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EX247.1

APR 02 2007

Exposition Light Rail Phase II Extension  
Statement of Concern

Exposition Metro Line  
Construction Authority  
Document Control

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

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

Other \_\_\_\_\_

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

- noise nuisance
- loss of property values
- traffic overflow onto side streets
- traffic jams at rail crossings
- impeding freeway access
- vibration
- damage to homes, roadways,
- danger to pedestrians, pets, near the track parks, from excavation/construction

negative impacts to **Overland Avenue School** (NOISE, pollution from standing traffic at grade crossing, drop off/pick up congestion, loss of teacher parking, construction dangers)

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: The money spent on Expo

Phase 2 should be spent on the Metro Purple (Red) Line  
Subway to The sea. Why should two rail projects end 4 blocks  
apart in Santa Monica while the city of L.A. South is starved  
for transportation. This is a boutique project for rich people.  
Shame on Santa Monica. Build affordable housing!

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

Mail by March 20, 2007 to: Mr. Joel Sandberg, Project Manager, Exposition Metro Line Construction Authority.  
707 Wilshire Blvd., 34<sup>th</sup> Floor, Los Angeles, CA 90017  
Please keep a copy of your letter.

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APR 02 2007

Exposition Metro Line  
Construction Authority  
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# Fax Cover Sheet

FedEx Kinko's of WestWood #5927

Telephone: 310-475-0789 Fax: 310-470-2867

EX241.1

Date \_\_\_\_\_

Number of pages \_\_\_\_\_ (including cover page)

## To:

Name Joel Sandberg, P.E  
Company Exposition Metro LCA  
Telephone (213) 922-3976  
Fax (213) 243-5553

## From:

Name [Redacted]  
Company [Redacted]  
Telephone [Redacted]

## Comments

Public comments Expo II photo

## Public comments on Expo II phase from the Expo adjacent houses.

*We are homeowners and renters of the houses adjacent to the Exposition Right-of-way between Overland Ave. and Westwood Blvd. We oppose the construction of light rail on the Expo Right-of-way for the following reasons:*

### Facts

- at grade alignment LRT lines will significantly impact traffic on Overland, Westwood, and Sepulveda Blvds
- grade separation LRT at Overland Blvd. will be technologically impossible due to the short distance b/w Overland Ave and Westwood Blvd
- today it takes approximately 45 to 50 min to get from Wilshire Blvd to Pico Blvd
- LRT will significantly effect safety of pedestrians and vehicles crossing the LRT lines
- a park and ride location will significantly impact traffic and pedestrian safety
- LRT will decrease property values of the residential properties adjacent to the Expo LRT up to 23%( EPA Vic 1994) due to the LRT noise
- the cumulative effect of all noises: 10 freeway, 405 freeway, aircraft (Santa Monica), Westwood Blvd, Overland Blvd, LRT (high speed, brakes, and bells every 2.5 min, 434 times a day) and an increase in buses and park-and-ride vehicles will increase noise level above the residential standards (55 dB during the day and 45 dB night)
- there will be a significant increase in noise exposure before and after the Expo LRT is built
- 10dB higher in noise exposure for the houses adjacent to the Expo line (50 feet) vs one or two houses down the street (environmental discrimination)
- WHO concludes that noise affects human health and well-being in the following ways: sleep disturbance, hearing loss, increase in headaches, greater susceptibility to minor accidents, changes in blood pressure, cardiovascular changes and many more health problems
- evidence (EPA) exist that prolonged exposure to noise levels between 65 and 80 dB can cause deafness (cumulative effect)

- declined quality of life for the residence adjacent to Expo LRT vs residence two or more houses away due to noise, vibrations and human activity
- 90% of the residents on our street have little children and spend significant time in their back yards, the difference in noise exposure indoor vs outdoor i. 10 dB (consider in log scale for 12 hours is significant exposure for little children). Children are more susceptible to the noise exposure side effects than adults. Children who live expose to transport noise perform more poorly in school, suffer more frequently from Attention Deficit Disorder, and are more prone to colds and infectious diseases
- it is our obligation to look after the well being of our children
- Westwood, Overland and Sepulveda Blvds. are the major roads for UCLA paramedics to get to UCLA hospital. Expo LRT at grade crossing will lead to major delays and therefore human fatalities or other health related problems.

In addition to the facts we want the answers to the following questions:

1. How frequently will the Expo LRT run?
2. At what time will the first train start and end during the weekday and weekend?
3. How many cars will each train have?
4. What is the speed of the LRT?
5. What is the population level within 0.25 miles, 0.5 miles and one mile of the following routes:
  - along the Venice/Sepulveda route
  - along the Right of Way route
  - alone the Venice to the beach route
6. What is the median income level of households along the following routes:
  - along the Venice/Sepulveda route
  - along the Right of Way route
  - alone the Venice to the beach route
7. What is the demographic of riders along the following routes:
  - along the Venice/Sepulveda route
  - along the Right of Way route
  - alone the Venice to the beach route
8. What is the number of vehicles per household along the following routes:

- along the Venice/Sepulveda route
- along the Right of Way route
- along the Venice to the beach route

9. What is the percentage of households with access to zero to one vehicles along the following routes:

- along the Venice/Sepulveda route
- along the Right of Way route
- along the Venice to the beach route

10. What is the expected rate of conversion from automobiles to light rail along the following routes:

- along the Venice/Sepulveda route
- along the Right of Way route
- along the Venice to the beach route

11. What is the expected ridership be along the following routes:

- along the Venice/Sepulveda route
- along the Right of Way route
- along the Venice to the beach route

12. Once the Wilshire/Metro Redline (subway from Western to the ocean) is complete, what will be the ridership of the following routes?

- along the Venice/Sepulveda route
- along the Right of Way route
- along the Venice to the beach route

13. What is the likelihood of transit-oriented villages developing along the following routes:

- along the Venice/Sepulveda route
- along the Right of Way route
- along the Venice to the beach route

14. What is the likelihood of improved economic development along the following routes:

- along the Venice/Sepulveda route
- along the Right of Way route
- along the Venice to the beach route

15. What will be the economic impact to the communities along the following routes:

- along the Venice/Sepulveda route
- along the Right of Way route
- along the Venice to the beach route

16. What is environmental impact within 50 feet of a rail line, when crossings are dropped and cars remain idle?

- along the Venice/Sepulveda route
- along the Right of Way route
- along the Venice to the beach route

17. What is impact of traffic during peak hours AND non peak hours at the following streets if the light rail is at grade along the Right of Way:

Motor/Manning	Beverly Glen/Olympic
Motor/Pico	Patricia/Olympic
Beverly Glen/Pico	Manning/Olympic
Patricia/Pico	Westwood/Olympic
Manning/Pico	Beverly Glen/Santa Monica
Overland/Pico	Patricia/Santa Monica
Westwood/Pico	Manning/Santa Monica
Motor/Exposition	Overland/Santa Monica
Overland/Exposition	Westwood/Santa Monica
Westwood/Exposition	Sepulveda/Santa Monica
Military/Exposition	Overland/National
Sepulveda/Exposition	Westwood/National

18. If the light rail is at grade along the Right-of-way, how much time per hour would traffic be stopped waiting at gates, at the following intersections:

- Motor/Exposition
- Overland/Exposition
- Westwood/Exposition
- Military/Exposition
- Sepulveda/Exposition

19. If the light rail is at grade along the Right-of-way, how will north/south traffic be impacted:

- Motor
- Overland
- Westwood
- Military
- Sepulveda

20. If the light rail is at grade along the Right-of-way, what is the traffic impact of the east and west on ramps and off ramps of the following:

- I-10 freeway at Overland
- I-10 freeway at National
- I-10 freeway at Motor/Manning

21. What is impact of traffic, noise, pollution during peak hours, and off peak hours at the following streets if the light rail is at grade along the Right of Way. And if it is built using the "cut and cover" technology from Motor to Sepulveda:

- Motor
- Overland
- Westwood
- Military
- Sepulveda

21. What is the noise (light rail wheels, bells) and vibration strengths within 50 feet, 0.25 miles, 0.5 miles and 1 mile of the following routes:

- along the Venice/Sepulveda route
- along the Right of Way route (at grade, above grade, and "cut and cover" technology)
- along the Venice to the beach route

22. If the light rail is at grade along the Right-of-way, and one-way streets are implemented on Pico and Olympic, what is the traffic impact at:

- Motor/Exposition
- Overland/Exposition
- Westwood/Exposition
- Military/Exposition
- Sepulveda/Exposition

23. What are the cost estimates for every impacted intersection for the Venice/Sepulveda route and the Right of Way route if:

- Light rail is at grade
- Light rail is grade separated above ground
- Light rail is build using the "cut and cover technology"

24. What the effect on tax revenue for the Venice/Sepulveda route and the Right-of-Way route?

25. What is the loss of lease income for the Venice/Sepulveda route and Right-of-Way route?

26. What is the value of selling of Right-of-Way land along the Exposition ROW for single family development, to pay for the Expo extension of the Venice/Sepulveda Route or Venice all the way to the ocean?

27. What are the economic impacts of travel time delays along the Venice/Sepulveda route and the Right or way route, assuming the Right of Way line is built utilizing "cut and cover" technology?

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INEX2-00261  
EX241-1

Los Angeles, March 26<sup>th</sup>, 2007

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

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MAR 30 2007

Exposition Metro Line  
Construction Authority  
Document Control

RE: Comments and considerations regarding the Expo Phase II project

Mr. Sandberg,

This letter is to present our ideas and comments about the Expo rail project. We have attended a scope meeting and really appreciated the information that was provided. As public transportation users ourselves, we are pleased to see that Los Angeles is trying to make the system more useable and efficient.

During your impact study, we would like your committee to address the following issues regarding the use of **all three potential alignments (Venice Blvd/Sepulveda, Venice Blvd/Venice Beach and Expo ROW)** for the case of **light rail, metro or bus corridor**:

- 1) What is the potential ridership regarding
  - a. The residence density and demographics
  - b. The commercial and employment density and opportunity
- 2) What is the transit transfer plan with other services (Big Blue Bus, Culver City Bus, etc.)
- 3) What would be the impact on traffic in the neighboring areas?
  - a. Regarding time delays and related economic impacts
  - b. Regarding idle cars pollution and noise
- 4) What is the noise (from wheels, breaks, bells, signals, etc.) and vibration impact of all the alternatives? To what distance will these be affecting nearby residences?
- 5) What is the likelihood of transit-oriented villages developing along the alternative routes?
- 6) What is the likelihood of improved economic development along the alternative routes?
- 7) What will be the impact to the communities along the alternative routes?
- 8) If a light rail train is considered, what will be the impact on traffic, noise, vibrations and pollution for the case where:
  - a. It is built at grade (consider especially the traffic implications at crossings along Motor Ave, Overland Ave, Westwood Blvd)?
  - b. It is built in a "cut-and-cover" construction technique?
  - c. It is an underground route (metro).
- 9) If a light rail train is considered, what will be the impact on traffic, noise, vibrations and pollution for the case where:

- 10) What are the cost estimates AND tax impacts for all (12) the possible options (3 alignments; bus, light rail at grade, light rail "cut and cover", metro)?
- 11) What is the value of selling Expo ROW land if it was sold for single family housing to finance the project along Venice Blvd.
- 12) What will be the ridership on the Expo line once the Red Line metro is built on Wilshire?

As home owners in this area, we are concerned about the permanent perturbations that such a project can cause to this beautiful neighborhood. Our main concerns regarding this project are related to the potential use of the Expo ROW between Motor Ave and Westwood Blvd. We feel that it would be much more appropriate to use Venice Blvd as the alternate route to the Expo ROW. Apart from the obvious concerns about our residential value, the Venice Blvd alternative *appears* much more appropriate for the community:

- 1) It has the potential to attract a larger ridership (residences are mostly dense apartment buildings);
- 2) It would serve a busy commercial area;
- 3) Because it is mostly populated by renters, we would expect that the presence of the rail system would increase the interest in the area (it is very practical).
- 4) Selling the Expo ROW land for single family housing (high land value) could be used to finance the project along Venice Blvd.

Moreover, we believe that a line extending to the beach on Venice Blvd would probably be more efficient. We are of the understanding that there is a plan for a metro (Red Line) along Wilshire that will go from Downtown LA to Downtown Santa Monica. If this is the case, then the community would be better served with public transportation going straight to Venice Beach, provided that transfer points to N-S transportation corridors are planned (to get to LAX, Santa Monica, Culver City, Westwood, etc.). We hope that the answers to our questions above will lead to the proper decision for the community.

Thank you very much for your consideration. Do not hesitate to contact us if you have any questions.

Sincerely,





IN EX2-00259

EXH. 1

March 29, 2007

Mr. Joel Sandberg  
Project Manager  
Exposition Corridor Transit Project Phase 2  
707 Wilshire Boulevard, 34th Floor  
Los Angeles, CA 90017  
Email: jsandberg@exporail.net

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Dear Mr. Sandberg,

Thank you for the opportunity to review the Federal Transit Administration (FTA) Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the Exposition Corridor Transit Project Phase 2. This project proposes to improve public transit service and mobility in the Exposition Corridor between Culver City and Santa Monica by extending the benefits of the Exposition Corridor Light Rail Project Phase 1 (currently under construction) beyond its currently planned terminus in Culver City to a terminus in Santa Monica.

In order to appropriately assess environmental impacts, Santa Monica College respectfully requests that the issues and alternatives identified below be considered in the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) and in the Alternatives Analysis (AA).

Santa Monica College has considerable interest in this proposed project. Over 6,700 SMC students, faculty, and staff live within communities to be served by the light rail line. SMC has a number of transportation programs, consistent with College goals to make alternative transportation an educational endeavor. The rail line will greatly increase the options available to SMC.

### **Background**

The Santa Monica Community College District, a community college district of the State of California, was established and became operational in 1929. The District operates a single college, Santa Monica College (SMC), and offers Associate in Arts degrees and transfer programs in 64 majors and certificate programs in 29 fields.

SMC is well-known as a State leader in transfer admissions to the University of California and other public and private four-year universities, and in preparing students for careers, especially for employment opportunities available in the job-rich westside of Los Angeles.

SMC operates year-round, serving about 30,000 students during each of the main Fall and Spring semesters and about 17,000 students during each of the summer and winter sessions. SMC is also the second-largest employer in the City of Santa Monica, with 1,422 employees.

SMC has implemented a number of transportation management programs in recent years, part of the institution's long-range plan to preserve student access and to enhance educational

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Mr. Joel Sandberg  
March 29, 2007

opportunities. College goals are to improve lives for a sustainable future, to reduce congestion and vehicle trips, to maintain and improve neighborhood quality of life, and to reach parking self-sufficiency.

Strategies have included greatly expanding online classes (about 5% of classes are now online), converting admissions and enrollment processes to online, modifying the weekly calendar so most classes meet only twice a week, providing park-and-ride free shuttle service to the main campus, and providing satellite campus locations to reduce congestion on the main campus. These efforts have resulted in a 12% reduction of parking demand on the main SMC campus in Spring 2006 compared to Spring 2001, according to a recent parking and traffic study commissioned by the College. Nonetheless, SMC continues to experience a parking deficiency.

SMC believes that greater access improvements are available and would improve student success outcomes. To that end, SMC is coordinating and funding a number of new transit programs with the Big Blue Bus of the City of Santa Monica, the first two of which started this semester (Spring 2007), and is also exploring potential new transit programs with the Los Angeles County Metropolitan Transit Authority (LACMTA).

With new bus routes in place, and more improvements coming, SMC has made alternative transportation an ongoing educational endeavor. SMC has begun and will continue to communicate the following new, planned, and proposed transit improvements to students, staff, and members of the public through direct mail, print and radio advertisements, email, and website. For illustrative purposes, the cover and page 3 of SMC's Spring 2007 Schedule of Classes, mailed to 120,000 westside residential addresses, is attached. (*Attachment A*)

*New—Santa Monica College Direct.* Three Big Blue Bus routes will operate direct to SMC at no cost to the student: (1) from Mar Vista & Palms, direct to SMC Main Campus and Bundy Campus; (2) Santa Monica Crosstown (Line 11), every 15 minutes (upgraded from every 30 minutes), connecting to Metro Rapid at both Wilshire Boulevard and Santa Monica Boulevard; and (3) from UCLA, Westwood, and West Los Angeles, direct to SMC Main Campus (starts in Fall 2007). Student boardings are funded by SMC.

*Planned—Community Transit.* A new "mini-route" public bus line at no cost to the student that connects SMC main and satellite campuses, SMC's new shuttle lot near Olympic Boulevard, five City parks and libraries, and eastside Santa Monica businesses. Planned for Fall 2007. Student boardings will be funded by SMC.

*Planned—Big Blue Bus Rapid 7.* Major improvements are in planning for SMC's most popular bus route. Big Blue Bus is proposing to add Rapid 7 service on Pico Boulevard starting in Spring 2008 (fewer stops, larger buses, controlled traffic signals) and is proposing to extend the line to the Metro Red Line Subway. Student boarding subsidies are being studied.

*Proposed—Go Corsair Transit Pass Program.* SMC is studying funding opportunities in order to expand the Santa Monica College Direct program to a full-use transit pass program. Students

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Mr. Joel Sandberg  
March 29, 2007

would be able to go anywhere, anytime at no cost or at reduced fare. There are some model programs currently operating in California.

*Expo Light Rail.* Construction is underway on the Exposition Light Rail Line from downtown Los Angeles to Culver City. Planning and environmental studies are underway to extend the line to Santa Monica. Current schedule calls for service to begin to Santa Monica in 2014.

**Issue 1 – Potential effects of improved travel times and reduced traffic and congestion along the east/west corridor from Santa Monica and West Los Angeles to the downtown central business district.**

As noted on the Exposition Corridor Transit Project Phase 2 website, the east/west corridor from Santa Monica and West Los Angeles to the downtown central business district is among the most congested transportation corridors in the country. Many SMC students and staff live within this corridor.

In August 2006, the Big Blue Bus of the City of Santa Monica prepared an analysis of the geographic concentrations of SMC students, faculty, and staff based on the zip codes where they reside. That analysis focused on the 51 zip codes with the highest concentration of students, faculty and staff and is included as *Attachment B*, Santa Monica College Student, Faculty, and Staff Residential Zipcodes Spring 2006. A GIS map of the data is provided as *Attachment C*. The analysis shows that phases 1 and 2 of the Exposition Corridor Transit Project should prove to be a veritable funnel for SMC students and staff: 6,754 (25%) of the 27,158 SMC students and staff within the top 51 zip codes would have access to this service.

For planning purposes, SMC estimates that on average, about 14,200 people arrive at the SMC Main Campus during a typical main semester weekday and evening. Of these, about 2,270 arrive by Big Blue Bus transit, rideshare, bicycle, or walking; about 1,100 arrive by shuttle bus from an off-campus site; about 8,700 arrive by automobile and park on campus; and about another 2,130 arrive by automobile and park near campus on public streets.

We believe that the project could significantly reduce vehicle trips to Santa Monica College. Accordingly, we request that the Draft EIS fully study the impacts of the project on Santa Monica College. Please note that the numbers provided in these comments are for arrivals only and, for purposes of trip generation, should be adjusted to include departures as well.

**Issue 2 – Potential effects of reduced traffic and congestion in the 90404 and 90405 neighborhoods adjacent to the Santa Monica College Main Campus and in the 90066 neighborhood adjacent to the satellite SMC Bundy Campus.**

The SMC Main Campus, a 37-acre site, is bounded by Pico Boulevard to the north, 16th Street to the west, Pearl Street to the south, and 18th Street Courtyard (the alleyway to the west of 20th Street) to the east. North of Pico Boulevard is zip code 90404 and south of Pico Boulevard is zip code 90405. Please study the potential effects of reduced traffic and congestion in these

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Mr. Joel Sandberg  
March 29, 2007

neighborhoods as a result of the proposed project, based on information provided in Issue 1, above.

The satellite SMC Bundy Campus, at 3171 S. Bundy Drive, Los Angeles, 90066, is a 10.4-acre site and is bounded by the Santa Monica Airport to the north, S. Bundy Drive to the east, Mar Vista residential houses to the south, and Stewart Avenue to the west. A Master Plan and related Final EIR was recently approved by the College Board of Trustees in February 2007. The site is currently in operation with 16 classrooms, and under the plan, buildout will occur by the year 2010 with an additional 14 classrooms. At that time, the plan projects an average of about 2,660 vehicular arrivals during a semester weekday and evening. Please study the potential effects of reduced traffic and congestion in this neighborhood as a result of the proposed transit project.

**Issue 3 – Study considerations regarding the addition of an Exposition Corridor Transit Station near 14th Street and Colorado Avenue, in Santa Monica, adjacent to Memorial Park, with shuttle connectivity to Santa Monica College and potentially to Santa Monica-UCLA Medical Center and to St. John's Health Center.**

Santa Monica College believes that this additional station merits consideration and study. As indicated above, SMC students and staff could likely be major users of the Exposition Corridor Transit Line. Ease of connectivity to the SMC Main Campus will be an important consideration in this regard.

A station located at 14th Street and Colorado Avenue reduces the transit time to and from the SMC Main Campus by 40% compared to a station located at 26th Street and Olympic Boulevard, for example. Also, the north/south streets to this location do not carry traffic bound for the I-10 Freeway, and are therefore less congested throughout the day, further reducing the time spent in connecting to the SMC Campus.

As mentioned above, Santa Monica College is the second largest employer in the City of Santa Monica, with 1,422 employees as of October 2006. This station site is also closer to Santa Monica-UCLA Hospital at 15th Street and Arizona Avenue, the City's fifth-largest employer with 1,150 employees. St. John's Health Center, at 20th Street and Santa Monica Boulevard, the City's third-largest employer, with 1,200 employees, would be equidistant to this station and the one at 26th Street and Olympic Boulevard.

The station would serve a mixed commercial and auto service area, bounded by the I-10 Freeway to the south, the northern edge of Colorado Avenue to the north, 20th Street to the east and Lincoln Boulevard to the west.

The station would also serve the Santa Monica College Madison Campus, a 3.5-acre satellite campus at 11th Street and Santa Monica Boulevard. This campus includes classrooms in support of the visual and performing arts, and beginning in Spring 2008, a new 541-seat performing arts theater that will host a high level of professional presentations in theater, dance, voice, recitals, chamber orchestra, film, and lectures open to the public.

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The station would be adjacent to Memorial Park, a 10.4-acre park owned by the City of Santa Monica and to an additional property north of the park of about 3 acres, also owned by the City of Santa Monica. The park and the adjacent property may be renovated in the next few years. Santa Monica College and the City of Santa Monica have had past brainstorming discussions about a potential partnership to relocate surface parking at the park to an underground structure and to expand available parking. The Memorial Park site is south of a large concentration of multi-family residences. (See *Attachment D* for an aerial view of the proposed Exposition line from Sepulveda Boulevard to 5th Street that shows the surrounding neighborhoods and SMC campuses.) Parking that could be available on this site would provide a benefit to residents of Santa Monica in the area who wish to use the proposed Exposition Line. Parking and improvements on this site are under the jurisdiction of the City of Santa Monica, and the study authors are encouraged to contact the City of Santa Monica to determine the viability of such a use for outbound Santa Monica resident transit riders.

In closing, on behalf of the staff and students of Santa Monica College, please accept our thanks for your work in refining and analyzing the benefits of the Exposition Line. In the words of SMC's Superintendent/ President Dr. Chui L. Tsang regarding SMC efforts to make alternative transportation an educational endeavor: "We're in a position to help students and do something positive for the environment at the same time."

Please feel free to contact me at (310) 434-4287 or by email at girard\_donald@smc.edu for additional information

Sincerely,



Donald Girard  
Senior Director, Government Relations and Institutional Communications

- Attachments: A – Summer 2007 SMC Schedule Cover and Feature Article  
B – SMC Student, Faculty, and Staff Residential Zipcodes Spring 2006  
C – GIS Map of SMC Zipcodes Spring 2006  
D – Annotated Aerial of Proposed Exposition Line from Sepulveda to 5th Street

# SANTA MONICA COLLEGE

Takes You Where  
You Want to Go! 



Now Ride 3 Big Blue Bus Lines  
to SMC — at NO COST!

Summer  
'07

# SMC: a Partner in Transportation Management

## ★ NEW ★

- **SANTA MONICA COLLEGE DIRECT:** Three bus routes direct to SMC at no cost to the student!
  - From Mar Vista & Palms, direct service to SMC Main Campus and Bundy Campus
  - Santa Monica crosstown (Line 11), now runs every 15 minutes, connecting to Metro Rapid at both Wilshire Boulevard and Santa Monica Boulevard
  - From UCLA, Westwood, and West Los Angeles, direct service to SMC Main Campus (starts in Fall 2007)

## ★ PLANNED ★

- **Community Transit**  
A new "mini-route" public bus line at no cost to the student that connects SMC main and satellite campuses, SMC's new shuttle lot near Olympic Boulevard, five City parks and libraries, and eastside Santa Monica businesses. Planned for Fall 2007.
- **Rapid 7**  
Major improvements are in planning for SMC's most popular bus route. Big Blue Bus Line 7 on Pico Boulevard is adding Rapid 7 service starting in Spring 2008 (fewer stops, larger buses, controlled traffic signals) and is extending the line all the way to the Metro Red Line Subway.

## ★ PROPOSED ★

- **GO CORSAIR Transit Pass Program**  
SMC is studying funding opportunities in order to expand the Santa Monica College Direct program to a full-use transit pass program. Students would be able to go anywhere, anytime at no cost or at reduced fare. There are some model programs currently operating in California.
- **Expo Light Rail**  
Construction is underway on the Exposition Light Rail Line from downtown Los Angeles to Culver City. Planning and environmental studies are underway to extend the line to Santa Monica. Current schedule calls for service to begin in 2014.

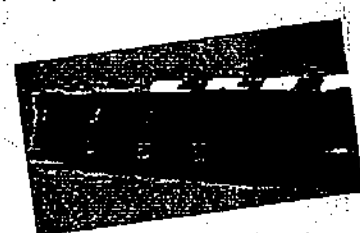
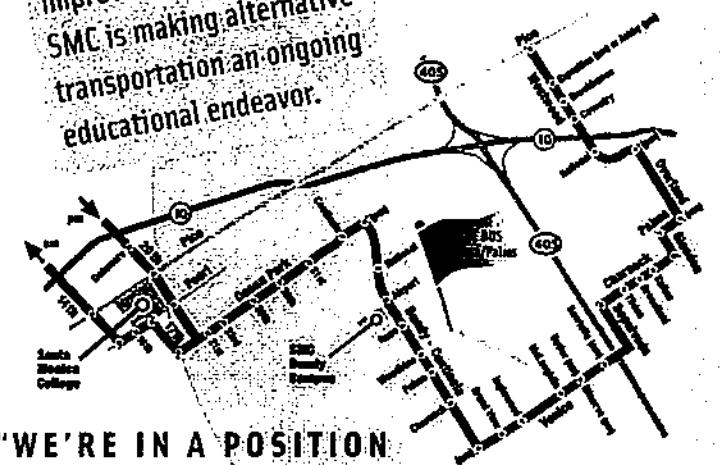
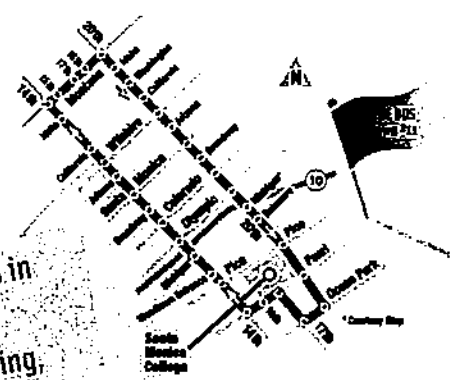
## ★ A TOTAL PROGRAM ★

Along with these enhanced transit options, SMC's total enrollment management program also encompasses more online classes, a City of Santa Monica-planned bike route to SMC, improved rideshare coordination, and improved parking options.

With new bus routes in place, and more improvements coming, SMC is making alternative transportation an ongoing educational endeavor.

"WE'RE IN A POSITION TO HELP STUDENTS AND DO SOMETHING POSITIVE FOR THE ENVIRONMENT AT THE SAME TIME."

- Dr. Chui L. Tsang, SMC President



### Santa Monica College Student, Faculty & Staff Residential Zipcodes Spring 2006

Student Rank	Zipcode	Neighborhood	BBB Route	In BBB Service Area	Service Level	# of students, faculty & staff	Percent of Total	Rapid Transit Access
1	90034	Palms, National-Venice BL-Fairfax-405	12 Palms-UCLA	✓	transfer required	2,021	3.1%	Expo Line Rail II
2	90066	Mar Vista, National-Jefferson-405-Walgrave	14 Bundy-Centinel	✓	transfer required (direct to Airport/Bundy)	1,830	2.8%	
3	90405	Santa Monica, Sunset Park area, Pico-Lincoln-Centinel	7 Pico, Super 7, 8 Ocean, PK BL & 11 Crosstown	✓	direct	1,745	2.7%	
4	90025	West LA, Wilshire-Olympic-Century Pk W-Centinel	14 Bundy-Centinel	✓	transfer required (direct to Airport/Bundy)	1,574	2.4%	
5	90404	Santa Monica, Wilshire-Pico-Centinel-12th	11 Crosstown	✓	direct	1,256	2.0%	Expo Line Rail II
6	90403	Santa Monica, Wilshire-Montana-Centinel-Ocean	11 Crosstown	✓	direct	1,008	1.6%	Wilshire Rapid Bus
7	90064	West LA, Olympic-National-Castle Heights-Centinel	8 Ocean Park BL, 14 Bundy-Centinel	✓	direct to Main Campus & Airport/Bundy	944	1.5%	Expo Line Rail II
8	90291	Venice, Dewey-Washington-Walgrave-Beach	1, 2, local & Rapid 3	✓	transfer required	881	1.4%	
9	90024	Westwood, Sunset-SM BL-Beverly Hills-Veteran	1, 2, 3, 8 & 12	✓	direct with walk or transfer	838	1.3%	
10	90049	Brentwood, Mulholland-Wilshire-Veteran-Allenford	14 Bundy-Centinel	✓	transfer required (direct to Airport/Bundy)	833	1.3%	
11	90019	LA, Olympic-Washington-Western-Fairfax	7 Pico & Super 7	✓	direct	795	1.2%	
12	90230	LA Culver-Jefferson-La Cienega-Centinel	14 Bundy-Centinel	█	direct from edge of zone	717	1.1%	
13	90035	LA, Olympic-Sawyer-Fairfax-Hillcrest CC	7 Pico & Super 7	✓	direct	678	1.1%	
14	90292	Marina del Rey, Washington-Ballona Creek-Alla-Beach	local & Rapid 3 Lincoln BL	✓	transfer required	631	1.0%	

