

MAR 16 2007

### Exposition Phase 2 Comments

Exposition Metro Line  
Construction Authority  
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I want Expo Light Rail Phase 2 to continue along the Exposition Right of Way EX241, 1

I want Expo Light Rail Phase 2 to continue along the Venice/Sepulveda route

I want Expo Light Rail Phase 2 to continue down Venice Boulevard to Venice

**IF** it continues along the Exposition Right of Way:

use "cut and cover" technology from Motor to Sepulveda

Vibration - NO vibration whatsoever

Noise - NEEDS TO BE SILENT

Other: With the continuation of the Wilshire Blvd  
subway now being studied (and if it  
should be built) it seems to make no  
sense to have a light rail on Exposition  
which is only 2 miles from Wilshire. Venice  
would be a more prudent choice as it wouldn't  
compete with the same riders  
(attach extra sheet if needed)

Name  
(optional): \_\_\_\_\_

Address: \_\_\_\_\_

INEX2-00198

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March 15, 2007

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Mr. Joel Sandberg, P.E.  
Exposition Construction Authority  
707 Wilshire Blvd., 34<sup>th</sup> Floor  
Los Angeles, CA 90017

EX2461

RE: Expo Line

Dear Mr. Sandberg,

I am writing as a very concerned citizen and homeowner on Bentley Avenue between Exposition and Brookhaven. I am extremely concerned about having a light rail go either on Exposition or Sepulveda Boulevards. Either way it will impact my quality of life as I know it now.

My understanding is there may be an option of having the Light Rail proceeds down Venice Boulevard. Since Venice Boulevard is a very large street, mostly commercial buildings, this would make more sense.

I have worked in downtown Los Angeles for 10+ years. Going south on Sepulveda to catch a train on Venice would be easy to do. I have taken mass transit, Commuter Express for the past 5 years. There is not a day that goes by that the bus is ever full, coming or going. I completely understand our freeways are congested, but if the current method of mass transit is not be utilized by people on the West Side, what makes you think that the Light Rail will entice people to use mass transit???

The impact the Light Rail would have going through on either Exposition or Sepulveda would be great. I have ridden on the Gold Line and Blue Line and I can tell you first hand, the impact on the neighboring communities is not great. You can feel and hear the trains coming and going!! By taking the route down Venice Blvd. seems more logical. The street is wider, and again, there is definitely more commercial on Venice than Sepulveda Blvd. Even

though Sepulveda Blvd. is zoned as Commercial, if you drive from Venice to Olympic, the majority is residential.

Our family would like for you to reconsider the directly of the Light Rail. I cannot imagine the Light Rail adding value to our homes and adding quality to our lives.

I thank you for your time and look forward to the next meeting!



MAR 16 2007

**Exposition Light Rail Phase II Extension  
Statement of Concern**

Exposition Metro Lr  
Construction Author.  
Document Control

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

EX241.1

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 VIA EXPOSITION

I am concerned about the negative impacts of the LR on the Expo right of way (ROW) in our neighborhood because of :

- 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: PLEASE SEE ATTACHED

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Name \_\_\_\_\_  
Address \_\_\_\_\_

Mail by: \_\_\_\_\_  
787 Wilshire Blvd., 34th Floor, Los Angeles, CA 90017

Mr. Joel Sandberg  
Project Manager, Exposition Metro Line Construction Authority  
707 Wilshire Blvd. 34<sup>th</sup> Floor  
Los Angeles, CA 90017

March 13, 2007

Dear Mr. Sandberg,

I am a resident of Cheviot Hills and am opposed to the Light Rail plan that is slated to pass through our community on the Exposition Right of Way for several reasons, all of which relate directly to the safety, welfare and quality of life in the neighborhood my wife and I have chosen to raise our children in. In addition, we feel that while compromising those things, the plan as it exists will not appropriately meet its intended purpose in a way that benefits the city and potential users the best.

Even if there were not safety and logistical issues at hand (and we all know there are), the route is not a good choice for the greater City of Los Angeles. The route through Cheviot Hills is one that would limit rider-ship for the greater number of people by taking a route where potential rider-ship is far less due to the area's lower density of population. Other proposed routes to the south of this community provide access to far more people, and to a population that is more likely to use it on a routine basis. There are simply fewer people in this neighborhood who would find proximity to the rail useful while access to the rail by those who would find it useful would be limited.

Cheviot Hills is also a community that is already battling traffic problems due to cut through traffic on the Westside. As it is this community has been working with the city on traffic reduction strategies because the volume of traffic is problematic from a logistical and safety standpoint. Locating a station in Cheviot Hills, or its borders, would simply compound these problems. The idea of Light Rail should be to decrease traffic and parking issues. Not create them. By locating a station in this community both will become exacerbated due to people who would use the Light Rail needing to drive to this community and park their cars to do so - as opposed to walking or biking to a station that is located closer to the larger, more densely populated areas to the south. It would also create issues with much more traffic on Motor Ave. if rider-ship were to originate in, or travel to, Century City to the north. As it is, people using Cheviot Hills as a shortcut to Century City is a problem. Adding shuttle and commuter traffic destined to a station here just makes that worse. The proposal would also mean that many potential riders would still need to make use of their cars to reach the station in this area.

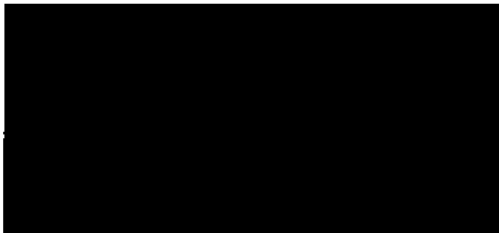
This plan also calls for the trains to pass by our children's school at Overland and

Ashby Ave. within 50 feet of classrooms creating not only distraction and sound problems for the school's learning environment but also creating great safety issues when children are present. The train would have to cross Overland Ave. right on the border of the schools boundaries and warning signals etc. would greatly increase already problematic sound issues. Also, as kids go to and from school they would need to cross these tracks or walk in proximity to them.

Another aspect which my family finds very troubling is the fact that the Light Rail on the Exposition route will require the removal of the foot bridge that connects our community to it's only neighborhood park. The proximity of Palms Park and the ability to access it safely and easily was a major reason my wife and I chose this neighborhood to raise our children. The footbridge that crosses the Exposition rail line and connects Northvale Rd. with the Palms Park on Overland Ave. is vital to our children's ability to access their only local playground safely and easily. By cutting off that access, our only alternative routes to the park make reaching park on foot highly impractical and unsafe. It would require that the children take a route that involves walking on major thoroughfares and makes what was a safe 5 minute walk become an unsafe 20 plus minute walk. Driving to the park simply puts more cars on the road and creates parking issues at the library which shares the parking area with Palms Park. This essentially makes the park not an option for our family on the routine basis that they have become used to.

The bottom line is that the Light Rail proposal for Cheviot Hills would create unacceptable safety issues while failing to meet it's intended goal for the greater amount of people. Therefore, it makes less sense than other proposed routes where rider-ship would be increased and safety issues could be mitigated. It is for this reason that we strongly urge that the planned Light Rail route not be approved for the Cheviot Hills community.

Thanks for your consideration,





# Expo

INEX 2-00172

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Exposition Metro Line  
Construction Authority  
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EX 241.1

## Exposition Corridor Transit Project – Phase 2

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

Name: \_\_\_\_\_

Affiliation: \_\_\_\_\_

Address: \_\_\_\_\_

Phone/Email: \_\_\_\_\_

I attended the following workshop (check one):

Tuesday, February 27

Tuesday, March 6

Wednesday, February 28

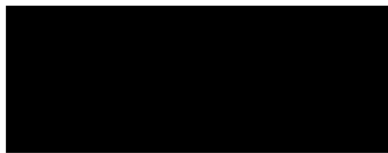
Thursday, March 15

Comments:

I DID NOT ATTEND A MEETING BUT I REVIEWED  
 EXPO PHASE II PLANS ONLINE. I THINK THAT  
 EXPO SHOULD FOLLOW THE RIGHT OF WAY AND  
 NOT THE VENICE DIVERSION PATH. THE  
 STATION LOCATIONS ARE VERY ~~NEAR~~ GOOD. I  
 HOPE THAT THE SANTA MONICA TERMINUS CAN  
 BE ELEVATED OR IN A SUBWAY DUE TO  
 THE DENSITY OF THE AREA. PLANS SHOULD  
 BE MADE TO SOMEHOW CONNECT EXPO TO  
 (A) THE FUTURE CRENSHAW LINE, (B) THE FUTURE  
 GREEN LINE EXTENSION AND (C) THE FUTURE  
 PURPLE LINE SUBWAY IF AT ALL POSSIBLE.

THANK YOU.

INEX2-00178  
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EX241.1  
MAR 15 2007



Mr. Joel Sandberg, P.E.  
Project Manager  
Exposition Metro Line Construction Authority  
707 Wilshire Boulevard, 34<sup>th</sup> Floor  
Los Angeles, CA 90017

Exposition Metro Line  
Construction Authority  
Document Control

Re: Support for use of Exposition Right of Way for Phase 2, Exposition Corridor

I am a resident of Cheviot Hills.

I support extension for Phase 2 of the Exposition Corridor transit project along the existing Right of Way. As it is the more direct route of the two routes being considered, and would be built along property already owned by the MTA, it is also the less expensive option.

Although a very vocal, and litigious, portion of the Cheviot Hills community opposes this route, this tiny portion of the city's population should not be allowed to dictate development decisions. The potentially negative effect on a small number of property values in Cheviot Hills cannot possibly outweigh the certainly negative effect of increased traffic affecting thousands of commuters along Venice and Sepulveda Boulevards if the route is detoured to those thoroughfares. Nor should appeasing these relatively few households consequently cost the transit authority millions of dollars in increased property acquisition costs along Venice and Sepulveda Boulevards and construction costs for a less efficient route. Finally, those homeowners' interests should not be given priority over the interests of riders whose commutes would be increased by some amount as a result of a less efficient route.

That said, the right of way route must avoid creating additional traffic in West Los Angeles by building below grade crossings at major intersections in residential areas (Overland and Westwood Boulevards in particular). The students at Overland Avenue School must not be subjected to whistle blowing, bells, etc that would accompany an at-grade crossing at Overland.

I would certainly support a station at Sepulveda Boulevard, with parking below ground and direct access from the 405 and 10 Freeways. A fleet of shuttle buses going from the station to major local stops (Century City, Westside Pavilion, UCLA, etc) would increase ridership dramatically.

Please contact me if I can be of assistance in planning.



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IN EX 2 - 00169  
MAR 15 2007  
EX 241.1  
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### Read Message

From: [Redacted] [Save to Address Book](#)

To: jsandberg@exporail.net

Subject: Light rail

Date: Mon, Mar 12, 2007 05:40 PM

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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 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 comm involved instead of just a few opponents.



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Exposition Metro Line Construction Authority  
707 Wilshire Blvd, 34<sup>th</sup> Floor  
Los Angeles, CA 90017

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EX 241.1  
MAR 15 2007

Exposition Metro Line  
Construction Authority  
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March 12, 2007

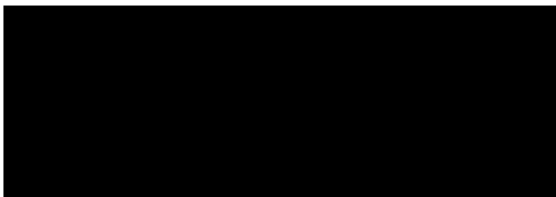
Dear Mr. Joel Sandberg / Project Manager,

My name is Albert H. Kaneshiro and I am a Licensed Architect in California who lives at 2925 Veteran Avenue, Los Angeles, CA 90064. I grew up on 2738 South Sepulveda Blvd, where my parents still live in their house. With regards to the Proposed Expo Light Rail Phase II Extension through the Westside of Los Angeles, I have the following comments:

1. **I support the Expo Light Rail Phase II Extension route all the way down Venice Boulevard to Lincoln Boulevard.**
  
2. **I oppose the Expo Light Rail Phase II Extension through the Expo R.O.W. because of the following concerns:**
  - a. Noise
  - b. Vehicular traffic congestion at crossings
  - c. Proximity to Overland Avenue Elementary School
  - d. Loss of Property values
  - e. vibration
  
3. **I oppose the Expo Light Rail Phase II Extension through the Venice / Sepulveda Alignment because of the following concerns:**
  - a. Not enough street width for Light Rail and multiple vehicular lanes
  - b. Noise
  - c. Vehicular traffic congestion at crossings
  - d. Proximity to Charnock Avenue Elementary School
  - e. Loss of Property values
  - f. Vibration

Your assistance to this matter is greatly appreciated.

Sincerely,





# Expo

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/NEX2-00160  
MAR 15 2007  
EX 241.1  
Exposition Metro Line  
Construction Authority  
Document Control

## Exposition Corridor Transit Project – Phase 2

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

Name:

[Redacted Name]

Affiliation:

\_\_\_\_\_

Address:

[Redacted Address]

Phone/Email:

\_\_\_\_\_

I attended the following workshop (check one):

Tuesday, February 27       Tuesday, March 6

Wednesday, February 28       Thursday, March 15

Comments:

WE SUPPORT EXPO LITE RAIL PHASE II DOWN VENICE BLVD TO LINCOLN BLVD  
WE ALSO SUPPORT PHASE II DOWN VENICE / SERILVEDA  
WE STRONGLY OPPOSE PHASE II IN THE CHEVIOT AREA  
IT DOESN'T MAKE SENSE TO DESTROY A NEIGHBORHOOD BY ADDING MORE THAN WE  
ALREADY HAVE, OF TRAFFIC & POLLUTION  
OVER THE MANY YEARS OF PROJECTED USE, PLEASE CONSIDER STRONGLY, THE  
POTENTIAL & MORE VIABLE USE OF LITE RAIL DOWN VENICE BLVD.  
DON'T DESTROY CHEVIOT HILLS!



# Expo

INEX2-00158

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EX 241.1

MAR 15 2007

Exposition Metro Lin  
Construction Authority  
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## Exposition Corridor Transit Project – Phase 2

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

Name:

Affiliation:

Address:

Phone/Email:

I attended the following workshop (check one):

Tuesday, February 27

Tuesday, March 6

Wednesday, February 28

Thursday, March 15

Comments:

I wish to register my support for this project,

especially for routing it on the old right-of-way

through Cheviot Hills. This route is far more practical

than the other choice. With the Pasadena Gold Line we have

seen how trains must go more slowly on city streets

— and that the consequent lengthening of commute times

discourages ridership. Not to take advantage of the right-of-way's

efficiencies seriously compromises the overall project and

Comments can be handed in at the meeting or sent to Joel Sandberg, 707 Wilshire Blvd., 34<sup>th</sup> Floor, Los Angeles, CA 90017, Tel: (213) 922-3976, Phase2@exporail.net or www.buildexpo.net

privileges a few Cheviot Hills residents at the expense  
of the greater mass of potential riders.

INER-0223  
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MAR 19 2007

Exposition Metro Line  
Construction Authority  
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From: [Redacted]  
To: [Redacted]  
Subject: light rail for cheviot  
Date: Mar 10, 2007 2:09 PM  
To Joel Sanberg, Project Manager,

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 building of the 10 Freeway did. We in live in a big city wher traffic gridlock has become an important issue for everyone. Light rail will reduc pollution and provide an alterantive 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.

[Redacted]

EX24.1



# Expo

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MAR 19 2007

Exposition Metro Line  
Construction Authority  
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## Exposition Corridor Transit Project – Phase 2

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

Name: \_\_\_\_\_  
 Affiliation: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Phone/Email: \_\_\_\_\_

I attended the following workshop (check one):

Tuesday, February 27

Tuesday, March 6

Wednesday, February 28

Thursday, March 15

Comments:

I have children at Overland elementary school and I feel that there is not enough safety measures being taken. Also, being ground level is unsafe not to mention the traffic situation at every crossing will be disastrous. I do not believe that the Exposition corridor is well thought out. Mass transit is obviously greatly needed but not at the sacrifice of the safety of children and the disruption and great inconvenience of thousands of families. I believe more thought and better planning is needed for a successful project.

INEX2 - 00098

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EL 110

MAR 06 2007

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March 1, 2007

Mr. Joel Sandberg, P.E.  
Project Manager, Exposition Metro Line Construction Authority  
707 Wilshire Blvd., Suite 3400  
Los Angeles, California 90017

Re: MTA/Exposition Authority - Aqua Light Rail Line  
Comments Regarding NEPA and CEQA Requirements and  
The EIR/EIS Issues That Must Be Analyzed

Dear Mr. Sandberg:

Although I support public transit, I am strongly opposed to the proposed "Aqua" Light Rail Line route on the Exposition right-of-way (ROW) running from the Robertson/Venice station to the intersection of Exposition and Sepulveda Boulevards traversing through single-family and multi-family residential neighborhoods. It will permanently eliminate the existing quality of life for these neighborhoods and pose numerous safety and traffic problems. Additionally, I believe that the Exposition ROW route would not achieve the ridership potential of the Venice Boulevard route which is closer to major employment and commercial centers, dense multi-family residential neighborhoods, and tourist destinations.

### Project Alternatives

However, since the Exposition ROW and the Venice Boulevard routes are proposed to be studied in the joint Environmental Impact Report/Environmental Impact Statement (EIR/EIS), many issues need to be properly analyzed and included in the EIR/EIS. An adequate number of feasible alternatives need to be studied and considered that also serve the purpose of relieving traffic congestion and providing alternative transportation with the greatest possible ridership. The Alternatives in the EIR/EIS need to address routes, locations of stations, park and ride lots, and parking structures, line design and methods of crossing public rights-of-way (i.e., at grade, cut and cover, and a fully subterranean enclosed design similar to a subway), and the frequency of the light rail trips. Aerial

designs should not be considered for residential areas due to noise impacts, visual blight and lack of privacy for residents.

Five alternatives were presented in the scoping meetings (Light Rail Exposition ROW alignment, Light Rail Exposition ROW/Venice/Sepulveda alignment, Bus Rapid Transit Exposition ROW alignment, No Build, and Transportation Systems Management). An additional alternative should be included in the EIR/EIS that would run westward from the Venice/National Station (the end of the Aqua Line Phase 1) along Venice Boulevard until it dead ends just east of Venice Beach in order to provide an adequate alternatives analysis. This Venice Boulevard Alternative would meet the project objectives in that it is feasible to construct; it would serve a large ridership on the west side of Los Angeles; and it would connect to other existing public transportation such as the existing Santa Monica, Culver City, and MTA bus lines that intersect this route at locations such as Lincoln Boulevard and Sepulveda Boulevard. Santa Monica Bus Lines 1, 2, 3, and 14, Culver City Bus Lines 2, 3 and 6, and the MTA Bus Lines 33, 333 and R3 all intersect Venice Boulevard in this alternative.

Furthermore, if a Rapid Bus option along the Exposition ROW alignment is to be analyzed as an alternative in the EIR/EIS a Rapid Bus option should also be analyzed as an option along the Exposition ROW/Venice/Sepulveda alignment and the Venice Boulevard Alternative alignment.

### **Potentially Significant Impacts**

All routes will have potentially significant impacts in the areas of transportation and traffic (including traffic congestion and parking impacts), noise and vibration, aesthetics (light, glare, views, shade and shadow), air quality, geology and soils, hydrology and water quality, seismic safety, hazards, public services, open space, land use, population, employment and housing, and economic impacts. Both construction and permanent on-going operation impacts must be assessed. Cumulative impacts must also be assessed for all alternatives in the EIR/EIS.

### **Transportation and Traffic**

Traffic counts to establish existing conditions and levels of service must be taken during AM and PM peak periods, on Saturdays, and during non-peak periods at each intersection with public rights-of-way for each route studied, along with numerous additional intersections that would be impacted. The route on the Exposition ROW alignment must include future levels of service analysis based upon each design method (at grade, cut and cover, and fully enclosed subterranean). Many of the signalized intersections and roadway segments on the primary arterial corridors in the vicinity of the proposed Exposition ROW alignment already appear to exceed acceptable levels of service (LOS D or less) with extensive delays and queuing (operating at LOS E and LOS F). Intersections and roadway segments operating at LOS E and LOS F would only

be significantly worsened by the use of at grade crossings. The threshold of significance needs to be clearly defined and future conditions need to be assessed. An appropriate threshold of significance should be established as exceeding a LOS D by 2 percent or greater or by increasing intersections operating at LOS E or LOS F by 2 percent or greater. Traffic counts must be taken when UCLA classes are in session during the Fall, Winter and/or Spring Quarters. Traffic counts taken during the summer, and during breaks between Fall, Winter, and Spring Quarters would not accurately reflect the traffic impacts for the Exposition ROW alignment. The following intersections should be included in the traffic counts and analysis for the Exposition ROW alignment:

- The intersections of Exposition Boulevard (and/or Exposition ROW) at Motor Avenue, Overland Avenue, Westwood Boulevard, Military Avenue, Sepulveda Boulevard, and Sawtelle Boulevard.
- The intersections of Pico Boulevard at Motor Avenue, Beverly Glen Boulevard, Patricia Avenue, Manning Avenue, Overland Avenue, Westwood Boulevard, Military Avenue, Sepulveda Boulevard, Sawtelle Boulevard, Barrington Avenue and Bundy Drive.
- The intersection of Motor Avenue and Manning Avenue.
- The intersections of National Boulevard at Overland Avenue, Westwood Boulevard, Military Avenue and Sepulveda Boulevard.
- The intersections of Olympic Boulevard at Beverly Glen Boulevard, Patricia Avenue, Manning Avenue, Overland Avenue, Westwood Boulevard, Military Avenue, Sepulveda Boulevard, Sawtelle Boulevard, Barrington Avenue and Bundy Drive.
- The intersections of Santa Monica Boulevard at Beverly Glen Boulevard, Patricia Avenue, Manning Avenue, Overland Avenue, Westwood Boulevard, Sepulveda Boulevard, Sawtelle Boulevard, Barrington Avenue and Bundy Drive.

In addition to intersection analysis, roadway segments on Westwood Boulevard, Overland Avenue, Westwood Boulevard, Sepulveda Boulevard and Sawtelle Boulevard should also be analyzed for their existing levels of service and the future levels of service with the proposed project for each proposed design.

Impacts will occur to off ramps at the I-10 freeway and Overland Avenue, the I-10 freeway at National, the I-10 freeway at Motor/Manning, the 405 Freeway at National, and the 405 Freeway at Olympic Boulevard. The existing and future conditions must be analyzed. Additionally, since there is a proposal to convert Olympic and Santa Monica Boulevards into one-way streets, these changes must be analyzed for impacts and included in the cumulative projects list. Analysis

needs to be conducted of the overall cumulative impacts to the street network along each proposed route. Construction traffic impacts which include truck haul routes, and truck and equipment waiting areas need to be studied.

### **Air Quality**

Air quality impacts need to be studied for cars idling at all of the intersections listed above for an at grade design. Impacts to residential neighborhoods for on-street parking need to be analyzed within a ¼ mile radius of any park and ride lots and light rail stations. Air quality impacts from the park and ride lots and within a ¼ mile radius of the stations should be analyzed.

Trucks, equipment, and construction worker vehicles should not be allowed to idle or park on public streets in residential neighborhoods but rather on the right-of-way property. Air quality impacts from construction vehicles and construction worker vehicles must be analyzed.

### **Noise and Vibration**

Noise and vibration studies must be conducted based upon all possible designs being studied (such as at grade, cut and cover, aerial, and fully enclosed subterranean) at multiple distances (within ¼ mile and ½ mile radii along each route). The studies should take into account the proposed speed of the trains. Trains should be limited to a maximum of 25 miles an hour at any location and 15 miles per hour in residential neighborhoods. Sound walls should be designed into the project and analyzed at different heights with the at grade and cut and cover designs to ensure that any noise that is generated from the light rail trains will not ever exceed 45 decibels at the closest property lines of residential property along the Exposition ROW alignment. Since noise industry standards indicate that 45 decibels is the sound level of a quiet residential neighborhood, this would be a reasonable threshold of significance. Impacts to quality of life including hearing loss and sleep loss need to be analyzed at various decibel levels that can be anticipated. Impacts to sensitive receptors such as children at the Overland Avenue Elementary School must be analyzed. Noise and vibration analysis also needs to be conducted for the construction impacts of trucks, equipment, and workers. Construction should not occur on Saturdays, Sundays and Holidays, nor between 6 pm and 8 am on week days.

### **Aesthetics**

If aerial designs are considered in commercial areas to cross over intersections, shade and shadow analysis should be included.

Light and glare impacts need to be studied along all routes considered in terms of the rail cars themselves, any lighting fixtures along the routes and at stations, and vehicles arriving and leaving from stations and park and ride lots.

### **Public Services**

Impacts to police and fire protection services resulting from crime and light rail safety must be analyzed.

### **Geology & Soils/Hydrology & Water Quality/Hazards & Hazardous Materials**

Studies to analyze any impacts to the soils and stability of the surrounding area, impacts to the water table, and impacts from possible hazardous chemicals such as methane must be conducted.

### **Utilities**

Impacts to utility systems (sewer, water, waste water, storm drain, natural gas, electrical, telephone and fiber optic lines) during construction should be included.

### **Land Use, Recreation and Open Space**

Any consideration of developing transit-oriented villages along the routes or any changes in land uses resulting from the proposed EIR/EIS alternatives should be considered.

The loss of open space should be analyzed for each of the EIR/EIS alternatives. Greater preservation of open space for both recreational and transportation purposes could be achieved by selecting a route along Venice Boulevard and using the Exposition ROW alignment for a bike route and open space purposes.

Impacts resulting from the loss of any existing residential or commercial land uses to accommodate the proposed rail routes and the corresponding stations and park and ride lots/structures must be analyzed.

### **Fiscal Analysis**

Fiscal analysis needs to be included that will address economic impacts to property values in the communities along the routes, both in terms of impacts to the residential neighborhoods and to commercial and industrial centers. Economic impacts resulting from the loss of any existing residential or commercial land uses needed to accommodate the proposed rail routes and the corresponding stations and park and ride lots/structures must be analyzed. Cost estimates of each proposed design alternative should be provided.

### **Population, Housing and Employment**

Population, demographics, income, and average number of vehicles per household/place of employment and how that affects potential ridership should also be analyzed in relationship to each of the routes studied.

**Conclusion**

Please ensure that all of these issues are properly addressed in the preparation of the Environmental Impact Report/Environmental Impact Statement and that corresponding mitigation measures are provided for the impacts identified for each alternative. Although a 45-day comment period is all that is legally required, I would also request that the public be given 60 days to have sufficient time to review and comment on the Draft EIS/EIR. Please place me on your mailing list to notify me when the results of the Alternatives Analysis are complete and available and when the Draft EIS/EIR becomes available.

Sincerely,



Cc: Terri Tippit, President, West Of Westwood  
Homeowners Association  
Colleen Mason, Light Rail Committee Chair,  
Cheviot Hills Homeowners Association  
Loren Kosmont, Westwood Gardens  
Civic Association  
Neighbors For Smart Rail



# Expo

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MAR 1 8 2007

Exposition Metro Line  
Construction Authority  
Phase 2  
Design and Control

## Exposition Corridor Transit Project - Phase 2

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

Name: \_\_\_\_\_

Affiliation: \_\_\_\_\_

Address: \_\_\_\_\_

Phone/Email: \_\_\_\_\_

I attended the following workshop (check one):

Tuesday, February 27

Tuesday, March 6

Wednesday, February 28

Thursday, March 15

### Comments:

THE SOONER THE LINE GETS TO SANTA MONICA THE BETTER. AS FOR WHICH ROUTE SHOULD BE TAKEN, THE BASIC QUESTION IS THIS: IF THE RESIDENTS (THOUGH ONLY SOME, NOT ALL) OF CHEVY HILLS AND RANCHO PARK WERE NOT SO VEHEMENTLY OPPOSED TO THE EXPOSITION BLVD. ROUTE, WHICH ONE WOULD THE STAFF RECOMMEND AND THE BOARD ADOPT? THE OBVIOUS CHOICE WOULD BE EXPOSITION. THAT'S WHY YOU BOUGHT IT IN THE FIRST PLACE. IT'S ALREADY VIRTUALLY CLEARED AND CAN BE BUILT ON WITH MINIMAL DISRUPTION TO TRAFFIC AND PROPERTY OWNERS, WHICH IS CERTAINLY NOT THE CASE WITH THE VENICE/SEPULVEDA JOG. IF YOU PICK THAT ALTERNATIVE, YOU WILL ONLY CREATE A DIFFERENT GROUP OF ANGRY OPPONENTS, IN THIS CASE BUSINESSES WHO WILL SUE UNLESS YOU PROVIDE COMPENSATION FOR LOST BUSINESS, AND I CAN'T BELIEVE THE CITY OF LA WOULD LET YOU CREATE TRAFFIC BOTTLENECKS ON TWO MAJOR ARTERIES

Comments can be handed in at the meeting or sent to Joel Sandberg, 707 Wilshire Blvd., 34<sup>th</sup> Floor, Los Angeles, CA 90017, Tel: (213) 922-3976, [Phase2@exporail.net](mailto:Phase2@exporail.net) or [www.buildexpo.net](http://www.buildexpo.net)

IN WEST LA, VENICE, NOT WHEN THERE IS A MORE SENSIBLE ALTERNATIVE.



# Expo

## Exposition Corridor Transit Project – Phase 2

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

Name: \_\_\_\_\_

Affiliation: \_\_\_\_\_

Address: \_\_\_\_\_

Phone/Email: \_\_\_\_\_

I attended the following workshop (check one):

Tuesday, February 27

Tuesday, March 6

Wednesday, February 28

Thursday, March 15

Comments:

How can I help? When can I ride the Expo?  
Finally an alternative to the car! It has almost become impossible to leave the Westside during the main drive times.

The presentation was <sup>A</sup>very good overview. The Culver City jog would seem to add unnecessary cost and time to the project. I support using the Exposition/Olympic right of way and look forward to being notified of future meetings.



HAND DELIVERED

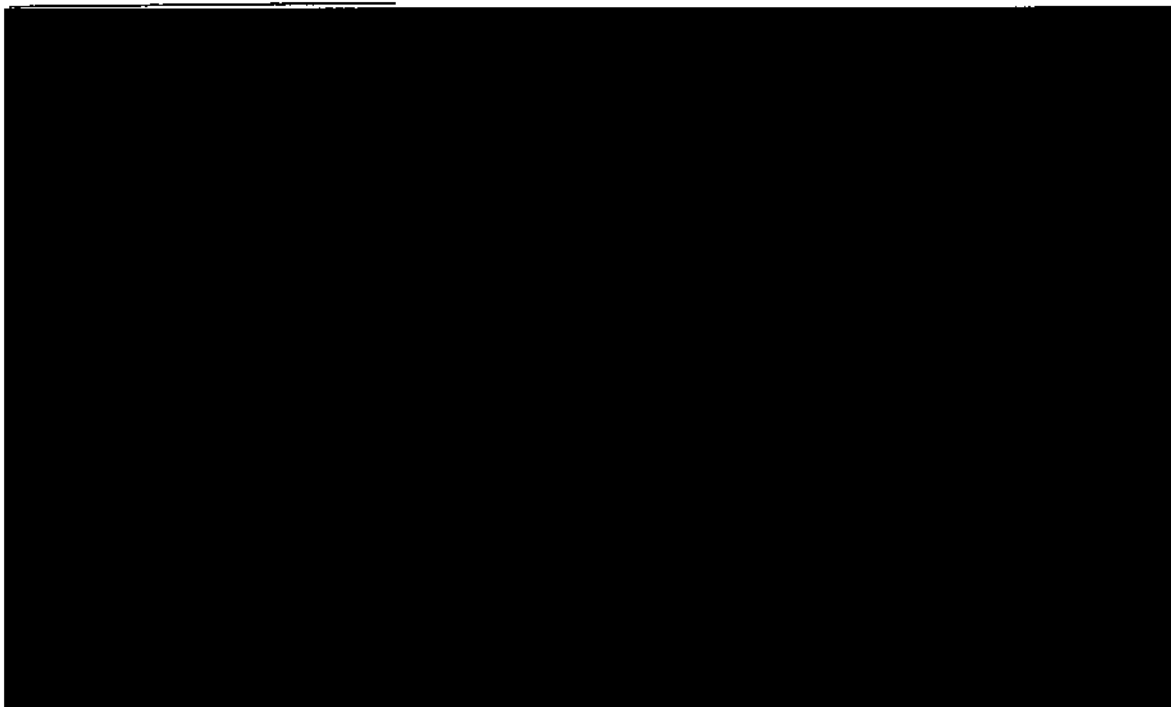
Mr. Joel Sandberg  
Project Manager  
Exposition Metro Line Construction Authority  
707 Wilshire Boulevard, 34th Floor  
Los Angeles, CA 90017

April 2, 2007

Re: Scoping Comments for the Exposition Corridor Light Rail Project --  
Phase II

Dear Mr. Sandberg:

I represent the



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EX241.1  
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Exposition Metro Line  
Construction Authority  
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