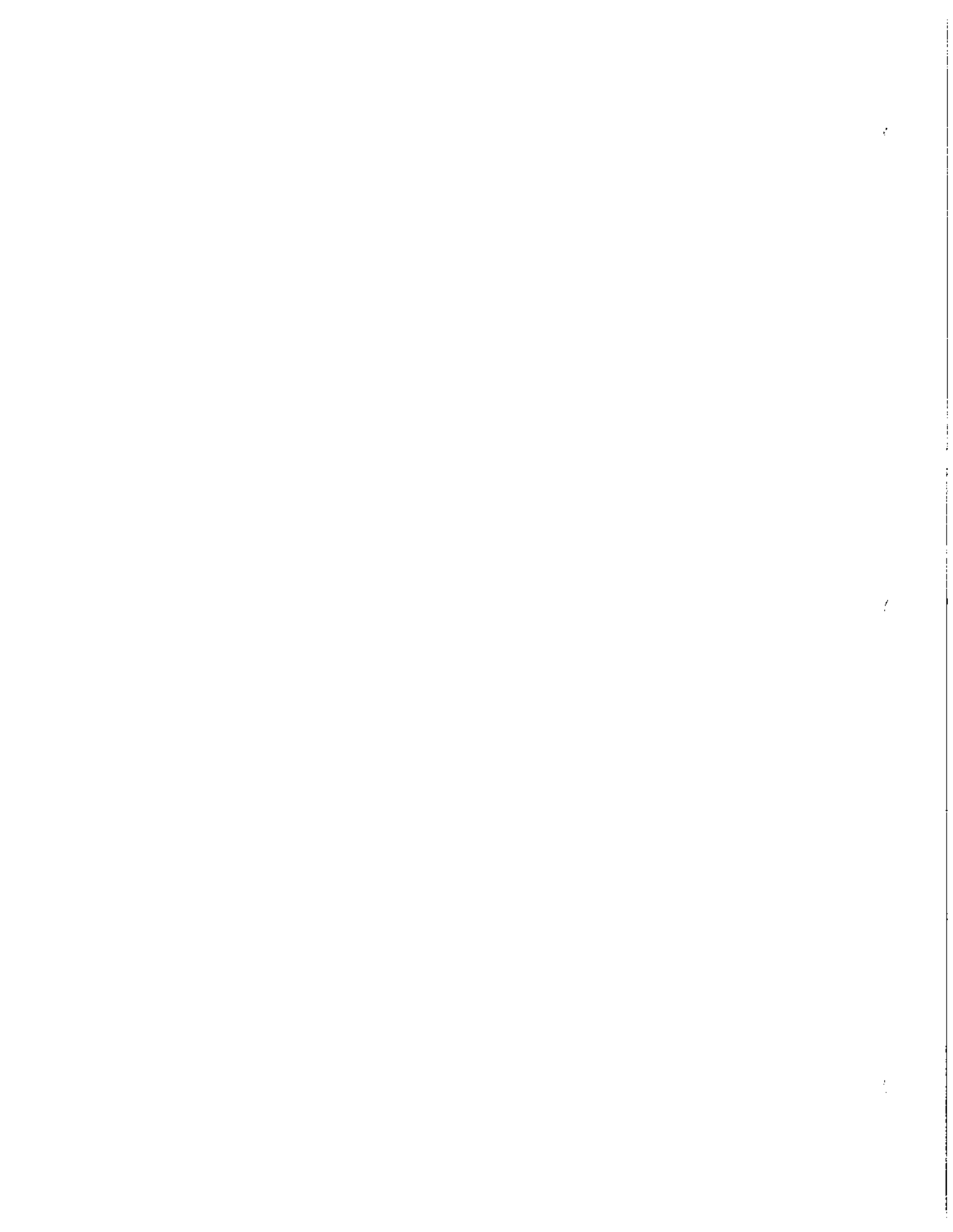
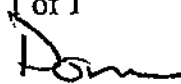

Comments Received via Email





Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@metro.net]
Sent: Thursday, March 29, 2007 1:01 PM
To: Phase2
Subject: Scoping Comment
Attachments: ExpoScoping.doc

From: [REDACTED]
Sent: Thursday, March 29, 2007 10:59 AM
To: Sandberg, Joel (expo)
Subject: Expo Scoping Comments

Attached are my written comments that I am submitting regarding Phase Two of the Exposition Corridor Transit Project.

Thank you,
[REDACTED]

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@metro.net]
Sent: Thursday, March 29, 2007 11:06 AM
To: Phase2
Subject: Scoping Comment

From: [REDACTED]
Sent: Thursday, March 29, 2007 8:46 AM
To: seconddistrict@lacbos.org; fifthdistrict@lacbos.org; don@lacbos.org; molina@lacbos.org; zev@lacbos.org; mayor@lacity.org; councilmember.parks@lacity.org; david.fleming@lw.com; rksylmar@aol.com; fasanajr@pcmaglc.net; anajarian@cl.glendale.ca.us; bonnie_lowenthal@longbeach.gov; pam-oconnor@santa-monica.org; neighborsforsmartrail@smartrail.org; councilmember.perry@lacity.org; alan.corlin@culvercity.org; councilmember.wesson@lacity.org; Snoble, Roger; Thorpe, Rick; Sandberg, Joel (expo)
Subject: Light Rail



March 29, 2007

Re: EXPOSITION LINE THROUGH CHEVIOT HILLS

The purpose of this letter is to oppose the Exposition Metro Line Construction Authority's (hereinafter "Authority") intention to build a rail line through the neighborhood of Cheviot Hills. The reasons for this opposition are set forth below.

First and foremost, a light rail line through Cheviot Hills fails to serve the community of Los Angeles. Cheviot Hills is largely comprised of single dwelling homes in a small, quiet area. This small community, with several cars per home, is unlikely to make much use of a light rail system. However, the alternate route that would have the Expo line run along Venice Boulevard would serve the population of Los Angeles. There are many businesses and multiple family dwellings along the busy Venice Boulevard. These businesses would greatly benefit by light rail bringing more people to their area to shop. Additionally, the high concentration of multiple family dwellings insures that more people that need it will have access to public transportation. The goal of public transportation is maximize access to the public it serves. This goal will be served only by building light rail along Venice Boulevard and not through Cheviot Hills.

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Furthermore, traffic is already a significant problem in Cheviot Hills. Commuters use our streets on their way to Century City. Our community streets are backed up throughout the day. This traffic will further increase with the additional structures currently under construction in Century City. That traffic increase, and the failure of the city to alleviate it, is currently the subject of a lawsuit. Cheviot Hills streets are unable to handle the traffic already in place. Placing a station anywhere near Cheviot Hills will further deteriorate the situation. Additional commuters will use our clogged streets to travel to the parking lot associated with a light rail stop. The increase in cars will bring traffic in Cheviot Hills to a standstill.

Cheviot Hills has an outstanding elementary school, Overland Avenue Elementary. Construction of a light rail will dramatically affect the education at this highly regarded school. Initially, the construction will be right across the street from it. This construction will be loud and disruptive to the students trying to receive their education. Travel to and from Overland Avenue Elementary will be more difficult because of the construction, making it hard for the kids to get to school. Once the construction is completed and light rail has begun, the school will have to cope with the influx of pedestrian individuals right outside the school fence. Parents are not going to feel comfortable with so many people being let off right where their children are attending school, where strangers can so easily observe them and wait for them. The safety of our children should be paramount to every other concern.

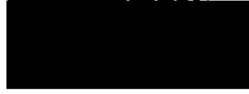
Having the Expo Line run through Cheviot Hills will also decrease property values in the area. Most homes in this area currently sell for over one million dollars. Those sales prices lead to increased tax revenues for the city. The addition of light rail in a community such as this one will cause the values to decrease. That decrease will be devastating to the homeowners, most of whom rely on their property as their primary asset. Of course, any decrease in property values will also decrease the property tax revenues paid to the city.

Additionally, the light rail will completely change the life of the people who live anywhere near it. The construction of the trains and the trains themselves will cause significant vibrations that will damage nearby homes. The noise from the trains will disturb the peaceful quiet of the neighborhood. It is a tranquil family neighborhood that houses a nice community. That peaceful existence will be destroyed by a light rail system that is, realistically, not going to be used by the community through which it will run.

Any at-grade crossings at major intersections, such as Overland Avenue, will aggravate already existing traffic headaches. In the morning and in the afternoon, Overland Avenue is jam packed with cars waiting to get on the freeway. Any grade crossing there will make a bad situation worse.

I hope that you seriously consider more important factors than the fact that the MTA owns the right of way through Cheviot Hills. The decision should be based overall on what is best. Any genuine examination of the facts involved must lead to the conclusion that the Expo Line should run along Venice toward Santa Monica.

Sincerely,



Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@metro.net]
Sent: Thursday, March 29, 2007 8:04 AM
To: Phase2
Subject: Scoping Comment
Attachments: 20070326_EXPO ROW Comments Goulet_Aubert.pdf

From: [REDACTED]
Sent: Wednesday, March 28, 2007 8:01 PM
To: Sandberg, Joel (expo)
Subject: RE: QUESTION on Comments regarding Expo ROW rail project

Thank you,

We already FedEx-ed our letter to you, but here is the electronic copy.

Thank you for your consideration. Have a great day!

Sincerely,

[REDACTED]

[REDACTED]

From: Sandberg, Joel (expo) [mailto:JSandberg@metro.net]
Sent: Wednesday, March 28, 2007 5:14 PM
To: [REDACTED]
Subject: RE: QUESTION on Comments regarding Expo ROW rail project

A pdf letter via email is acceptable.
Joel Sandberg

From: [REDACTED]
Sent: Wednesday, March 28, 2007 9:05 AM
To: Sandberg, Joel (expo)
Subject: QUESTION on Comments regarding Expo ROW rail project

Good morning,

I would like to know if you will accept a pdf letter (with a signature) via e-mail or if we have to send a paper copy of our comments regarding the Expo ROW light rail project.

Thank you. Have a great day!

3/29/2007



Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@metro.net]
Sent: Wednesday, March 28, 2007 7:10 PM
To: Phase2
Subject: Scoping Comment

From: [REDACTED]
Sent: Wednesday, March 28, 2007 5:46 PM
To: Sandberg, Joel (expo)
Subject: Expo Rail Concerns

Dear Mr. Sandberg:

I am a homeowner and parent of two children in the Cheviot Hills area and I do not support and will not use light rail that runs on Exposition/Motor and Exposition/Overland.

Let me be clear and honest... I want rapid transit for LA, but I don't want it in my backyard and I don't want it 50 feet from the school that I hope to send my children to. Now the city may believe that regardless of where they decide to place a rail there will be another person who will think exactly the same thoughts and if you listen to every person, you'd take some wild zig/zag route down to the beach. But there is a clear / clean / higher ridership alternative that allows passengers to travel down a commercial corridor along Venice Blvd to Lincoln Blvd and gives riders easy access not just between Downtown and Santa Monica but also Marina Del Rey / Playa Vista. This route all the way to Lincoln on Venice is by the numbers higher density, lower cost, lower environmental impact then the entire route between Venice/Robertson and 5th/Colorado.

My families and neighbors plea to you and the city, please please please do not ruin this idyllic 1920's neighborhood where you feel like you're far away from LA even though all the conveniences are within a 5-10 minute walk. Please do not force my family to leave a wonderful public school only to get in our car to drive our kids to a private school we can't even afford. Please, and I mean this with all sincerity, please look at the numbers... are we truly looking at the numbers or is this just politics as usual?

Sincerely,

[REDACTED]

3/29/2007

Perry, Christopher L


From: Sandberg, Joel (expo) [JSandberg@metro.net]
Sent: Wednesday, March 28, 2007 6:25 PM
To: Phase2
Subject: Scoping Comment

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

From: [REDACTED]
Sent: Wednesday, March 28, 2007 3:11 PM
To: Sandberg, Joel (expo)
Subject: scoping comments

Dear Mr. Sandberg,

Below please find additional scoping comments for the Expo Line, phase 2 project. Thank you for your consideration.

- 
1. The impacts of construction on residential day care facilities should be addressed. There is one on the corner of Exposition and Overland, one on Richland between Westwood and Selby, and others further away. I believe there is also one on Sawtelle.
 2. Please address the effect of the LRT along Sepulveda in relation to the proposed widening of Sepulveda between National and Pico.
 3. Please address the cumulative impacts of construction on the Rancho Park area. Looking ahead, we will have to deal with construction and haul routes for many Century City projects, , the completion of the 405 widening (southbound), the anticipated 405 widening (northbound), the FBI Headquarters building, and others. A comprehensive list, including start and end dates, and the effects on congestion and air quality should be provided.

3/29/2007

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@metro.net]
Sent: Wednesday, March 28, 2007 6:22 PM
To: Phase2
Subject: Scoping Comment

From: [REDACTED]
Sent: Wednesday, March 28, 2007 3:02 PM
To: Sandberg, Joel (expo)
Subject: Light Rail

Mr. Sandberg,

It is very disturbing to me that the Light rail may be implemented so close to our residence. My husband, two children, and I live at [REDACTED] and have lived here for 7 years. We bought this house because of his "neighborhood" feel, that fact that it is a quiet neighborhood in an otherwise busy city, and have accepted the cost of living and travel to work time in order to remain in this neighborhood. Building this railroad so close our residence and at a arms reach from our children's school is very frightening and concerning to us. We are VERY against the development of the light rail at the EXPO right of way in our neighborhood. My children are 2 and 5 y/o, and their safety will be a concern to me going to school too close to this rail. I would not have bought a house in this area if I knew this was coming. The noise level, the traffic from people not living in the neighborhood, the congestion level, and the overall disruptions in our neighborhood are all reasons that I DO NOT support this route, in addition, of course, to the safety of our children who will be living here and attending Overland School. I do not feel that rider ship or convenience support the light rail on the ROW between Motor and Sepulveda.

Thanks for your time,
Sincerely,

[REDACTED]

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@metro.net]
Sent: Wednesday, March 28, 2007 5:32 PM
To: Phase2
Subject: Scoping Comment
Attachments: Expo ROW.doc

From: [REDACTED]
Sent: Wednesday, March 28, 2007 12:20 PM
To: Sandberg, Joel (expo)
Subject: Exposition Corridor Transit Project

Dear Mr. Sandberg,

Please see the attached letter which sets forth my thoughts re the Expo Light Rail project. Also pasted in below.

Best,

[REDACTED]
 March 27, 2007

VIA EMAIL & U.S. MAIL

Mr. Joel Sandberg
 Project Manager
 Exposition Corridor Transit Project Phase 2
 707 Wilshire Blvd., 34th Floor
 Los Angeles, CA 90017

Dear Mr. Sandberg,

I live 10 houses south of the Exposition Right of Way (ROW). Unlike most of my neighbors who are vocally against expansion of the Exposition Corridor Transit Project to Santa Monica via the Exposition ROW, I am excited about the light rail. At the same time, I share with my neighbors a number of concerns about how the train will affect our neighborhood. I am in favor of the Expo ROW alignment; however, if running the light rail via the Expo ROW will not ease congestion, if the noise and vibration cannot be mitigated without the use of sound walls, if a station will be located at Overland (adjacent to the elementary school), and if there is no effort at beautification along the line (with landscaping and art), then the train should not run via the Expo ROW – it should run via the alternate Venice/Sepulveda alignment.

I urge those studying the viability of the Expo ROW route to consider the following:

Sound/Vibration: Mitigation of sound and vibration is of utmost concern, especially for those living closest to the Expo ROW. I understand from speaking with the sound/vibration consultants at the scoping meeting that most of the noise will come from bells at the crossings and from the trains sounding their horns. Some noise will also be caused by the train itself passing through the neighborhood. Every effort should be taken in the construction of the light rail line to keep sound and vibration to a minimum. However, and this is very important, I do not want

3/29/2007

sound walls running the length of my neighborhood. Sound walls are ugly and would basically cut our neighborhood off from the neighborhood just north of the Expo ROW. I urge the planners to study ways in which sound/vibration mitigation technology can be built right into the trains and track through the use of innovative materials.

Speaking with the sound/vibration consultants I also learned that they take measurements of ambient noise in the neighborhood to see how much noise it can bear. We already live with a lot of ambient noise from the freeways (10 & 405) and from Santa Monica Airport. Just because there is already a lot of ambient noise does mean we can bear more, and I urge you to study every means/method possible to make sure that noise our already noisy neighborhood does not increase.

Traffic Congestion: Running light rail through the Westside should help alleviate traffic congestion and not contribute to it. The North-South streets that across the proposed route (including Motor, Overland, Westwood, Military, and Sepulveda) are already backed up during rush hour. With trains passing this could get even worse (and those opposed promise that it will). If the light rail is at grade, the congestions could be monumental. I urge detailed study of the traffic impact at the following intersection if the light rail passes at grade: Motor/Exposition, Overland/Exposition, Westwood/Exposition, Military/Exposition, and Sepulveda/Exposition. I suspect that the impact would be tremendous and urge the planners to consider grade separation and cut/cover under crossings at many of these intersections (see below). It is imperative that the impact on traffic be kept to a minimum.

Grade Separation & Cut/Cover Crossings: To lessen the impact of traffic congestion should be the goal. At the busiest intersections (e.g. Overland/Exposition, Westwood/Exposition, Sepulveda/Exposition) the rail line should not run at grade. Cut/Cover Crossings should be studied. In terms of preserving the look of our neighborhood (mostly modest single-family homes) under crossings will have the least visual impact. Above ground grade separation should be looked at as the second best option, though the over crossings would, I believe, mar the look and feel of the neighborhood. Whether the train goes over or under these intersections, it's of vital importance, I believe, that the rail line not be built at grade because the traffic would be horrendous.

Station Location: Plans presented at the scoping meeting indicate a station at Overland and the Expo ROW. There is an elementary school adjacent to this very location and I am opposed to having a station here. Furthermore, I believe that a station at Westwood and Exposition would better serve the riders because it connects to bus lines that head north to UCLA, then East to Century City and Beverly Hills.

Bike Path: If the light rail runs via the Expo ROW, then a bike bath should be integrated into the design to serve the community through which it runs.

Landscaping & Art: If the light rail runs via the Expo ROW, then the route should be landscaped with care (perhaps a clever way to "conceal" the train behind foliage instead of sound walls). There are currently many trees, bushes and plants along the ROW and they should be preserved or replaced if the train comes through. In addition, there are great opportunities to install interesting artwork at the stations and along the route. I urge the planners to think about opportunities to *enhance* the look of the neighborhood and not contribute to urban blight.

As I stated at the beginning, I am excited by the prospect of the light rail running close to my neighborhood. I am equally concerned that the impact on our small, already noisy neighborhood may not outweigh the benefits. If the above concerns are not taken into serious consideration and strong measures implemented to safeguard against noise, traffic, etc. (as stated above), then the Venice/Sepulveda alignment is the better choice. Most importantly, the Venice/Sepulveda alignment is better suited for an at grade rail line because it is more commercial and industrial – already a part of the busy commerce of the city and not a series of smaller neighborhood.

Thank you for taking the time to consider my concerns.

Sincerely,

3/29/2007



Don't pick lemons.
See all the new 2007 cars at Yahoo! Autos.

Perry, Christopher L

From: [REDACTED]
Sent: Sunday, March 25, 2007 8:09 PM
To: Phase2
Cc: [REDACTED]
Subject: Phase 2 Expo Line Project

I am a board member of the [REDACTED] the East part of Cheviot Hills.

I sit on the traffic committee. These questions are my questions and not necessarily reflect those on the board. I want to bring the answers you give to me regarding the questions I am asking below to the next board meeting.

I am hoping you will take this seriously and not send me a routine form letter in response. It would be in your best interest to be up front about what you are doing for this Phase II since people are very upset about the issues I am asking about.

I am wondering if you are going to budget for grade crossings. We are concerned that you make sure that you have them at Overland so people can get to the freeway as well as at other major Westside streets. Without grade crossings the traffic will back up from the South and the North and you will have some very angry commuters trying to get onto the Overland on ramps with are already impossible to access at rush hours as well as other North South streets.

We are very afraid that without grade crossings at the North South Streets that everyone will just sit at those crossings waiting for the arms to lift when a train comes and never get to where they need to go. We have it so impacted on the East West streets and now it will be impossible on the North South streets!!

Will you be putting Dash shuttles at the Robertson station and hopefully at the Overland station so people can come and go from the Expo line to and from Century City? This should be done whether you use the Venice alternative or the Exposition ROW. The Dash could go up to Pico Blvd from the Overland station and then jog down Westwood picking up commuters there as well jogging back to Olympic (avoiding the residential blocks between Pico and Olympic on Overland) and going up Century Park West to Santa Monica Returning the reverse for evening commute at peak hours. The Robertson Dash should go down Robertson Blvd to Olympic and then up Century Park West to Santa Monica Blvd. this would save many ca trips which is what you want to do to relieve congestion.

We would prefer to not have a station at Motor but if so, since it is so overwhelmed there, we would need Dash buses on that secondary highway as well.

[REDACTED]

[REDACTED]

3/29/2007



Don

Perry, Christopher L

From: [REDACTED]
Sent: Friday, March 30, 2007 3:08 PM
To: Phase2
Subject: FW: Put light rail on the Expo right-of-way in Cheviot Hills

From: [REDACTED]
Sent: Friday, March 30, 2007 3:03 PM
To: [REDACTED]
Subject: FW: Put light rail on the Expo right-of-way in Cheviot Hills

See scoping comment below. Please add

From: [REDACTED]
Sent: Friday, March 30, 2007 2:44 PM
To: [REDACTED]
Subject: FW: Put light rail on the Expo right-of-way in Cheviot Hills

Hey [REDACTED]

See Zev's note below.

From: Yarosla, Zev
Sent: Friday, March 30, 2007 1:30 PM
To: Liz
Subject: FW: Put light rail on the Expo right-of-way in Cheviot Hills

vivian: Make sure this guy's e-mail (below) is made part of the environmental record.
Liz: send my response to the constituent.

Dear [REDACTED] Thanks for your e-mail regarding the Expo Light Rail project. I appreciate your input and your interest in the project. The Phase 2 portion of the project is beginning to undergo its environmental review process as required by law. Once the analysis is done, the boards of the MTA and the Expo Light Rail Authority will make a selection of the preferred route. I encourage you to make you views heard as this process proceeds. I will forward a copy of your e-mail to the appropriate place to insure that it is made part of the record. Thanks again.

Zev Yaroslavsky
Los Angeles County Supervisor

From: Rangel, Liz
Sent: Friday, March 30, 2007 12:03 PM
To: Yarosla, Zev
Subject: FW: Put light rail on the Expo right-of-way in Cheviot Hills

From: [REDACTED]

Sent: Friday, March 30, 2007 9:42 AM

To: [REDACTED]

Subject: Put light rail on the Expo right-of-way in Cheviot Hills

The existing Expo right-of-way on the outskirts of Cheviot Hills is the most useful and cost-effective route for Phase 2 of the Exposition light rail line. Please do not allow the unfounded fears of a few NIMBYs to derail this crucial project.

regards,

[REDACTED]

Perry, Christopher L

From: [REDACTED]
Sent: Friday, March 30, 2007 2:33 PM
To: Phase2
Subject: Expo row

Sir, I'm set against the expo row coming thru all the way to Santa Monica, to me it makes more sense to take the expo row thru Veice Blvd..all the to Santa Monica, because you would have more ridership, Because where you want it come thru, people would not ride the it, also it is too close to the schools, park, too. Just imagine the treffic it would creat at Westwood and Overland, I hate to picture it Also going on Venice, you have the ridership.

[REDACTED]

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@metro.net]
Sent: Friday, March 30, 2007 1:55 PM
To: Phase2
Subject: Scoping Comment

From: [REDACTED]
Sent: Thursday, March 29, 2007 10:46 PM
To: Sandberg, Joel (expo)
Subject: Expo Rail: Should use existing ROW

Dear Mr. Sandberg:

I am a resident of Westside Village. My children go to school at the Overland Avenue Elementary School through a childcare permit. Recently when I leave the school after picking up my kids, I've been stopped by the Cheviot Hills Homeowner's Association representatives and handed leaflets regarding how the Expo Line should not go through their neighborhood because of (1) adverse effects on Overland Avenue Elementary School, (2) Decrease in their property value, and (3) no riders from their neighborhood and more ridership if the line should make a detour to Venice and Sepulveda first, and (4) adverse traffic impact on Overland and Westwood Blvd.

After getting these leaflets, I finally attended one of the scoping meetings at Hamilton High School to find out what this is all about. I came out with the conviction that the line should follow the existing right of way. The reasons are as follows:

- (1) While the line will go by Overland Avenue Elementary School with the existing ROW, the Venice/Sepulveda detour will go by Charnock Elementary and close by Clover Elementary. So eitherway, kids will see trains, and this argument should not be used to derail the use of the ROW. (One person promoting the Venice Blvd. detour actually had the audacity to say that kids from Charnock Elementary are used to traffic and congestion anyway. While my kids have enjoyed Overland Elementary School, I can't help but feel that the comment from this person smacks of trying to protect a predominantly "white" neighborhood and trying to shift the burden of public transportation to the less affluent and less white neighborhoods. Even though we're primarily talking about public transportation, I do think the issue of environmental justice should be considered and the burden of public transportation shared equally. Venice and Sepulveda blvds already has severe traffic congestion, with mass transit bus lines going down each. The ROW is not being used.
- (2) The various artists renditions of possible lightrail using the ROW through the below grade ravines in Cheviot Hills look attractive, in fact, so attractive that I can't imagine loss of property value is a sure thing. In fact, property value could increase due to the accessibility to the mass transit.
- (3) The ROW should be used because it's already there, is the most direct route from Robertson area to Santa Monica and would impact the least traffic. The ROW goes by Cheviot Hills, not through it. Any impact to traffic on Overland or Westwood will be mirrored by impact to the traffic to Sepulveda, Motor and Overland from the South. In fact, lightrail going up Sepulveda would be a traffic nightmare, requiring losing two lanes on an already congested street, getting rid of the sidewalks and trees, and

4/3/2007

going down an area of Sepulveda that is primarily single and multiple family residences. Using the ROW does not require eliminating street lanes.

(4) Ridership should be the same going with either route, one serving more of the commercial Culver City/Venice area, the other serving more of the commercial Pico, Olympic and National Blvds. There will be ridership either way.

(5) There should be consideration of having rail lines going down Wilshire, down Washington Blvd, down Venice, along Lincoln Blvd to make public transportation truly covering all areas of the westside but those are not part of the discussion at this point and should not be used as a red herring. I thought the scoping meeting is about how to bring the lightrail to Santa Monica, not to Venice or Culver City at this point. When the MTA is serious about building all these alternate routes, we should have further scoping meetings and I would be all for more lines. However, the proposal of a east west line making a south north detour just to avoid Cheviot Hills does not make sense to me.

(6) If the ROW is not used, what is going to happen to it? Another park for the Cheviot Hills neighborhood while they shove the burdens of public transportation to the rest of the Westside? This does not seem right.

Sincerely,

A solid black rectangular redaction box covering the signature area.

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@metro.net]
Sent: Friday, March 30, 2007 1:52 PM
To: Phase2
Subject: Scoping Comment

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

From: [REDACTED]
Sent: Thursday, March 29, 2007 8:12 PM
To: Sandberg, Joel (expo)
Subject: Expo Line comments

PREFERENCE: We believe that Phase 2 should use the Exposition right-of-way. We look forward to the opportunity to use the Light Rail for travel to downtown theater and concert dates, in preference to the present difficult traffic and inconvenient bus service. (Disclosure: We live less than a mile from both the Exposition right-of-way and Sepulveda Blvd. The project, with either routing, will not impact negatively our lives.)

FOR EXPOSITION: (1) The route is much more direct on the existing right-of-way. (2) Fewer residences and traffic lanes will be impacted. (3) Much easier construction impact and lower construction costs.

AGAINST VENICE-SEPULVEDA: (1) There is already good bus service on both streets. (2) Adding light rail will severely impact car and bus traffic on those streets.

IMPACT ON SCHOOLS: Both routes pass close to elementary schools (Overland and Charnock). A grade separation may be possible at Overland, but surely not at Charnock.

Regards, [REDACTED]

[REDACTED]

4/3/2007

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@metro.net]
Sent: Friday, March 30, 2007 1:14 PM
To: Phase2
Subject: Scoping Comment

From: [REDACTED]
Sent: Thursday, March 29, 2007 5:17 PM
To: Sandberg, Joel (expo)
Subject: Westside Rail Line

Mr. Sandberg,

I support the existing right of way for the Westside Rail Line. We've never needed anything more than this!

[REDACTED]

4/3/2007

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@metro.net]
Sent: Friday, March 30, 2007 1:13 PM
To: Phase2
Subject: Scoping Comment

From: [REDACTED]
Sent: Thursday, March 29, 2007 5:03 PM
To: Sandberg, Joel (expo)
Subject: Expo Light Rail

Greetings:

In the event I have not made my opinion known, please count me as an enthusiastic supporter for the existing ROW which runs south of Cheviot Hills. Diverting the line down Venice is costly, will no doubt ADD to congestion because there is no dedicated ROW, and represents a lack of creativity and cooperation with the City as a whole.

Everyone has to do their share to fight gridlock and congestion. Diverting the most logical route away from it's target is counterproductive and isolationist.

Please do what you can to push the original, time-tested ROW route through for Phase II.

Thank you for your time.

[REDACTED]

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@metro.net]
Sent: Friday, March 30, 2007 1:10 PM
To: Phase2
Subject: Scoping Comment

From: [REDACTED]
Sent: Thursday, March 29, 2007 4:37 PM
To: Sandberg, Joel (expo)
Subject: Light Rail

I am a regular commuter in the Culver City Area coming through Overland/Venice crossing.

I understand you are seeking /considering the opinion of affected communities and individuals on the issue of Exposition Corridor Transit Project - Phase 2 including the preferred routing and possible stations.

I strongly favor the routing that goes down Venice Blvd/Sepulveda Alignment and possibly connecting to LAX. This routing will be greatly beneficial to me and my family. A light rail stop at Venice/Overland intersection will further help me in my commute.

[REDACTED]

email: [REDACTED]

4/3/2007

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@metro.net]
Sent: Friday, March 30, 2007 12:27 PM
To: Phase2
Subject: Scoping Comment

From: [REDACTED]
Sent: Thursday, March 29, 2007 4:06 PM
To: Sandberg, Joel (expo)
Subject: We would like Light Rail on Venice Blvd. in Culver City

Mr. Sandberg:

Dear Sir,

I am a regular commuter in the Culver City area and I frequently travel to work in Culver City near the crossing of Venice Blvd. and Overland Avenue.

I understand that you are seeking/considering the opinion of the effected communities and individuals on this issue of Exposition Corridor Transit Project- Phase 2, including the preferred routing and possible stations.

I strongly favor the routing that goes down Venice/Sepulveda Alignment (and possible connecting to Los Angeles International Airport (LAX) from Venice/Sepulveda crossing in future). This routing will help me commute to this area. A Light Rail Stop at the crossing of Venice Blvd. and Overland Avenue will further help me in my commute.

Sincerely,

[REDACTED]

Dear Sir,

Perry, Christopher L.

From: Sandberg, Joel (expo) [JSandberg@metro.net]
Sent: Thursday, March 29, 2007 4:52 PM
To: Phase2
Subject: Scoping Comment

From: [REDACTED]
Sent: Thursday, March 29, 2007 12:53 PM
To: Sandberg, Joel (expo)
Subject: Rail Way.doc

Mr. Joel Sandberg

Dear Sir,

We, Medical Group of Culver City are a business owner/operator located in Culver City, just south of Venice Blvd. near the crossing of Overland Avenue.

We understand that you are considering the opinion of the affected communities and individuals on the issue of Exposition Corridor Transit Project – Phase 2, including the preferred routing and possible stations.

We strongly favor the routing that goes down Venice/Sepulveda Alignment (and possibly connecting to Los Angeles International Airport (LAX) from Venice/Sepulveda crossing in future). This routing will substantially help our business, by enabling our employees to commute via the Light Rail, and allow more customers/ clients to commute back and forth to and from our business more conveniently. A Light Rail Stop at the crossing of Venice Blvd. and Overland Avenue will be highly desirable.

We employ 7 people, and cater to an estimated 4,000 customers/ clients annually.

Other business (es) in our area such as listed below, who employ a large number of employees and cater to a large number of customers/ clients will also benefit in a similar manner -

Sony Pictures, Brotman Hospital, West Los Angeles College, Culver City High School, Culver City Senior Citizen Center, Culver City Library, Industrial area on Jefferson, Bally's and others located in the Shopping Center located at the crossing of Venice and Overland.

Sincerely,

Deepa Chand
Office/Billing Office Manager
Medical Group of Culver City
4340 Overland Ave, Culver City, CA 90230
(310) 559-4411

4/3/2007

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@metro.net]
Sent: Friday, March 30, 2007 12:06 PM
To: Phase2
Subject: Scoping Comment

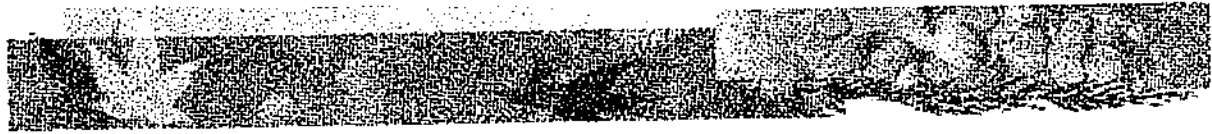
From: [REDACTED]
Sent: Thursday, March 29, 2007 2:33 PM
To: Sandberg, Joel (expo)
Subject: expo lite rail

Good afternoon Mr. Sandberg my name is [REDACTED] and I live at [REDACTED] with my wife and four small children. Our home is two blocks south of exposition one of the proposed sites for the lite rail. I know you are busy; therefore I will not take up too much of your time. I am writing to voice my concern regarding the traffic congestion and lack of parking in the area if the rail were to run down exposition. Where are all of the commuters going to park while using the rail? Parking permits and street lights will become a must on our quiet tree lined streets. Not to mention the streets in the area are very narrow and our children will have more cars to look out for. The cost of street lights and parking permits will be passed on to the residents in the area. I know the cost will be minor, but there are other options for the rail.

Common sense tells me the rail should run in a commercial area which can handle additional parking, vehicular, and pedestrian traffic. Keeping the rail on Venice Blvd. as opposed to using Sepulveda or Exposition makes the most common sense. It will also be fiscally smart. Imagine thousands of people walking daily into small mom and pop businesses which line Venice Blvd. from the beach to downtown spending money and bringing in beloved tax dollars. Venice Blvd. also runs through the heart of our city. Diverting the rail in order to run through Santa Monica will lead to residents in Culver City, Palms, and adjoining communities to find other ways to commute to downtown. Buses or shuttles can be used to transport people to and from Downtown Santa Monica. Downtown Santa Monica can not accommodate any additional traffic; the traffic is a nightmare anywhere west of Lincoln Blvd.

Thank you for your time,

[REDACTED]



Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@metro.net]
Sent: Friday, March 30, 2007 12:03 PM
To: Phase2
Subject: Scoping Comment

From: [REDACTED]
Sent: Thursday, March 29, 2007 2:26 PM
To: Sandberg, Joel (expo)
Subject: Olympic Blvd alignment through Santa Monica

Hello,

I appreciate your taking my input on the Expo alignment as part of the scoping process. I understand that MTA is considering running the LRT in mixed traffic on Olympic Blvd west of Cloverfield to 11th Street. I would rather see an exclusive right-of-way for the LRT to speed up operation of the trains. I don't want to see any unnecessary delays due to it being in mixed-flow traffic. What is the point of building a rail line if it is going to get stuck in the same traffic we are trying to build an alternative to? There are ways to minimize median encroachment to protect the magnificent trees there--either eliminate parking or eliminate one lane of traffic. There isn't a lot of parking utilization along this stretch.

Also, I would suggest a station at 14th Street as a way to access Santa Monica College, Memorial Park, and the residential and business area there. The stretch between 4th Street and Cloverfield is a long way to go without a station.

Thanks again for the opportunity to provide comments.

[REDACTED]

Food fight? Enjoy some healthy debate
in the Yahoo! Answers Food & Drink Q&A.

4/3/2007

Perry, Christopher L

From: [REDACTED]
Sent: Thursday, March 29, 2007 4:44 PM
To: Phase2
Subject: Phase 2

To Whom It May Concern:

I live in the West Los Angeles area, three houses away from the Exposition track near Westwood and my children go to Overland Elementary. I have spoken to all my neighbors and have encouraged them to inform you and any one involved of how upset we are about the opening of this Phase 2. Some of us have spent millions for our houses and do not want this running through our backyards and next to our elementary school, possibly endangering our children and most certainly devaluing our property. If this project proceeds along this track, West LA will lose its middle class to other communities far away from this one and there will be a housing problem with no buyers that can afford the area. This is forcing us to sell our homes and have to buy in today's market (for some of us much higher than when we bought these homes) causing our mortgage and property taxes to go up, relocating our children and having to live in more inconvenient area just to get far enough away from this phase... Really nowhere in the West LA area will be okay once this goes up. I don't even want to think about the increase in accidents and crime. Why is it that the middle hard working class gets the worse end of things for political reasons? Can anyone say that the trains running through communities in San Francisco and San Diego are pretty.....this will really ugly up the Westside. Maybe nobody cares because they don't have to live in it...

Terrible....just terrible..... this is not going to help this community, it will really hurt it. We don't need it or want it and shame on all the greedy folks who want to build in vein and for a buck.... Thanks for disrupting our lives and causing my husband and I do make drastic changes because of it.

Regards

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No virus found in this outgoing message.

Checked by AVG Free Edition.

Version: 7.5.446 / Virus Database: 268.18.22/739 - Release Date: 3/29/2007 1:36 PM

4/3/2007