

only the landscaping and bus access are visible to the neighborhood should be made.

10. An analysis of the effects on our community if the ROW is used with the train at grade. Although developed in the 1940's well after the original tracks were laid, our neighborhood association (Westwood Gardens Civic Assoc.) exists on both sides, as does the association to our west (West of Westwood HOA). The catchment area for the local elementary school and our city council district also straddle the tracks. The ROW is currently used as a walking path and was the recipient of many hours of neighborhood labor to plant the trees bordering it. Putting the LRT below grade would maintain our connection between both sides of the tracks and provide an opportunity for further, badly needed, green space.
11. A cumulative impact analysis that includes mitigation, particularly traffic mitigation.
12. A cost/benefit analysis of the mitigation needed (below grade at Overland and Westwood Blvd. along the ROW at a minimum) that acknowledges the billions of dollars of benefit this LRT would bring to the westside. Funding must be found to include adequate parking, noise protection, grade separations, and landscaping in the project from the beginning. It will expedite the project and, on balance, is only fair considering the benefits to the region.

We are strongly in favor of the bike path along the ROW no matter where the LRT goes, including direct connections to Palms Park and Palms-Rancho Park Library and pedestrian/biker activated signals at Overland & Westwood.

We also would like to assure you that we and many people would walk to a station, would use the train, and don't think that our property values would change as long as our north/south arteries are not blocked. In addition, for every homeowner who says they can't conceive of using public transit, there are almost certainly household staff, teenagers, and others who would, both here and at other stations. We owe it to ourselves and our future to get this built. Traffic is a topic of much interest on the Westside and the Expo solution should be made available. It will get used!!! While the opposition to the project is loud, an honest evaluation and clear a committed statement of what is proposed -- assuming the project is below grade through our area -- will do much to allay the mistrust and fear that our neighbors feel.

Please contact us with any questions.

Sincerely,

**Perry, Christopher L**

---

**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Thursday, March 15, 2007 3:23 PM  
**To:** Phase2  
**Subject:** Scoping Comment

---

[REDACTED]  
**Sent:** Thursday, March 15, 2007 2:03 PM  
**To:** Sandberg, Joel (expo)  
**Subject:** Light Rail

Dear Joel,

I live in Cheviot Hills and wanted to let you know that I strongly support the Expo Line passing through our neighborhood along the ROW. I think that a light rail line will be an asset to our community and the entire Los Angeles metropolitan area. I also want to let you know that there are many others living in Cheviot Hills who are not opposed to the Expo Line passing through our neighborhood. Unfortunately, only those opposed to the ROW feel strongly enough to take action and publicly oppose the ROW option. I just want to let you know that the Cheviot Hills Homeowner's Association does not represent the views of the entire community here.

I feel very strongly that if the Expo Line does pass through the ROW, that there should definitely be grade separation at Overland Ave, preferably an underpass.

Lastly, I am in favor of a bike path along the Expo Line. I think it would be a great benefit and would be used and enjoyed by many members of the community.

Thank you,  
[REDACTED]

**Perry, Christopher L**

---

**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Thursday, March 15, 2007 3:26 PM  
**To:** Phase2  
**Subject:** Scoping Comment

[REDACTED]  
**Sent:** Thursday, March 15, 2007 1:51 PM  
**To:** Sandberg, Joel (expo)  
**Subject:** Westwood Gardens-Expo Phase II Survey

Comments regarding Expo Phase II

[REDACTED]  
**Sent:** Tuesday, March 13, 2007 1:31 PM  
[REDACTED]  
**Subject:** Westwood Gardens-Expo Phase II Survey

I prefer the Expo Phase II extension from Culver City to Santa Monica to:  
b) continue along the Venice/Sepulveda route.

Additional comments:

The Expo Phase II from Culver City should take a route through an industrial area and absolutely NOT travel through a neighborhood of single family dwellings, many of which have small children and only a few feet away from Overland Elementary School.

With the "quiet" running electric engine of light-rail transit systems comes the need for alert sounds, warning bells, etc. This is, of course, to protect the pedestrians and car traffic but will cause a constant nuisance for the homes in the neighborhood and a distraction for the elementary school children.

I lived in Denver, CO when light rail transit was introduced. It was placed primarily in an industrial area and throughout the downtown Metro area. During the first weeks of operation there were numerous accidents involving pedestrians and motorist - a couple of those accidents were fatal. Shortly after these accidents, the light-rail system and route was equipped with loud bells and warning signals at every crossing. These dings and whistles created a new nuisance and problem for the local businesses and residents. If the Expo Phase II was to follow the exposition rail line and cross major intersections like Westwood Blvd. & Overland, the nuisance and safety factors would cause a drastic decline in the quality of life for Westwood Garden residents & Overland Elementary School students. Property values will also decrease near the line and those intersections.

3/20/2007



**Perry, Christopher L**

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**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Thursday, March 15, 2007 4:09 PM  
**To:** Phase2  
**Subject:** Scoping Comment

---

[REDACTED]  
**Sent:** Monday, February 26, 2007 4:16 PM  
**To:** Sandberg, Joel (expo)  
**Subject:** Expo line Phase 2

Mr. Sandberg,

My name is [REDACTED] and I'm a board member of the South Robertson Neighborhood Council. Our neighborhood council district ends at one corner at the intersection of Venice & Exposition Blvd.'s, the starting point for phase 2. Though our NC itself has not yet voted to take an official position on any aspect of the Expo Line Phase 2 project, I would like to voice my views as an individual and long time resident of the area. (Some of the below was also included in a recently published Letter to the Editor of the Los Angeles Times.)

I've lived in the neighborhood where the Expo line is coming for over 40 years and know the neighborhood intimately. Whichever route it takes (Exposition or Venice/Sepulveda), the nearest point to me is the same (Venice & Exposition, 3 blocks to the west). Thus, I think I can offer a somewhat unbiased opinion.

**Exposition, not Venice/Sepulveda, is without a doubt the best route.** It will block far fewer existing intersections, using existing rail overpasses. It will be easier and cheaper to build. Construction will inconvenience far fewer businesses and commuters. It will be closer to Century City and UCLA. It will still cross Venice Blvd. and Sepulveda Blvd. and be just as close to Palms residents, just to their north instead of to their south.

Where the route meets Venice Blvd. is already very congested, because it is a major onramp/offramp for the Santa Monica freeway, and also meets Robertson Blvd. For the route to continue down Venice Blvd., would make an already congested area unbearable. Sepulveda Blvd. is also a heavily traveled route, as an alternative to one of the most congested sections of the 405 freeway. To run the line on these 2 streets would do much more harm than good.

In contrast, the Exposition line is mostly vacant, totally unused, and probably would have been chosen long ago, if not for a small but politically vocal group (Cheviot Hills Homeowners). They oppose the Exposition route, even though most of the section in question is not even in or adjacent to their area. Where it IS adjacent to their area, it is in a ravine, along a rail line where the tracks still exist!

I could go on, but there are other topics I would like to address.

**Venice Blvd should be an above-grade crossing.** Venice Blvd., Robertson Blvd., the 10 freeway and the MTA route will all meet at this intersection. An at grade crossing would cause massive traffic

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congestion, especially along Venice Blvd. It should be above grade, just like Washington Blvd one block to the south.

**Landscaping along the route should be varied and pedestrian friendly.** I am a long time member of the Culver City Garden Club, a past president, and still an officer of the organization. The Phase 1 planting plan, which I have been following, was uninspired and directed too much towards the rider, not the community. More people will see the landscaping from the neighborhood than from the train. People will be walking from stations to their nearby homes. The route should be a series of small, "pocket-park" like gardens. There should be sitting areas, water features (fountains or ponds), attractions for wildlife (seed or fruit producing shrubs, bird feeders, birdbaths) and a wide variety of plantings. About 6 years ago, Caltrans re-landscaped most of the 10 freeway in our area. Today, despite their assurances, the freeway border is in a word...ugly. That's because it was landscaped like a highway, not like a neighborhood or garden. This is a second chance to landscape acres of urban land, and this time it should be done right.

Thank you for your consideration.



**Perry, Christopher L.**

---

**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Friday, March 16, 2007 12:39 PM  
**To:** Phase2  
**Subject:** Scoping Comment

[REDACTED]

Sent: Thursday, March 15, 2007 5:41 PM  
To: Sandberg, Joel (expo)  
Subject: comment on Expo rail project

March 15, 2007

To: Expo Line Construction Authority  
Mr. Joel Sandberg, P.E.,  
Project Manager

I am writing to express support for the Expo purple line running in its obvious and most efficient alignment - along the existing rail right of way, from Santa Monica to Figueroa.

Westside transit problems center on Santa Monica, where enormous employment growth has created crushing morning westbound and evening eastbound congestion on the 10 Freeway and parallel roads.

The Expo line goes directly to those employment centers, promising much more effective relief. And it not only gets to Santa Monica more directly, but it would cost far, far less, and would be far less disruptive to existing traffic during construction.

Beyond this, proponents of the Venice-Sepulveda detour alignment disregard a rock-bottom near-absolute commonsense guideline. The city is going to continue to grow and need mass transportation. I cannot conceive of any justification for taking a transit right of way off the table and permanently out of the game for transit use, which is what opponents to the direct route seem to want.

As a resident of Venice, I would be delighted if rails were to be reinstalled on Venice Boulevard, many decades after they were shortsightedly removed. But that should surely be done simply by extending the route from Culver junction straight

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west toward Lincoln.

That said, I here also wish to note what seems to me an deeply disingenuous stance by some of these proponents, specifically the Neighbors for Smart Rail group of homeowners associations, but also others in opposing the Exposition right of way.

If these Expo-adjacent groups frankly said that they didn't want the tracks adjacent to their neighborhood because of negative impacts, that would be honest and straightforward. The specific impacts could be discussed and evaluated, in detail and taken into consideration.

But instead of doing this, speaking frankly for themselves in their own voice, they are instead purporting to speak for the city as a whole, and for their neighbors in the name of abstractions no-one can object to. Their web site call for "SMART PLANNING, and to support long-term mass transit plans that are sensible. This includes maximizing ridership, maximizing the positive impacts of mass-transit"

We're given to understand that these groups believe the route should detour along Venice and Sepulveda not because of their particular geographical issues, but rather because of the big picture, for the benefit of people living in those high-density neighborhoods, and the greater good of the city and region.

For some reason, we don't hear the residents of those neighborhoods rallying enthusiastically around this proposal -- not surprising, considering the traffic delays and problems the construction will cause, lasting for years.

Again: if the Smart Rail neighbors have specific environmental concerns, let them make their case. But let them make their own case, not pretend to make ours.



**Perry, Christopher L**

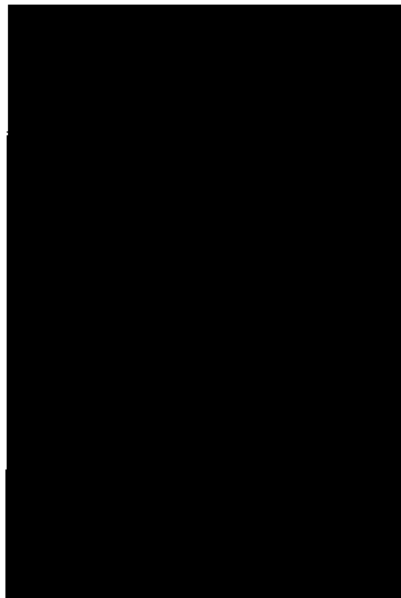
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**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Friday, March 16, 2007 12:32 PM  
**To:** Phase2  
**Subject:** Scoping Comment

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[REDACTED]  
**Sent:** Thursday, March 15, 2007 4:48 PM  
**To:** Sandberg, Joel (expo)  
**Subject:** Expo Line

Joel -- I am a homeowner in Cheviot Hills (10513 Troon Avenue) and strongly support the Expo Line Phase II passing through Cheviot Hills along the pre-existing right of way. It will be an opportunity to reduce traffic congestion on the Westside, provide easier access to the area, and efficiently and cost-effectively expedite the process of having light rail for our community.



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3/20/2007



**Perry, Christopher L**

---

**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Friday, March 16, 2007 4:08 PM  
**To:** Phase2  
**Subject:** Scoping Comment

[REDACTED]  
**Sent:** Thursday, March 15, 2007 9:06 PM

**To:** Sandberg, Joel (expo)

[REDACTED]  
**Subject:** EXPOSITION LIGHT RAIL EXTENSION

Dear Mr. Sandberg,

I am writing to express my opposition to the proposed light rail extension along the Northvale/Exposition right-of-way through Cheviot Hills.

My concern stems from several factors, the major ones being:

1. Concern for the safety of children (along with their teachers and parents) at the Overland Elementary School
2. Concern over the increased traffic in the neighborhood, which is already at the breaking point due to the increased development of Century City and the Fox Studios expansion. "Traffic calming" measures have actually resulted in more traffic through the neighborhood, and near-gridlock at peak hours.
3. It would seem that the primary ridership would be located along the Venice Boulevard route, rather than in the Cheviot area.
4. The noise and vibration caused by the construction and operation of the rail line would have a significant negative impact on the quality of life in the neighborhood, and would result in a diminution of property values.
5. Access to the 10 freeway (already difficult along Overland and Manning at peak hours) would become even more limited.

I support the extension of the rail line along the Venice Boulevard corridor all the way to Lincoln Boulevard. As a "second choice," if you will, I would support the extension along the Venice/Sepulveda Alignment.

Thank you for your consideration.

Very truly yours,

[REDACTED]

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**Perry, Christopher L**

---

**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Friday, March 16, 2007 4:09 PM  
**To:** Phase2  
**Subject:** Scoping Comment

[REDACTED]  
Sent: Thursday, March 15, 2007 9:29 PM

To: Sandberg, Joel (expo)

Subject: route of expo line should be the direct line along existing right of way

I feel strongly that the expo rail should run the most direct route to downtown Los Angeles. This is only route that connects to westside pavillion where they are currently building a large cinema center.

The opposition of a few homeowners should not stand in the way of the public good.

[REDACTED]

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<http://tv.yahoo.com/collections/265>

**Perry, Christopher L**

---

**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Friday, March 16, 2007 4:10 PM  
**To:** Phase2  
**Subject:** Scoping Comment

[REDACTED]

**Sent:** Thursday, March 15, 2007 10:36 PM  
**To:** Sandberg, Joel (expo)  
**Subject:** Phase 2 recommendations

Dear Mr. Sandberg,  
I oppose the Expo Light Rail Phase II ROW through Cheviot Hills because of concerns mainly in connection to its proximity to Overland Avenue School. I am a retired child psychiatrist (M.D.) and I have no connection to any child or teacher at that school. I speak purely from a professional background.

The noise and vibration connected with the operation of the Light Rail is physically and emotionally not good for small children. It equally applies beforehand to the process of building the crossing, the station and the parking structure. Additionally, the sheer proximity of the station to the School, will be perceived as an open invitation to a child molester or to a parent who might want to abduct his child (custody disputes etc.) when children walk to or from school. The noise and sight of passing trains will be distractive from the learning process. The noise may even have a negative impact on children's hearing acuity. The idea of the ROW through Cheviot Hills is the wrong way to go.

Sincerely,

[REDACTED]

**Perry, Christopher L**

---

**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]

**Sent:** Friday, March 16, 2007 4:23 PM

**To:** Phase2

**Subject:** Scoping Comment

---

**Sent:** Friday, March 16, 2007 7:48 AM

**To:** Sandberg, Joel (expo)

**Subject:** RE: Scope Meeting 3/15/07

Dear Mr. Sandberg:

I was at the Scope meeting last night and spoke with a few of the representatives. One question I couldn't seem to get answered was where they were going to get the room to put light rail up Sepulveda if that alternative is chosen. One gentlemen said it would only require 28 feet for one line going north and one line going south and that we had the "meridian" which was 28 feet. I said I didn't quite understand what the "meridian" was and that it was a 2 lane each way with parking on either side with no additional space. Was one lane of traffic to be lost in each direction, parking availability on Sepulveda to be taken away, or the sidewalk....where was this 28 necessary feet to be taken from and he said he didn't know. My question is if you decided that the 28 feet was available where exactly are you getting it from?

Thank you for your time and response in advance.

Sincerely,

[Redacted Signature]

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3/20/2007

**Perry, Christopher L**

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**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Monday, March 19, 2007 10:05 AM  
**To:** Phase2  
**Subject:** Scoping Comment

[REDACTED]  
**Sent:** Monday, March 19, 2007 9:05 AM

**To:** Sandberg, Joel (expo)

[REDACTED]  
**Subject:** Expo Transit Phase 2

Dear Mr. Sandberg,

I would like to go on the record as officially *opposing* the light rail system to continue along the Exposition Right of Way. The Venice Sepulveda route is a far more logical and practical route as both Venice and Sepulveda are major traffic streets and would have far less impact on families and the environment and would better serve the rider-ship demographic.

I live in the Westwood Gardens neighborhood, right on the border of Cheviot Hills, on Malcolm Ave. I have two small children attending Overland Elementary.

I feel it is a danger to the children at Overland Ave. Elementary school, and has absolutely no place running through these quiet communities and businesses which are located along the Westside.

I also feel the disruption of a rail system crossing Overland Ave will cause even more delays along that street. I also think the noise, vibration and dust factor should be considered as well.

Please add my say in the matter to the appropriate agencies.

Thank you for your involvement.

[REDACTED]

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No virus found in this outgoing message.

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Version: 7.5.446 / Virus Database: 268.18.13/725 - Release Date: 3/17/2007 12:33 PM

3/20/2007

**Perry, Christopher L**

[REDACTED]  
**Sent:** Saturday, March 17, 2007 11:20 AM

**To:** Phase2

**Subject:** Phase 2 Expo Line Project

For your sincere consideration, If all else fails and the only solution should be the Exposition line (old railroad tracks), **Please make sure to have the light rail tracks UNDER Overland; Westwood; Military and Sepulveda Boulevards.** Any grade crossings on those streets would be disastrous for traffic. Overpasses would ruin this neighborhood once and for all.

[REDACTED]

3/20/2007

**Perry, Christopher L**

---

**Sent:** Thursday, March 15, 2007 3:42 PM

**To:** Phase2

**Subject:** Phase 2 Expo Line Project

Dear Expo line Project, Don't build the light rail on South Venice Blvd and Sepulveda Blvd. Because of it will hurt their businesses while construct on both blvds. that will too longer with light traffic and concern for safety. Best to build on old railroad at The Palms/Cheviot/Rancho Park right-of-way to save time and money to run through with beautiful landscape and bike paths.

Thank you from [REDACTED]

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**Perry, Christopher L**

---

[REDACTED]  
**Sent:** Thursday, March 15, 2007 4:14 PM

**To:** Phase2

[REDACTED]  
**Subject:** ideas for Expo phase 2

1. Secure bike racks and lockers need to be an integral part of all station designs. Provide parking only for bikes, scooters, motorcycles and neighborhood electric cars.
2. Bicycle connectivity to the stations from the adjacent communities and streets need to be well planned as an alternative to providing conventional car parking at the stations.
3. This is a rail with bike trail project. Fully fund the parallel bikeway along the entire Phase I and II route, including to connect with the Beach bike Trail in Santa Monica.
4. Use the original MTA alignment. Get the community of Cheviot Hills to assess themselves to deck the right of way in Cheviot Hills if they don't want to be aware of the Expo rail line.

[REDACTED]

3/20/2007

**Perry, Christopher L**

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[REDACTED]  
**Sent:** Thursday, March 15, 2007 10:23 PM

**To:** Phase2

[REDACTED]  
**Subject:** Expo

**Attachments:** Expo.doc

Please see attachment.



March 20, 2007  
To: Joel Sandberg  
707 Wilshire Blvd.  
Los Angeles, CA 90017

**Re:Exposition Corridor Transit Project Phase 2**

I have attended the March 15 scoping meeting and am very much opposed to the Exposition ROW Alignment; the Venice/Sepulveda alignment will serve more riders and eliminate disturbing a prime residential area. We don't need the noise, the vibrations, and the ugly and dangerous overpasses (especially next to Overland school). The Light Rail Transit in the Exposition Row, will cause an increase in traffic through residential streets, decrease parking spaces and endanger children playing on these streets, and adversely affect property values.

**GO WITH THE VENICE/SEPULVEDA ALINMENT!**

Sincerely,



**Perry, Christopher L**

---

[REDACTED]  
**Sent:** Saturday, March 17, 2007 7:55 AM

**To:** Phase2  
[REDACTED]

**Subject:** Comments on Phase 2 (Exposition Corridor Transit Project).  
[REDACTED]

1. The alternative seems more expensive.
2. The alternate route is longer and will increase transit times.
3. The alternate route utilizes too many city streets and will cause congestion and increase accidents.
4. Any station at Overland (Exposition Route) should provide only minimal parking to reduce street congestion.
5. A bridge over Overland would block views and would be expensive.
6. An underground route through Cheviott Hills would alieve many concerns (noise, eye sore, etc.)
7. The alternate route will increase danger to pedestirans over and above that of the Exposition route.

**Perry, Christopher L**

---

**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Thursday, March 15, 2007 10:04 AM  
**To:** Phase2  
**Subject:** Scoping Comment

---

[REDACTED]

**Sent:** Wednesday, March 14, 2007 10:17 PM  
**To:** Sandberg, Joel (expo)  
**Subject:** Light Rail

**My neighbors and I believe that mass transit should be aligned along commercial, high density corridors where the most riders exist, and where there are opportunities for transit oriented development -- not through single family residential neighborhoods. PLEASE don't make our neighborhood more noisy and less safe, while at the same time ignoring the vast population of riders on Venice Boulevard. If the light rail continues down Exposition, the cost of mitigation and litigation alone will far outweigh the cost of the route down Venice. If you had school aged children, you would not want the light rail so close to their school, or their homes. There is no reason to infringe on the rights of thousands of single family residences when a much more appropriate route is available. The State's interest here cannot possibly outweigh the negative impact on our neighborhoods.**

[REDACTED]

3/20/2007

**Perry, Christopher L**

---

**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Monday, March 12, 2007 3:29 PM  
**To:** Phase2  
**Subject:** Scoping Comment

---

[REDACTED]

**Sent:** Sunday, March 11, 2007 10:47 PM  
**To:** Sandberg, Joel (expo)  
**Subject:** question re phase 2 expo line

Dear Mr. Sandberg,  
My husband and I are looking to buy a home in Santa Monica. During our research, we discovered that phase 2 of the Expo line may directly intersect with the home and neighborhood we are looking at (1826 34th Street, Santa Monica 90404 - Stewart Park). We understand this is still in the planning stages and nothing has been approved, but we were wondering if you could please provide any info on what the impact would be to this or any other invloved neighborhood. We are hugely in favor of public transportation in LA and are so happy that this is slowly becoming a reality but we'd rather not buy this particular house to have it demolished in three to five years!

Thanks for any help you may provide.

[REDACTED]

---

The average US Credit Score is 675. The cost to see yours: \$0 by Experian.

3/20/2007

**Perry, Christopher L**

---

**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Tuesday, March 13, 2007 12:47 PM  
**To:** Phase2  
**Subject:** Scoping Comment  
**Attachments:** Scoping Meeting Comment Card\_Culver CityBus.pdf

[Redacted]

**Sent:** Monday, March 12, 2007 4:01 PM  
**To:** Sandberg, Joel (expo)

[Redacted]

**Subject:** Phase 2 Scoping Meeting Comment

Good afternoon, Joel.

Attached please find my comment card for Expo Phase 2.

Thank you.

Best,

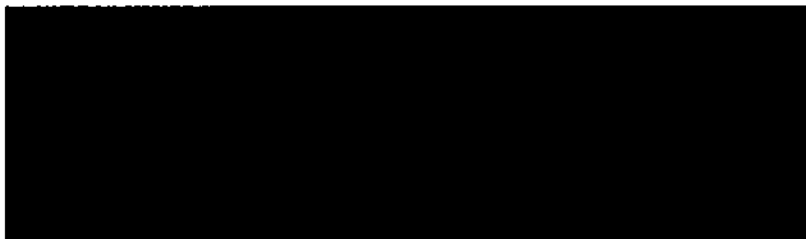
[Redacted]



# Expo

## Exposition Corridor Transit Project – Phase 2

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



I attended the following workshop (check one):

Tuesday, February 27

Tuesday, March 6

Wednesday, February 28

Thursday, March 15

Comments:

Please take into consideration that there will be a Culver CityBus Line 6 Rapid on Sepulveda Boulevard (anticipated to be operational by the end of 2008 as a part of the Metro Rapid Program). The existing Line 6 on Sepulveda is an important and heavily-used north-south bus line and would become a significant part of EXPO LRT's feeder bus network, which is a critical element to the success of the light rail line. Please consider having a station location on Sepulveda Boulevard for both of the proposed alignments for Phase 2.

**Perry, Christopher L**

---

**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Tuesday, March 13, 2007 6:00 PM  
**To:** Phase2  
**Subject:** Scoping Comment  
**Attachments:** neighborhood.jpg

[REDACTED]  
Sent: Tuesday, March 13, 2007 12:57 PM  
To: Sandberg, Joel (expo)

[REDACTED]  
Subject: Exposition Corridor ROW

Dear Mr. Sandberg,

As I am unable to attend the scoping meeting tomorrow evening, I would like to use this medium to express my views.

In principle, I support the Right-of-Way route for the line extension from Culver City to Santa Monica in spite of the fact that I live at [REDACTED]. I have had only good experiences with light rail in many places, including Los Angeles. What is more, my daughter occasionally stays at Kids Klub on Raymond in Pasadena. The lots backs right onto the Gold Line and I've never been annoyed by it.

Having said that, when at the car wash on the corner of Arroyo and California, I have found the bells at the California crossing rather loud. Fortunately, there are no homes nearby. However, bells should not be an issue because I strongly believe that the rail should not cross Overland and Sepulveda at street level. The traffic is far too great on these streets.

Impeding the traffic on Overland would aggravate a situation which concerns me much more that the issues of noise, property values, and child safety that some of the people in Cheviot Hills rant about. In spite of two speed humps (which seem not to work) there are people who use Northvale (red line on the map) as a way to avoid the route designed to carry traffic from Motor to Pico and Overland (green line). They drive fast -- I estimate up to 50 mph. Over about 25 years I have personally seen the results of three single car accidents, and I have lost a cat. If the Blue Line were planned to cross Overland at street level, I would strongly oppose that route.


The Venice-Sepulveda alternative is not attractive to me for the selfish

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reason that I would like easy access to the Blue Line. A brother who lived at one time in Melbourne, Australia, had a light rail in a trench right behind his back fence. I could walk out of his back yard right onto a station platform. In my location, I'd have to walk about five blocks. I can handle that!

About a quarter to a third of the residents of Cheviot Hills, I believe, favor the ROW route including at least two households on Northvale. The opponents have managed to capture the homeowners association but the appearance of neighborhood unanimity is a sham. The most vocal opponents were members of the board who were removed in a general election about two years ago. Many of them live on or near Motor and have little reason to be concerned about the Blue Line. In my opinion, they have seized on the light rail as an issue with which to regain their board positions. You may find it useful to be aware of this tomorrow.

With best regards



The opinions expressed herein are my own and do not reflect the policies of the California Institute of Technology or the National Aeronautics and Space Administration.

**Perry, Christopher L**

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**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Tuesday, March 13, 2007 6:35 PM  
**To:** Phase2  
**Subject:** Scoping Comment

[REDACTED]

Sent: Tuesday, March 13, 2007 4:03 PM  
To: Sandberg, Joel (expo)  
Subject: Exposition Light Rail Line

Hello,

I am a resident of Cheviot Hills, and want to make you aware both of my concerns, and my support for, the proposed Phase 2 Expo lightrail line.

Notwithstanding that running the line along Venice Blvd would make more sense given the greater density of the ridership population and the fact that it is largely a commercial district, I would support use of the existing Expo right-of-way ONLY if we could be assured that there would be grade separation—strongly preferring underground to overhead--- at the proposed Overland station.

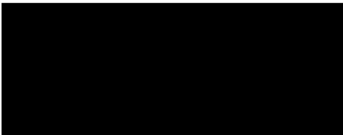
I feel the grade separation is critical for the following reasons: the proximity to the Overland school, the unimaginable traffic delays that would be incurred on Overland Ave if the stop were to be at grade, pedestrian safety issues, and the required horns that would be heard within a great distance of the purely residential quarter mile strip from Motor to Overland.

I understand that the city already owns this land, so running the train along Expo makes some degree of sense; I also have to believe that the expenditure incurred with going below grade would still be less costly than detouring on Venice.

If this could be accomplished, I think it would be a great solution, and of considerable benefit to the residents of Cheviot Hills. I plan to attend the scoping meeting tomorrow night and hope to meet you.

3/20/2007

Thank you for your consideration.



**Perry, Christopher L**

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**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Tuesday, March 13, 2007 6:35 PM  
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3/20/2007

Thank you for your consideration.



**Perry, Christopher L**

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**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Wednesday, March 14, 2007 5:36 PM  
**To:** Phase2  
**Subject:** Scoping Comment

[REDACTED]  
Sent: Monday, March 12, 2007 6:29 PM  
To: Sandberg, Joel (expo)  
Subject: Re: Light rail for Cheviot

[REDACTED]  
>Sent: Mar 12, 2007 5:21 PM  
>To: jsandberg@earthlink.net  
>Subject: Light rail for Cheviot

>  
>To Joel Sandberg:  
>  
> We live in Cheviot Hills and we support light rail to make our community accessible to public transportation. It will not diminish property values, but will probably increase them as the construction of the 10 freeway did. We live in a big city where traffic gridlock has become an important issue for everyone. Light rail will reduce pollution and provide an alternative to more cars and congestion. The right of way is already available and will reduce the cost of construction. Instead of using Venice which is already heavily congested with cars, the light rail on the ROW will benefit everyone.

**Perry, Christopher L**

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**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Wednesday, March 14, 2007 5:39 PM  
**To:** Phase2  
**Subject:** Scoping Comment

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[REDACTED]  
**Sent:** Monday, March 12, 2007 6:41 PM  
**To:** Sandberg, Joel (expo)  
**Subject:** Light rail

To Joel Sandberg,

Light rail is important for the whole city as well as Cheviot Hills. Public transportation is badly needed. There is growing traffic and gas prices are going up. We need to have alternatives to driving with one person and light rail will transport many more people and will not increase smog.

It makes sense to use the Exposition route since it is already available and is less costly than using Venice which is overcrowded with auto traffic and would cause more disruption.

More information is needed to make people aware of the possibilities and get the whole community involved instead of just a few opponents. [REDACTED]

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**Perry, Christopher L**

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**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Wednesday, March 14, 2007 6:49 PM  
**To:** Phase2  
**Subject:** Scoping Comment

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[REDACTED]

**Sent:** Tuesday, March 13, 2007 11:16 PM  
**To:** Sandberg, Joel (expo)  
**Subject:** Expo Light Rail - In support of using Cheviot Hills ROW

Dear Mr. Sandberg,

I am writing to express my **support** of the extension of the Expo Light Rail along the Expo right of way "through" Cheviot Hills. I am a homeowner and resident of Cheviot Hills and have been for many years. The Cheviot Hills Homeowners Association not only does not represent my opinion, but has never even solicited my opinion on this matter. Unfortunately, as a working mother of young children, attending evening neighborhood meetings on school nights is not a practical way for me to express my views. However, as a working mother of young children, I eagerly welcome the idea of there being nearby public transport that can be used by my children when they are older and by the many people that support our lives (teachers, housekeepers, gardeners, supermarket staff etc.). We need better public transport options in our neighborhood and it would be absurd to use anything but the existing ROW through Cheviot Hills to bring the Expo Light Rail to the West Side.

Regards,

[REDACTED]

**Perry, Christopher L**

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**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Thursday, March 15, 2007 9:23 AM  
**To:** Phase2  
**Subject:** Scoping Comment

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[REDACTED]  
**Sent:** Wednesday, March 14, 2007 9:52 AM  
**To:** Sandberg, Joel (expo)  
**Subject:** Expo Line Second Phase

I would like to request that you try to keep the Expo Line on the train right of way through Cheviot Hills and Rancho Park. I know that there are people in that area that are against the train coming through their neighborhood. However, the trains according to the MTA, can be made to run quiet through neighborhoods. If the trains are diverted along Venice & Sepulveda Blvds., it will add a lot of time for riders commuting between Santa Monica and Downtown LA. If the train transportation will not save time, people will not be willing to give up their cars to ride the train. I think it is important to try to keep the train on the Expo right of way track. Thank you.

**Perry, Christopher L**

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**From:** Sandberg, Joel (expo) [JSandberg@exporail.net]  
**Sent:** Thursday, March 15, 2007 9:56 AM  
**To:** Phase2  
**Subject:** Scoping Comment

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[REDACTED]  
**Sent:** Wednesday, March 14, 2007 5:15 PM  
**To:** Sandberg, Joel (expo)  
**Subject:** Expo line

I am one of those many people with an opinion on the Expo line. I strongly feel it should run along Venice rather than National. 1) Venice is a wider street. 2) Venice has more commercial development, multiple housing, and traffic. 3) In order for the Expo line to be effective (and successful in reducing traffic) it will be necessary to build huge parking structures, which would fit better in areas along Venice than on National and/or Overland.

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