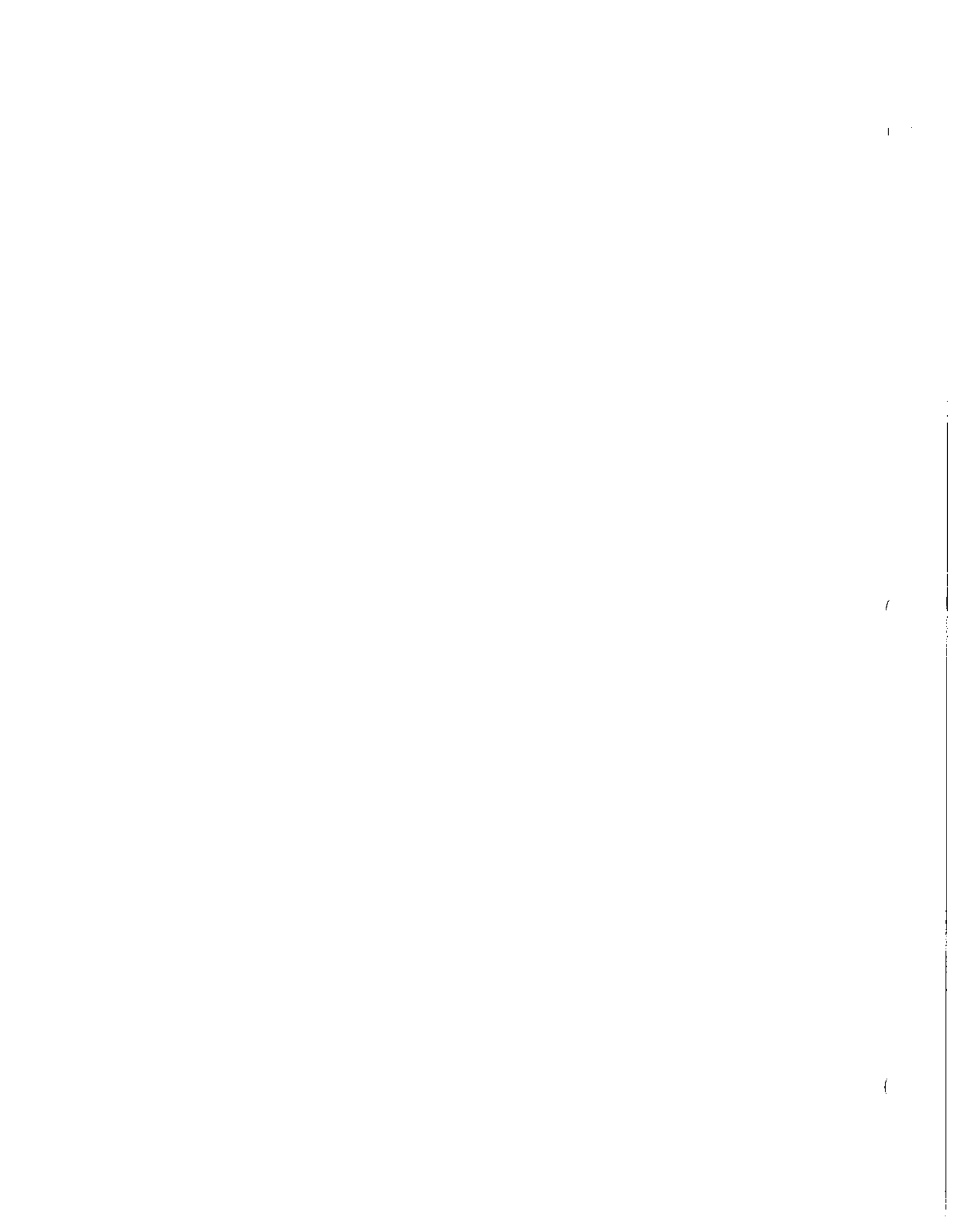

Appendix E: Late Scoping Comments



Received via Mail





Expo

Exposition Corridor Transit Project – Phase 2

Thank you for attending today's scoping meeting. Please take a moment to complete this form.

Name: [REDACTED]

Affiliation: [REDACTED]

Address: [REDACTED]

Phone/Email: [REDACTED]

I attended the following workshop (check one):

Tuesday, February 27 Tuesday, March 6

Wednesday, February 28 Thursday, March 15

Comments:

The City of Culver City has adopted a resolution in 2001 categorically opposes any deviation of the EXPO Project off the existing right-of-way on to Venice and Sepulveda Boulevards.

I-10/Robertson/National Circulation Improvement Project:

The City of Culver City, LADOT, LA Council Districts 5 & 10, Metro, and Caltrans are working together on this project to reconfigure the I-10 on/off ramp system and streets to rationalize the traffic movements in the area. The project is within a quarter mile radius of the proposed EXPO aerial station at Washington/National, and the future proposed improvements will impact the EXPO project.

INEX2-00312



April 2, 2007

Via Email and U.S. Mail

Joel Sandberg
Project Manager
Exposition Corridor Transit Project Phase 2
707 Wilshire Boulevard, 34th Floor
Los Angeles, California 90017

EX241.1
RECEIVED

APR 03 2007

Exposition Metro Line
Construction Authority
Document Control

Re: Expo Phase 2 Scoping

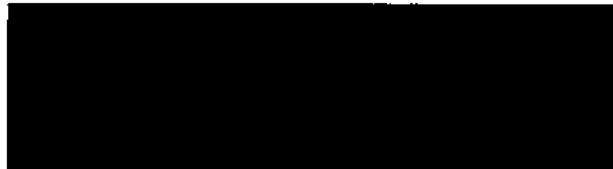
Dear Mr. Sandberg:

I am asking you to study the environmental effects and potential benefits of building a transitway/waterway/parkway as suggested in the attached "Green Corridor" proposal. The key is to *study these multiple uses now*, so that the collective expertise of the involved transportation, water and parks agencies – and the collective funding they can bring – can be focused on a once in a lifetime opportunity. A multiple-use study would seize on and maximize the environmentally positive potential of the right of way while mitigating the possible negative effects of building light rail. A collaborative approach with water and parks agencies would serve the neighborhood and the community at large by using the right of way and adjacent city land and easements for environmental, recreational, and educational purposes.

Here, I would like to include a few stray points not included in the attached proposal. First, "problems" from excavating *beneath* the storm drains are eliminated by "daylighting" the drains and making them water features and irrigation supplies for the project. Second, problems from additional paving and hardscaping for the tracks and stations would be offset by the seepage of water from the daylighted waterways. Third, excavated dirt could be used as berms to mitigate noise and, further east, to widen the rail beds in the Palms area. (Noise, traffic and pollution problems from hauling dirt needed to widen the Palms rail beds from further away would be ameliorated as well.) Fourth, I propose "one-waying" Exposition north and south roadways between Military and Westwood, thereby increasing the available land.

You will find additional links and resources at the LightRailforCheviot.org website. Thank you for your kind consideration.

Very truly yours,



Exposition Right of Way

Transportation, Environmental Improvement, Recreation, and Education

The Exposition Right of Way (ROW) between Motor Avenue and Sepulveda Boulevard in West Los Angeles is a fallow strip of land with exciting opportunities.

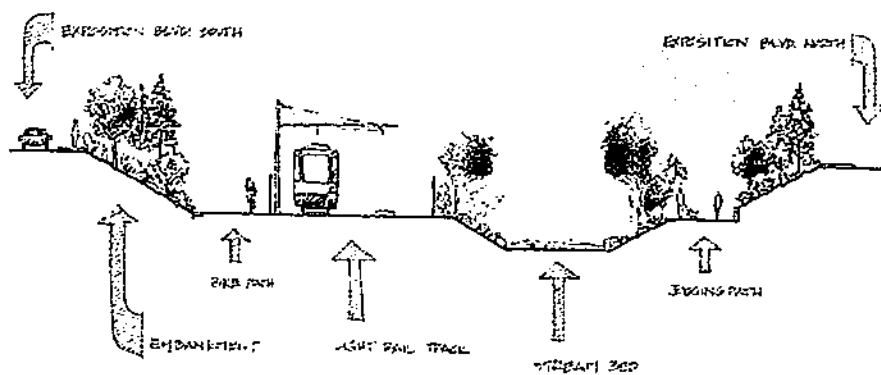
First, the 1 1/3 mile long strip can and should be used as a transit parkway. Transit on the ROW is currently undergoing Environmental Review.

Second, the ROW provides a place to clean Ballona Creek, as has been legally mandated. Ballona Creek's "tributaries" (storm drains carrying Stone Canyon Creek, urban runoff and storm water) cross the ROW, where they can be filtered while irrigating and replenishing groundwater.

Third, the ROW has ample space for recreation. Bicycle and walking paths could pass under Westwood Boulevard and Overland Avenue – along with the waterway – and the paths could connect to Palms Park, Palms Child Care Center and Palms Recreation Center, as well as the adjacent Palms-Rancho Park Library.

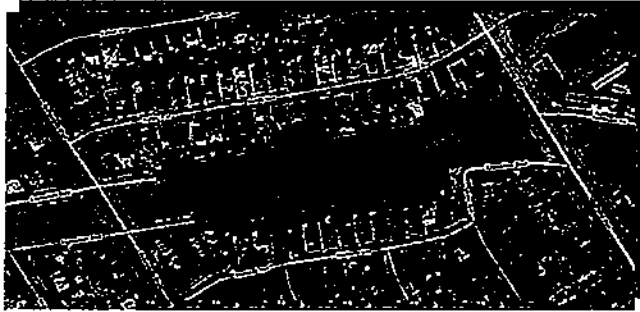
Fourth, the water feature within the park would attract native plants, butterflies and birds, and provide a rich outdoor education laboratory for Overland Elementary School and others.

Our mass transit agencies and our water stewards are committed to public spaces and to environmental responsibility. The Exposition Right of Way offers a chance to reach their goals efficiently by combining public projects.



For Transportation

The broad and natural Exposition Right of Way (ROW) south and west of Cheviot Hills provides a unique opportunity to put this public land to several simultaneous, beneficial uses consistent with our transit agencies' "planning principles" for the Exposition Transit Parkway:¹



- *To establish a multi-modal transit corridor combining a light rail transit alignment, a bikeway, streets and pedestrian linkages in a safe, balanced and cohesive parkway setting,*
- *To develop a transit parkway that encourages links, buffers, borders, paths and edges from the parkway into diverse communities along the alignment, and*
- *To develop designs that promote sustainability of natural resources.²*

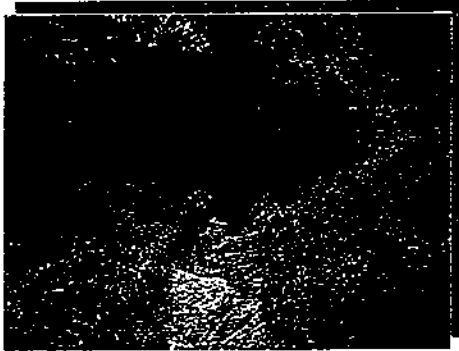
This section of the ROW between the Rosa Parks (formerly Santa Monica) Freeway and Sepulveda Boulevard is uniquely wide – up to 200 feet wide. (Light Rail trains only use about 30 feet of that space.) Most of the ROW in this area has not been sold off, narrowed or encroached upon by Exposition Boulevard.³ Thus, there is room for the multiple uses contemplated.



For Environmental Improvement

Los Angeles hidden and forgotten streams are already being daylighted⁴ in order to reduce the contaminant runoff into the Santa Monica Bay.⁵ Applying some of the principles of daylighting to the creek and storm drains that cross the ROW would not only mitigate the increase in

impervious surfaces brought by the tracks, but actually improve the environment – both physical and aesthetic.

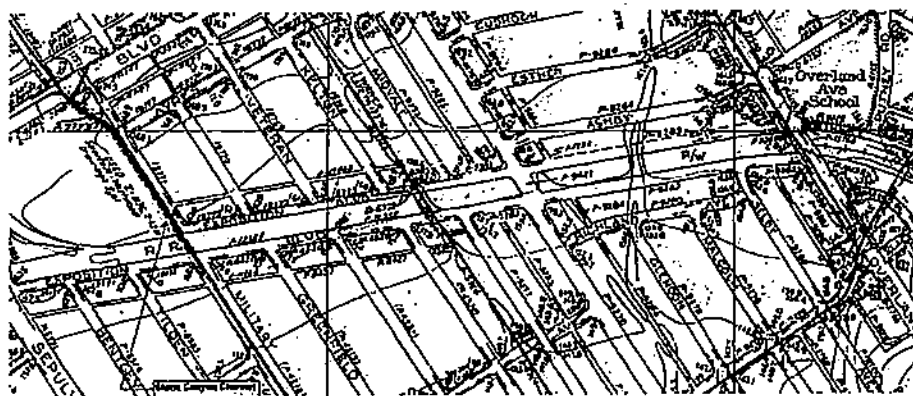


The Military Avenue storm drain conveys a perennial creek – Stone Canyon Creek⁶ (pictured at UCLA) – from the Santa Monica Mountains to Ballona Creek. It is one of several water courses crossing the nearly flat ROW (see map at bottom).⁷ By opening the daily flow of the storm drains – i.e., by lowering the site's

grade and allowing the storm drains' contents to flow parallel to the tracks flow (east to west, west to east, or both) – significant environmental goals can be achieved.

LEGAL OBLIGATIONS TO CLEAN STORM DRAIN WATER

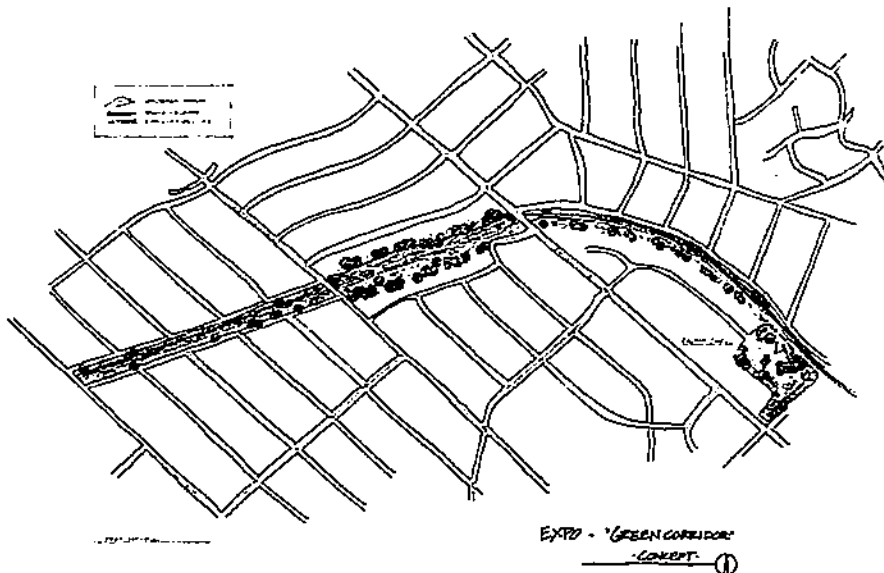
In 1998, the State entered into a Consent Decree with the United States Environmental Protection Agency (EPA) and others to develop and enforce compliance plans for a variety of pollutants in our urban waterways. The Consent Decree requires that all Total Maximum Daily Loads (TMDLs) for the Los Angeles region be adopted by 2011.⁸ So far, the California Environmental Protection Agency, Los Angeles Regional Water Quality Control Board (Water Board) has adopted several TMDLs, and it is about to adopt TMDLs for bacteria in Ballona Creek, Ballona Estuary, and Sepulveda Channel.⁹ Implementing the TMDLs could cost millions or billions.¹⁰ "Proposition O" provides up to a half billion dollars of funding.¹¹



A water treatment system for a parallel culvert system has just been installed under a parking lot in Mar Vista Park,¹² leaving only the subject leg of the storm drain system untreated. Using the ROW is a golden opportunity for the City and County of Los Angeles (permit holders for these drains) to reduce TMDLs.

A water feature along the Right of Way fits within the Water Board's plans. The Board:

- Is pursuing an "holistic view of regional water resources management by integrating planning for future wastewater, storm water, recycled water, and potable water needs and systems."
- Focuses on "beneficial re-use of storm water, including groundwater infiltration."
- Anticipates "that an integrated approach will incorporate and enhance other public goals. These may include, but are not limited to, water supply, recycling and storage; environmental justice; parks, greenways and open space; and active and passive recreational and environmental education opportunities."
- Includes among its strategies "day lighting" sections of the tributaries that are now culverted."¹³



A water feature would have many benefits, as follows.

BIOFILTRATION

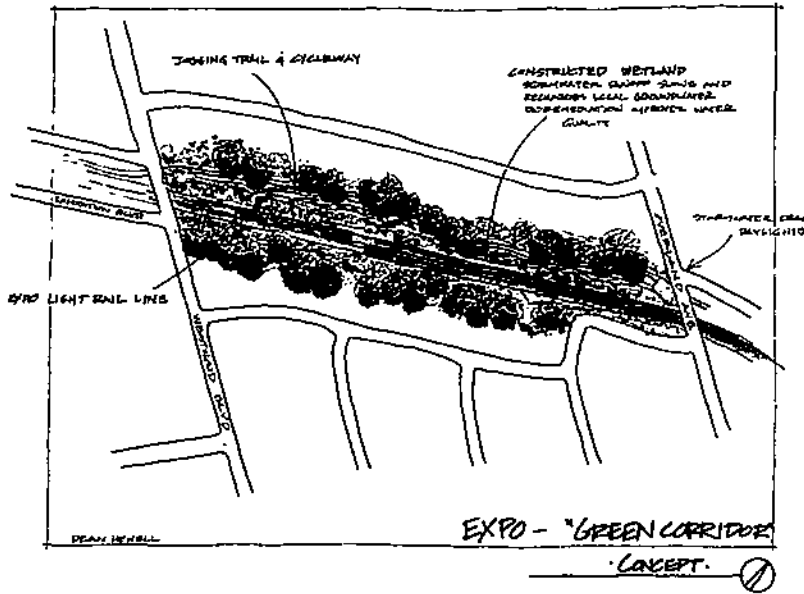
Biofiltration is a pollution control technique using living material to filter or chemically process pollutants. Common uses include processing waste water, capturing harmful chemicals or silt from surface runoff, and microbiotic oxidation of contaminants in air.¹⁴ "Vegetated biofiltration swales intercept pollutants and sediments flowing off roads and parking areas toward the stream." (Pinkham, *Daylighting, New Life for Buried Streams*, p. 41.)¹⁵ To find out if the biological filtration is beneficial (or necessary) in this area, we must find out how dirty the daily flow is in each storm drain. It is already under consideration for the Ballona Creek Watershed.¹⁶

Bimini Slough (pictured) provides an example of biofiltration. The Bimini Slough Ecology Park covers what was previously Second Street between South Bimini Place and Juanita Avenue (near the intersection of Vermont Avenue and Third Street).¹⁷



GROUNDWATER REPLENISHMENT

Stone Canyon Creek and the runoff in the several storm drains can be used to replenish groundwater through seepage.



WATER CONSERVATION

The perennial Stone Canyon Creek can be used to irrigate foliage along the right of way.

INCREASING INFRASTRUCTURE LIFESPAN

Bringing water to the surface and allowing it to percolate into the ground and be consumed by plants would reduce flows in the entire watershed, thereby reducing wear and tear on the existing storm water system and prolonging the lifespan of the valuable infrastructure.

AESTHETICS

"The aesthetic and amenity value of water is quite high. At the local level, a creek can be a valuable attraction, even a focal point, in a public park. At a regional level, restored creeks can define a network of urban greenways and paths. Establishing such networks creates functional and habitat values as well. But it's important to not underestimate the intangible benefits, which often increase the more urban the site. People familiar with the Strawberry Creek project



note that its local impact is out of proportion to its small size – the opportunity to hear the soothing sound of running water is a huge draw for people in the highly built-up environs."¹⁸

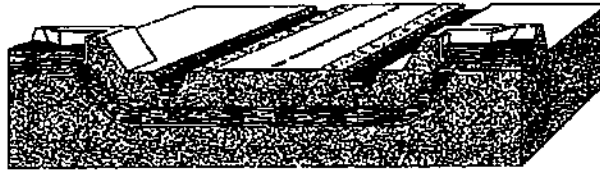
Ample space would remain for picnic tables, walking paths, or benches for watching nature. A waterway might encourage more urban flora and fauna, making the experience even more welcoming.



INVERTED SIPHON

Inverted siphons are essentially U-shaped pipes passing fluid under an obstruction by force of water pressure. In use since ancient Roman times, inverted siphons move water under obstructions, be they roads¹⁹ or rivers.²⁰ Inverted siphons are used in California for fresh water²¹ and Los Angeles for sewerage.²² Some inverted siphons are even historical objects listed in the National Register.²³ At least one inverted siphon is apparently used to clean water.²⁴

During heavy rains, an "inverted siphon" could be used to pass the storm drain under the light-rail line, feeding overflow (i.e., more than the Expo Creek/Slough/Swale can carry) directly into the extant storm drains.²⁵



For Recreation

Parkland is possible for most of this area, especially where the tracks will take up only 15% of the width (30 feet of 200). Palms Park abuts the right of way. A walkway from the National Boulevard/Overland Avenue Intersection provides park access to Palms, Westdale, and Westside Village, while a pedestrian bridge²⁶ connects Palms Park to the Country Club Highlands²⁷ section of Cheviot Hills. Sloped paths for bicycles and pedestrians, both north and south of the tracks, could connect Palms Park to the Right of Way.

The ROW has sufficient space for bike, jogging and pedestrian paths in most of this area.

Much of the ROW near Cheviot Hills is in a lovely, natural valley. Near Cheviot Drive, where the ROW rises to street level and above, it can and should be lowered to prepare to pass under Overland Avenue. (The rise near Bradbury, Rountree and Putney was needed to keep pond water off the tracks. The storm drain eliminated the need.²⁸) Lowering the tracks from this point westward, under Overland Avenue, would widen and extend the parkway and could connect Palms Park with the broad ROW to the west in Westwood Gardens, where we understand that the land abutting the ROW is City-owned. Further west, where both north and south roadways of Exposition Boulevard have been built (with two-way traffic and parking), the City might consider making those streets one-way to further widen available parkland. This park would serve several communities which would be best connected by underpasses, not by overpasses.



For Education

Across the country, communities are capitalizing on similar conditions to create stimulating learning environments near schools. Boulder, Colorado's Crest View Elementary School (pictured) converted a concrete culvert next to a playground into a wetland environment with wildlife observation stations where students can go on a field trip everyday of the year.²⁹ Faced with the possibility of rebuilding damaged culverts following the Loma Prieta Earthquake, Berkeley residents successfully lobbied for daylighting Strawberry Creek next to Thousand Oaks Elementary School, providing a similar runoff based learning laboratory.³⁰



Conclusion

The combined funding and construction efforts from agencies building Expo and agencies responsible for cleaning the water could make two worthy projects more economical and more feasible. Parks money (e.g., Quimby funds) should also be considered. Along with the obvious benefit of connecting neighbors along the flattest, most direct route from Downtown Los Angeles to Downtown Santa Monica,³¹ the Exposition Right of Way can clean and conserve water, feed and encourage desirable plants and wildlife, beautify an Olmstead-type parkway, and provide enhance recreational opportunities.

Compiled by

Jonathan Weiss and Amy E. Weiss, 10576 Troon Avenue, Los Angeles, California 90064-4436; jw@lojw.com.³² Drawing on front page by Dean Howell.

¹ The Exposition Metro Line Construction Authority is studying potentially reviving this Right of Way to extend the Exposition Line from Culver City to Santa Monica. (<http://buildexpo.org/phase2.htm>.)

² "The concept for the Exposition Transit Parkway has historical roots in Olmsted and Bartholemew's plan for 'Parks Playgrounds and Beaches of Los Angeles.' This comprehensive master plan, published in 1930, describes existing and proposed recreational open spaces and the parkways that were meant to link them. Translating this planning ideal for an urban transit parkway into the 21st century suggests a new set of guiding principles." (Mid-City/Exposition LRT Project, Final EIS/EIR, section 2.4.2.1.f Planning Principles, p. 2.4-11. <http://www.mta.net>)

[/projects_programs/exposition/pdf/2005_feis/Chapter%202%20Alternatives%20Considered.pdf.](#)

³ On September 7, 1939, the LA Times reported “[o]f three plans for opening and widening of Exposition Blvd. westward of Vermont, the City Council yesterday adopted one which provides for a divided roadway, each side 35 feet wide, with elimination of one track of the Santa Monica Air Line, the plan subject to approval by the State Department of Public Works.”

⁴ “In urban design and urban planning, daylighting is the redirection of a stream into an above-ground channel. Typically, the goal is to restore a stream of water to a more natural state. Daylighting is intended to improve the riparian environment for a stream which had been previously diverted into a culvert, pipe, or a drainage system.” (http://en.wikipedia.org/wiki/Daylighting_%28streams%29.) An Exposition waterway would not entail daylighting in the technical sense because it is not true stream restoration, i.e., it would not restore stream functions, most importantly sediment transport and flooding. It would, however, create a water feature with habitat values.

⁵ See “The Lost Streams of Los Angeles, Uncovering our wet and wild past. Is it safe, or even possible, to let the water flow again?” (LA Weekly 11/8/06) <http://www.laweekly.com/general/features/the-lost-streams-of-los-angeles/14973/>. Without implying any endorsement or approval, we wish to indicate that Jessica Hall, Ballona Creek Watershed Coordinator, Santa Monica Bay Restoration Commission, has visited the site and preliminarily considers the project feasible.

⁶ Stone Canyon Creek is being restored upstream. The website for the restoration project (<http://www.birdsofwestwood.com/creek.htm>) reports that the project is led by Rafe Sagarin, Research Biologist in the UCLA Institute of the Environment <http://www.ioe.ucla.edu/>, and is made possible by a grant from the Southern California Wetlands Recovery Project's Small Grants Program <http://www.scwrp.org/>. Collaborators on the project include Mark Abramson, Heal the Bay's Stream Team Manager <http://www.healthebay.org/>, Jessica Hall of Santa Monica Bay Restoration Commission <http://www.santamonicabay.org/smbay/default.aspx>, the Ballona Watershed Taskforce, and Travis Longcore (Geography Professor) of the Urban Wildlands Group <http://www.urbanwildlands.org/>.

⁷ The drains, with their size and inlet elevations (where known), are: Bradbury/Rountree (56 ft² flow area, elevation 154 ft), Overland (105 ft² flow area, el. 160 ft), Midvale/Kelton (60 ft² flow area, el. 158 ft), and Military (160 ft).

⁸ <http://cityofla.org/san/wpd/Siteora/program/TMDLs/tmdlhistory.htm>.

⁹ “This TMDL and its Implementation Plan are created in response to the 303(d) current listing (2002) of the Ballona Creek Estuary, Ballona Creek, and Sepulveda Canyon as impaired water bodies with respect to coliform bacteria.” Ballona Creek Bacteria TMDL, Technical Memorandum - TMDL Appendix (2/17/06), p. 4. (Hereinafter “Technical Memo.”)

¹⁰ “The [California Environmental Protection Agency, Los Angeles Regional Water Quality Control Board] staff said the total cost could range from the low millions to \$1.75 billion if

agencies installed the most high-technology filters in the storm drains." ("State Adopts Plan to Keep Trash Out of L.A. River Environment: Officials order local governments to reduce the amount of litter that reaches storm drains. Critics say the mandate is too costly to implement." *L.A. Times* 1/26/01.)

¹¹ www.lastormwater.org/WPD/general/measure_o/background.htm.

¹² <http://www.westsidocities.org/COGnews/WWQP-MarVistaPark.htm>.

¹³ Technical Memo, p. 7.

¹⁴ <http://en.wikipedia.org/wiki/Biofilter>.

¹⁵ http://www.rmi.org/images/other/Water/W00-32_Daylighting.pdf.

¹⁶ See Lower Ballona Creek Watershed Ecosystem Restoration Reconnaissance Study, U.S. Army Corps of Engineers, Los Angeles District, September 2002, p. 23 (emphasis added): "Opportunity: An evaluation of the existing flood control structure can be performed to assess opportunities for improving hydraulic connectivity and circulation with adjoining riparian and wetland habitats and improving instream habitat while maintaining the flood control function of the channel. **Opportunities for modification or removal of concrete and daylighting culverts can be assessed.**"

¹⁷ See website for Bimini Slough Ecology Park at http://www.bresee.org/park_03/.

¹⁸ Pinkham, "Daylighting, New Life for Buried Streams," p. 7.

¹⁹ "[A]n inverted siphon . . . carries the [Catskill Aqueduct] water down to and then under Route 301 . . ." "Hiking: East Hudson Highlands" (*New Jersey Record* 4/20/04).

²⁰ "A new Croton Aqueduct – built in conjunction with the New Croton Dam – three times as large as the old one and following a different route, was completed in 1893 . . . One of its remarkable features is the inverted siphon that carries it 300 feet below the surface of the Harlem River, but that engineering feat pales when compared with a similar tunnel, 13 feet in diameter, that carries the Catskill system's water under the Hudson River." ("City's Water System: A Wonder of Engineering," *N.Y. Times* 12/14/86.)

²¹ "The inverted siphon that will replace the irrigation dams is 850 feet long and consists of three parallel concrete pipes." ("Babbitt to Visit Calif Project Interior Secretary Seeks to Highlight Removal of Four Irrigation Dams that Impeded Spring Spawning Runs of Chinook Salmon," *Contra Costa Times* 7/13/98.)

²² An inverted siphon is being used for sewerage adjacent to the Exposition Right of Way on Phase 1 of the Expo Metro Line where the East Central Interceptor Sewer dips to pass under a large storm drain beneath Jefferson Boulevard east of La Cienega Boulevard. See "Initial Study/Negative Declaration for Jefferson / La Cienega Air Treatment Facility" City of Los Angeles, Department of Public Works, Bureau of Engineering, Environmental Group http://enq.lacity.org/techdocs/ema/Jefferson-La%20Cienega_ND.pdf. The Bureau of Engineering discusses inverted siphons extensively in <http://enq.lacity.org/techdocs/sewer-ma/f200.pdf>.

²³ "In Arkansas, two flood-control projects in Poinsett County – the Marked Tree Lock and Siphons and the Rivervale Inverted Siphon – are on the National Register." ("Huge Elephant, Brothel On Historic Register," New Orleans Times Picayune, 9/8/96.)

²⁴ "The plan also provides for construction of a water quality control berm to stop runoff from entering Smith and Bybee lakes and an inverted syphon system designed to filter oil and other debris from the water before it passes downstream into the lakes." ("Wetlands Pacts May Resolve Rivergate Actions," The Oregonian 2/21/88.)

²⁵ Diverting water could be via an inlet chamber: when the water level is below a chamber wall, the water would only flow into the stream, when the water level is high, it would overflow into the siphon.

²⁶ The eastern section of the tracks was apparently lowered between Northvale and Palms Park for the construction of the 10 Freeway in the early 1960s. Lowering the tracks made the valley between Palms Park and Country Club Highlands steeper, necessitating a pedestrian bridge. Long-time Northvale Avenue resident (and Light Rail for Cheviot member) Patsy Flanigan was instrumental in obtaining the bridge.

²⁷ West Los Angeles' Cheviot Hills neighborhood is a fusion of several residential tracts that were developed beginning in the early-1920s: Country Club Highlands (1923), Cheviot Hills (1924), and Monte-Mar Vista (1926). These three tracts retained their separate identities through the 1930s. In 1939 a fourth tract was added to the south: Cheviot Knolls. (Compiled by Jonathan Weiss at <http://www.cheviot hills.org/aboutcheviot.htm>.)

²⁸ The Los Angeles and Independence Railway connected Los Angeles with Santa Monica in 1875 when the area was pastoral. Maps from that era (and later) show a pond fed by creeks or streams where Bradbury and Rountree now intersect Northvale. See maps compiled by Jonathan Weiss and currently posted on the Cheviot Hills website at http://cheviot hills.org/history_files/Rincon%20de%20los%20Bueyes%20-%201875.pdf; http://cheviot hills.org/history_files/USGS%20Map%20-%201896.pdf; and http://cheviot hills.org/history_files/sawtelle25%20-%20zoom.pdf. See also Ballona Watershed Green Map published by architect and urban designer Isabelle Duvivier at http://www.laqreenmap.org/map_ballona.htm and http://www.laqreenmap.org/2_ball_sec_e3.htm.

²⁹ <http://schools.bvssd.org/crestview/habitat.shtml>.

³⁰ Pinkham, "Daylighting, New Life for Buried Streams," pp. 18, et seq.

³¹ In 1908, the line was electrified and christened the "Santa Monica Air Line," since "air line" denoted the most direct route. http://en.wikipedia.org/wiki/Air_Line_Railroad

³² For brevity, cited authorities and sources are not attached. Please see <http://www.liaqtrailforcheviot.org/> where that information may be posted or linked.

To Mr Joel Sandberg P.E.

04-02-07

Exposition Construction Authority

INEX2-00314

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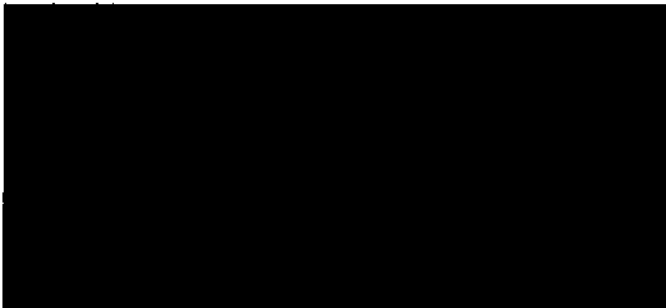
EX211

APR 04 2007

Our household do not support
the Metro Exposition Light Rail Train
along the vacant Exposition Land for
various reasons. We do support the
Venice/Sepulveda Route.

Exposition Metro Line
Construction Authority
Document Control

Thank you.



FROM :

Apr. 03 2007 07:03PM P1

4/2/07

TO MR JOEL SANDBERG P.E
EXPOSITION CONSTRUCTION AUTHORITY INEX2-00315

RECEIVED

APR 04 2007 EX2411

Exposition Metro Line
Construction Authority
Document Control

OUR HOUSEHOLD DO NOT SUPPORT
THE METRO EXPOSITION LIGHT
RAIL TRAIN ALONG THE VACANT
EXPOSITION LAND!

WE DO SUPPORT THE
VENICE/SEPULVEDA ROUTE

THANK YOU
SINCERELY YOURS

RECEIVED

INEX2-00308

APR 03 2007

April 2, 2007

Exposition Metro Line
Construction Authority
Document Control

EX241, 1

To whom it may concern;

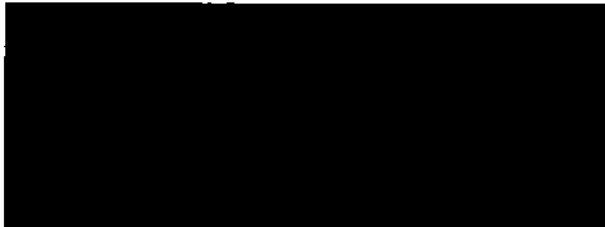
I am a homeowner in Cheviot Hills, nearby one of two proposed routes for the extension of the Expo line to Santa Monica. I have several comments that I would like addressed and areas that I feel need to be explored before any final decision on the placement of this extension is made.

First off, I believe an extension down Venice Blvd is the best possible route for the rail line. My wife and I lived near Venice Blvd in the Palms area for many years and I think my former neighbors there would have much greater use of the proposed service. Cheviot Hills and areas directly west probably would proportionally use the new line the least of the whole Westside community.

Secondly, I have a number of real concerns about the light rails impact on our community:

1. I would like a full study of noise effects on current housing and more importantly local schools. Overland Elementary is in direct line of the proposed right of way. All available technologies should be studied to minimize sound...including wheel type, bell level, etc.
2. How will crossings impact traffic in and around our neighborhoods? Traffic will be choked at several MAJOR arteries, will those cars all divert through our RESIDENTIAL neighborhoods? Will this impact these neighborhoods from a safety, noise and smog level?
3. What is the value of selling the Right of Way land along the entire length of the exposition ROW for development, to pay for the Expo extension Venice all the way to Lincoln Boulevard/the ocean, using federal grade crossing policy, as opposed to the MTA grade crossing policy?
4. Using federal guidelines, the noise and vibration receptors place schools, homes, and parks in a category that would require ?cut-and-cover? technology, which increases the speed and efficiency of light rail. As such, why are the federal guidelines not being applied for this project?
5. Compare the impacts of noise and vibration to people in homes and children in schools within a 500 foot radius of light rail, when floating ballasts are used versus not using floating ballasts, then describe which option is being used for the Expo Line.

Thank you for your attention to these matters.





April 3, 2007



INEX2-00316
EX-241-1
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APR 02 2007

Exposition Metro Line
Construction Authority
Document Control

RE: Light Rail Comments (3/27/07) - attached

Mr. Kroner:

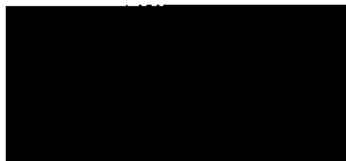
The comments by  regarding crossings and barriers on the Gold Line are false.

Quote:

"It is now faster to drive the length of the route and at some intersections train barrier arms are lowered for more than 40 minutes out of each hour."

I ride the Gold Line and have NEVER experienced barriers staying down for anywhere near that long a period of time. For the most part, they stay down as long as red lights stay on. Many times I have started my drive to Pasadena at precisely the same time and starting point that the Gold Line train leaves. We invariably arrive at the same destination simultaneously. In fact, the train often arrives at the same time or sooner, rush hour or no rush hour.

Unless you have ridden a Gold Line train, or are able to backup your statements with facts, I strongly suggest your Committee issue a public retraction immediately.



Cc: Joel Sandberg, Project Manger, Expo Metro Line Const. Authority
Jack Weiss, Councilman, Fifth District
Zev Yaroslavsky, Supervisor, Third District
Yvonne B. Burke, Supervisor, Second District

INEX2-00309
RECEIVED
EX241.1
APR 03 2007

Exposition Light Rail Phase II Extension
Statement of Concern

Exposition Metro Line
Construction Authority
Document Control

I support the Expo Light Rail Phase II Extension route down the Venice /Sepulveda Alignment.

I support the Expo Light Rail Phase II Extension route all the way down Venice Boulevard to Lincoln Boulevard.

Other _____

I oppose the Expo Light Rail Phase II Extension on the Expo right of way (ROW) in our neighborhood because of the following concerns:

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> noise nuisance | <input checked="" type="checkbox"/> loss of property values | <input checked="" type="checkbox"/> traffic overflow onto side streets |
| <input checked="" type="checkbox"/> vibration | <input checked="" type="checkbox"/> traffic jams at rail crossings | <input checked="" type="checkbox"/> impeding freeway access |
| <input checked="" type="checkbox"/> negative impacts to Overland Avenue School | <input checked="" type="checkbox"/> damage to homes, roadways, and parking lots from excavation | |
| <input checked="" type="checkbox"/> danger to pedestrians, pets, near the tracks | | |

I am against at-grade crossings and elevated crossings due to concerns that they would cause unacceptable traffic congestion, safety and noise issues, and/or visual blight.

I don't feel ridership and demographics support light rail on the ROW between Motor and Sepulveda.

Further comments or personal statements: _____

Please do a comprehensive study of the impact of the Expo line on traffic on Motor Ave. Please also study the impact of a station at Motor + Venice and also Motor + National.

Name _____

Address: _____

Mail by March 15, 2007 to: Mr. Joel Sandberg, Project Manager, Exposition Metro Line Construction Authority,
707 Wilshire Blvd., 34th Floor, Los Angeles, CA 90017

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Exposition Light Rail Phase II Extension
Statement of Concern

Exposition Metro Line
Construction Authority
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I support the Expo Light Rail Phase II Extension route down the Venice /Sepulveda Alignment.

I support the Expo Light Rail Phase II Extension route all the way down Venice Boulevard to Lincoln Boulevard.

 Other _____

I oppose the Expo Light Rail Phase II Extension on the Expo right of way (ROW) in our neighborhood because of the following concerns:

- noise nuisance
- vibration
- negative impacts to Overland Avenue School
- danger to pedestrians, pets, near the tracks
- loss of property values
- traffic jams at rail crossings
- traffic overflow onto side streets
- impeding freeway access
- damage to homes, roadways, and parking lots from excavation

I am against at-grade crossings and elevated crossings due to concerns that they would cause unacceptable traffic congestion, safety and noise issues, and/or visual blight.

I don't feel ridership and demographics support light rail on the ROW between Motor and Sepulveda.

Further comments or personal statements: _____

I am particularly concerned about increased traffic on Motor Ave. - Currently it is too busy, with cars frequently going far above the speed limit. Please study the impact of the proposed 1 way street conversion of Olympic & Pico as it relates to the traffic changes brought about by at grade crossings

Name _____
Address: _____

Mail by March 15, 2007 to: Mr. Joel Sandberg, Project Manager, Exposition Metro Line Construction Authority.
707 Wilshire Blvd., 34th Floor, Los Angeles, CA 90017

Light Rail Update 3/27/07

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Expo Light Rail Phase 2 Scoping Comments Due April 2. Please read!

Exposition Metro Line
Construction Authority
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The [redacted] light rail committee has spent 2 months researching, meeting with politicians, talking with transit authorities, and [redacted] members. We have met and formed a working coalition with area [redacted] Expo Phase 1 residents, and Metro Gold Line residents. Here is what we've learned:

- The Expo Phase 1 project was given a "not recommended" rating by the Federal Transportation Administration for funding through the federal New Starts Program because MTA failed to prove that the project would improve traffic or mobility. The FTA determined that any benefit from the Expo line was due to the extensive bus feeder network needed to bring passengers back and forth to the train!

- The original Exposition LR line was conceived 20 years ago as a single project. It has now been tactically segmented into Phase 1 and 2, but, in fact, you had better take a keen interest in the design and construction of Phase 1. The materials, station designs, colors, safety features, and grade crossing designs are already contracted to be standardized throughout the line (Phase 1 and 2) regardless of whether the line goes through residential or commercial environments.

- The Expo Construction Authority (MTA) is trying to divide communities along the Exposition ROW but we all have the same interests and these are best promoted through a strong coalition. If the Expo Phase 1 project proceeds on the cheap with minimal mitigation and few grade separations, Phase 2 cannot reasonably fare any better and it shouldn't. Funding will be restricted if Expo is found to discriminate or favor one community over another. Even if Cheviot Hills gets a below grade crossing at Overland Avenue and our neighbors to the west and east get minimal grade separations we will all suffer from the resulting traffic and safety impacts.

- The Expo Construction Authority (MTA) is currently drafting legislation to be presented to the California legislature that seeks to shorten the time the California Public Utilities Commission has to evaluate grade crossing applications. The CPUC is the state agency responsible for highway and railway safety in California! This action by the MTA does two things, it compromises safety by reducing the time the Commission can take to do the necessary traffic research and safety evaluation of applications, but also this legislation is a blatant and bad faith attempt to exclude community input in the grade crossing policy decisions.

- The Los Angeles Unified School District has complained to the CPUC about the lack of mitigation measures on Expo Phase 1 for noise, vibration and air contaminants for the 5 schools which (like Overland) are within 75 feet of the line. More than 20,000 students will have to walk across the double tracks of at-grade crossings to get back and forth to those schools each day. The school district environmental office went so far as to ask the PUC not to approve the Phase 1 light rail project until grade crossing issues satisfy their safety concerns.

- In terms of standard transportation protocol the MTA's dangerous imperative to put as many at-grade crossings as possible through densely populated areas is criminal. They seem to operate on an "acceptable casualties" philosophy when it comes to safety on its trains. The Metro Blue Line, has contributed to 74 fatalities to date, almost 40 times the number of catastrophic events (1 per 10 years) the Federal Railway Administration says is predictable. Non-fatal injuries far exceed that number. The CPUC found the Metro Gold Line to be so dangerous, because of the number of at-grade crossings, that it has been slowed to a crawl. It is now faster to drive the length of the route and at some intersections train barrier arms are lowered for more than 40 minutes out of each hour.

- After indicating that the Phase 1 segment near USC/Exposition Park would be underground, the MTA is now attempting to renege on that commitment and put the train crossings at-grade in an area that is dense with vehicular and pedestrian traffic. Of course, if USC really wants it underground they can pay for it according to MTA. Culver City is also being asked to contribute money to the single station that touches the edge of their

city if they want input as to the design and safety considerations. MTA will promise everything and then cry poor when it comes time to deliver!

Los Angeles is the largest economic center in the United States. Why is MTA building a long overdue public transportation system based on flawed planning, which circumvents public safety, and seeks to exclude meaningful input from the stakeholders who are going to live with their shortsighted blunders? Where are the public/private partnerships that support World Class transit systems in other cities? Where are the designs and the planning that can pass federal funding requirements? Why do we keep hearing that there is no money for grade separations that don't blight neighborhoods? Why is it that the only traffic improvement that this train route offers is due to the feeder bus system? Why is cheap the only project advantage that everyone agrees on? Where are the politicians elected to think harder, dig deeper, and deliver excellence in our communities?

Please go to our coalition website, [REDACTED] and take a few minutes to compose a single thoughtful letter of your concerns to send to all MTA, Expo, and California city, state, and local authorities and demand more from them. If they don't hear from you cannot assume their best intentions on your behalf. You will be left as just one more NIMBY dangling in the wind.

Just as Important! There is still time to send in your scoping comment letters. They need to be received by the Expo Authority by April 2, 2007. You may download a pre-printed scoping letter at [REDACTED] or compose your own. Please keep a copy of your letter and forward a copy to [REDACTED].
Mail early and keep copies.

MAIL: Mr. Joel Sandberg, Project Manager
Exposition Metro Line Construction Authority
707 Wilshire Blvd., 34th Floor
Los Angeles, CA 90017

FAX: Mr. Joel Sandberg, Project Manager E-mail: jsandberg@exporail.net
(213) 243-5553

March 30, 2007,

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Exposition Metro Line
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Mr. Joel Sandberg, Project Manager
Exposition Metro Line Construction Authority
707 Wilshire Blvd., 34th Floor,
Los Angeles, CA 9001

Dear Mr. Sandberg:

I am sending you a letter listing additional comments of concerns, which arose after I attended the March 15, 2007 Scoping meeting at Vista del Mar with my wife:

1. What is the cost of Phase II per passenger with all crossings grade separated, based on expected ridership of the following alignments:
(a) along the Expo ROW; (b) Venice/Sepulveda; (c) Venice to the Beach.
2. What is the projected ridership of the Expo ROW or the Venice/Sepulveda alignment, once the Wilshire/Metro Redline subway is complete?
3. Please study the cost of building the Expo ROW underground (i.e., tunneling or "cut and cover") from Motor Avenue all the way to Sepulveda Blvd.
4. Please study the cost of building parking structures underground at these three station sites along the Expo ROW: (a) Motor Avenue; (b) Overland/Westwood Blvd.; (c) Sepulveda Blvd. or Pico/Sawtelle.
5. What would be the expected ridership along the following alignments:
(a) along the Expo ROW to Santa Monica; (b) Venice/Sepulveda; (c) Venice to the Beach.
6. What will be the economic impact to the communities along the following alignments: (a) Expo ROW; (b) Venice/Sepulveda; (c) Venice to the Beach.
7. What will be the environmental impact to homes and schools, within 50 feet of the rail line: (a) when crossings are dropped and cars remain idle; (b) when feeder buses are added to the traffic and begin their schedules to take riders to north/south destinations?