use that money to extend the Puple Line farther west or to start construction on another worthy line/project?</p>
3/7/10	Justin	Walker	Self	<p>1) In your Station Information Presentation (dated Oct/Nov 2009), you include three artist renderings of existing Red Line stations (on pages 19-21). I would like to know where exactly these renderings came from. I have been hunting for historical material like this for quite some time and would appreciate any information regarding it.</p>

3/8/10	Eric	Romann	Self	<p>1) I am writing to follow up and check in about the questions I sent you a couple of weeks ago. You had said you were going to consult with David Meiger about several of the questions and then get back to me. My questions are as follows:</p> <p>#1) Ridership</p> <p>Chapter 7 of the Alternative Analysis includes a section on ridership titled "Transit Ridership Maximization." This section uses 3 metrics to measure the alternatives: 1) the change in daily transit trips as compared to the No Build alternative; 2) the change in urban rail boardings as compared to the No Build alternative; 3) the number of "new stations" urban rail boardings. I just want to clarify the meaning of each of these metrics.</p> <p>1) Does the first metric, the change in daily transit trips, measure the overall increase in transit trips on the entire Metro system regardless of mode due to the introduction of new service?</p> <p>2) Does the second metric, change in urban rail boardings, measure specifically the increase in trips on Metro Rail assuming that some of those new trips are people switching modes from the bus and some are new transit riders altogether?</p> <p>3) Does the third, new station boardings, measure the number of new trips where the passenger is boarding in one of the new stations (as opposed to those boarding on the existing red/purple line)</p> <p>#2) Capital Expenses:</p> <p>What is the most recent and accurate projection on the total capital cost for the project? The website and the Alternatives Analysis both list \$6.1 billion as the total for the complete Western-to-Santa Monica plan (minus the West Hollywood Spur), but the 2009 LRTP (in the version passed by the Board in October) lists \$6.015 billion as the cost of the total cost of just the three segments covering the Western-Westwood portion. I am pulling these latter figures from a table in Attachment B, Page 1 of the 2009 LRTP (<a href="http://www.metro.net/board/Items/2009/10_October/20091014P&amp;PItem10.pdf">http://www.metro.net/board/Items/2009/10_October/20091014P&amp;PItem10.pdf</a> &lt;<a href="http://www.metro.net/board/Items/2009/10_October/20091014P&amp;PItem10.pdf">http://www.metro.net/board/Items/2009/10_October/20091014P&amp;PItem10.pdf</a>&gt; )</p> <p>#3) Sources of Funding for Capital</p> <p>The official Measure R Expenditure Plan lists \$4.017 billion and the Project page of the Website lists \$4.2 billion as the amount dedicated to the project from Measure R Rail Capital Funds. The 2009 LRTP lists \$974 million as the New Starts match for Segment of the Western-Westwood portion (in other words, Western-Fairfax), which is exactly half of the total for this segment. Am I correct that the \$4.2 billion from Measure R does not include New Starts? If so, should I also extrapolate from this that Metro's plan/expectation is that an FTA New Starts grant (or series of grants) will cover 50% of the total capital expenses for all of the Western-Westwood portion (understanding that this is funding is far from secured at this point)? It is my understanding that the \$4.2 billion includes both local Measure R and federal New Starts.</p>
3/10/10	Lars	Anderson	Self	<p>1) My name is Lars Anderson, I live in the Windsor Square neighborhood on North Norton Ave and I support a subway stop at Wilshire and Crenshaw.</p> <p>Thank You for your attention.</p>
3/16/10	Susan	O'connell	Self	<p>1) I cannot make the meeting on Wednesday night. I have other obligations with my kids that evening. I want to go on record saying that I highly favor the proposed station at Wilshire and Crenshaw. There is a small but loud group of neighbors lead by John Wellborne and Jane Usher who are fighting it. I believe they are totally wrong and it make good sense to put a station there.</p>
3/18/10	Danila	Oder	Self	<p>1) I live near Normandie and Wilshire and pass the Crenshaw/Wilshire intersection fairly often.</p> <p>While I sympathize with people coming north to the area, I believe there is no need for a stop there, mainly because the surrounding zoning will not permit added density. Put the next stop west at LaBrea.</p>
3/18/10	Mike	Phillips	Self	<p>1) Can you please tell me what the schedule is for this project going forward beyond the DEIR (approximate)?</p> <ul style="list-style-type: none"> <li>- Final EIR            December 2010?</li> <li>- Construction    2011-2016?</li> </ul>

3/19/10	Douglas	Meyer	Self	<p>1) I attended and spoke at the Westside Extension meeting held in our neighborhood last Thursday, March 17, 2010. I am an advocate of the Crenshaw Station.</p> <p>As a 12 year, active volunteer and Windsor Square resident, I have served on the WSA Board, Chaired the Larchmont Median Committee and served on the Windsor Square HPOZ Board.</p> <p>My family has lived all over LA (from Beverly Hills, Sherman Oaks, Santa Monica, Pacific Palisades, and now for the past 12 years, Windsor Square which we consider the best of all neighborhoods. Also as a practicing architect, I have done projects all over the world, in urban centers for over 40 years, and during that time I have observed the City of Los Angeles struggling with transit studies for at least that long.</p> <p>One thing has always been very clear to me; Los Angeles is basically a linear City and Wilshire Blvd. is the main spine which binds and connects the predominant number of the centers and neighborhoods of the city from downtown to the ocean. Mass Transit is all about connectivity and therefore it is hard to conceive why there has ever been a debate that this underground transit line connecting the elements of this vital corridor has been waged! Yet for the many political and self serving reasons over the years, it has been manipulated, blocked and rendered incomplete.</p> <p>Millions and millions of Dollars have been spent studying the issues, enough to build the line, and here we are again debating to create the line with a donut hole in the system leaving one of the most strategically convenient and pedestrian friendly historic neighborhoods in Los Angeles out of the system.</p> <p>It is beyond comprehension to me!</p> <p>Granted, a more strategic location for a station would be Rossmore Ave. and Wilshire Blvd. but at this point that would muddy the waters, so Crenshaw is the best alternative.</p> <p>It's time to stop all the self serving nonsense, think long term for the City and get on with making it happen with a station that serves our neighborhoods adjacent to the Park Mile!</p> <p>The Crenshaw Station or a station closely adjacent with a possible connection to LAX someday should be approved and hopefully in my lifetime!</p>
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3/20/10	Alexandra	Schaefer	Self	<p>1) Why Santa Monica as the final destination for the extension?  We are in the environmental analysis phase of the effort studying what the project should be. We are currently evaluating 5 different alignments, 2 of which go all the way to Santa Monica. The conclusions or recommendations from the environmental study are yet to come. However, even if it is determined that it makes sense to go to Santa Monica, there is only enough funding anticipated at this point to reach Westwood.</p> <p>What will the repercussions (positive and negative) of the subway extension be for the city of Santa Monica?  That is what the environmental analysis will determine.</p> <p>How many people (volume) would be traveling on the extension?  Please review this information September 2008 conducted during the Alternatives Analysis, prior to the Draft EIS/EIR now underway:  <a href="http://www.metro.net/projects_studies/westside/images/community_presentation_2008_0827.pdf">http://www.metro.net/projects_studies/westside/images/community_presentation_2008_0827.pdf</a></p> <p>Or you may want to review the Alternatives Analysis Study completed January 2009:  <a href="http://www.metro.net/projects/westside/alternatives-analysis-study-january-2009/">http://www.metro.net/projects/westside/alternatives-analysis-study-january-2009/</a></p> <p>We are currently updating this information.</p> <p>Where is funding coming from?  A combination of local (Measure R) and federal (New Starts) funds.  Please look at the Frequently Asked Questions.</p> <p>If you could respond ASAP, I would really appreciate it! I am writing a story on the extension with a focus on Santa Monica for a journalism class. Thanks!</p>
3/24/10	Milt	Shapiro	Self	<p>1) I strongly suggest that the Crenshaw station be eliminated from the construction plan because it is very close to the other stations, LaBrea &amp; Western. The cost of a crenshaw station is not justified.  Thank you for your consideration.</p>
3/25/10	Thomas	No	Self	<p>1) Even if something unexpected happens and the federal government decides to give a large loan to Metro to build the Westside Subway Extension to Santa Monica, the entire extension will be built at least six years (Wilshire/Western to Wilshire/4th) according to the FAQ. Is it possible with available construction technology to build the subway faster, so as to save time and money?</p>
4/9/10	Mike	Rosenthal	Self	<p>I'm an LA native, and have been hoping for a subway for YEARS.  Please extend through the westside, AND include the Santa Monica extension going through West Hollywood. There are thousands upon thousands of West Hollywood residents who will use this.</p>

4/9/10	Rev. Gordon	Marchant	Wilshire UMC	<p>1) Thank you so much for your community information meetings. I am one of the pastors at Wilshire United Methodist and I was very glad to attend the meeting held about one month ago. I also went to your website and tried to follow the link to your online comment/question form - but the link was broken. Thus, I will outline my comments in this e-mail.</p> <p>I am very much in favor of the construction of a metro station at Crenshaw and Wilshire.</p> <p>(1) Such a station would obviously assist members of our community to be transported to our church.</p> <p>(2) As well, I believe that such a station would enrich the cultural diversity of our Park Mile community. It would provide access for people of all economic and ethnic backgrounds to enjoy the urban and human resources of our vicinity.</p> <p>(3) Finally, I believe a Crenshaw station would demonstrate to the citizens of our city and the world that we are serious about our openness to all people. Los Angeles must be a home where everyone is welcome. Metro is one piece of that welcome mat!</p>
4/15/10	Jim	Adams	Self	<p>1) I am a West Hollywood resident and was very surprised to see the ridership estimates produced for the 'pink line' alternative (I realize it has no funding).</p> <p>I am unable to attend the info sessions this month, and was hoping you could provide additional documentation of your ridership study. As an urban planning masters student at UCLA, I want to review your work in an effort to better understand the process and study, as well as understand why the ridership estimates are so low here in comparison to equally dense areas on the purple line. With the amount of traffic in our area in comparison to Wilshire, I would assume that many people would use the corridor for east/west commutes, but perhaps the station locations are not amenable to that.</p> <p>I wonder if income is used as a proxy for ridership, in which case West Hollywood might not fit many models currently used. But I guess that most of this is factored in, as upper income people prefer rail in general over buses and I assume the models reflect this.</p>

4/21/10	Allon	Percus	Self	<p>1) Many thanks for your explanations at this evening's meeting regarding the VA station. Unfortunately I had to leave early, so I missed many of the public comments, but I did hear the first speaker advocate in favor of the northern option so that the station could be better integrated with Barrington Village (Barrington &amp; San Vicente). Let me second that.</p> <p>From the VA station site to Barrington is barely more than a half mile. There is a window of opportunity to optimize the pedestrian connection between the two. It would be tragic if that opportunity were missed.</p> <p>This brings me to a closely related question. If I understood correctly, your projections of ridership did not assume any dedicated station parking. That means that the (large) estimated number of boardings at the VA station must have been due exclusively to pedestrians and passengers being dropped off by some other means. What assumptions did your model use for how pedestrians might access the station? By walking through the VA campus? Along Wilshire? I would be really interested to know if some discussion has taken place on whether (and how) either of these could be turned into a viable pedestrian route.</p> <p>Let me again stress how much I appreciate the excellent outreach that</p>
4/22/10	Eric	Nyhus	Self	<p>1) I support the westside subway extension and would use it frequently if it were implemented.</p>
4/22/10	Spencer	Kassimir	Self	<p>1) According to "The Source" at <a href="http://thesource.metro.net/2010/03/11/the-mayors-3010-plan/">http://thesource.metro.net/2010/03/11/the-mayors-3010-plan/</a> , The purple line extension for the 30/10 plan is quite different than the one on this site as it is depicted to have a culver city station, UCLA, and then a route that will continue into the valley.</p> <p>Which is the correct map?</p> <p>Thank you.</p>
4/23/10	Ron	Karam	Self	<p>1) I'm curious why they don't have the Crenshaw line come all the way up Crenshaw and connect with the subway at Wilshire? They aren't that far apart and it would make it easier for people along Wilshire to have a faster way to LAX.</p>
4/23/10	Andre	Morimoto	Self	<p>1) Hi. I'm rooting for u everyday!</p> <p>A quick question. If the possibility L.A. were to get Fed. funds to expedite the Westside Subway extension. Would the subway tunnels be built in a one-way forward progress? Or, would you have tunneling machines starting from one-end, say, if the W. terminus is the VA hospital, from there, and another commencing from Wilshire/Western to then someday meet in the middle? Ok, sorry for the long-winded question. Just curious and I understand there are so many hurdles to overcome before this could be answered. Thank you. Good luck!!</p>
5/4/10	Justin	Singh	Self	<p>1)</p> <p>I support the Westside extension of the subway!!! It would help me travel when I am too tired to drive and would allow me to see my friends more often.</p>
5/17/10	Douglas	Snyder	Self	<p>1) Please hold meetings in non-religious venues.</p>

5/18/10	Naomi	Mercer	Self	<p>1) I just want to say that I'm thrilled LA is becoming a fully functional city. If you build it they will come!</p> <p>I do have a question though, about your planning. It seems as though the grid will be missing a link when I look at all your planning; why is there no mention of a subway/train to run along the 405? Like from somewhere north of Magic Mountain all the way to somewhere south of LAX? All of LA's traffic is bad but the 405 is the worst. Why wouldn't you want to have that included in your initiative?</p> <p>Thanks in advance,</p>
5/19/10	Lawrence	Maldonado	Cedars-Sinai	<p>1) Please accept my thanks to you, to Mr. Mieger and to the Metro staff for last night's community meeting regarding the Westside Extension. As I mentioned publicly at the meeting, I noticed one of the three preliminary routes between Century City and Westwood will (if I correctly interpreted the parcel maps) tunnel directly under the house I have owned and loved for the past 27 years. This detail diminishes none of my enthusiasm for completing this vital transit infrastructure as quickly as safety permits. I do not merely fail to suffer a not-in-my-backyard reaction; I willingly proclaim (and tried to proclaim last night), "Build it under my backyard (and my den and my bedroom) if that is what it takes." Judging from last night's other public comments, most of my neighbors share this feeling.</p> <p>I enjoy no activist's credentials. I belong to no transit advocacy groups. I wish, however, to do what I can to help develop the transit network our county so desperately needs. What (short of joining Facebook—which my daughters have explicitly forbidden me from ever doing) can I do to help with completing the Purple Line specifically and the Metro transit network generally?</p>
5/20/10	Carol	Spencer		<p>1) want to thank you for the very detailed presentation of the routes from Century City to Westwood. I realize that the consensus at the meeting was to go forward with the subway ASAP. And that some were not worried about the tunnels going under their homes.</p> <p>For the most part in the Comstock Hills area east of Beverly Glen Blvd there is considerable fear. This was the reason why I suggested that you proceed with caution and consideration for single family homes and other structures. This is due to a number of factors;</p> <p>1-the earthquake fault</p> <p>2-the vibrations we currently feel from surface causes ie: heavy trucks with diesel engines driving past rattle windows A Ti Kondo - Ju Jitsu studio on Santa Monica Blvd in the old New England Village allows students to hit the rear walls during exercises. This causes the homes behind the studio to have vibration - tables slide on the floor, other things move.</p> <p>3- The soil beneath our homes is primarily Adobe. In the wet seasons it is quite soft - often sticky soft while in dry seasons it is rock hard. I recall that my fence contractor had to get a Jack Hammer to dig holes for the fence posts. Therefore, tests made during one type of season may not hold true for the duration of the subway well into the future. Your reps stated that the ground is soft - based upon tests - I question when the tests were made and the type of weather conditions or season conditions.</p> <p>There is a need for the subway, please consider my comments above and protect our properties as you plan the construction.</p>



5/20/10	Kevin	Carrington	Self	1) Please add me to your email update list for info on the westside extension transit corridor.
5/22/10	Emily	Locker	Sef	<p>1) I am a resident in the area between Century City and Westwood. I have been studying the Westside Subway Extension Alignment Alternatives. I am concerned that the Direct Connection will tunnel under my house. I'd like to know which homes on Kinnard and Pandora Avenues would be tunneled under in the Direct Connection. Please send me a list of those addresses.</p> <p>I would also like to receive notification of the the next community meeting.</p>
6/3/10	William	Paige	VA	<p>1) The Westwood/VA Hospital station provides the potential opportunity to include a park-and-ride facility and it serves an important regional destination. Therefore, the Westwood/VA Hospital site is being further evaluated in the Draft EIS/ EIR.</p> <p>I found the above paragraph on your website I have some questions?</p> <ul style="list-style-type: none"> <li>Where would you place this park and ride facility?</li> </ul> <p>On VA property?</p> <p>Property that was given to the Veterans for Veterans use?</p> <p>Tear down the trees and tear up the grass of the VA property for another parking lot?</p> <p>Take away move Veterans Parkland for non veterans use?</p> <p>I hope you are not thinking about this?</p> <p>Can the people just take a big blue bus from their home and get off at this new VA metro subway station to ride the subway?</p> <p>It seems like someone, always wants to take another piece of the Veterans Parklands away from the Veterans.</p>
6/9/10	Susan	Resnick-West	USC	1) Please forward a copy of the ppt from the Beverly Hills presentation.





8/12/09	Monte	Marina	Organization	08/12/09	General	Alignments	<p>Lives west of Selby and is against the proposed configuration because she thinks it will affect her building. Thinks that developers are getting incentives with parking requirements for projects nearby transit stations. She thinks this is not what we need, parking is already a big problem and reducing the requirements for new hotels and buildings will be very chaotic.</p> <p>Comments that having the subway will not eliminate bus routes on Wilshire. Thinks the subway is the best answer to alleviate traffic problems in LA. The rapid bus is ok but it's very crowded and very slow. It takes at least 45 min to get anywhere in the east by bus. Thinks bus and rail are complimentary not against each other. Thinks it's important for people to support this project. Encourages people to call their congressman and express support for the subway extension. Thinks the subway is the best alternative. It will not eliminate congestion completely but it will definitely help a lot.</p>
8/12/09	Zablen	Nate	Organization	08/12/09	General	Purpose and Need	
8/12/09	Kassamir	Spencer	General Public	08/12/09	General		<p>No show</p> <p>Compliments the progress and the presentation. Likes the Barrington station location. Thinks there needs to be a west of the 405 station. Wonders how would the West Hollywood line perform having it come down to Wilshire on La Cienega versus San Vicente? Wonders if there is more people that would want to come down and go west from West Hollywood than downtown LA? What's the most likely ridership?</p> <p>ANSWER: in terms of how the West Hollywood line would perform, we will discuss this later this year during the next round of meetings. Wonders if rather than using heavy rail, could the West Hollywood line be light rail? Are connect to the Crenshaw/Lsan Vicente future proposed light rail? Thinks there should be a north-south connection along the 405 as well.</p> <p>ANSWER: there is no funding for other north-south connections at this point, but it will definitely be considered in the future.</p>
8/12/09	Clarke	Darrel	General Public	08/12/09	General	Stations	<p>Alignments</p> <p>Thinks the subway needs to be built now. Comments on too many people losing their jobs and not being able to work in many areas due to long commute problems. Thinks too many people are riding the bus. Comments: The subway to the sea is a beautiful idea, I have faith in metro rail, metro rail can happen, and in the future more than 9 million people will ride the metro rail. We need metro rail system all over Los Angeles County. Thinks there are too many people that can't afford cars.</p>
8/12/09	Wasurna	Jason	General Public	08/12/09	General	Purpose and Need	<p>Comments: when we look at what's been done tonight and all the phases for the subway, I think we need to have the first phase go all the way to Santa Monica. We should not stop in Brentwood. Build it all the way to the sea at once, no phase two. Thinks people in Santa Monica need a good transit system to take them east. They don't only need to go down town but mid Wilshire areas, West Hollywood, etc.</p>
8/12/09	Fulente	Charles	General Public	08/12/09	General	Alignments	<p>Is aware of the limitations of parking and driving and the limitations of the current transportation systems we have. Wonders about how competitive this project is in order to get the federal funding it needs? ANSWER: we believe this project is very competitive and getting the federal funding would be very feasible.</p>
8/12/09	Loder	Max	General Public	08/12/09	General	Purpose and Need	
8/12/09	(Not Provided)	(Not Provided)		08/12/09			<p>No show</p> <p>Quotes an existing environmental report prepared in the past when subway alternatives to west LA were first being considered.</p>
8/12/09	Clarke	Michael C.	General Public	08/12/09	General	Purpose and Need	<p>Resident of Westwood for more than 55 years. Supports the subway to the sea, even if it has to be done in increments.</p> <p>Comments: when I came out here in 1949, Westwood felt like the middle of the county. Now it reminds me of Manhattan, NY. I think we'll have thousands of riders and we really need it.</p>
8/12/09	Betsger	Frank	General Public	08/12/09	General	Purpose and Need	<p>Wonders why the east side rapid line not open and how long will it take for it to open? ANSWER: initial plan was to open it by the end of this calendar year. The trains are already being ordered.</p>
8/12/09	Goodman	Alice	General Public	08/12/09	General	Purpose and Need	<p>Does not think anyone likes the phasing. Wonders what is stopping the entire alignment from being built in one phase?</p> <p>ANSWER: there are some people that have had the idea you have and want the tunneling done all at once. The answer is that there is not enough money to do it all at once. Feels there needs to be a direct station to service UCLA Campus.</p>
8/12/09	Parasta	Numan	General Public	08/12/09	General	Purpose and Need	<p>Thinks that despite any impacts during construction having a Westside subway is completely worth it. Thinks LA is chaotic and living in the west side it's almost impossible to attend any events in the east of LA. Has lived in Boston where big transportation projects have taken forever and would like to not see that happen here and have the subway be built as fast as possible.</p>
8/12/09	Huang	John	Organization	08/12/09	General	Purpose and Need	<p>Comments: the Westwood/UCLA station is expected to be the third station in terms of ridership. This gives a good excuse to bring the subway to UCLA as soon as possible.</p> <p>Thinks the ultimate destination for the Westwood station needs to be as close to UCLA as possible. Encourages those that are supportive of this project to please keep attending the meetings. Thinks the UCLA station will not only benefit students but also people from all over Westwood.</p>
8/12/09	Stems	Steve	Organization	08/12/09	General	Stations	<p>Purpose and Need</p> <p>Considers her neighborhood to be the front door to Century City. Supports the system. Thinks it will be very good for Century City and its residents. Wonders why the west side has been so ignored for many years for any transportation projects? Thinks its time for the west side to get some transportation funding. Thinks it is a lie that everyone is wealthy and just wants to drive in the Westside! Thinks there are many people that want to come to the Westside or go places from here and don't want to deal with traffic.</p>
8/12/09	Brode	Barbara	Organization	08/12/09	General	Purpose and Need	<p>Supports everything that has been presented, including the alignment options and the station locations. Thinks that planning a subway line or any transit line is a very difficult and is challenging task. Decision makers do everything they can to satisfy the public but the people still attack them. Southern California Transportation Advocates don't attack you, we criticize you and support all your work.</p>
8/12/09	Richards	Kimberleigh	Organization	08/12/09	General	Purpose and Need	<p>Thinks it was a great presentation. Supports the Wilshire alternative. Thinks there are a few things about the West Hollywood branch that seems a bit not logical. Thinks that maybe it should be a light rail option that connects to Crenshaw through San Vicente and it would be built faster and cheaper. Encourages looking at the West Hollywood line further and considering alternative systems and alignments.</p>
8/12/09	Walker	Justin	General Public	08/12/09	General	Alternatives	<p>Alignments</p>
3/17/2010	Sabin	Oswen	General Public	03/17/2010	General	Stations	<p>Purpose and Need</p> <p>The UCLA station is a good idea. The money should be spent extending the subway further west sooner. No station is needed at Crenshaw.</p>
3/17/2010	Wyer	Douglas	Organization	03/17/2010	General	Purpose and Need	<p>The neighborhoods around Crenshaw need to be part of the subway system. Even with the low density of the area it is important to have a stop between Western and La Brea. Crenshaw should not be ignored.</p>
3/17/2010	Pickhardt	Mary	General Public	03/17/2010	General	Purpose and Need	<p>Does not think the proposed stop would trigger higher density. Thinks the station needs to happen but further analysis should be done so that residents can be better informed about future impacts.</p>

3/17/2010	Kruger	Karen	General Public	03/17/2010	General	Purpose and Need	Stations	Her concern is the access to the station affecting the viability of Windsor Square. The proposed access is not very pedestrian friendly for residents of Windsor Square. Other cities show that urban areas that include subway systems have greater diversity and integration, less traffic and a better quality of life in general.		Wilshire	General			Comm/Nghbrhd	
3/17/2010	Edvah	Janina	General Public	03/17/2010	General	Purpose and Need		Thinks the ridership without this station would only be reduced by about 4,300 riders, which does not make much sense considering the cost of building it. The subway would need to slow down to stop at Crenshaw station and would make the commute time longer for the majority of riders. Thinks it's better to use the money to push the subway further west sooner.		Other					
3/17/2010	Hahn	Damon	Organization	03/17/2010	General	Purpose and Need		Thinks that even if the station will only support 4,300 riders, it needs to be included. It should come down to the available budget. If there is money, it should be built.		Wilshire				Funding	
3/17/2010	Herson	Margaret	General Public	03/17/2010	General	Purpose and Need	Stations	Undecided about supporting the station or not. Thinks there are risks like methane gases, earth quakes, etc. that could affect the neighborhood and its historic value. Hates the trash that accumulates around stations and thinks the public art she's seen at other stations is horrible. Thinks that a lot of important issues are not being considered and many questions/concerns need to be addressed. Thinks the residents need more than just ridership and budget numbers. People work hard to live in this community and have the right to protect it and have their questions answered.		Other	Wilshire/Crenshaw			Other	
3/17/10	Dough	Charles	General Public	03/17/2010	General	Stations	Alternatives	The discussion about this station has been going on for a while within the neighborhood council. The consensus was that they are 100% for a subway system under Wilshire, but it makes no sense to have a station on Crenshaw. It costs too much money and it should be used to push the subway further west. People talk about making it a hub to connect with the Crenshaw line. He does not think it's going to happen. Crenshaw is too narrow for light rail. It's a romantic notion but not a practical one.		Other	General				
3/17/10	Muniphenic	Jack	Other	03/17/2010	General	Purpose and Need		Thinks there are some financial issues that need to be analyzed. Considering the total budget, Crenshaw station is not worth it. The cost is too high for the ridership it will attract.		Other	Wilshire/Crenshaw				
3/17/10	Covarrubias	Jocel	General Public	03/17/2010	General	Stations		He can't support the Crenshaw station because of low ridership and neighborhood impacts around it. He thinks it is just not the right scale and type of neighborhood for a subway stop. In addition, you can save one route of commute time by not having this station. The real issue is the low ridership and the high cost. It is not worth it.		Other	General			Comm/Nghbrhd	Operating Costs
3/17/10	Webborne	John	General Public	03/17/2010	General	Purpose and Need		He thinks real estate and uncertainty are the enemies of progress. Certainty is the friend of the future. If we are uncertain about so many future issues with the station then it should not be built. Thinks that a subway station does not always increase value of land.		No Build					Land Use
3/17/10	Reilly	Lynden	General Public	03/17/2010	General	Purpose and Need		As a student and as a worker, he's always used public transit and thinks the station is very important. The more stations the better. Crenshaw makes a lot of sense given the fact that there are different rapid buses that run through the area. Fully supports the subway and the Crenshaw station.		Wilshire/Crenshaw					
3/17/10	Creshan	John	Organization	03/17/2010	General	Purpose and Need	Alternatives	Wonders if we want the risk of losing the neighborhood's historic character.		Wilshire/Crenshaw			Red	Comm/Nghbrhd	
3/17/2010	Campbell	Bruce	General Public	03/17/2010	General	Purpose and Need		Supports the project.		Wilshire/Crenshaw				Comm/Nghbrhd	
3/17/10	Levy	Connie	General Public	03/17/2010	General	Purpose and Need	Stations	There is no bus on highland north of Wilshire. The station and the subway system need to go north so that we have mass transit access north of Wilshire.		Other	Wilshire/Crenshaw			Comm/Nghbrhd	
3/17/10	Leiberman	Clyde	General Public	03/17/2010	General	Purpose and Need	Stations	This meeting was geared to drivers, no signs for bus riders like me outside. It was hard for me to find the venue coming in a bus.		No Build	Wilshire				
3/17/10	Keamey	Olive	General Public	03/17/2010	General	Purpose and Need	Alternatives	Does not support the station. The cost to build the station is 200,000,000 with so little riders. This does not make sense to him. The only reason for having this station is to increase the density of the area. There must be other future plans to identify the area which we have not been told about.		No Build				Other	
3/17/10	O'Donnell	Robbie	General Public	03/17/2010	General	Purpose and Need	Stations	Thinks everything about metro is awkward. The system to collect money from people is just not practical. She thinks the money should be used on improving the overall subway system rather than having this station.							
3/17/10	Donnell	Robbie	General Public	03/17/2010	General	Purpose and Need	Stations	Does not have a car and uses transit always but hates the system. He thinks it is dirty, the escalators don't work, etc. Wonders what could be wrong with going further west instead of having this station? No one's destination is Crenshaw. It is just not worth it. There is no reason for it.							
3/17/10	Holliday	Summer	General Public	03/17/2010	General	Purpose and Need	Stations	Does not support the station. The cost to build the station is 200,000,000 with so little riders. This does not make sense to him. The only reason for having this station is to increase the density of the area. There must be other future plans to identify the area which we have not been told about.		Other	General			Comm/Nghbrhd	
3/17/10	Chu	Poly	General Public	03/17/2010	General	Purpose and Need		Thinks Crenshaw might not be a feasible stop. She would want to know what size the station would be, and what it would include, before deciding one way or the other.		Wilshire			Traffic	Funding	
3/17/10	Chu	Poly	General Public	03/17/2010	General	Purpose and Need		Thinks you can't walk from here to western is too far. It would make us drive to the Western station which does not make sense. Thinks Crenshaw should not be ignored. The more stations the better. She thinks it is important to build this station since we do have the money through measure R. The system needs to be accessible for everyone along Wilshire. We need to get people out of their cars! Reduce parking problems and traffic.		Wilshire					
3/17/2010	Mahone	Tracey	General Public	03/17/2010	General	Purpose and Need	Alternatives	Wonders what might be the alternative? A trolley bus that would take people to the Western station? This would make a much easier and cheaper solution for everyone. Supports alternatives. More alternatives should be analyzed and evaluated.						Comm/Nghbrhd	Capital Costs
4/12/2010	Sieversing	Eric	General Public	4/12/10	General	Purpose and Need	Stations	Is concerned about the Veterans Station and how it will affect the Veterans proper underpass. Prefers to have the station at Constellation. Does not think the subway should go all the way to the sea because the blue line will. West Hollywood should get the subway instead of Santa Monica getting two. Is concerned about the timeline and thinks it is not possible or realistic.		Other					Other
4/12/2010	Jones	Monroe	General Public	4/12/10	General	Purpose and Need	Stations	Thinks it would be a good idea to have more and better access for handicapped people. Considering the street to access stations is very challenging sometimes for handicapped people. Thinks it's a best alternative to stay with the bus system and bring more buses because they are easier to access for handicapped people.							

4/12/2010	Hompson	Craig F.	Organization	4/12/10	General	Purpose and Need	Stations	The organization has always supported the subway extension. But feels like the ridership projections are too conservative. Feels there will be many more riders. Instead of going to 4th and Wilshire, he thinks there should be a station on Lincoln and Wilshire and plan a future connection to LAX from that station. All stations should have entrances at each end of every station for better access. The system should be built in two categories, a express one, and a local one.												
4/12/2010	Brown	Pha	Organization	04/12/10	General	Purpose and Need	Stations	is concerned about density issues that might come up. Would like to see more studies focusing on security, traffic, and possible accidents. Does not think the system will work for LA.			General				Traffic		Comm/Nghbrhd			
4/12/2010	Brown	Russ	Organization	4/12/10	General		Stations	President of downtown LA neighborhood council. Involved in all regional connector proposals. Was surprised at the ridership numbers. Thinks Crenshaw should include a station even with the low ridership. Thinks that the Constellation Station makes more sense for Century City. If the system is extended to Santa Monica, he thinks it does not make sense to just end it at the ocean. It should continue and connect to LAX. Thinks West Hollywood should be a priority versus Santa Monica. Takes the 720 to go west on Wilshire. It goes fast, but thinks the road is in terrible condition.												
4/12/2010	Carpenter	Jeff	Agency	04/12/10	General		Stations	Thinks that it is very important to have the Crenshaw Station for future south connection possibilities. Wonders if there should be a station somewhere between Crenshaw and La Brea instead.												
4/12/2010	Lary	Stefer	General Public	04/12/10	General	Purpose and Need	Stations	feels very discouraged because he's talked to the mayor about the 2030 plan and feels like nothing will happen soon enough. Recently moved to LA from Chicago and refuses to buy a car but the system is just not going to happen. Does not think West Hollywood should be a priority over Santa Monica. Hopes the mayor finds a way to accelerate this project.										Funding		
4/12/2010	Smith	Chris	Organization	04/12/10	General	Alternatives		Support the project. Does not support the Crenshaw Station. He would prefer the money being used somewhere else to improve the system.		No Build									Other	
4/12/2010	Alexander	Alan	Organization	04/12/10	General	Purpose and Need		Wonders if anyone who supports the project should support the 2030 plan. Thinks that the only way to get this project completed in 10 years is through additional federal funding through a loan. Finding additional funding should be the priority. Encourages all audience to get involved in support for more funding.											Funding	
4/12/2010	Dodge	Steve	General Public	04/12/10	General	Purpose and Need	Stations	Wonders how we're going to get the additional needed money from the federal government. Support the West Hollywood alternative and thinks it would work better than phase 2 to Santa Monica. Thinks the Sunset Station should be improved because parking is impossible and traffic is a nightmare.	West Hollywood		General			Parking				Funding		
4/12/2010	Pickel	Fred	Organization	04/12/10	General		Alternatives	Comments about cost effectiveness. Feels surprised by the low ridership number projections around the La Brea Station. Wonders if removing the La Brea Station has been considered due to the low ridership projections.				Wilshire/LaBrea							Other	
4/12/2010	Levey	Sam	General Public	04/12/10	General	Alternatives		Does not think the West Hollywood alternative should be a priority. Having a south line going through Crenshaw should be more important. If the West Hollywood line happens, it should continue to the Valley to providing north access.												
4/12/2010	Pass	Geno J.	Agency	04/12/10	General		Stations	Thinks that stations should have better access to instead of the Santa Monica alternative. Thinks the Expo line should meet the subway to the sea in Santa Monica. At Faruk/Wilshire Station, entry should be adapted to serve as the station's main access. Thinks there should be a Crenshaw Station for future south connectivity to LAX.		YSLM		Wilshire/Crenshaw								
4/12/2010	Spencer	Clara	Organization	04/12/10	General		Stations	Wonders if there will be meetings to discuss the Century City Station. Concerned about the implications during construction for all residents around stations. As a senior citizen thinks there should be more elevators at all stations.												
4/12/2010	Moskhan	Charles X	General Public	04/12/10	General	Purpose and Need	Stations	is concerned about ridership estimates. Thinks they seem extremely low. Wonders if the numbers take into consideration developments that are already approved. As far as parking at these stations, he feels that in the future as people use more and more transit, parking will not be as needed so there should not be an over supply of parking.											Parking	
4/12/2010	Rodriguez	Glorys	General Public	4/12/10	General		Stations	Does not know a lot about the laws around this project but thinks that the stations should have civic spaces where people could organize carnivals and street festivals on weekends. This will not only encourage use of the system but can also create healthy interaction between the users and residents.											Traffic	Comm/Nghbrhd
4/12/2010	Wining	Steve	Organization	4/12/10	General	Purpose and Need	Stations	Thinks we need the subway urgently. Traffic is only getting worse and worse. Wonders how many jobs will be created. Prefers Constellation Station for Century City. Thinks it is very important that the system goes to the VA, since it will serve a lot of riders. He's like to see the system running before he dies.												
4/13/10	Brown	Pha	General Public	4/13/10	General	Purpose and Need	Stations	is not sure if West Hollywood alternative or Santa Monica based on density need and future ridership. The biggest need for mass transit is along the Hollywood/Santa Monica corridor. The West Hollywood line would solve the huge traffic problems in the area.	West Hollywood										Traffic	
4/16/10	Dove	Yola	General Public	4/16/10	General	Alignments	Purpose and Need	is transferring to be an international destination and will always be a desired place to live. The subway is very much needed in West Hollywood, it is a community that deserves to have better public transit. Favors the West Hollywood alternative. Encourages everyone in the audience to fight for the West Hollywood alternative to happen.	West Hollywood											
4/16/10	Zablen	Rabe	Organization	4/16/10	General	Alternatives	Purpose and Need	Supports both alternatives, but thinks West Hollywood has more density to support a better ridership. The city is growing and getting denser and if the subway is needed now, it will only be needed more urgently in the future. Thinks both alternatives should be built but favors West Hollywood. Is concerned about time, if we wait too long, traffic is just going to be impossible in the city.	West Hollywood										Traffic	
4/18/10	Hasseguia	Eric	General Public	4/18/10	General	Purpose and Need	Stations	Thinks both alternative sound very good but thinks other alternatives should be analyzed if the new system should be built over existing waterways (like the LA River) in Los Angeles. This way there is no need for all the underground tunneling.			Other									









05/18/10	Lefkowitz	David S.	General Public	05/18/10	General	Stations	Long-term resident. Will sound residential techniques be similar to what was used in North Hollywood? What is the value of the easements? Supports Santa Monica/Westwood station.												
05/18/10	Edebohn	Charles	Organization	05/18/10	General	Purpose and Need	Supports subway. Metro should make all details of seismic study available to residents.												
05/18/10	Lipman	Eli	Organization	05/18/10	General	Purpose and Need	Public transport is not to catch how much of we import. Plan for bicycles at UCLA Station - the "last mile" is critical to how riders can get from subway to destination. How would 30/10 can be realized with federal funding?												Funding
05/18/10	Bookidis	Constance	Organization	05/18/10	General		Resident since 1959. How often can people make comments? If hearings occur in August or early September, some homeowners may be not know of be available. Hearings should be held in September/October.												
05/18/10	Covarrubias	Joel	General Public	05/18/10	General	Alignments	Works in Santa Monica/Westwood. Plans for alignment that provides fastest trip. Best construction location at Century City. Hopes UCLA students don't prevent the future North-South 1-495 line from continuing east Ackerman.						Wishire						
05/19/10	Fields	Ken	General Public	05/18/10	General	Purpose and Need	Supports subway. Concerned about how many trips new stations will generate since parking is not provided.												Parking
05/18/10	Skom	Ryan	Organization	05/18/10	General	Purpose and Need	Supports the 30/10 Plan. Westside Extension planners should talk to other transit planners. Build a transit ecosystem!												
05/18/10	Sann	Steve	Organization	05/18/10	General	Purpose and Need	Favors project, and the larger Westwood community does too. Confident that Metro will avoid problems with construction in Hollywood. Supports construction at Lot 32. Parking needed at UCLA station for Metro riders.												Parking
05/18/10	Cate	J. Scott	Other	05/18/10	General	Stations	Noise at 60-90 decibels is irrelevant because of optical sound insulation conditions. Favors construction at Lot 32.												
05/18/10	Summers	Suzie	General Public	05/18/10	General		Resident. Who determines what is viable damage? Where is current funding coming from?												Funding
0/14/2010	Sievering	Eric	General Public	06/14/2010	General	Stations	Construction in 18 months is very positive. Alternative 2 is the best. Has some concern that opposition to the Veterans station may slow down the process--i.e. central. Station north in Westwood is the best. Santa Monica Blvd. is the best station location for Century City.	11					Wishire/Crenshaw	General					
0/14/2010	Esabadi	Diana	Organization	06/14/2010	General	Alignments	Westside extension is the best. Supports Alternative 2. It is too costly to add West Hollywood. Everyone needs to support and get the project funded.	11					Wishire	Wishire/LaBrea					
0/14/2010	Weissenhaus	Duane	General Public	06/14/2010	General	Purpose and Need	Impressed that the political climate has changed to support this project. Supports Crenshaw station, gets it too big without station at this location. Station should be east side of La Cienega to support offices on San Vicente. Consideration is the best location for Century City. Westwood station needs to be at the UCLA/Westwood property. Supports including the Veterans station. Supports the West Hollywood link at some point in the future.						Wishire	General	General				Land Use
0/14/2010	Smith Brookada	Owen	Organization	06/14/2010	General	Alternatives	Does not support a Crenshaw station. Supports Alternative 2 and wants to see MTA go as far as possible west within the budget.	11					Other	General					
0/14/2010	Maria	Joan	General Public	06/14/2010	General	Purpose and Need	What can residents do to get federal support for the 30/10 plan? Wants public to get involved to support 30/10 plan so the project can be funded. What are the plans for feeder systems to support the subway? What can residents do to get federal support for the 30/10 plan? Wants public to get involved to support 30/10 plan so the project can be funded. What are the plans for feeder systems to support the subway?												
0/14/2010	Miner	Gabrey	General Public	06/14/2010	General	Purpose and Need	Supports opening Wishire / Fairfax station while other stations are being built.						Wishire						
0/14/2010	Cabrera	Steven	General Public	06/14/2010	General	Purpose and Need	Supports extending the line to the Veteran's hospital because that user group needs this option to get to critical services.						Other	Wishire/Crenshaw					Other
0/17/10	Thompson	Craig	General Public	06/17/2010	General	Stations	Alternatives	Why is Metro not taking Santa Monica terminus to curve down Lincoln Boulevard? This could allow for elevated train to LAX in the future, which would provide space, speed, comfort, and higher ridership. Wait until all of Wishire subway is built before going into West Hollywood. This will help establish a ridership base before additional expansion is attempted. Keep the planning for a 405-concor rail line over Sepulveda Pass in the future.						Other	General				
0/17/10	Frankman	Abel	General Public	06/17/2010	General	Purpose and Need	Stations	Crenshaw Station: Why terminate at Exposition? Should connect to Wishire. Wishire Subway should include Crenshaw station. Supports Alternative 5, connection with San Fernando Valley and Hollywood. Subway for Ventura Boulevard should be considered.						Other	Wishire/Crenshaw				
0/17/10	Burton	Kevin	General Public	06/17/2010	General	Stations	Supports not using monorail or elevated alignment, learn lessons from Big Dig in Boston. Altered West Hollywood Transportation Commission meeting last night, they support the project. Coordinate with the City of West Hollywood to improve the standing of the West Hollywood extension in light of Federal New Starts criteria. Why is Metro talking to the Feds for projects funded under Measure R, what will the funding fund? Will it help other alternatives get built? If West Hollywood extension doesn't meet the criteria, what do you do moving forward?						West Hollywood	General					Land Use
0/17/10	Hass	Nehal J.	Organization	06/17/2010	General	Purpose and Need	In favor of Crenshaw Station with a rail transfer to LAX. Dedicated shuttle service for UCLA, Westwood and Century City is important, will it ever? It can help feed the system, increase ridership. With the potential collapse of the petroleum economy, how will that effect projected cost and ridership of subway?						Wishire	Wishire/Crenshaw					Capital Costs
7/1/10	Peck	John	General Public	07/1/2010	General	Purpose and Need	Concerned about the accessibility of the station. Supports a station at the VA on north side of Wishire. Parking and less & side would serve local communities. Providing parking at Westwood and Century City stations would help support the two mile gap in between the stations.								General				Parking
7/1/10	Kronck, Ph.D.	Donald A.	General Public	07/1/2010	General	Purpose and Need	Alternatives	The Metro Express Rapid 520 line is terrible. (Speaker took the 520 to the meeting). Are population growth and potential stations being considered in potential station evaluation? Stations will cause population growth.											Transit
7/1/2010	Mofuse	Joan	General Public	07/1/2010	General	Purpose and Need	Purpose and Need	Parking at stations to about 600/800 per station and not necessarily cost effective. Walking and biking improvements will help access to the stations. People who take transit weigh less according to NPIR. (?) People should lobby Congress to change the rules to allow funding of this project.											Parking
7/1/10	Cole	Lauren	General Public	07/1/2010	General	Purpose and Need	Stations	Speaker's comments are on her own behalf and not her organization. Supports the project and the 30/10 funding plan for project construction. It is critical to provide parking west of the 405 Freeway, especially at the VA station, which is the terminus of Phase 1 of the project. There is no current parking west of the 405 Freeway that is not too expensive.						Other					Parking





7/29/10	Ms. Bogn	(Not Provided)	General Public	07/29/10		General	Purpose and Need	Can't understand engineering and for the project. Would like to know what systems are being emulated. Moscow, or Montreal, other?? What will the system be like, will we be able to bring about?? Perceive it to be a boost to the community.											
7/29/10	Beizer	Fern	Agency	07/29/10		General	Purpose and Need	How was the locally preferred alternative decided? Metro is playing games with the project and stations. Would like the station to be called what it is and not misnamed. The project will increase ridership to Beverly Hills without providing benefit or parking to the area.				General	Parking	Comm/Nghbrhd					
7/29/10	Kaplan	Stuart	General Public	07/29/10				The project will go under my house and it is not worth it for one single block to the original stations. Metro is forcing the direct route option down the throats of residents. Do not want the station to go under his house and wants Metro to use public property, not private property for the project.											
7/29/10	Dahlerbrand	Stevan	Organization	07/29/10		General	Purpose and Need	The City's Emergency Operations Center is at the school so the supports the initial option of Santa Monica for the Century City station.				General		Comm/Nghbrhd					
7/29/10	Goodman	Laune	General Public	07/29/10		General	Purpose and Need	Do not ask residents to sacrifice homes and schools so people have to walk one less block to the station.											
7/29/10	Okun	Judy	General Public	07/29/10		General	Purpose and Need	Stations	Southwest Neighborhood Association is jeopardized by Metro. Is the City flirting with disaster in the support of the final option? The project is not eligible for eminent domain.										Comm/Nghbrhd
7/29/10	Bogan	Sibney	General Public	07/29/10		General	Purpose and Need	Wants that funds to be used to extend the North Hollywood station to the MTA extend the North Hollywood station to Warner Center along the Orange. Would MTA to drill from both sides to speed construction and save time and money. Supports the 3010 Plan.		No Build	Other								