

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Monday, March 05, 2007 2:02 PM
To: Phase2
Subject: Scoping Comment

[REDACTED]
Sent: Sunday, March 04, 2007 7:31 PM
To: Sandberg, Joel (expo)
Subject: phase 2

I won't be able to make the March 6 community scoping meeting but I wanted to submit my comments.

What is important to me the the following things:

- 1) Could it possibly be an electric, hybrid, solar, vegetable oil and/or other non-petroleum-dependent design?
- 2) to be able to put their bicycles on the train/bus/light rail.
- 3) safe for pedestrians passing through track areas.
- 4) quiet, low volume noise level
- 5) crime free space
- 6) trash minimal or absent

Thank you for reading this.

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Monday, March 05, 2007 2:22 PM
To: Phase2
Subject: Scoping Comment

Sent: Monday, March 05, 2007 10:52 AM
To: Sandberg, Joel (expo)
Subject: Comments on Expo Line Phase II

Joel, I am writing to express my support for the Expo line in general and the proposed route near Cheviot Hills in particular. Please do not let a subset of citizens in Cheviot Hills derail, so to speak, a solution that will benefit the much larger population of LA and provide traffic congestion relief to the entire West LA region (sure to get worse with the new 50-story condo tower in Century City). I am also mindful of the extra expense to route the trains to the south and believe that the additional travel time will reduce ridership (and hence, the time length of time to recoup the cost), as it has done on the Gold Line (per Yaroslavsky).

Various groups in Cheviot Hills have issued inflammatory and misleading information to the residents there. We need someone/some group to address the following concerns in a factual, non-biased manner:

- (1) Do the sound barriers work well? What is the policy about their construction (e.g., there must be at least 100 people who live within 100 feet of the tracks who would be impacted by noise). Do nearby residents find the noise a problem with and without the barriers? If so, from what distance?
- (2) When there schools along the route, what safety measures were enacted to protect the kids?
- (3) What are the factors that make the line convenient or inconvenient to use for local residents and commuters, e.g., walking 6 blocks to a station makes it too far, but 3 blocks is doable.
- (4) Who maintains the stations? What standards for cleanliness and lighting are used?
- (5) Has public transportation such as light rail increased the vagrancy problem in LA and/or in other cities?
- (6) Have break-ins been a problem in the parking lots and houses adjacent to the stations in LA and/or in other cities?
- (7) What evidence is available with regard to the impact on home values near the tracks/stations in LA and/or in other cities?
- (8) What impact, if any, is the line expected to have on traffic congestion with both routes?
- (9) Were there promises made to residents living near the Gold Line that were not fulfilled? If so, what were these and why were they not fulfilled?

Would it be possible for the Expo project to distribute an FAQ sheet to all of the neighborhoods within a mile of the proposed line?

Thanks!

Confidentiality Notice: The information contained in and transmitted with this commu
=====

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Monday, March 05, 2007 2:23 PM
To: Phase2
Subject: Scoping Comment

[REDACTED]

Sent: Monday, March 05, 2007 11:45 AM
To: Sandberg, Joel (expo)
Subject: re: transit rail

We are very much opposed to a transit rail system going north from Venice Blvd. on Sepulveda Blvd. to the 405 frwy. The construction would be an extreme burden on residents and property owners who live along that stretch of Sepulveda. That money would be better spent implementing the alternative described in the NO-BUILD paragraph.

[REDACTED]

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Tuesday, March 06, 2007 9:16 AM
To: Phase2
Subject: Scoping Comment



Sent: Monday, March 05, 2007 2:36 PM
To: Sandberg, Joel (expo)
Subject: Exposition Corridor Transit

Mr. Sandberg:

I am a 37-year resident of the Sunset Park area of Santa Monica. I am strongly favorable for the proposed extension of the Exposition Corridor to Santa Monica. I think 3 or 4 stops should be in Santa Monica. These should include downtown, 20th Street to be near the college, and Bundy/Centinela at the eastern border. A stop at 11th Street might be nice but I would regard it as less essential.

Santa Monica bus service should be encouraged to improve north-south bus routes before the project is completed. Such bus service is very poor at present.

Sincerely,



Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Tuesday, March 06, 2007 1:19 PM
To: Phase2
Subject: Scoping Comment

[REDACTED]
Sent: Tuesday, March 06, 2007 9:37 AM
To: Sandberg, Joel (expo)
Subject: Expo Rail

Dear Mr. Sandberg: I am a resident of Cheviot Hills. I wanted to let you know that many of us in the neighborhood strongly favor a light rail line down Exposition Blvd. I plan to attend the scoping session on March 15th at Vista del Mar, but I fear that the voices of most of the people I know who are in favor of the project will be drowned out by the vocal, self-oriented minority who seem to dominate this debate. I hope you know that the Cheviot Hills Homeowners Association DOES NOT speak for the majority of residents in Cheviot Hills. The majority of people in Cheviot Hills are responsible residents in this City of Los Angeles who, just as you do, see a bigger picture and understand that it is important for the City to make inroads in tackling our traffic and pollution problems. The light rail line is one very sensible step in doing so. Please do not be dissuaded from pursuing this project down Exposition by a few loud voices who purport to represent the viewpoints of the residents of Cheviot Hills. They do not. Thanks for your consideration and for planning what will be a very important project for all of Los Angeles, including Cheviot Hills. Sincerely, [REDACTED]

3/20/2007

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Tuesday, March 06, 2007 5:02 PM
To: Phase2
Subject: Scoping Comment

[REDACTED]

Sent: Tuesday, March 06, 2007 10:25 AM
To: Sandberg, Joel (expo)
Subject: Expo Line

One of the principal reasons mass transit in Los Angeles does not succeed is that the creators have not had the courage to make the system efficient for the millions of riders over the life of the system. Make the Expo Line efficient by using the best available right of way.

[REDACTED]

IMPORTANT NOTICE: This message is intended only for the addressee and may contain confidential, privileged information. If you are not the intended recipient, you may not use, copy or disclose any information contained in the message. If you have received this message in error, please notify the sender by reply e-mail and delete the message.

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Monday, March 05, 2007 12:49 PM
To: Phase2
Subject: Scoping Comment

[REDACTED]
Sent: Friday, March 02, 2007 11:31 AM
To: Sandberg, Joel (expo)
Subject: Fw: Supportfor the Expo Right of Way

Mr. Sandberg,

I am a Cheviot Hills resident. Below is the email I sent to the Cheviot Hills group in which I stated that I **SUPPORT** using the existing right of way for the Phase II extention.

Although the Cheviot Homeowners group appears unanimous in opposing that route, and are exceptionally vocal about their position, you need to be aware that their views are not shared by all Cheviot residents.

Sincerely,

[REDACTED]
[REDACTED]
To: neighborsforsmartrail@smartrail.org
Sent: Friday, March 2, 2007 11:25:42 AM
Subject: Supportfor the Expo Right of Way

I **SUPPORT** the Expo Light Rail Phase II Extension on the Expo right of way.

It will be convenient to the Cheviot Hills residents. Additionally, the Right of Way already exists, so it will save taxpayer money.

3/20/2007

I'm sure some of our Cheviot neighbors contiguous to the Right of Way will complain loudly; however, when they purchased their homes, they were aware of the Right of Way.



Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Wednesday, March 07, 2007 9:32 AM
To: Phase2
Subject: Scoping Comment

[REDACTED]
Sent: Tuesday, March 06, 2007 2:53 PM
To: Sandberg, Joel (expo)
Subject: Expo Rail

Dear Mr. Sandberg:

I got your name from Jeff Nagler, one of my neighbors and colleagues. I live in Cheviot Hills (and have for 14+ years). Like many of my neighbors, I strongly favor a light rail line down Exposition Blvd. I cannot attend the scoping meetings (due to child care issues), but wanted to let you know that I support it and will help in any way I can. Please don't be dissuaded from pursuing this project due to the overzealous opponents.

3/20/2007

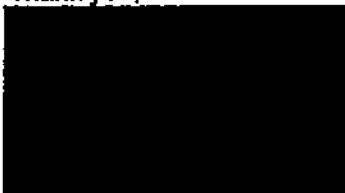
Perry, Christopher L

Sent: Monday, March 05, 2007 4:06 PM
To: Sandberg, Joel (expo); Phase2
Subject: Phase 2 Comments
Attachments: Phase2 Comments.pdf

Mr. Sandberg -

I attended the Phase 2 workshop on Feb 28 in Culver City and am submitting a few comments on the attached form.

Thank you,

A large black rectangular redaction box covers the signature area. A horizontal line extends from the right side of the box.

<<Phase2 Comments.pdf>>



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:

A possible diversion from Venice Blvd to Exposition is a twofold concern:

1) It would divert the rail away from Venice, where it would service commercial areas.

2) The diversion would run the rail within yards of possibly dozens of apartment buildings. It might even result in some of them being leveled under the auspices of eminent domain.

Thank you.

Perry, Christopher L

[REDACTED]

Sent: Monday, March 05, 2007 10:46 PM
To: Sandberg, Joel (expo)
Subject: Attention: Joel Sandberg, P.E., Project Manager & Gaby Gonzalez, Government/Community Relations Representative

[REDACTED]

March 5, 2007

**c/o Mr. Joel Sandberg, P.E., Project Manager
c/o Ms. Gaby Gonzalez, Government/Community Relations Representative
EXPOSITION METRO LINE CONSTRUCTION AUTHORITY
707 Wilshire Boulevard Suite #3400
Los Angeles, California 90017
213-922-3976 & 213-243-5535**

Dear Mr Sandberg & Ms Gonzalez:

It was more than a pleasure in meeting the both of you and the rest of your EXPO staff last week at Hamilton High School. I personally enjoyed the whole event and in seeing all of your architectural drawings and pictures of what the actual completed light rail transit system will actually look like.

I am extremely proud of your accomplishments in making this happen and I never thought that this could ever become a reality up until now!

I know that this will serve the public well and take off a lot of that strain from the 10 freeway. I go on it several times a week and it just gets worse and worse!

Your system will really connect the downtown corridor with the westside and it should get people to and from their jobs from both ends without having to use their cars as much.

Thank God.

It is about time!

Furthermore, I understand that there are some option in terms of deciding on which route to use.

You have the Exposition Route and you have the Venice Boulevard/Sepulveda Boulevard Route, I believe.

I would prefer it to go through Venice Boulevard and Sepulveda Boulevard, rather than the Exposition route.

I personally do NOT feel that the Exposition Route would be as widely used as it would be along Venice Boulevard and Sepulveda Boulevard. Furthermore, to have a station about two blocks east of

3/20/2007

Sepulveda Boulevard, off of Venice Boulevard, for ME, would be a Major Convenience since I live only three blocks east of Sepulveda Boulevard, just off of Venice Boulevard.

I also think that having a station at Robertson Boulevard/Venice Boulevard would be very beneficial to that growing area with constant traffic congestion.

Regarding the final station around 5th Street/Colorado Boulevard in Santa Monica, I believe that it is very important and crucial, however, please make sure that the station is NO more than 1-2 blocks away from the beach.

The closer the station is to the Beach, the Better!

Furthermore, I would also like to suggest that there eventually be a Light Rail Transit Path to the Los Angeles Airport (LAX). This would ease the traffic that goes into the airport every single day. The parking situation at the airport is a mess and has gotten worse since 911 and I believe that it would be a necessity to have that happen. Currently, I take one bus to the airport, however, that also means that I still have to catch another shuttle bus at another bus terminal to take me in there. If there was a train available, it would make it a hell of a lot easier to get into the airport and NOT have to deal with the shuttle or the buses any more!

When do you expect to have the Santa Monica Phase completed? Curious? By what Year?

Last, but Not Least, I hope that all of what I had to say will be of some help to you, your staff and in your decision making process.

If I can be of any further assistance or help to you at present or at some time in the very near future, then please do NOT hesitate to contact me either via email: [REDACTED] call me direct at: [REDACTED]

I am more than looking forward to hearing back from you with a Positive Response some time in the very near future.

Thank you.

Sincerely yours,

[REDACTED]

Looking for earth-friendly autos?

Browse Top Cars by "Green Rating" at Yahoo! Autos' Green Center.

Perry, Christopher L

[REDACTED]
Sent: Thursday, March 01, 2007 9:27 AM

To: Phase2; Sandberg, Joel (expo); [REDACTED]

Subject: Will [REDACTED] be demolished by Exporail Emminent Domain??

Dear Expo Rail project:

I live in the apartment building at [REDACTED]
on the east side of Overland a little north of
Rose. Rose is north of Palms.

The U.S. supreme court has made it much easier
for governments to confiscate private property
for private or public use. Owners are now paid
much less than the value of their property
after that ruling.

...

When is the MetroRail Exporail going to
DEMOLISH the apartment building at [REDACTED]

I am a tennant in [REDACTED]

With the new supreme court ruling my landlord will
be paid less than the replacement cost of his
property so he will not be able to afford
a new lot to build a new apartment building
on.

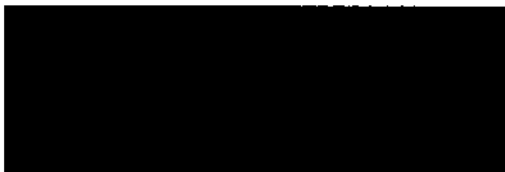
No matter where the homes and
apartments are demolished their residents
will become permanently homeless because there
is a severe housing shortage in California.

...

Converting to an all volunteer jury sytem will
enable more accurate lawsuits to more correctly
balance the need of property oweners to be
compensated for confiscated property versus
the need to make sure the corresponding tax
increase is fair to affected taxpayers who have to
pay for that compenstation of property owners.
Please vote Yes on ther all volunteer juries
ballot propostion or bill.

...

When will Emminent domain for the Expo Rail
project phase 2 require me to move out of
the apartment at [REDACTED]
[REDACTED]



Want to start your own business?

Learn how on Yahoo! Small Business.

<http://smallbusiness.yahoo.com/r-index>

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Thursday, March 01, 2007 3:57 PM
To: Phase2
Subject: Scoping Comment

[REDACTED]
Sent: Thursday, March 01, 2007 3:34 PM

To: Sandberg, Joel (expo); [REDACTED]
Subject: Phase 2 of Exporail expansion

Dear Joel Sandburg: (March 1,2007)

The map on the buildexpo.org website is not clear in my neighborhood. I am a tenant at [REDACTED] apartment building on the East side of Overland a little north of Rose and Rose is north of Palms.

I am unable to tell from the map whether the apartment building at [REDACTED] will be demolished by eminent domain to build railroad tracks or a bus station.

Eminent Domain might seize your property -- March 1,2007

The recent U.S. Supreme Court ruling on Eminent Domain that gives local governments the power to confiscate private property for private use also expands ALL eminent domain by allowing local governments to pay each property owner much LESS than the value of confiscated property!!

If you received a notice in the mail or on your door about a public meeting of the Exposition light rail project expansion that means that your home or apartment or business is at high risk of being demolished by eminent domain for at least one of the proposed paths of railroad expansion between Robertson and Venice and Colorado and the Pacific ocean.

I as voter am proposing two rules

1) Require every city that uses Imminent Domain to grant construction

3/20/2007

permits for four new single family homes
to replace every single family home that is demolished
by
emminent domain and build new supermarkets near the
new
homes.

Two new comperable apartment buildings to replace
every
apartment building that is demolished by emminent
domain.

2) Require the state and federal governments to
convert
all courts in the United States and its states and
counties
to use volunteer juries only. No More compulsory jury
duty
summonning !!!!!!!

Example -- When twelve people who are unable
to get out of required jury duty decide how much money
to grant
a property owner for property confiscated by the
government.

Those twelve people drastically underpay that property
owner
to keep their own taxes down.

A jury consisting entirely of volunteers will provide
a much more accurate balance to compensate owners for
lost property and reasonable tax increases so each
owner
will get a much higher percentage of the value of
their
lost property. Pretty please pass an all volunteer
jury bill or ballot
propostion NOW!!

Don't get soaked. Take a quick peak at the forecast
with the Yahoo! Search weather shortcut.
http://tools.search.yahoo.com/shortcuts/#loc_weather

3/20/2007

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Tuesday, February 20, 2007 1:13 PM
To: Phase2
Subject: Scoping Comment

[REDACTED]

Sent: Sunday, February 18, 2007 12:09 AM
To: Sandberg, Joel (expo)
Subject: expo rail phase 2

joel sandberg-

cheviot hills segment should be used as a subway or elevated track. portions with space for single track blocked by businesses needs to be constructed as elevated tracks. palms & national blvd single track can be constructed into 4 tracks. just add another elevated track right next to the current elevated track. the expo line should operate as express and local service. 4 tracks total should be constructed.

one track of express and local service in each direction. the express service needs to have local & express stops at the current metro blue line stations- 7th/metro center, pico, grand. schedule shuttle service needs to serve all the light rail stations during operating hours. the expo line should operate 24 hour service as an alternative to the late night bus service. elevated tracks of light rail is used in chicago.

i would be able to ride the expo line at station located at motor ave & national blvd without taking a bus since it is within walking distance. the light rail station at motor ave & irene st needs to be constructed as a elevated 4 track. exposition blvd at westwood needs to be constructed as 4 tracks & space for a light rail station. motor ave & national blvd is a prime location for a light rail station since it is located in a mixed use area- residential & businesses. this station location might help drivers using the overland freeway ramps. 10 freeway is located near the 10/405 freeway interchange. it might help relieve congestion. i observed drivers using the 10 freeway ramps which is sometimes congested.

[REDACTED]

3/20/2007

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Tuesday, February 20, 2007 1:12 PM
To: Phase2
Subject: Scoping Comment

[REDACTED]
Sent: Saturday, February 17, 2007 11:37 PM
To: Sandberg, Joel (expo)
Subject: expo corridor transit project phase 2

joel sandberg-

consider the alignment along the santa monica 10 fwy. this might help relieve overcrowding on the bus lines serving santa monica- 720 wilshire blvd, 704 santa monica blvd, 7 pico blvd, 333 venice blvd. the expo line should operate express train service for reducing travel time similar to the gold line. there should be 4 car trains since this line might get crowded. this line needs to be constructed as two track guideway. cheviot hills segment should be underground. the train schedule would be 24 hours a day. train frequency-4 min during rush hour, 10 min during the day, 20 minute evenings depending on actual ridership

station locations-

palms & national blvd

motor ave & national blvd

westwood bl & exposition blvd

sepulveda & exposition

pico & gateway blvd

bundy drive & olympic blvd

20th street near olympic blvd & colorado to serve smc

14th & colorado

4th & colorado to serve sm place & 3rd st. promenade

from, tdhuang29@netzero.net

3/20/2007

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Friday, March 02, 2007 8:12 AM
To: Phase2
Subject: Scoping Comment

Sent: Thursday, March 01, 2007 10:51 PM
To: Sandberg, Joel (expo)

Subject: Fw: Expo Line Light Rail Project

Good Day:

I am, and have been, in favor of light rail utilizing the existing (rail) right of way from Culver City to Santa Monica.
 - I am a 45 year resident residing on [REDACTED]

I forward an opinion that the situation(s) noted below have not been fully addressed and are of major importance in the decision making process. Having said that, please respond to the following.

-)

Provide information related to the liquid gas pipeline(s) running along Venice Blvd. between Sepulveda and Robertson and any other extended points (East, West, South or North),

- Still owned and/or operated by (old Standard Oil Co. of Calif /Now Chevron/Texaco Corp.?)
- Type(s) of product being transported ?
- Where the product in the pipelines originate and goes to?

-)

How long has the existing pipeline(s) on Venice Blvd. been carrying explosive product?

-)

Were the pipelines carrying product when the old Pacific Electric Red Cars (Heavy Rail) traveled East/West on Venice Blvd?

- Were the street cars using an elevated right of way at any point on Venice Blvd. between Robertson Ave. and most western terminus point (west of Lincoln)?

-)

What is Chevron's present written position regarding having (or authorizing) a light rail operating over/above its pipeline(s)?

-)

What federal, state, county, city agency (or the like) are presently involved with oversight or have jurisdiction over these specific pipeline(s)

-)

There was an explosion on Venice Blvd. caused by a construction company puncturing a hole in the liquid gas pipe line?

- What was the date?
- How many persons were injured or killed?
- Where can documented information be found?

3/20/2007

-)
Using the lessons learned experiences on the light rail route, running on Washington Blvd. between Flower until it turns south towards Long Beach, what would be the anticipated vibration impact(s) to the pipeline system already in place?

-)
Are there photographs available showing the Old P. E. Red Cars traveling on Venice Blvd between Sepulveda and Robertson?

Thank you.



p.s.

The "Statement of Concern" form issued by the Cheviot Hills Homeowner's Association, and being sent to you is very unprofessional.

THOUGHT FOR THE DAY

Do everything in moderation.....Even Moderation
(Professor Robert Sacket)

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Thursday, March 01, 2007 8:24 AM
To: Phase2
Subject: SCOPING comment

[REDACTED]
Sent: Wednesday, February 28, 2007 3:42 PM
To: Sandberg, Joel (expo)
Cc: [REDACTED]
Subject: FW: EXPO PHASE II SCOPING comment

Dear Mr. Joel Sandberg:

Feb 28, 2007

It was a pleasure meeting you yesterday at the scoping meeting. My husband and I live in a single family home very close to the Exposition Blvd (between Westwood Blvd and Sepulveda). As a result, we strongly oppose having the railway, parking space, or any stations constructed in our neighborhood going through Exposition blvd. We already have the problems associated with having high-traffic freeways on one side and the Airplanes flying over our homes. I personally have sleep disorder and allergy to the smoke and fumes. We are not only concerned about this project having already an effect on the value of our house and neighborhood being turned into an industrial area, but also about our safety, noise level, vibration, traffic jams, and health-related problems associated with having several trains running through our neighborhood.

Whereas, the alternative route going through Venice BLVD to Sepulveda, which is a commercial area, would be more beneficial to the businesses. We believe having the railway through Exposition would eventually cost the city much more considering the fact that they have to compensate the homeowners for the depreciation of their homes and all the other related problems.

We appreciate your consideration in to this matter.

[REDACTED]

3/20/2007

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Thursday, March 01, 2007 8:18 AM
To: Phase2
Subject: Scoping Comment

[REDACTED]
Sent: Wednesday, February 28, 2007 3:32 PM
To: Sandberg, Joel (expo)
Subject: Expo Phase 2

Mr. Sanderg:

I am concerned over disruptions during construction of this project and over safety issues after construction is completed.

If the route by way of Sepulveda Boulevard north from Venice Boulevard to Exposition Boulevard is used, where will the route be actually constructed? On the properties of homes and businesses along Sepulveda Boulevard or on the right-of-way of Sepulveda Boulevard itself? If the former, it will mean takings of property and severe disruptions of the lives of those whose property is not taken, but which adjoins the taken property. If the latter, it will mean the partial blockage for over a year, perhaps several years, of a main artery and route taken by emergency vehicles when called to locations east of the San Diego Freeway, and this would endanger all who live in the several blocks between the San Diego Freeway (I-405) and Westwood Boulevard and who might need emergency services.

Upon completion, if the new transport corridor is at grade level, it would pose a danger to pedestrians, a fact that has been demonstrated already at other rail locations at grade level. Let's remember that not all pedestrians are adults in youth or prime of life! Some are children, and some are old and frail. If the new transport corridor is elevated, it will pose a noise nuisance. If it is below grade, it will be safe for the neighborhood, once completed and covered over, but it will severely disrupt traffic while under construction.

I believe that the safest and quietest end result would come from constructing it to be below grade and as wholly as possible along the Exposition Boulevard right-of-way, passing beneath Sepulveda Boulevard and beneath Westwood Boulevard.

I might point out that Exposition Boulevard in this area is a residential street, not a commercial route, and noise from commuter trains would be worse than an annoyance to those who live along that street. This is further reason to ensure that the route is below grade and covered.

Thank you for your consideration of these issues.

Sincerely,

3/20/2007



FREE Reminder Service - NEW from AmericanGreetings.com
Click [HERE](#) and never forget a Birthday or Anniversary again!

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Tuesday, February 27, 2007 2:28 PM
To: Phase2
Subject: Scoping Comment

[REDACTED]
Sent: Monday, February 26, 2007 10:32 PM
To: Sandberg, Joel (expo)
Subject: Expo Phase 2

I have the following questions about the Expo lightrail phase 2 plans in regard to the two alternative routes that we understand are being considered: the Expo right of way vs. Venice Blvd. Please address them in the Scoping process.

- (1) If there is going to be a Wilshire subway to Santa Monica, why is a lightrail to Santa Monica also needed? Wouldn't the area be better served if the Expo line went all the way down Venice to the beach? Venice is also a commercial, high-density route lacking in public transportation, not a low-density residential area. A Venice route would have higher ridership and serve to revitalize business along Venice.
- (2) Is there an option for the lightrail being a subway through residential areas?
- (3) How will sound be mitigated, especially in areas through Cheviot where the lightrail track is lower than the houses on hills above it, as sound travels up.
- (4) I have heard that a station would be planned for National near Motor for the Expo ROW route. Motor is already over-saturated with traffic. How will the adverse impact of increased local traffic and parking from people traveling to and from the station be addressed?
- (5) The Expo ROW line runs close to several intersections with traffic lights. Frequent trains near those intersections at grade level will severely disrupt already horrendous north-south traffic during rush hours. How will this be avoided?
- (6) How possibly can the noise, vibrations, and safety risk from the trains running right next to Overland Elementary School be mitigated?
- (7) There is a bridge over the Expo ROW that links the homes of Cheviot with Palms Park. We have heard that this bridge would have to be removed because of the electrical lines. How will community access to the park be preserved?

Thank you, [REDACTED]

3/20/2007

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Monday, February 26, 2007 1:11 PM
To: Phase2
Subject: Scoping Comment

[REDACTED]
Sent: Monday, February 26, 2007 10:10 AM
To: Sandberg, Joel (expo)
Subject: bikes on trains

Hi,

It would be really helpful if Metro could come up with a better option for bikes on trains than banning them outright for the 2 morning & evening commute hours when bike commuters most need to be on the train. This ban forces many of us bike commuters to have to commute after dark, which I'm sure you realize is much more dangerous for the bikers.

Please think about some sort of creative solution for bikes on trains -- like those of Portland, Oregon, where they actually have bike hooks to hang up your bikes, or have a dedicated part of a car for bikes only.

Please remember to factor in bike commuters when studying this line.

Thanks,

Be a PS3 game guru.
Get your game face on with [the latest PS3 news and previews at Yahoo! Games.](#)

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Friday, February 23, 2007 4:19 PM
To: Phase2
Subject: Scoping Comment

[REDACTED]
Sent: Friday, February 23, 2007 2:16 PM
To: Sandberg, Joel (expo)
Subject: Comments on Expo Ph 2

It's very exciting to see that something may come of planning rail to Santa Monica again.

I strongly vote for using the existing ROW. It's the far superior route. It was in place and in use long before any of the current residents moved in. It's ironic that the very group of residents who managed to make that particular line the longest-lasting of all the West Side Red Car lines now have lost sight of the value their predecessors were fighting for, and have turned into a particularly shrill group of NIMBYs. Those "trains" are not noisy nor are they dangerous.

Put the trains where the tracks are. They were laid there, and kept there, for a good reason.

[REDACTED]

3/20/2007

Perry, Christopher L

From: Gonzalez, Gabriela [GGonzalez@exporail.net]
Sent: Tuesday, February 20, 2007 9:57 AM
To: Phase2
Subject: Scoping Comment

[REDACTED]
Sent: Friday, February 16, 2007 1:19 PM
To: Sandberg, Joel (expo)
Subject: voice of support

I have been involved as a supporter of the Expo rail line since 1990 and more recently in the last six years with the organization called friends4expo.org
 I believe we need to GO with the direct alignment to Santa Monica vs. the Venice Blvd./Sepulveda route. We need mass transit that is rapid!! The latter alignment will ADD 10-15 minutes to the route as well as exponentially put riders in harm's way with auto accidents sure to happen with the trains.

I'm a BIG believer that the direct route as much as it will come close to "homes" WILL NOT destroy the affected neighborhoods rather enhance these neighborhoods with convenient access to the Westside Pavillion and residential neighborhoods that will undoubtedly find the direct route to enhance and most likely increase home values.

If the MTA is going to make a decision b/c of NIMBYs who do not want rail near their houses then it must be consistent and remove or mitigate the Blue Line near homes in S. Central L.A. Modern engineering technology has vastly improved noise and vibration levels that remind people of the "EL" in Chicago. Lastly, the San Diego trolley extension into Little Italy, Fashion & Mission Valley, and now SDSU, winds itself thru modern multi-family and single family residences that are considered by the community there as a big-time asset. There has been no widespread reports of communities collapsing near the newly-built S.D. Trolley lines. However, the opposite is true, commuters and residents all throughout S.D. are hailing their rail system as a jewel and another bragging right over the "evil L.A.". Let build Phase 2 DIRECTLY to Santa Monica thru the Right-of-Way alignment. Thank you!!!

Sincerely,

[REDACTED]

"Sandberg, Joel (expo)" <JSandberg@exporail.net> wrote:
 Comments will be accepted via this email address.

[REDACTED]
Sent: Thursday, February 15, 2007 8:19 PM
To: Sandberg, Joel (expo)
Subject: written comments

Hi. Will written comments be accepted via this email. Or, must I submit comments by snail mail. Thanks.

3/20/2007

Perry, Christopher L

From: Gonzalez, Gabriela [GGonzalez@exporail.net]
Sent: Tuesday, February 20, 2007 9:57 AM
To: Phase2
Subject: Scoping Comment

[REDACTED]
Sent: Friday, February 16, 2007 9:13 AM
To: Sandberg, Joel (expo)
Subject: Phase 2

Dear Mr. Sandberg,

Our family owns [REDACTED] for the last 51 years, enjoying every moment of this period! The growth and evolution of our area were tolerable and in keeping with the time.

With the advent of Phase 2 of the Expo Light Rail Line, we think some realistic input is appropriate. Briefly, the Venice / Sepulveda option would serve a more Southerly area, including much of Culver City while still covering West Los Angeles as well as Santa Monica. While the more direct Exposition route has some merit, however an important problem would be created if one considers the crossings of Overland, Westwood, Military and Sepulveda Boulevards. This immediate area has been severely impacted when the Santa Monica Freeway was built, the noise and pollution effect are noticeable indeed. Unless the entire route would be constructed underground or in a deep trench, eliminating grade crossings for the above mentioned Boulevards. The entire residential Square Mile, bordered by: East of Overland; South of National; Sepulveda on the West and Pico on the North would become a very undesirable residential area. When it comes the "nimbi" effect, we feel that our immediate area has been tolerant indeed. We bought our residence with the hope of keeping the area as peaceful as possible, do our opinions still matter?

Looking forward to your reply,
Very Sincerely Yours,

[REDACTED]

Please put us on your mailing list

3/20/2007

Perry, Christopher L.

From: Gonzalez, Gabriela [GGonzalez@exporail.net]
Sent: Tuesday, February 20, 2007 9:59 AM
To: Phase2
Subject: Scoping Comment

[REDACTED]

Sent: Thursday, February 15, 2007 8:14 PM
To: Phase2; Sandberg, Joel (expo)
Cc: Self
Subject: Community meetings -- an important suggestion

When opposition comments are taken, please take into account the address of the speaker. Display a map of the area, and require the speaker to state and show where he/she lives. (It would be a good idea to check the location!)

If the speaker lives close to the proposed line, pay attention.
If the speaker lives well away, note the fact and discount the comments.
(This suggestion comes from some rich and verbal, but remote, opponents to the Expo Line. They should, if they don't want to use light rail, at least provide decent transportation for their nannies and house maids.)

Please forward this comment to those who are going to run the community meetings.

We expect to attend at least one of the meetings, and will also forward (separately) our comments.

Regards, [REDACTED]

[REDACTED]

Perry, Christopher L

[REDACTED]

Sent: Thursday, February 15, 2007 8:14 PM
To: Phase2; Sandberg, Joel (expo)
Cc: Self
Subject: Community meetings -- an important suggestion

When opposition comments are taken, please take into account the address of the speaker. Display a map of the area, and require the speaker to state and show where he/she lives. (It would be a good idea to check the location!)

If the speaker lives close to the proposed line, pay attention.
If the speaker lives well away, note the fact and discount the comments.
(This suggestion comes from some rich and verbal, but remote, opponents to the Expo Line. They should, if they don't want to use light rail, at least provide decent transportation for their nannies and house maids.)

Please forward this comment to those who are going to run the community meetings.

We expect to attend at least one of the meetings, and will also forward (separately) our comments.

Regards,

[REDACTED]

[REDACTED]

Perry, Christopher L

From: Gonzalez, Gabriela [GGonzalez@exporail.net]
Sent: Tuesday, February 20, 2007 9:59 AM
To: Phase2
Subject: Scoping Comment

[REDACTED]
Sent: Thursday, February 15, 2007 7:28 PM
To: Sandberg, Joel (expo)
Subject: comment on Expo Line phase 2

Dear Mr. Sandberg,

As a future rider of the Expo Line light rail system, I would like to express my strongest possible support for the adoption of the more northerly route along the existing right-of-way from Culver City to West Los Angeles. While routes along Culver or Venice Boulevards could be viable extensions to an already-established route, the existing right-of-way seems the clear best choice, from a passenger's point of view, in terms of being able to offer the fastest and most reliable service, especially during rush hours, between Santa Monica and Downtown. Thank you very much for your consideration of my comments.

Yours,

[REDACTED]

Perry, Christopher L

From: Sandberg, Joel (expo) [JSandberg@exporail.net]
Sent: Tuesday, February 20, 2007 1:09 PM
To: Phase2
Subject: Scoping Comment

[REDACTED]

Sent: Saturday, February 17, 2007 3:42 PM
To: Sandberg, Joel (expo)
Subject: Phase 2

Dear Mr. Sandberg:

I live on the [REDACTED] right off Bundy between Olympic & Pico & am wondering if there will be noise coming from the new rail, and if so, if there's a plan to block it with a noise barrier. Also, should I expect Tennessee Avenue to be full of parked cars due to park & ride commuters going to & from Downtown LA & Santa Monica.

Sincerely,

[REDACTED]