



Expo

Exposition Corridor Transit Project – Phase 2

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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:

ALTERNATE #2 SHOULD BE IMPLEMENTED, NOT ALT #1, BECAUSE:

1) IT RUNS ALONG MAJOR COMMERCIAL STREETS, NOT PAST THE BACK YARDS OF HOUSES.

2) IT STOPS AT MAJOR COMMERCIAL INTERSECTIONS:

- VENICE & OVERLAND (INSTEAD OF EXPOSITION/OVERLAND & MOTOR/NATIONAL)
- SEPULVEDA & NATIONAL (INSTEAD OF SEPULVEDA/EXPOSITION)
- VENICE & SEPULVEDA

3) BY RUNNING ALONG MAJOR COMMERCIAL CORRIDORS

THE ALTERNATE #2 WILL:

◦ SERVE MORE RIDERS

◦ CREATE LESS DISTURBANCE IN RESIDENTIAL NEIGHBORHOODS

I SUPPORT ALTERNATIVE #2



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Comments:

Please consider the impact to the students of Overland –
• noise level
• student safety
• traffic patterns near school

Please consider that we may lose our teachers' parking lot if the line travels along Exposition.



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Comments:

I am concerned with the design phase of the Metro Line Phase 2 project, because I want citizens and Pahr stake holders to fully embrace this mode of transportation, I would ask the Design Completion approach (vs Design Build) be implemented. Otherwise, I cannot agree with allowing the ROW route, particularly through the 90034 Zip area. ~~the~~

I would like to see this job done correctly, instead of being done quickly and not properly.



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Comments:

① Suggestion – I think it would be useful if you had an aerial view map that showed both right-of-way options – (Venice Blvd & Expo R/W through Cheviot). It's easier for people to visualize the difference in distance when you see the homes, streets, I-10, etc. from an overall view rather than on the alignment option boards. The options could be marked in "dash lines" of different colors on the map.

② Any thoughts given to North/South shuttles from the Expo line? I think it would be beneficial to include that

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in the project plan –

p.s. Nice Presentation — Thanks very much (SB)



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Comments:

put the Expo Line in a tunnel
after it goes under the S.M. Fry and
build a park over the line. keep it
in a tunnel until it goes under Pico
Blvd. - out of sight - out of mind!



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Comments:

I support ~~the~~ using the existing R.O.W. + RAIL. Venice Sepulveda will create far more problems than it will solve. This a major artery. There ~~are~~ are numerous cross traffic issues and this will severely impact the residents both North + South of this boulevard. It an extremely long detour which will lengthen the ride time, and will severely increase the budget. The trains must minimize the cross traffic interference. Going up Sepulveda will also cause more problems than it solves. There is no good reason to detour the path outside of the R.O.W.



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Comments:

- ABOVE GRADE CROSSING @ VENICE
- EXPOSITION ROUTE @ MULTIPLE RAILROADS THAN VENICE
- MAKE LANDSCAPING MORE GARDEN LIKE
 - WATER FEATURES
 - CHAIRS / SITTING AREAS
 - FOOD / SHELTER FOR BIRDS

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Comments:

- BELOW GRADE AT OUDRELANDS
- BUS SERVICE MOTOR STATION TO COUNTRY CITY
- STATION AT PALMS/HUGHES

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Comments:

Build it! Build it on the right of way. It's the only way that makes sense. Do NOT fall into the Gold Line trap where it is so over engineered that no one rides it because of speed BNC. If it is not fast enough it is worth the extra it becomes a hindrance for new rail lines. The best thing this city needs. I know you guys get a lot of pressure regarding ROW and speed. Build it so its fast and on the right of way.



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Comments:

THE RAIL LINE SHOULD GO THROUGH CHEVOT HILLS. THIS WAY APPEARS TO BE MORE ECONOMICAL AND THE TRAFFIC JAMSETWORTH TODAY IS SO BAD DURING RUSH HOURS, THAT I'M SURE DELAYS WOULD BE COMMON.

I THINK THAT THERE SHOULD BE A BRT WEST ON VENICE FROM EXPOSITION TO PACIFIC. THIS WOULD ~~BE~~ GIVE SERVICE TO MANHATTAN BEACH, VENICE AND CULVER CITY.

THE SOONER THE BETTER



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Comments:

When considering transit stations, please look at the availability of parking spaces for these stations.

I would like to see Phase 2 use the Exposition Blvd option that would run on the existing MTA ~~trans~~ rail lines. The rail system would have to run at a speed that incentivizes drivers to leave their vehicles and become riders.

The majority of jobs are on the westside, so people traveling into West Los Angeles & Santa Monica would use the Expo Blvd option.

The Sepulveda/Venice option would reduce the ~~excess~~ excess in Sepulveda and overburden these ~~overburdened~~ areas that have limited parking.

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Comments:

I am a long term resident of Duncees Place -
52 years. Light rail should not go through
a residential neighborhood. It should be
located on a wide, commercial boulevard.
Our Rowan Park neighborhood is a treasure
on the westside and should be
preserved. Light rail needs ridership
and Venice is where the ridership
will be. Overland Avenue School will be
negatively impacted; one of the better
Los Angeles schools will lose its desirability.
The noise abatement alone will make learning
impossible. A route that was valid seventy
or more years ago is not necessarily valid
today. Just because it is there doesn't

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Proyecto De Tránsito De Corredor Exposition – Etapa 2

Gracias por su participación en el taller comunitario. Por favor tome un momento para completar esta forma.

Nombre: _____

Afiliación: _____

Domicilio: _____

Numero telefónico/correo electrónico: _____

Yo asistí el siguiente taller (verifique uno):

_____ Martes, 26 de febrero

_____ Martes, 6 de marzo

_____ Miércoles, 27 de febrero

_____ Jueves, 15 de marzo

Comentarios:

*mean it answers the needs of
this century.*



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Comments:

Thank you for this opportunity to provide feedback. I think we definitely need a light rail system in west L.A. Either of the proposed routes is fine - although personally I prefer the Venice/Sepulveda alignment! In fact, at some time in the future, I would like to see both options implemented! The more light rail options available in L.A., the better! But either way, light rail will help us avoid using our cars, and that's the most important reason to implement this project.



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Comments:

Just wanted to note - there seems to be a lot of concern about intersections, traffic & safety. The more the light rail can be above or below grade at major intersections, the better!



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Comments:

PLEASE MOVE FORWARD USING THE EXISTING
EXPOSITION RIGHT-OF-WAY.
VENICE BLVD SHOULD GET ITS OWN LINE,

I LOOK FORWARD TO YOUR PROGRESS
AND TO RIDING THE EXPO LINE
TO AND FROM SANTA MONICA.

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Comments:

The proposed railway through Culver City \pm up Sepulveda Blvd. sounds impossible considering the severe grade the train must travel which is unprecedented for light rails.

It was unclear from the maps if the railway through Santa Monica would provide easy access to Santa Monica City College, so students could walk to school from the nearest station. For a multitude of reasons, this is an imperative staple of the transit system.

Based on my living and working locations, I prefer the rail to run down Venice Blvd.

Choosing a BRT in lieu of LRT would be a step in the wrong direction. A smooth ride is most appreciated by commuters. I am used to BART in the Bay Area $\&$ cannot fathom having commuted into SF via bus! Additionally,

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with great respect to the global crisis of too many greenhouse gases, Los Angeles needs to be a leader at putting the environment \rightarrow



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Comentarios:

First and choose LRT for its zero-emission feature. Even if my taxes were raised to support it (as opposed to not w/BRT—were it the case), I still believe it's the right, and thus ONLY, thing to do.

I support the project in general and pray you consider what will be the best long-term situation ~~and~~ and not any short-term solutions. We need to keep Los Angeles a self-sustainable community. Thank you for your attention.



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Comments:

It takes only an inspection of the detailed maps of the two proposed routes to see that one travels adjacent to two busy, and largely commercial corridors (Venice & Sepulveda Boulevards) while the other slices through several entirely residential neighborhoods. The disruption to residential neighborhoods should not be permitted, and the commercial route would seem to be of more use to more commuters anyway.



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Comments:

What about the possibility of running 2 Light rail lines? One down Venice -- All the way down Venice -- to Venice Beach. A second line would run down Exposition to Santa Monica. The split to two lines would happen at the National Blvd Stop. Another option would be to split ~~to~~ ~~to~~ to two lines at Sepulveda -- specifically -- one line from National down Venice -- then split into 2 lines at Sepulveda, one running north and then ^{west} down Exposition to Santa Monica. The other continuing ~~down~~ Venice -- to Venice beach.

Other considerations regarding Phase 2 include: full ridership numbers, population density (over)

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Comentarios:

and household income comparisons along the
2 proposed routes. Full analysis of the
cost differences of the 2 ^{proposed} routes.
Will the turn at Sepulveda be
possible? That is a sharp turn at a
major intersection and would light rail at that
intersection cause considerable traffic disruption?
One final consideration is # of households
with a car along comparisons along
both proposed routes.



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Comments:

We have been homeowners
at this address since December of 1962.
It would be terrific if we could
have a light rail system along
the Exposition new alignment
so that we could walk 2 blocks
or more to a station and take
the train into Santa Monica 3 days a
week to the Emeritus Center.
Also, we would attend events,
concerts, plays, etc. going east
to the Music Center, which we
no longer attend because of the
time and traffic conditions.

Thank You

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Comments:

I am here to express strong support for using the existing rail line along Interstate 10 through Palms. I live 1/2 block from the line and would love the convenience of having it right at my door. (Yes, there will be noise, but I also live 1/2 block from the 10, so what's a little more?) The alternate route down Venice & Sepulveda makes no sense — costs more, disrupts traffic, and threatens businesses I use regularly. This project needs to be cheap and it may not happen at all!

↓ (relatively speaking)



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Comments:

see attached

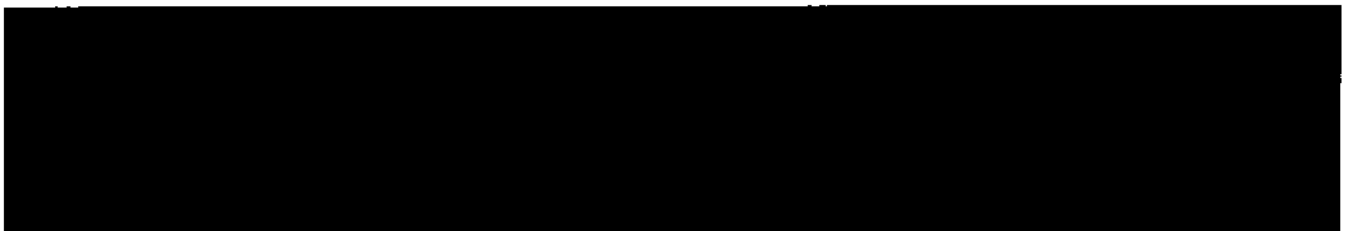
LIGHT RAIL FOR CHEVIOT: A SUPPORT GROUP FOR THE ROW

Faced with a Light Rail Committee of the Cheviot Hills Homeowners Association that showed itself almost entirely hostile to using the existing right of way last fall (September, October, and November, 2006), and then the premature and uninformed vote (January, 2007) of the Cheviot Hills Homeowners Association opposing use of the ROW, some residents have formed a group to support use of that right of way or ROW. We put out a flyer for the November Homeowners Association meeting (that meeting featured discussion of the light rail route) and we have an email list that has been growing steadily. We have just put out a new flyer and distributed it to over 1400 homes in our area (copies attached here). Light Rail for Cheviot has a website, <http://lightrailforcheviot.org> maintained by Jonathan Weiss, long-time ROW supporter, and the group is led by me, Karen Leonard, and Sarah Hays (residents of Cheviot Drive and Blythe Avenue respectively).

We argue that the route the Homeowners Association has voted to support, a detour down Venice and up Sepulveda, will involve additional money, travel time, and traffic disruption during construction. Cheviot Hills has benefited from access to freeways in the last generation and it will benefit from access to the transit system that will shape Los Angeles in the next generation. The old Expo route will be much more accessible to Cheviot Hills than the Venice-Sepulveda alternative route and ten minutes faster in travel time from downtown to Santa Monica.

As an individual supporting the ROW and as a leader of Light Rail for Cheviot, I want to put the following concerns forward about the proposed route and the design of the system.

1. The MTA's own Grade Crossing Policy should ensure that there will be "grade separation," an underpass or overpass at Overland near Overland School, and I think that an underpass would be preferable.
2. I want the bridge over the track that goes from Dunleer and Northvale to Palms Recreation Center to stay in place or be rebuilt immediately.
3. I want the track or station near Overland School to meet the highest safety standards and to be as free of noise and vibration as possible.
4. I want attractive stations and landscaping and a bicycle path along the ROW.
5. I want careful consideration of the location of stations and of the necessity of parking lots. Parking on adjacent residential streets might need to be restricted to residents and their guests.
6. I want shuttle buses that would help remove car traffic from our streets (for example, shuttles from Century City to the station or stations).
7. I want maximum consultation with members of the Cheviot Hills community as the planning process goes forward and maximum mitigations, such as sound walls, when they are found desirable or necessary.
8. Finally, neighbors are alleging that promised mitigations on the Gold Line were never implemented, that promises were simply broken. Could we know about this, please, in detail?



LIGHT RAIL FOR CHEVIOT: BACKGROUND INFORMATION

The Expo Light Rail line will open in 2010 from Downtown to Culver City. As the planning for Phase II – from Culver City to Santa Monica – gets under way, a growing number of us in Cheviot Hills think that keeping the line on the “Expo” route south of Northvale Road will be to our advantage.

The existing Right of Way benefits Cheviot Hills. We have benefited from access to freeways in the last generation and we will benefit from access to the transit system that will shape Los Angeles in the next generation. Travel by car has become difficult and stressful, particularly to and from places on the Westside. Electric-powered trains are environmentally friendly, reducing pollution and dependence on oil. Easy access to a light rail line is a desirable option for us and for those looking for homes on the Westside.

The Expo route will be much more accessible to us than the Venice-Sepulveda alternative route and about ten minutes faster in travel time from Downtown to Santa Monica. Imagine being able to take a train downtown and knowing that you would arrive in a predictable amount of time (about 30 minutes). Those of us unwilling or unable to drive will welcome alternative ways to go to work, to Downtown to the symphony, the museums and beyond, or to Pasadena, Long Beach, or even San Diego.

You can have an impact on the location and design of stations. Participate in the planning process through Scoping Meetings (scheduled now for February 27 & 28 and March 6 & 15). You can also send comments to the Exposition Metro Line Construction Authority in this first round until April 2. And you will again be asked to comment next winter when the Draft Environmental documents are released. You can help answer important questions. Should stations have parking? Should a neighborhood shuttle bus bring people to stations? What route will the bike path take along the transit corridor? Your input counts!

Noise, Vibration, Safety, etc. Modern light rail systems are well-designed, run quietly, and feature attractive stations and landscaping (improvements on the present ROW with its trash and transients). Many of us have ridden the new line to Pasadena and know how nice it is. **The Expo line is safer and will be less disruptive than the horror stories would have us believe.** After crossing *above* Motor (you already drive under the bridge!), then under the freeway, most of the route would run in a deep trench *below* Northvale, before coming up to street level at Overland. We intend to enforce the MTA’s Grade Crossing Policy and secure an underpass or overpass there – meaning no horns, bells or stopped traffic at Overland.

The Venice/Sepulveda detour would be a mile longer (and a mile more expensive) and about ten minutes longer. Because the train would run in the middle of the street, traffic congestion on both Venice and Sepulveda – streets which we all rely on to get around – would be certain to increase significantly. And without expensive bridges, it would mean trains stopping traffic at major crossings.

Supporting the Expo line means maximum influence on the planning process now starting. By joining the emerging consensus on use of the Expo line, we can ensure that there is a “grade separation” (tunnel or bridge) at Overland rather than a street crossing that stops traffic. We can secure maximum safety for the nearby Overland School students. We can address potential problems of noise, traffic, and parking. The experiences of those light rail supporters who successfully influenced the design of the first half of the line from downtown to Robertson make us confident that our concerns will be taken seriously. We can achieve a light rail system that serves us well and that we will ride with pleasure.

Please see the website for Light Rail for Cheviot: <http://lightrailforcheviot.org>
and also the useful Wikipedia article, LACMTA Expo Line at
http://en.wikipedia.org/wiki/LACMTA_Expo_Line

