

## **APPENDIX H: SCOPING COMMENTS**

**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
**Gold Line - Phase II**  
**Public Comment Card**

Name: Monique Clemmer

Date: 7/15/03

Comments: My concern is noise level + privacy. My home  
is right up against the tracks. I want to make  
sure there is a wall going up to help with  
those issues.

Thank You.



Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Suite 200  
South Pasadena, CA 91030  
(626) 799-8599 Fax

*Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.*

**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
**Gold Line - Phase II**  
**Public Comment Card**

Name: LYN FRAZIER

Date: 7-15-03

Comments: CONCERNED ABOUT - NOISE, SAFETY, PROPERTY VALUE  
COMMUNITY IMPACT IN GENERAL - VIBRATION -



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**Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II**

**Public Comment Card**

Name: Gil Gonzalez Date: 7/15/03  
 Phone: (909) 592-0396 Email: GilGonzalez2000@yahoo.com  
 Address: 2193 Tenebonne Ave San Dimas  
 Comments: City must provide transportation centers at remote location so we can park our cars closer to home & keep cars out of downtown.



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**Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II**

**Public Comment Card**

Name: Gil Gonzalez Date: 7/15/03  
 Phone: (909) 592-0396 Email: GilGonzalez2000@yahoo.com  
 Address: 2193 Tenebonne Ave San Dimas, CA 91773  
 Comments: The visual impact must be mitigated. Instead of just metal poles for wire support, make "poles" look like trees. If you remember cell site monopoles were ugly but they look like trees



see back

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Gold Line - Phase II  
Public Comment Card

Name: Mike Hillman Date: July 15

Comments: IS there a Percent for the Art Program?  
Who will choose? Can I do it?  
How can we expediate the process.



Please leave at the comment table or submit to:

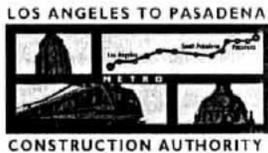
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Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II  
Public Comment Card

Name: Michael Hillman Date: July 15 2002

Comments: Can't wait, please put me on your  
Mailing list.  
sp?  
How heavily will the medians be landscaped?



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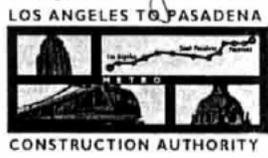
**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
**Gold Line - Phase II**  
**Public Comment Card**

Name: Janet Iliff Date: 7/15/03

Phone: [Redacted]

Address: [Redacted]

Comments: I am concerned that the train is elevated when it crosses the bridge on Route 66 it faces our back yard. I am concerned about the noise light and so forth if trains are running from 5am till 1am. Our wall is not



over Please leave at the comment table or submit to:

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high enough to block sound. Also how are the trains to run on one track across the bridge. And if you widen the bridge I am concerned about the noise while under construction to make the bridge accommodate 2 tracks. Thank you. I look forward to your response to this.

p.s. Janet Iliff  
Also I believe the 2nd Station in Glendora should be by the new K&F's store.

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II  
Public Comment Card

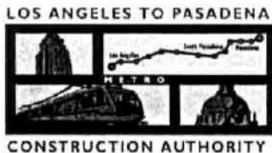
Name: Mark R Johnston

Date: 7/15/03

Phone: [Redacted]

Address: [Redacted]

Comments: Instead of extending from claremont to montclair, After <sup>Mont</sup> Pomona  
a Claremont Turn The Line South to The Pomona Transit  
Center in Downtown Pomona on the Metrolink Riverside Line  
Provides Transfer possibilities (Between the 2 metrolink lines)  
Extending Line to montclair (a beyond) makes the line too long  
for Light Rail use.



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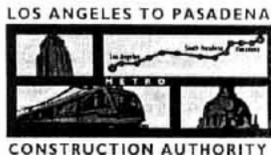
Name: Jill Jones

Date: 7-15-03

Phone: [Redacted]

Address: [Redacted]

Comments: Thank you for making the information  
available and having such enthusiastic  
people answering questions. I look forward  
to seeing the completion of this Phase II project  
and Good luck!



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**Gold Line - Phase II**  
**Public Comment Card**

Name: JOHN MACRI Date: 7/15/03  
 Phone: [REDACTED]  
 Address: [REDACTED]

Comments: I'm concerned about the increased "horn" noise resulting from trains crossing SAN DIMAS CANYON Rd. at least 20 hrs. per day, 7-days a week at approximately every 15 mins. I live less than 100 Yards from this intersection and may have to sell my home as a result.

**LOS ANGELES TO PASADENA**



**CONSTRUCTION AUTHORITY**

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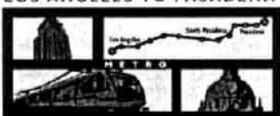
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**Gold Line - Phase II**  
**Public Comment Card**

Name: JUDY MILLER Date: 7/15/03  
 Phone: [REDACTED]  
 Address: [REDACTED]

Comments: Landscape with woodland matenia would affect not only the landscape, but the health of the townspeople

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Gold Line - Phase II  
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Name: Judy Miller Date: 7/15/03  
Phone: [REDACTED]  
Address: [REDACTED]

Comments: Adequate parking is essential for the use of the Gold Line. Riders will need the convenience of easy access and the local homeowners/shoppers will need the peace of mind.



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Name: JIM NIZOLEK Date: 07-15-2003  
Phone: [REDACTED]  
Address: [REDACTED]

Comments: I SEEM TO SHARE THE CURRENT COMPLAINTS EXPRESSED BY SOUTH PASADENA RESIDENTS. WHISTLE BLOWING IS UNNECESSARY. STANDARD TRAFFIC SIGNAL LIGHTS COULD BE INSTALLED & ACTIVATED IN ADDITION TO EXISTING SAFEGUARDS. SIGNALS WOULD ACTIVATE PRIOR TO OTHER SAFEGUARDS.



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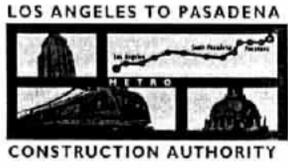
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Gold Line - Phase II  
Public Comment Card

Name: KRISHNA PATEL Date: 7/15/03  
Phone: [Redacted]  
Address: [Redacted]

Comments: Traffic Impact at Bonita Ave / Cataract Avenue intersection  
① Public involvement in the intermodal station development  
② Existing Spwy line at southeast corner of Bonita/Cataract.  
③ Aesthetic element of the overhead facilities and its negative impact throughout the city ④ Drainage Impact



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Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II  
Public Comment Card

Name: JEFF Templeton Date: 7/15/03  
Phone: San Dimas City Council Email:  
Address:

Comments: Aesthetics of Lines & Poles  
concerns ① ROAD CROSSINGS - PARTICULARLY BONITA/CATARACT  
② NOISE  
③ PARKING



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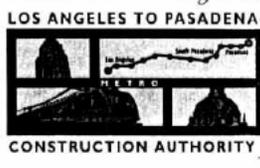
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Gold Line - Phase II  
Public Comment Card

Name: Catherine Thornton Date: 7-15-03

Phone: [Redacted]  
Address: [Redacted]

Comments: I would be concerned about increased traffic congestion on the surface streets of each community where a rail crossing will be occur. For example, in Arcadia the rail will cross Santa Anita Ave and requires guard gates. During rush hour when the train comes by at least every 10 minutes (could be 5 minutes for unsynchronized



two-way trains) surface traffic will be adversely affected. This type of situation already exists on Delmar in Pasadena and also in the community of S. Pasadena. The Metro needs to minimize these rail crossings by the use of bridges, etc.  
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July 14, 2003

TO: Susan Hodor  
Gold Line Construction Authority  
625 Fair Oaks Ave. Suite 200  
South Pasadena, CA 91030

FROM: Foothill Village Homeowners Association  
Glendora, 91741

RE: Gold Line Phase II  
Environmental Impact

Our community of 60 homes lies adjacent to the south side of the right of way at the Barranca Ave. crossing.

Our Concerns are:

1. The noise of horns and bells triggered by the crossing which would sound only a few feet from our homes.

We expect that horns can be triggered to sound at the crossing, not from the trains themselves.

2. The foot traffic of youngsters walking on Barranca going to and from Sandburg Middle School.

What will be done to protect children, who are known to be careless. Are there any barriers that cross the sidewalk as well as the street?

3. Maintenance of the right of way.

Present maintenance is poor. Water drainage from the higher elevations north of us, runs down Barranca into culverts on the north side of the tracks, comes out into a "ditch" on the south side of the tracks and moves west to a large storm drain.

The "ditch" between Barranca and the storm drain has filled with soil, debris, plant and weed growth. We fear that an unusually large amount of water could undermine the track bed and/or break our wall because the water cannot flow in an adequate ditch.

4. Noise of trains.

What thought has been given to sound barriers where residential areas are immediately adjacent to the right of way?

Please keep us informed of plans and reports and decisions as this project proceeds.



Marilyn Nixon  
President, Foothill Village Homeowners Assoc.



*How to best impact residents & community —*

**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
Gold Line - Phase II

**Public Comment Card**

Name: CECIL A. KARSTENSEN Date: 7/16/03

Comments: UTILIZE FORMER PE ROW IN CLAREMONT - MONTCLAIR AREA. THIS WILL AVOID FRA REQUIREMENTS & COMPLICATIONS OF MAY ENVIRONMENTAL REVIEW. FORMER PE ROW W/ WALKING DISTANCE OF METROLINK TRACKS.

*Please leave at the comment table or submit to:*



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CONSTRUCTION AUTHORITY

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Phase2@metrogoldline.org

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**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
Gold Line - Phase II

**Public Comment Card**

Name: OPOLU ACHAMPONG Date: 7/16/03

Comments: 100% for it, I think it will enhance regional transportation systems. And definitely help ease congestion.

*Please leave at the comment table or submit to:*



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**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
Gold Line - Phase II

**Public Comment Card**

Name: Robert Chang Date: 7/16/2003

Comments: Issues should include visual impacts of overpasses should it be required by the POC, noise impacts of construction and of operation, including POC's and transit centers of stations, and the noise/vibration tradeoff if the line were to be stoned down due to safety or noise concerns. Also impacts on communities due to the late evening/early morning operation.

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**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
Gold Line - Phase II

**Public Comment Card**

Name: JEFFREY DAVIDSON Date: 7.17.03

Comments: WHEN CONTINUING GOLD LINE EAST OF CLAREMONT STATION PLEASE CONSIDER USING THE OLD PACIFIC ELECTRIC RIGHT OF WAY TO MONTCLAIR (NOT METROLINK)

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Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: Christopher Denes Date: 7/16/03

Comments: The prompt completion of this project is a very good thing



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Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: Chem Hamilton Date: 7/16/3

Comments: ① Ensure that parking, especially near Claremont stop, is sufficient for local tourism, w/ Claremont as destination. ② On the map, the Gold Line stops do not appear to match present Metrolink stations (cf. Claremont) - true? if so, inefficient? ③ In EIS, please be especially vigilant (with truly qualified consultants) re. endangered species and coastal scrub habitat



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Gold Line - Phase II

Public Comment Card

Name: Andrea Harrington Date: 7-16-03

4.5

Comments: Hope that bicycles are allowed at all times  
(and no permit required).

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**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
Gold Line - Phase II

Public Comment Card

Name: Gus Hyland Date: 7/17/03

Comments: Please do something about the noise (Bells)  
when gates are down; why do bells keep ringing?  
Noise level is extreme and something needs to be  
done about it.

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**Gold Line - Phase II**

**Public Comment Card**

Name: CECIL A. KARSTENSEN Date: 13 July 2003

Comments: CONSIDER LARGE SIZE PARKING FACILITIES  
AT STATIONS. ACCOMODATE 200-300  
CARS TO FACILITATE PARK'N RIDE & TRANSIT  
COMMUTERS



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Public Comment Card

Name: VICTORIA KOENIG Date: 7-16-03

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*I own a business on Arrow Highway between Monte Vista + Central Inland Pacific Ballet Academy. We highly recommend pedestrian access from the transit center south to Arrow Highway + the Montclair Plaza. Now, students coming ~~in~~ in on the train have to walk*

*over →*



LOS ANGELES TO PASADENA  
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ALL THE WAY TO MONTE VISTA OR CENTRAL, DOWN TO ARROW HIGHWAY, AND THEN TO OUR BALLET ACADEMY. IF THERE WERE PEDESTRIAN ACCESS DIRECTLY ACROSS THE TRACKS AND SOUTH TO ARROW HWY, IT WOULD BE SAFE AND CONVENIENT FOR YOUNG CHILDREN AND TEENS TO USE PUBLIC TRANSPORTATION TO ATTEND THEIR CLASSES. IT WOULD ALSO GIVE VERY DIRECT ACCESS TO THE MONTCLAIR PLAZA AND SURROUNDING RETAIL STORES SUCH AS TARGET, BEST BUY ETC.

ALSO - SHOULD ANYONE BE INTERESTED IN USING THE BALLET FOR A MARKETING CAMPAIGN - "WHO GETS LINED BY THE GOLD LINE" - PLEASE FEEL FREE TO CONTACT ME. Vickie Koenig

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: Margat Mac Donald Date: 7/16/03

Comments: I think adoption of the LPA would benefit the whole area along the route. Perhaps a study of the usage of Phase I after it opens would indicate whether So. Californians are really willing to abandon their cars for public transportation. Locally, I hope Claremont will provide a parking structure for the station and for local businesses.

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Public Comment Card

Name: Anthony Marin Date: 7-16-03

Comments: A sound wall or much less noise on the date warning horn while going through residence especially at 4:15 AM. Twice a sound of horn not 3-5 times. — Thanks Tony

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**Gold Line - Phase II**

Public Comment Card

Name: Ross R. Moore, Jr. Date: 7-16-03

Comments: ① HAVE STATION AT BALDWIN AVE + 210 FLY SERVING SANTA ANITA FASHION MALL, THE ROSE TRACK AND COUNTY ARBORETUM WITH PEDESTRIAN BRIDGE/WALKWAY TO PARKING LOT AT TRACK MALL. ② HAVE QUARTER STATION DIRECTLY SERVE CITY OF HOPE MEDICAL CENTER ③ HAVE BOTH A WEST SAN DIMAS STATION AND YOUR MAINTENANCE FACILITY NEAR AUTO CENTER DRIVE AND GLADSTONE AVE. TO SERVE HOPE SHOPPING COMPLEXES AND TAKE ADVANTAGE OF OPEN LAND FOR MAINTENANCE YARD. ④ USE EX-PACIFIC ELECTRIC / SP RIGHT OF WAY FROM CLAYMONT TO MONTCLAIR (ALREADY GOVERNMENT OWNED) TO SERVE LOOP CRUISED, NORTHERN PARKING LOT AT TRANSIT CENTER ANGELES TO PASADENA EASIER TO CONNECT THROUGH ROUTE WITH ANY SAN BERNARDINO COUNTY LRT THAT MAY EVENTUALLY BE BUILT ON EX-PE/SP ROW FROM MONTCLAIR TO SAN BERNARDINO TO SERVICE THE FOOTHILL COMMUNITIES AND SHOPPING MALLS/EMPLOYMENT CENTERS. ⑤. EVENTUALLY HAVE A NORTH/SOUTH CONNECTING TRANSIT LINE FROM THE GOLD LINE SOUTH ALONG THE 605 FLY/SAN GABRIEL RIVER CORRIDOR TO SERVE CITY OF INDUSTRY WITHIN SOUTHEAST L.A. COUNTY, WEST ORANGE COUNTY, AND EASTERN LAKEWOOD/LONG BEACH. ⑥. HAVE A CONNECTING LINE FROM LA UNION STATION TO BLUE LINE WASHINGTON BLVD. STATION TO ENABLE THROUGH-ROUTING TRAINS.



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**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
**Gold Line - Phase II**

Public Comment Card

Name: William R Muriath Date: 16 Jul 03

Comments: ? station siting needs more details.  
How tracks will be constructed layed out in depot area,  
PARKING? particularly if Montclair is not active,  
Need way to handle on bike on train for last mile  
use of solar?



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Public Comment Card

Name:

E. Inguano

Date:

Comments:

Wish it could be sooner than 2008!  
Great improvement



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
(626) 799-8599 Fax  
Phase2@metrogoldline.org

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name:

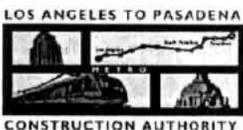
ALAN ROBINSON

Date:

7/16/03

Comments:

Build it! I have traveled extensively in Asia (Tokyo, Hong Kong) where light rail, trains and subways are well advanced. So convenient to use. About time that Los Angeles join the modern world.



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**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
Gold Line - Phase II

Public Comment Card

Name: Michael VIERA Date: 7/16/03

Address: [Redacted]

Comments: [Redacted]

CITRUS COLLEGE IS IN SUPPORT OF THE GOLD LINE.  
Please contact me if A RESOLUTION FROM OUR BOARD  
of TRUSTEES WOULD be helpful.

*Please leave at the comment table or submit to:*



LOS ANGELES TO PASADENA  
CONSTRUCTION AUTHORITY

Los Angeles to Pasadena Metro Blue Line Construction Authority  
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625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
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**La Autoridad de Construcción de La Línea Azul del Metro de Pasadena**  
Línea Dorada - Fase II

Forma de Comentario

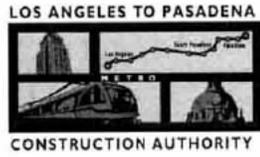
Nombre: \_\_\_\_\_ Fecha: \_\_\_\_\_

Teléfono: \_\_\_\_\_ [Redacted]

Dirección: \_\_\_\_\_

Comentarios: Most excellent! Public transportation is essential to this fast-  
growing area. Horns need to be cased up on, though. I live several  
hundred feet from the San B. Metrolink track, it is sometimes  
noisy, and necessary... Would be happy to advocate for this.

*Favor de dejar esta forma en la mesa de comentario o regrese a:*



LOS ANGELES TO PASADENA  
CONSTRUCTION AUTHORITY

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*Los comentarios ayudarán a establecer el proceso ambiental y de planificación. No se generarán respuestas formales a los comentarios durante la Evaluación.*

**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
Gold Line - Phase II

**Public Comment Card**

Name: JESUSA B. CASTRO Date: 07/17/03

Comments: \* The train is Alright - the Big problem is the alarm system like Horn + Bells - we are losing sleep!!!  
1) maybe substitute the present Bells + Horns - with Big lights - stroke (over!! -

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LOS ANGELES TO PASADENA  
CONSTRUCTION AUTHORITY

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2) Board + Directors of MTA should stay in for a few days + nights on a facility like between Meridian / Mission.

3) Check out Regulations that was drafted many years ago - and apply it now - regarding Horns + Bells on a smaller intersections like Meridian + Mission.

4) Train schedule - at night!!!

God Bless you  
All - + be  
Kind

**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
**Gold Line - Phase II**

**Public Comment Card**

# 2  
 Name: JESUSA B. CASTRO Date: 7/17/03

Comments: + Environmentally -  
The Habitat of the "Birds" or animals  
around are all "Disrupted"

 **LOS ANGELES TO PASADENA CONSTRUCTION AUTHORITY**

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**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
**Gold Line - Phase II**

**Public Comment Card**

Name: William E Coleman Jr. Date: 7-17-2003

Comments: I support a grade separation at Santa Anita Ave, Arcadia.  
Also, I support sharing the R/W w/ freight tracks & trams  
but on separate tracks. Irwindale East to end.  
Each city should be consulted as to stations location. Should a  
branch line go to Santa Anita Rowback or shuttle bus from Arcadia Station?  
A new maintenance facility ~~to~~ (larger than Midway yard)  
should be built near San Gabriel River in Irwindale.

 **LOS ANGELES TO PASADENA CONSTRUCTION AUTHORITY**

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ONLY

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: JEFFREY DAVIDSON Date: 7-17-03

Comments: PLEASE GIVE CONSIDERATION TO PLACING THE TRAIN HORNS NOT AT THE FRONT OF THE TRAIN, BUT PERMANENTLY MOUNTED AT THE INTERSECTION FACING TRAFFIC (AUTO) AND TRIGGER THE HORN/WHISTLE IN THE SAME MANNER AS THE LIGHTS



Please leave at the comment table or submit to:

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Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: PAUL SENIGIAN Date: JULY 17 2003

Comments: I WOULD LIKE TO MAKE A PRESENTATION OF AN ALTERNATE TO AT GRADE DESIGN.



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

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Phase2@metrogoldline.org

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: WILLIAM G. RUNTHER Date: 7/17/03

Comments: AFTER ALL THESE YEARS FINALLY RAIL TRANSIT EVERY CITY IN THE COUNTRY HAS RAPID TRANSIT WHAT'S A FEW WHISTLES AND HORNS AS LONG AS IT TAKES ONE MORE AUTO OFF THE STREETS WE CAN BREATHE CLEANER AIR LETS GO FOR IT. EXTEND TO AS FAR AS YOU WANT I SUPPORT IT



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Please leave at the comment table or submit to:

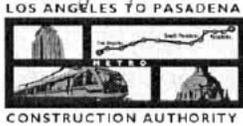
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**Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II**

**Public Comment Card**

Name: LYDNE HEFFLEY Date: 7/17/03

Comments: IF PHASE 2 goes through, I feel very strongly about making sure that the stations are close to as near as possible to various destinations with major public interest - The Arboretum, Santa Anita, colleges. I'm thinking of how the green line stops short of the Airport - bad planning, momentary discourages travel to LAX via the train



*discourages travel to LAX via the train*

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**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
Gold Line - Phase II

Public Comment Card

Name: Harold Leacock Date: 07-17-03

Comments:

Your presentation was very informative and interesting, but I noticed one thing in the station location for the arcadia station is that there was no stops near the race track and shopping ctr which would be a passenger generator for those who wish to attend or shop near by that. VenuE.

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(626) 799-8599 Fax  
Phase2@metrogoldline.org

Thank You

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-OVER-

(2) IN CONSIDERING GOING TO MONTCLAIR IS A VERY GOOD IDEA SINCE YOU WILL NOT ONLY HAVE BETTER PARKING, BUT YOU ALSO HAVE A GREAT SHOPPING CENTER NEAR BY WITH A DAY CARE FACILITY AT THE METROLINK STA.

My bottom line interest is stations (future) should be near or at places of interest or venues to serve the people more so they would not have to use their cars as much.

Thank You

**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
**Gold Line - Phase II**

**Public Comment Card**

Name: MARSHALL LEW Date: 7/17/03

Address: [REDACTED]

Comments: The alignment does provide much need access to the northern San Gabriel valley, however, the eastern terminus appears to be co-located with metrolink station in Montclair. Given present fare structure, Metrolink ridership would decline.



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 Phase2@metrogoldline.org

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**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
**Gold Line - Phase II**

**Public Comment Card**

Name: MARSHALL LEW Date: 7/17/03

Address: [REDACTED]

Comments: the alignment appears to duplicate/run parallel to metrolink from San Dimas to Montclair (about 1/3rd of line). It seems it would be more efficient to run line south along 710/57 to Diamond Bar. It could also serve Cal Poly Pomona.



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 Phase2@metrogoldline.org

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Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: CRAIG F. THOMPSON

Date: 7-17-03

Comments: THE NEW ALIGNMENT WILL NEED TO BE GRADE SEPARATED AT SEVERAL LOCATIONS; THERE IS AN URGENT NEED FOR A BRIDGE OVER SANTA ANITA AVENUE IN ARCADIA. ALSO, AREAS WHERE THE TRACK RUNS ACROSS THE TOP OF A "HUMP" CAN BE EASILY GRADE SEPARATED.



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Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: CRAIG F. THOMPSON

Date: 7-17-03

Comments: A SERIOUS ERROR WAS NOTED ON THE EXISTING GOLD LINE: THE SUBSTATIONS WHICH POWER THE TRAINS ARE UNDERSIZED & UNDERPOWERED, TOTALLY UNABLE TO HANDLE 3-CAR TRAINS. WHEN CONSTRUCTING THE EASTERN EXTENSION, PLEASE CONSIDER THIS LITTLE BIT OF INFO!!



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**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
Gold Line - Phase II

**Public Comment Card**

Name: Charles Woolf Date: 7-16-03

Comments: Closer coordination of plans for the line itself and plans for adjacent street modifications needs to be done than was done in phase I. In L.A. the construction authority & the street department did not plan together, resulting in some new unsafe driving conditions. This is very apparent on marmon way near the Please leave at the comment table or submit to:



LOS ANGELES TO PASADENA  
CONSTRUCTION AUTHORITY

Museum Station

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
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(626) 799-8599 Fax  
Phase2@metrogoldline.org

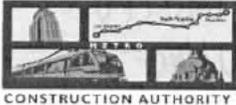
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**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
Gold Line - Phase II

**Public Comment Card**

Name: Raymond Yu Date: 7/17/03

Comments: I want the Metro Gold Line Eastside Route extension to the Montebello Metrolink Station. Because why I want it? I had my thoughts I will like to of anybody else to build the Montebello Gold Line Station easier access transfer to Metrolink trains to Riverside. WE WANT EASTSIDE GOLD LINE EXTENSION TO Please leave at the comment table or submit to:



LOS ANGELES TO PASADENA  
CONSTRUCTION AUTHORITY

MONTEBELLO STN

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
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Phase2@metrogoldline.org

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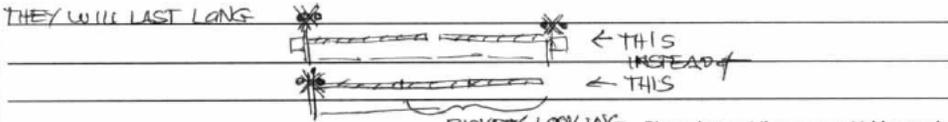


**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
**Gold Line - Phase II**

**Public Comment Card**

Name: JOHN ULWOTH, PART III Date: JULY 17, 2003

Comments: #9 CONSIDER BUILDING CROSSING GATES FROM BOTH SIDES OF WIDE ROADWAYS - GATES ON GOLD LINE I, BECAUSE OF THEIR LENGTH, DO NOT LOOK LIKE THEY WILL LAST LONG



RICKETY-LOOKING SECTIONS Please leave at the comment table or submit to:  
 Los Angeles to Pasadena Metro Blue Line Construction Authority  
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 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
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 Phase2@metrogoldline.org

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#10 PLEASE USE ~~TECHNOL~~ <sup>TECHNICAL</sup> 625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
 COOPERATE WITH MTA ATTEMPTS TO MERGE BLUE + GOLD + GREEN LINE ELECTRICAL/SIGNALING/TRAFFIC LIGHT PRIORITIES & OTHER SPECIFICATIONS. THIS WILL SAVE COSTS + PROMOTE THE SEAT RIDE  
 #11 MAINTAIN A PUBLIC OFFICE LIKE GOLD LINE I - MUCH SUPERIOR TO MTA'S GENERAL LACK OF OUTREACH!  
 #12 EXTERNALIZE THE COSTS / STATIONS (OTHER THAN THE BARE PLATFORM, ADA ACCESS, TICKETING) TO MUNICIPALITIES + THE LOCAL COMMUNITY + SANTA ANAS FABULOUS AMTRAK GREYHOUND METRO LINE / INTER-CALIFORNIA / BETA STATIONS ONLY POSSIBLE BECAUSE THE COMMUNITY BUILT IT & BOWNE IT.

CANCER-CRUISE SHADOWS

**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
**Gold Line - Phase II**

**Public Comment Card**

Name: William D. Zuke Date: July 17, 2003

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

Comments: People with disabilities or handicaps need to be included. Please consider access for powerwheel/chairs. Also blind or deaf. I am concerned about cars getting trapped between two arms on the crossing. The bell system should be modified



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**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
**Gold Line - Phase II**

**Public Comment Card**

Name: William D. Zuke Date: July 17, 2003

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

Comments: The running of trains down the center of a freeway is very distracting to me as a car driver. Is there any way to mitigate the visual distraction? Also the needs to be safe routes from parking and street routes for wheel/chair users to connect with destinations and other transportation.



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**Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II**

**Public Comment Card**

Name: \_\_\_\_\_ Date: \_\_\_\_\_  
 Phone: \_\_\_\_\_ Email: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Comments: METRO SILVER LINE VIA EXPOSITION BLVD.  
 TO SANTA MONICA  
 METRO WHITE LINE OR PURPLE LINE TO  
 CANOGA PARK/WESTHILLS

*Please leave at the comment table or submit to:*



LOS ANGELES TO PASADENA  
CONSTRUCTION AUTHORITY

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**Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II**

**Public Comment Card**

Name: \_\_\_\_\_ Date: \_\_\_\_\_  
 Phone: \_\_\_\_\_ Email: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Comments: THE NOISE IMPACTS HAVE NOT BEEN RESOLVED AS  
 THE AUTHORITY PROMISED. SO. PAS TRAIN AREA WILL TURN  
 INTO A SLUM IN FIVE YEARS BECAUSE OF THIS. THE  
 SPEED (55MPH) IN SP. WILL KILL MANY PEOPLE & LAW SUITS  
 WILL SPRING UP — BECAUSE THE BLUE LINE AUTHORITY  
 — DID IT WRONG!

*Please leave at the comment table or submit to:*



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NO BUILD OR  
 EVACITATED TRAIN ALTERNATIVES

To the MTA:

My name is Elliott Caine. I live on Glendon Way, about 5 houses down from the Gold Line intersection on El Centro.

There is an old adage, "Do unto others as you would have them do unto you." What the MTA has done to me and my family and our neighborhood has been unconscionable, uncivilized and disrespectful to our right to live in a peaceful and sane living environment. The constant chiming of the bells and blowing of the horns has completely disrupted an old, peaceful and quiet neighborhood, and made it very difficult to have a good night's sleep, enjoy an afternoon at home, and impossible to enjoy relaxing in the back yard.

What is more appalling is that the situation does not have to be that way. Obviously, if the train was elevated or below ground level, there would be no noise or disruption issue to speak of. Given the fact that the train is running at street level, the very least the MTA should do is slow the train to 20mph and stop the bells and horns except in emergency situations. We're willing to accept, for now, the traffic disruption and inconvenience that the train routing now causes, at least until something better can be worked out. What we are demanding, as part of basic civility, is that the bells and horns be stopped NOW!

Sincerely

Elliott Caine (July 17, 2003)



OWNER OF 4 UNIT APT. BUILDING AT 515 WINDSOR ROAD, ARC.

**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
Gold Line - Phase II

**Public Comment Card**

Name: DIANE BARLOW Date: July 21, 2003

Comments: I have very serious concerns about noise from the trains, horns & crossing gates - vibrations & view of a mass of electric lines that my building looks out on. Access to my place is from Newman & Santa Anita <sup>only</sup> and the added traffic of the station and trains crossing would be unbearable! Not to mention the very real possibility of the trains crashing into the

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entire unit! It's hard to find good tenants with such a low interest rate now & I'm horribly worried to try and rent a unit with trains going by every 10 min's and all the other negative points this Gold line would bring.

**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
Gold Line - Phase II

**Public Comment Card**

Name: LOUISE R. BIGLEY Date: 7/21/03

Comments: My concern is with the surprise look of the wires & poles along the 210 from downtown Pasadena. It truly destroys the magnificent scenery - mountains, mists, clouds, skies - with a barrier of wires & poles. I had expected underground power source. Please address this issue through Arcadia freeway and town

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Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: Emily Cao Date: 7/21/03

Comments: The existing rail tracks are too closed to the back yards of many houses along the California Street. It could be dangerous for the residents.

LOS ANGELES TO PASADENA



CONSTRUCTION AUTHORITY

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Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: R. Costanzo Date: July 21

Comments: Thank you for the information. Major concern is the lack of gates in So. Pas along the Gold Line Route  
② the stations + art are great!

LOS ANGELES TO PASADENA



CONSTRUCTION AUTHORITY

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**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
Gold Line - Phase II

**Public Comment Card**

Name: Robert L. Davis Date: 21 July 03

Comments: When can we start? As a native of the SGV (63 yrs)  
the return of electric transport to my hometown of Monrovia  
will be a dream come true! If the extension must be done in  
two sections, I ~~re~~recommend building to Azusa - more room  
for transit-oriented development than Irwindale (more on other side)



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Freight operations: Monrovia corn silo could probably move to Irwindale or El Monte.  
Miller can be ~~s~~erved by ex PE now MetroLink branch.

~~By~~ Public concerns about traffic obstruction at grade crossings: I drive through South Pasadena regularly & it's very rare to see a train at Fremont (and I'm a long-time train-watcher hoping to see one).

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: Stanley Fleck Date: 7-21-03

Comments: Please consider a Reverse Station that would be located to serve the Fairplex and Cal Poly Pomona - for example D Street (Fairplex Dr).



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Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: PAUL GREENWOOD Date: 7/21/03

Comments: The EIS needs to address accelerated implementation of those parts of ~~the~~ phase II which have existing in place and or for which the ~~help~~ is in hand.



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

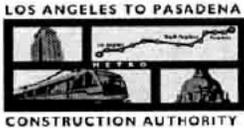
Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
(626) 799-8599 Fax  
Phase2@metrogoldline.org

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: Dirk Hudson Date: 7-21-03

Comments: Excellent presentation; looking forward to riding the Gold Line en route to jury duty. We lived here during the days when Amtrak trains would pass by. It should relieve some of the freeway congestion.



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
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(626) 799-8599 Fax  
Phase2@metrogoldline.org

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: M. J. Humphrey Date: 7/21/03

Comments: PLEASE 4 THANKS.  
IT WOULD BE VERY HELPFUL IF A LARGER MORE DETAILED MAP IMAGE OF GOLD LINE PHASE II <sup>WAS</sup> ~~WERE~~ SUPPLIED ON THE METROGOLDLINE.ORG WEB SITE. LOCATION (CROSS STREETS, STREET NAMES) OF GOLD LINE STATIONS.



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
(626) 799-8599 Fax  
Phase2@metrogoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
Gold Line - Phase II

**Public Comment Card**

Name: Elisabeth L. Karsana Date: 7/21/03

Address: [REDACTED]

Comments: The time in between trains (10 minutes) are too close especially if the train is still coming and going at 2:00 AM. My house will be greatly affected, will the property value go down then because of the noise. Should the property go down, will you compensate the difference? Will the construction be noisy? The rail is located right behind our house.

*Please leave at the comment table or submit to:*



LOS ANGELES TO PASADENA  
CONSTRUCTION AUTHORITY

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
(626) 799-8599 Fax  
Phase2@metrogoldline.org

*Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.*

**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
Gold Line - Phase II

**Public Comment Card**

Name: Raub Mathias Date: 7/27

Address: [REDACTED]

Comments: We don't need & don't want the Gold Line in Arcadia. The only place in Arcadia a station should even be considered is in the massive parking lot between the mall & the race track.

*Please leave at the comment table or submit to:*



LOS ANGELES TO PASADENA  
CONSTRUCTION AUTHORITY

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
(626) 799-8599 Fax  
Phase2@metrogoldline.org

*Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.*

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: JIM MCKELLAR Date: JULY 21, 2003

[Redacted Address]

Comments: CLEARLY, YOU'VE DONE YOUR HOMEWORK. TAXPAYERS ARE WILLING TO ROLL THE DICE WITH YOU AS PHASE #1 CAME UNDER BUDGET/ AHEAD OF SCHEDULE. LET'S GET THIS GOING & SHOOT FOR A "BEFORE 2009" FINISH.



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
(626) 799-8599 Fax  
Phase2@metrogoldline.org

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: Helen Morales Date: 7/21/03

[Redacted Address]

Comments: I would be interested in information regarding environmental studies and specifically noise in my area. I would also be interested in addressing my concern regarding a sound wall.



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
(626) 799-8599 Fax  
Phase2@metrogoldline.org

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: CHARLES MOUNTAIN

Date: 7/21/03

Comments: BUS HAS SIGNS GIVING ROUTE # AND DESTINATION  
THE SIGNS SOMETIMES SAY "GO LAKERS" ETC.  
I SUGGEST HAVING THE SIGNS FLASH "GOLD LINE CONNECTION"  
IF THE BUS CONNECTS WITH THE GOLD LINE



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
(626) 799-8599 Fax  
Phase2@metrogoldline.org

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: Cipriano Pineda

Date: 7/21/03

Comments: I have a concern about the route from Montclair station to the second ave in Aradiz. there is only one existing track right now and the properties are really close to the track. my question are: how many tracks are in the project, or how many square footage will be needed for the tracks what kind of options for property owners.



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
(626) 799-8599 Fax  
Phase2@metrogoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
**Gold Line - Phase II**

**Public Comment Card**

Name: BURT SPELLMAN Date: 7/21/03

Address: [REDACTED]

Comments: Well designed displays and  
knowledgeable consultants (AMCA)

*Please leave at the comment table or submit to:*



LOS ANGELES TO PASADENA  
CONSTRUCTION AUTHORITY

*Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.*

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
(626) 799-8599 Fax  
Phase2@metrogoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
**Gold Line - Phase II**

**Public Comment Card**

Name: MATT WALLECK Date: 7/21/03

Address: [REDACTED]

Comments: We live on San Luis Rey Rd. bordering the 210 Fwy.  
During the last 12 months a sound study was  
completed. Our understanding was that approval was  
granted for a sound wall. What is the status.

*Please leave at the comment table or submit to:*



LOS ANGELES TO PASADENA  
CONSTRUCTION AUTHORITY

*Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.*

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
(626) 799-8599 Fax  
Phase2@metrogoldline.org

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: Homer Wilcox Date: \_\_\_\_\_

Comments: Please make sure there is parking @ both Monrovia and Duarte stations. In Pasadena there are 2 stations w NO parking. It would also be nice if electric autos had a bay to park & charge (conductive charging preferred)



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
(626) 799-8599 Fax  
Phase2@metrogoldline.org

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II

Public Comment Card

Name: Betty Willis Date: 7-21-03

Comments: Please be considered about noise along freeway section



Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Please leave at the comment table or submit to:

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
(626) 799-8599 Fax  
Phase2@metrogoldline.org

**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
**Gold Line - Phase II**

**Public Comment Card**

Name: Alexander Zajac Date: 7/21/03

Address: [REDACTED]

Comments: Thou shalt build this train on the wrath of  
the people will come down on thee.

*Please leave at the comment table or submit to:*



LOS ANGELES TO PASADENA  
CONSTRUCTION AUTHORITY

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
(626) 799-8599 Fax  
Phase2@metrogoldline.org

*Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.*

## Concerns Gold Line Stage II

- Design contract should be separate from construction contract. NO design build contract
- Inspection should be with independent different company contractors.
- Security should be provided for Park and Ride
- Freeway Barriers should be reconstructed to be Higher and safe for stronger impact
- Provide Protection from high voltage overcrossing
- On Santa Anita, 1<sup>st</sup>, 2<sup>nd</sup> ... must be undercrossing or tunneling
- What happen to traffic with derailment?

**Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II**

**Public Comment Card**

Name: Linda Weizel Date: 7-22-03

Comments: Consult w/Caltrans Early in process concerning potential impacts on state facilities - median of Rte 210/exit ~ Arcadia, Crossing Rte. 210 + Rte. 605 (plus any conventional state highways).



*Please leave at the comment table or submit to:*

Los Angeles to Pasadena Metro Blue Line Construction Authority  
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625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
(626) 799-8599 Fax  
Phase2@metrogoldline.org

*Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.*



## MONTCLAIR

July 17, 2003

Mr. Thomas L. Jenkins, PE  
Vice President  
Parsons, Brinckerhoff, Quade, & Douglas, Inc.  
444 South Flower Street  
Suite 3700  
Los Angeles, CA 90071

Re: Gold Line Phase II

Thank you for taking some time last evening to discuss the Gold Line project with me. We look forward to the second phase extension into Montclair. The existing Montclair Transcenter is an ideal terminus for the Gold Line with its ample parking and close proximity to the Metrolink Station.

As we discussed last evening, the alignment of the extension into Montclair needs to be identified as quickly as possible so the impacts can be fully addressed in the environmental process. Given the present layout of our parking areas at the Transcenter, bringing the Gold Line in along the former Pacific Electric right-of-way makes the most sense. Richton Street bisects the parking lot. The southerly portion serves Metrolink, Omnitrans, and Foothill Transit. It is near capacity most of the day. The northerly portion, however, is mostly empty. By having the Gold Line platform served by the northerly lot, there would be little competition for parking between the three types of commuters.

Using the former Pacific Electric right-of-way is not without its problems. The right-of-way no longer exists in Los Angeles County. Parts of it have even been developed in the City of Claremont. We understand that the Gold Line would be using the Metrolink right-of-way in Claremont. It would be necessary to create a new right-of-way to get from the Metrolink right-of-way to the former Pacific Electric right-of-way. It would also be necessary to cross the San Antonio Channel and Monte Vista Avenue. Given the close proximity of the Monte Vista Avenue/Metrolink grade separation, the channel, and the Monte Vista Avenue/channel bridge, a grade separation between the Gold Line and Monte Vista Avenue would be difficult. Would it be your intent to construct an at-grade crossing?

We look forward to working with you on the Gold Line extension over the next few years. If you have any questions, please call me at 909-625-9441.

CITY OF MONTCLAIR  
PUBLIC WORKS DEPARTMENT  
ENGINEERING DIVISION

Michael C. Hudson  
City Engineer

cc: Mayor/City Council  
City Manager  
Public Works Director

CITY OF MONTCLAIR  
5111 Benito Street, P.O. Box 2308, Montclair, CA 91763 (909) 626-8571 FAX (909) 621-1584

Mayor Paul M. Eaton • Mayor Pro Tem J. John Dutrey • Council Members: Leonard Paulitz, Carolyn Raft, Bill Ruh • City Manager Lee C. McDougal

**Subject:** Gold Line phase II scoping comments

**Date:** Fri, 18 Jul 2003 14:35:31 -0700

**From:** [daniel.walker2@boeing.com](mailto:daniel.walker2@boeing.com)

**To:** [mfrank@myrafrank.com](mailto:mfrank@myrafrank.com)

Myra Frank,

It was very nice to meet you at the Gold Line phase II Scoping meeting this week in San Dimas. My comments include:

1. overall support for Light Rail plan
2. widen scope to include bikeway along as much of railroad ROW as possible, to improve station access
3. in addition to Light Rail, study improved (more frequent) Metrolink service from Montclair to Claremont to Pomona to LA Union Station
4. widen scope (or later separately) to include rail access to Ontario Airport via Gold Line phase III and/or Riverside Metrolink line
5. due to problems in phase I at some intersections getting CPUC approval and community support due to concerns about bell noise and cross traffic safety/congestion impacts, define very early potential intersections which may be close to residential areas or busy street at-grade crossing with possible grade separation improvements & rough cost estimates.
6. define where single track operation may be feasible with cost savings estimate and later cost to upgrade to full double track operation. Impact on operations?
7. define continuing freight operations and alternatives (cost) to eliminate completely freight from the ROW.
8. Phase III - how would JPA / governance change if/when extended to Montclair (San Bernardino county)
9. adequate amount of parking planned for each station?
10. Bus interface to planned stations (MTA new hub & spoke plan)?
- Potential new local shuttle buses within some cities with quick link to Gold Line station?
11. Possibilities for TOD / Joint Development near planned stations?
12. Is there sufficient ROW width for current Pomona to Claremont to Montclair double tracking project plus double track Gold Line Light Rail for easy platform to platform transfer?
13. location of maintenance yard? Possibility to (also) keep using brand new Gold Line yard near downtown?
14. potential route for downtown LA connector to link Gold Line directly to Blue/Green (& Expo) LRT Lines (perhaps using MTA owned BNSF Harbor Subdivision railroad tracks)?

Should we send these comments to you only via e-mail? Deadline for scoping comments?

Best of luck!

While I was on vacation I missed a UPS package delivery from Myra L Frank &

Associates Inc. Could you please resend to:

Daniel Walker

Co-Chair Sierra Club Transportation Committee (Los Angeles Chapter)

7416 West 82nd Street

Los Angeles, CA 90045

(310) 416-6919

**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
**Gold Line - Phase II**

**Public Comment Card**

Name: ROBERT L. HODER Date: JULY 25, 2003

Comments: I WAS VERY IMPRESSED WITH THE DISPLAYS AND EXHIBITS FOR THE PROPOSED PHASE II OF THE GOLD LINE I SAW EARLIER THIS WEEK. I THINK THE ROUTE SELECTION AND USE OF A ELECTRIC RAIL SYSTEM WILL DO WELL IN SERVING THE SUET GROWING NEEDS IN THE SAN GABRIEL VALLEY I TOTALLY SUPPORT YOUR PROPOSAL.

Please leave at the comment table or submit to:



LOS ANGELES TO PASADENA  
CONSTRUCTION AUTHORITY

OVER

**RECEIVED**

JUL 28 2003

Los Angeles to Pasadena Metro Blue Line Construction Authority  
 Attn: Susan Hodor  
 625 First Street, Suite 100, South Pasadena, CA 91030  
 (626) 799-8599 Fax  
 Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No response to scoping comments will be made.

10313190  
 EX340  
 CTL

**CONST. AUTHORITY**

I HOPE AS PART OF PHASE II, THE AUTHORITY WILL ALSO LOOK AT THE ENVIROMENTAL IMPACT IF THE GOLD LINE RAIL SYSTEM WERE ELEVATED ABOVE SANTA ANITA BLVD AND FIRST AVENUE IN THE CITY OF ARCADIA. I KNOW MOST ARCADIAN CITIZENS AND I BELBEVE THE ELECTED CITY COUNCEL AND CITY MANAGEMENT ARE IN FAVOR OF HAVANG IT ELEVATED.

MY SPECIAL THANKS TO MR. TOM PERKINS AND THE OTHER MAN I MET TUESDAY AT YOU OFFICES (I'M SORRY I FORGOT HIS NAME). THEY WERE BOTH VERY COURTEOUS AND PATIENT IN ANSWERING MY QUESTIONS AND GAVE ME A LOT OF INFORMATION THAT I WILL USE WHEN DISCUSSING PHASE II WITH ~~THE~~ <sup>OUR</sup> CITY MANAGER, MR BILL KELLY, AND MEMBERS OF THE ARCADIA CITY COUNCEL.

GOOD LUCK AND LETS GET PHASE II OF THE GOLD LINE BUILT! WE ALL NEED IT.

*R L Hoder*

10313185  
DES60  
CTZ

Susan Hodor  
Gold Line Construction Authority  
625 Fair Oaks Avenue, Suite 200  
South Pasadena, CA 91030  
(626) 799-8599  
[shodor@metrogoldline.org](mailto:shodor@metrogoldline.org)  
[www.metrogoldline.org](http://www.metrogoldline.org)

RECEIVED

JUL 28 2003

Copy of email  
sent July 25, 2003

PBL  
CONST. AUTHORITY

Dear Susan,

It was a pleasure to chat with you about the Gold Line Phase II. As promised, I am sharing my opinions and concerns.

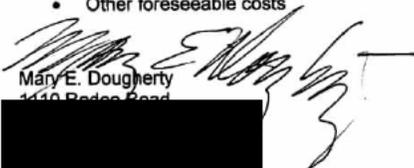
My vision of a Regional Transportation System is one that moves swiftly, quietly and efficiently from station to station throughout the system with minimal disruption to the lives of those in close proximity to the system. To the extent that vision is met, the Gold Line will be an exciting and positive addition to the regional transportation infrastructure!

The "Draft Environmental Impact Report/Draft Environmental Impact Statement" states, "Most impacts appear likely to occur in the vicinity of proposed stations, **with noise impacts being an issue along the entire corridor because of numerous at-grade crossings that would require the sounding of warning horns and the actuation of grade-crossing warning devices as LRT vehicles move through the corridor.**"

This morning's newspaper (July 25, 2003) already carries a story about a truck caught in traffic at a grade-level crossing on the Gold Line, and the line isn't even open to the public yet. Apparently, only the crossing-gate arm was broken when it lowered onto the truck. Thankfully, no one was injured. (To me that's a cheap lesson, and one that should be heeded in planning for the future.)

In evaluating separated-grade crossings, upfront construction costs vs. the dispersed costs over the life of the system should be analyzed. Those dispersed costs include:

- Installation of all crossing gates and warning signals
- Police and staff time to "educate" the public about crossing the tracks
- Writing of local ordinances to regulate grade crossings
- Enforcement of laws/ordinances regarding safety at grade crossings
- Maintenance and repair of all crossing gates and warning signals
- Disruption of sleep and lifestyle for those living in close proximity to the sound of the horns and bells - e.g. medical costs, property value costs, interruptions of conversations, and human suffering/stress/disturbance.
- Delays of emergency services, commercial traffic and everyday errands caused by at-grade crossings
- Lost time caused by slower transportation on the Gold Line through the region for all riders
- Necessity of having a train operator instead of computer controlled operation
- Human injuries and property damage directly resulting from accidents that predictably will happen at grade-level crossings
- Damage to train cars, tracks, and other transportation equipment from such accidents
- Further delays for all and resultant additional indirect costs from such accidents
- Other foreseeable costs

  
 Mary E. Dougherty  
 1410 Redon Road  


**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
**Gold Line - Phase II**

**Public Comment Card**

Name: DENNIS AWAD Date: 7/20/03

Comments: DEAR SIRs -  
I THINK THAT THE STATION LOCATION PLANNED FOR DIARTE @  
THE CITY OF HOPE IS A MISTAKE. A LOCATION AT THE CORNER OF  
DIARTE ROAD & MOUNTAIN ACROSS FROM WALMART & HOME DEPOT WOULD  
BE A MUCH BETTER LOCATION. THE SURROUNDING ESTABLISHED BUSINESS  
WOULD BE BETTER SERVED & MORE TAX REVENUE WOULD COME TO DIARTE.

Please leave at the comment table or submit to:

**LOS ANGELES TO PASADENA**  
  
**CONSTRUCTION AUTHORITY**

**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Suite 200, South Pasadena, CA 91030  
(626) 799-8599 Fax  
Phase2@metrogoldline.org

Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.

Susan Hodor

From: [Redacted]  
Sent: Monday, July 14, 2003 2:33 PM  
To: Susan Hodor  
Subject: Gold Line Phase II written comments

Dear Ms. Hodor:

I am submitting this letter as part of the Phase II public outreach process.

I applaud the Construction Authority for planning Phase II of the Gold Line. However, if you're going to build the line all the way to Montclair, you might as well go the short extra distance to Ontario Airport.

Such an extension would add greatly to the value of the line, since you would not merely have people travelling from Montclair to downtown LA, you would also get people travelling from all spots along the line to Ontario.

This could also help achieve everyone's stated goal of reducing congestion at LAX.

As you know, the Green Line stops just a few miles short of LAX. The North Hollywood Red Line stops just short of Burbank Airport. Please don't make the same mistake with the Gold Line--go the whole way to Ontario.

I imagine this would probably help make it easier to get federal funds to build the project--not a bad thing in the current budget climate.

I wish you much success with the project.

Yours truly,

Gregory Mantila

----- Original message -----  
>Date: Mon, 14 Jul 2003 12:29:24 -0700  
>From: "Susan Hodor" <SHodor@metrogoldline.org>  
>Subject: RE: Gold Line Phase II written comments  
>To: [Redacted]

>Email is fine.  
>  
>Susan

>-----Original Message-----  
>From: [Redacted]  
>Sent: Monday, July 14, 2003 12:21 PM  
>To: Susan Hodor  
>Subject: Gold Line Phase II written comments

>  
>Ms. Hodor,  
>I received a post card announcing the Scoping Meetings for

>Phase II. I saw your name and address to send written  
>comments to.  
>  
>Do you accept these via e-mail as well, or must it be snail  
>mail?  
>  
>Please advise.  
>  
>Thanks,  
>Greg

FROM : FOUNTAIN VALLEY ESTATES

FAX NO. : 7149635483

Jul. 16 2003 09:05AM P1

**Los Angeles to Pasadena Metro Blue Line Construction Authority  
Gold Line - Phase II  
Public Comment Card**

Name: Robert H. Olander II Date: 7-15-2003

Comments: Thank you for the time allowed to view this important project in the scoping meeting on 7-15-2003. I have FIVE major concerns for San Dimas. 1.) Cataract at Bonita Ave. (Gate crossing time should be no more than 2 minutes.) The power line poles should be concealed/modified in the San Dimas downtown area near station. 2.) That each city be allowed to personalize their station. 3.) That the state of Calif. not make each City have a mandatory housing component in the development zones near  
or part of the proposed funding for this project!!  
*Please have at the comment table or submit.*



Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
829 Fair Oaks Avenue, Suite 200  
South Pasadena, CA 91030  
(626) 799-8599 Fax

Scoping comments provided input into the planning and environmental process. No responses to scoping comments will be made.

RECEIVED  
JUL 16 2003  
PBL  
CONST. AUTHORITY

Subj: **Delivery Status Notification (Failure)**  
 Date: 7/15/2003 10:50:34 AM Pacific Standard Time  
 From: postmaster@metrogoldline.org  
 To: BarbaraDreibus@aol.com  
 Sent from the Internet (Details)

This is an automatically generated Delivery Status Notification.  
 Delivery to the following recipients failed.  
 sholder@metrogoldline.org

*after trying to send the e-mail below to the address you put in the Arcadia Weekly. This is the message I got back. Then I tried to call but 1-800-Commute, did not allow me to connect to you. Hopefully you will answer postal mail you receive.*

Final-Recipient: rfc822;sholder@metrogoldline.org  
 Action: failed  
 Status: 5.1.1

Received: from gatekeeper.pmbca.org ([10.0.0.200]) by pblmail.pmbca.org with Microsoft SMTPSVC (5.0.2195.5329);  
 Tue, 15 Jul 2003 10:49:55 -0700  
 Received: FROM imo-d02.mx.aol.com BY gatekeeper.pmbca.org ; Tue Jul 15 10:49:54 2003 -0700  
 Received: from [redacted] by imo-d02.mx.aol.com (mail\_out\_v36\_r1.1.) id 7.1df.d55b093 (4446) for <sholder@metrogoldline.org>; Tue, 15 Jul 2003 13:49:38 -0400 (EDT)

*I also called Arcadia Weekly to let them know your e-mail address is wrong.*

From: [redacted]  
 Message-ID: <1df.d55b093.2c4598b2@aol.com>  
 Date: Tue, 15 Jul 2003 13:49:38 EDT  
 Subject: Light Rail/Arcadia  
 To: sholder@metrogoldline.org  
 MIME-Version: 1.0  
 Content-Type: text/plain; charset="US-ASCII"  
 Content-Transfer-Encoding: 7bit  
 X-Mailer: 7.0 for Windows sub 10634  
 Return-Path: [redacted]  
 X-OriginalArrivalTime: 15 Jul 2003 17:49:55.0191 (UTC) FILETIME=[80094870:01C34AF9]

7/15/03

Dear Ms. Holder:

I am interested in finding out exactly how soon construction will begin on the 2nd link that will be going through Arcadia.

Not too long ago they tore down the bridge over the 210 Freeway just before the Santa Anita exit east bound, and my hope was that, that was the end of trains going behind my apartment.

However, I read in the paper, daily, that trains will be travelling on the old Santa Fe tracks that go right behind several apartment buildings in Arcadia on Cornell and Windsor Rd..

I have lived here for 32 years and remember how extremely annoying it was to have trains going through our neighborhood several times a day, but to have

Tuesday, July 15, 2003 America Online: Barbara Dreibus

Metro run through from 4 a.m. to 2 a.m. would be much worse. The shaking of these buildings is definitely imbedded in my mind and how each time it felt like an earthquake was happening. Also how you couldn't hear your T.V. set while it was going through, and how it would awake you from a comfortable sleep each time it went through.

Therefore, I am not looking forward to your Metro going through Arcadia and I just want to know when construction will begin and when you plan for the trains to run through here. Hopefully it will be many years so I can start saving now to move away from this neighborhood.

I would appreciate you e-mailing me back with answers to my questions. I want to inform the other tenants in this neighborhood who have moved in since the train stopped running through after the Northridge quake. It has been pleasantly quiet since that time and I am sure that most people living here have no idea how disruptive and intrusive trains can be on our lives in residential neighborhoods. Just look at the poor people who are suffering in South Pasadena.

Sincerely,  
Barbara Dreibus

Tuesday, July 15, 2003 America Online: Barbara Dreibus

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION  
DISTRICT 7, REGIONAL PLANNING  
IGR/CEQA BRANCH  
120 SO. SPRING ST.  
LOS ANGELES, CA 90012  
PHONE (213) 897-6536  
FAX (213) 897-1337  
E-Mail: NersesYerjanian@dot.ca.gov

10313014  
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CAL



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JUL 07 2003

**PBL  
CONST. AUTHORITY**

Ms. Suzan Hodar  
Goldline Construction Authority  
625 Fair Oaks Ave., Suite 200  
South Pasadena, CA. 91030

RE: IGR/CEQA# 030701NY  
NOP/Gold Line Phase II Extension  
LA/210

July 2, 2003

Dear Ms. Hodar:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Gold Line Phase II Extension Project.

Based on the information received, and to assist us in our efforts to completely evaluate and assess the impacts of this project on the State transportation system, a traffic study in advance of the DEIR should be prepared to analyze the following information:

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at <http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignments of trips to State Routes 110& 210.
2. Consistency of project travel modeling with other regional and local modeling forecasts and with travel data. The IGR/CEQA office may use indices to check results. Differences or inconsistencies must be thoroughly explained.
3. Analysis of ADT, AM, and PM peak-hour volumes for both existing and future conditions in the affected area. This should include freeways, interchanges, and intersections, and all HOV facilities. Interchange Level of Service should be

Ms. Hodar

July 2, 2003

specified (HCM2000 method requested). Utilization of transit lines and vehicles, and of all facilities, should be realistically estimated. Future conditions would include build-out of all projects (see next item) and any plan-horizon years.

4. Inclusion of all appropriate traffic volumes. Analysis should include traffic from the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments. That is, include: existing + project + other projects + other growth.
5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:
  - description of transportation infrastructure improvements
  - financial costs, funding sources and financing
  - sequence and scheduling considerations
  - implementation responsibilities, controls and monitoringAny mitigation involving transit, HOV, or TDM must be rigorously justified and its effects conservatively estimated. Improvements involving dedication of land or physical construction may be favorably considered.
6. Specification of developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer. The following ratio should be estimated: Additional traffic volume due to project implementation is divided by the total increase in the traffic volume (see Appendix "B" of the Guidelines). That ratio would be the project equitable share responsibility.

We note for purposes of determining project share of costs, the number of trips from the project on each traveling segment or element is estimated in the context of forecasted traffic volumes which include build-out of all approved and not yet approved projects, and other sources of growth. Analytical methods such as select-link travel forecast modeling might be used.

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Stephen Buswell  
IGR/CEQA Branch Chief  
Caltrans District 07  
Regional Transportation Planning Office  
120 S. Spring St., Los Angeles, CA 90012

Ms. Hodar

July 2, 2003

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at [REDACTED] and refer to IGR/CEQA # 030701NY.

Sincerely,



STEPHEN J. BUSWELL  
IGR/CEQA Branch Chief  
Transportation Planning Office

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July 3, 2003

Gold Line Construction Authority PBL  
625 Fair Oaks Avenue CONST. AUTHORITY  
Suite 200  
South Pasadena, Ca. 91030

Attn: Susan Hodor

Subject: Gold Line Phase II Extension, Pasadena to Montclair

Dear Ms. Hodor:

Thank you for the opportunity to submit Sprint's concerns for the proposed project. The project limits for the Gold Line extension causes Sprint to be very concerned. Sprint has had and is still having difficulty with the project in the Cornfield and Midway yards in Los Angeles. The facility will be opening the end of July and the fiber carriers are still waiting for resolution to problem issues from the Authority.

Sprint's fiber facilities reside mainly on RR ROW from Los Angeles to Rialto. I have reviewed the provided map and it appears that Sprint will be in close proximity to the Gold Line project East of the 210 Freeway in San Dimas. I have enclosed Thomas Guide pages depicting the approximate running line of Sprint's facilities.

Sprint's fiber facilities are very sensitive to relocate, which result in high cost to protect the system. Sprint will require a minimum of 2-foot separation vertical and 5-foot separation horizontal from any new structures. Sprint has prior rights on RR ROW and will require reimbursement for all activities for this project. This will include meetings, plan review, and design for the relocate and the relocation if required. Sprint will require an Inspector on site during the your project that is near Sprint's fiber facilities.

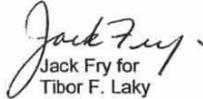
Sprint has two fiber cables on this route with splice points at different locations. The splice points are generally 3 miles apart with no allowance for additional splices due to customer sensitivity. If a relocate is required, the cable needs to be replaced to match existing size and length between splices.

Sprint will have representatives at the July 22, 2003 meeting to better understand the upcoming project. Sprint request that the Design and Build process is not utilized on Phase II. Sprint has already experienced that and it wasn't pretty.

Please notify all Contractors that the dig alert procedures need to be utilized, CALL BEFORE YOU DIG 800-227-2600, IT IS THE LAW. No mechanized excavation is permitted within two feet of Sprint's facilities.

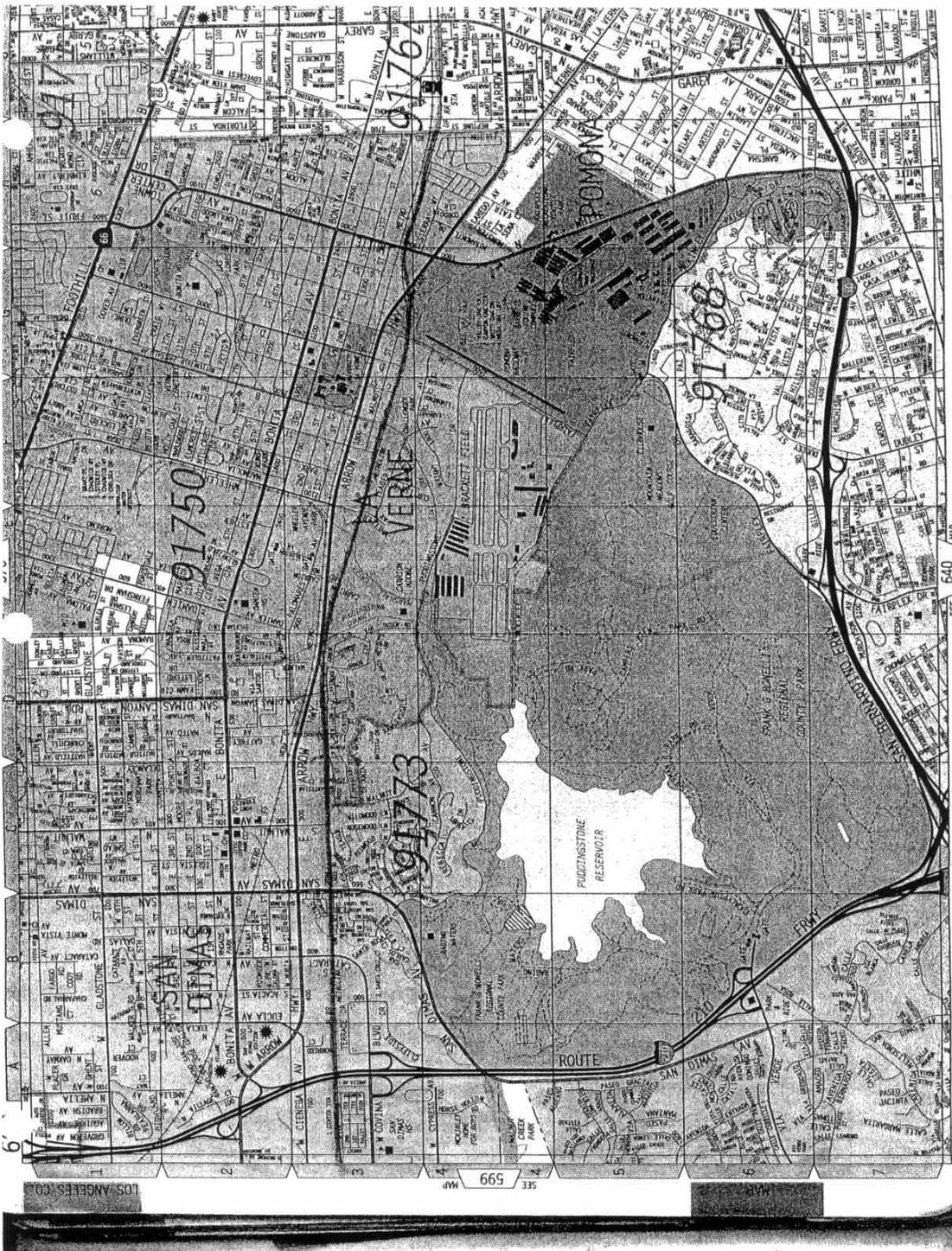
Please forward any information to me; at the address above, regarding this project should there be any changes or questions.

Sincerely,

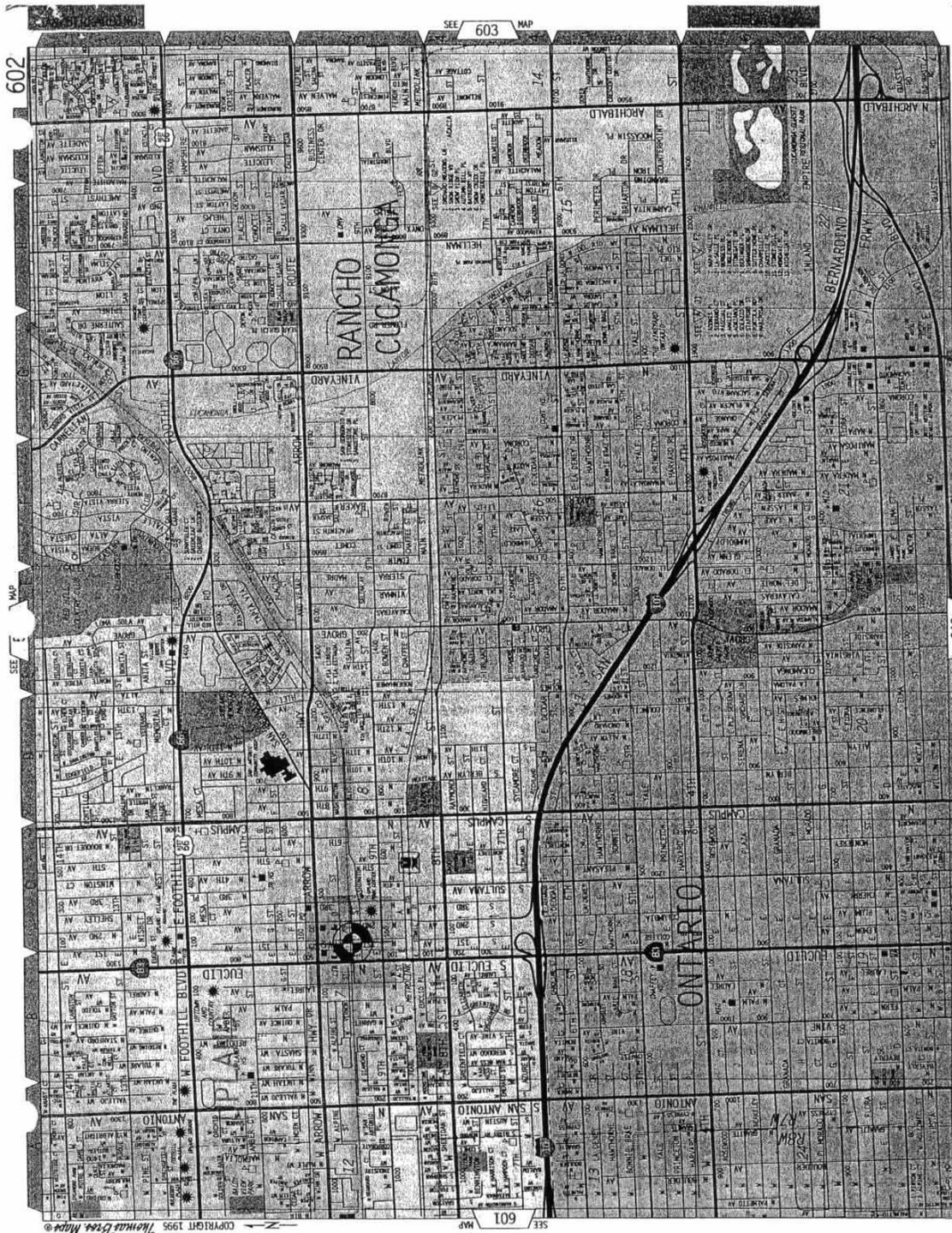


Jack Fry for  
Tibor F. Laky  
OSP Engineer,  
Anaheim Fiber Operations

Cc Lynn Durrett







**Susan Hodor**

---

**From:** Harriger, Jennifer A [REDACTED]  
**Sent:** Friday, July 11, 2003 10:20 AM  
**To:** Susan Hodor  
**Subject:** Information Request

Ms. Hodor,

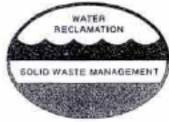
The Metropolitan Water District of Southern California would like to review the environmental documentation for the Gold Line Phase II Extension - Pasadena to Montclair project. I have printed a copy of the NOI and NOP for the project and other available materials from the Gold Line website. However, I was wondering if there is an CEQA Initial Study/Environmental Checklist that accompanies the NOP? If so, could you please send a copy?

In addition, the NOP mentions an Environmental Impacts Screening Report, but I could not locate it on the website. Could you direct me to that, or alternatively, send me a copy. In the interest of time, transmittal via e-mail would be preferable.

Email: j[REDACTED]  
Address: 700 N. Alameda St., Los Angeles, CA 90012 or P.O. Box 54153, Los Angeles, CA 90054-0153

Thank you for your assistance,  
Jennifer Harriger

Jennifer Harriger  
Environmental Planning Team  
The Metropolitan Water District of Southern California  
Phone: [REDACTED]  
E-Mail: [REDACTED]



1955 Workman Mill Road, Whittier, CA 90601-1400  
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998  
Telephone: (562) 699-7411, FAX: (562) 699-5422  
www.lacsd.org

COUNTY SANITATION DISTRICTS  
OF LOS ANGELES COUNTY

JAMES F. STAHL  
Chief Engineer and General Manager

July 15, 2003  
File No: 31-390.10

Ms. Susan Hodor  
Gold Line Construction Authority  
625 Fair Oaks Avenue, Suite 200  
South Pasadena, CA 91030

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Dear Ms. Hodor:

Gold Line Phase II Extension

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Preparation of a Draft Environmental Impact Report for the subject project on June 30, 2003. We offer the following comments:

- The proposed project could impact several existing Districts' trunk sewers. Existing Districts' trunk sewers are located directly under and/or parallel the proposed project alignment. The Districts cannot issue a detailed response to or permit construction of the proposed project until project plans and specifications that incorporate Districts' sewer lines are submitted. In order to prepare these plans, you will need to submit a map of the proposed project alignment and details, when available, to the attention of Mr. Tommy Sung of the Districts' Sewer Design Section at the address shown above. The Districts will then provide you with the plans for all Districts' facilities that may be impacted by the proposed project. Then, when revised plans that incorporate our sewers have been prepared, please submit copies of the same for our review and comment.

If you have any questions, please contact the undersigned at [REDACTED]

Very truly yours,

James F. Stahl

Ruth I. Frazen  
Engineering Technician  
Planning & Property Management Section

RIF:eg

231384.1

Susan Hodor

From: Roberts, Stephanie (Tesse) [REDACTED]  
 Sent: Thursday, July 17, 2003 12:22 PM  
 To: Susan Hodor; Jenkins, Thomas L.  
 Subject: FW: Azusa contact

FYI - a public contact from last night. This is a gentleman I have corresponded with before during the AA report.....

Tom, after lunch can we discuss his question?

-----Original Message-----

From: gonzalez gil [REDACTED]  
 Sent: Thursday, July 17, 2003 12:17 PM  
 To: Roberts, Stephanie (Tesse)  
 Subject: Re: Azusa contact

would it possible to send the photo of the concept of the station near the Azusa City Hall. I would like the Architect's name, phone number, and address of the concept, if possible.

--- "Roberts, Stephanie (Tesse)"

[REDACTED]  
 > Gil -  
 >  
 > It was nice to meet you at the San Dimas event last  
 > night. The person we  
 > have been talking to in Azusa is Roy Bruckner,  
 > Director of Community  
 > Development, [REDACTED]  
 > fax. His e-mail is  
 > [REDACTED]  
 >  
 > I hope this helps. Please let me know if you need  
 > anything else.  
 >  
 > Tesse  
 >  
 > tesse roberts  
 > parsons brinckerhoff quade & douglas, inc.  
 > 444 south flower street, suite 3700  
 > los angeles, california 90071  
 > p. [REDACTED]  
 > f. [REDACTED]  
 > e. [REDACTED]  
 >

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Message left by telephone on July 17, 2003

Mark Smith  
[REDACTED]

My name is Mark Smith and I'm a Pomona resident. This is in regards to the Gold Line extension into Montclair possibly. I'm calling to state my opinion that there was a proposal to maybe stop it in Irwindale. The truth of the matter is I think there is more of a need for people in the Pomona area to have that line because of the fact that if you look at the demographics of people who ride the bus they ride the bus a lot. It would be advantageous if we were to get that train to come on through, and I hope that it's done soon. If you need to respond back to me you can reach me at ([REDACTED] or somehow I'll try to contact you. Thank you.

Susan Hodor

From: Steve Brooks [mailto:sbrooks@myrafrank.com]
Sent: Thursday, July 17, 2003 11:57 AM
To: [mailto:cveirs@ci.claremont.ca.us]
Subject: Re: Gold Line Phase 2 Sound Levels

The noise level for the Gold Line vehicles for the "quacker" (which is the low-level warning device sounded prior to each intersection) is 75 dB @ 100 ft. The horn, which is sounded as the "emergency" warning device, is 85 dB @ 100 ft. If your noise consultant wants to confer on a more technical level, have them contact ATS Consulting (Hugh Suarenman or Darren Nielson) at [redacted]. Hugh and Darren have been working with the Gold Line Construction Authority on all of the noise issues in Phase 1. Hugh mentioned that the noise level of the gate crossing warning bells can vary a lot; your guy may want to take measurements of those now in place in Claremont on the Metrolink/freight line so that he accurately accounts for those. Hugh also mentioned that the tone of the bell had been an issue in South Pasadena, so your guy may want to address that as well.

cveirs@ci.claremont.ca.us wrote:

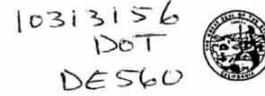
>Steven,
>
>As we discussed earlier today at Claremont City Hall, could you please
>provide me with the maximum sound levels expected to be generated by the
>Gold Line in Claremont? I am looking for a dB max rating to reference when
>reviewing the acoustical analysis for the Olson Company residential project
>being built directly north of the Gold Line ROW. I may also use this
>information when writing a disclosure to be signed by residents prior to
>purchasing the residences.
>
>Thank you for your assistance.
>
>Christopher Veirs
>Associate Planner
>City of Claremont
>
>Ph. [redacted]
>fax. [redacted]
>
>
>

--
begin:vcard
n:Brooks, AICP;J. Steven
tel;fax:[redacted]
tel;work:[redacted]
x-mozilla-html:FALSE
org:Myra L. Frank & Associates, Inc.
adr;:811 W. 7th Street, Suite 800;Los Angeles,CA;90017;
version:2.1
title:Sr. Project Manager
fn:J. Steven Brooks, AICP
end:vcard

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION  
DISTRICT 7, DIVISION OF ENVIRONMENTAL PLANNING  
120 S. SPRING STREET  
LOS ANGELES, CA 90012-3606  
PHONE (213) 897-3818  
FAX (213) 897-0685  
TTY (213) 897-6610



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July 23, 2003

Susan Hodor  
Gold Line Construction Authority  
625 Fair Oaks Avenue, Suite 200  
South Pasadena, CA 91030

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Dear Ms. Hodor,

Thank you very much for the opportunity to comment on the Notice of Preparation for the Gold Line Phase II Extension. The California Department of Transportation (Department), Division of Environmental Planning has the following comments for your consideration in preparing the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for this project:

1. Any State bridges that may be impacted by construction or operation of the Gold Line Extension (those located where the proposed alignment crosses over or under any Interstate or State Route) should be included in the Area of Potential Effects (APE) for the historical study. Bridges should be evaluated to determine if they will be 50 years old at the time of construction, and if so, whether they are eligible for inclusion in the National Register of Historic Places.
2. The traffic study should address impacts to freeway on and off ramps where the proposed Gold Line alignment is in close proximity to the freeway. The study should examine how activities at the proposed Irwindale Station would impact operation of the Interstate Route 210 off and on ramps at Irwindale Avenue.
3. The option to supplant existing freight movements may result in additional truck traffic on State routes. The EIR/EIS should evaluate these impacts.
4. A Traffic Management Plan (TMP) will be required for construction activities impacting freeway operations. The TMP should be developed in coordination with the Department. The location of construction staging areas should take into account impacts to the freeway.

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Gold Line Phase II Extension

July 23, 2003

Page 2

5. The hazardous materials study should address the possible presence of aerially deposited lead at locations where the alignment is in the freeway median, or where any work will be occurring within State right-of-way.
6. Bridge structures proposed within State right-of-way will need to conform to Caltrans design standards and seismic design criteria.

If you have any questions regarding these comments, please don't hesitate to contact me at (213) 897-3818. We look forward to working with you on this important transportation project.

Sincerely,



Gary Iverson  
Office Chief  
Division of Environmental Planning  
California Department of Transportation, District 7

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10313169  
05560  
SDC

# San Dimas

**City Council**  
CURTIS W. MORRIS, Mayor  
JOHN EBINER, Mayor Pro Tem  
DENIS BERTONE  
E.D. "SANDY" McHENRY  
JEFF TEMPLEMAN

**City Manager**  
BLAINE M. MICHAELIS

**Assistant City Manager / Treasurer**  
KENNETH J. DURAN

**City Attorney**  
J. KENNETH BROWN

**Director of Public Works**  
KRISHNA PATEL

**Director of Community Development**  
LAWRENCE STEVENS

**Director of Parks and Recreation**  
SALLY DUFF

**City Clerk**  
INA RIOS

July 24, 2003

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JUL 28 2003

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CONST. AUTHORITY**

Ms. Susan Hodor  
Gold Line Construction Authority  
625 Fair Oaks Avenue, Suite 200  
South Pasadena, CA 91030

Subject: Metro Gold Line Phase II Extension - Environmental Impact Report

Dear Ms. Hodor:

After reviewing the Notice of Preparation of the Phase II Extension, the City of San Dimas has the following issues and concerns that need to be addressed and analyzed in the preparation of the Environmental Impact Report for the Phase II Project.

1. Aesthetics

- ◆ The equipment necessary to operate electric Light Rail Transit has the potential of creating negative aesthetic impacts through the city, but especially in the Frontier Village area. The poles and the overhead wiring system along the entire length of the rail right-of-way will have an adverse aesthetic impact on the community.

2. Traffic

- ◆ The feasibility of a grade separation at the intersection of Bonita Avenue and Cataract Avenue should be evaluated as the Light Rail Transit and has the potential to adversely impact traffic flow in the heart of Downtown San Dimas. An appropriate Traffic Mitigation and visual impact plan for the intersection of Bonita Avenue and Cataract Avenue should be developed.
- ◆ Relocation of the existing spur/siding line at the southeast corner of Bonita Avenue and Cataract Avenue should be considered and analyzed.
- ◆ Project mitigation should consider expansion of bus services and bicycle, pedestrian and auto access facilities at each of the intermodal stations.

245 EAST BONITA AVENUE • SAN DIMAS • CALIFORNIA 91773-3002 • (909) 394-6200 • FAX (909) 394-6209

Ms. Susan Hodor  
Page 2.  
July 24, 2003

3. Traffic/Land Use

- ◆ Impacts associated with the development of an intermodal station in the city along the extension to be served by the Gold Line.

4. Hydrology

- ◆ The EIR should address impacts created on existing storm drains and culvert system crossing by the proposed project.

5. Noise and Vibration

- ◆ Noise and vibration is identified in the Planning Alternative Analysis report as a significant issue. All feasible mitigation measures should be addressed including a mitigation measure that considers landscaping within the railroad right-of-way.

6. Other Items

- ◆ The cities of San Dimas, La Verne, Pomona and Claremont have received MTA funding and are in the Planning Stage of developing a Class 1 Bikeway along the railroad right-of-way. This bikeway is a part of the MTA and the City of San Dimas' master plan. The EIR must analyze the impacts of the proposed project on this bikeway. In addition, the bikeway and associated landscape and amenities may be able to be used as mitigation of project impacts.

Should you wish to discuss this matter further, please feel free to contact me at [REDACTED]

Sincerely,



Krishna Patel  
Director of Public Works

kp/gdh/07-03-28

c: Blaine Michaelis, City Manager

**MWD**

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

10313162  
DE560  
MWD

July 21, 2003

Ms. Susan Hodor  
Gold Line Construction Authority  
625 Fair Oaks Avenue, Suite 200  
South Pasadena, California 91030

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Dear Ms. Hodor:

Notice of Preparation and Notice of Intent for the Draft Environmental Impact Report/Draft Environmental Impact Statement for the Gold Line Phase II Extension – Pasadena to Montclair

The Metropolitan Water District of Southern California (Metropolitan) has reviewed a copy of the Notice of Preparation and Notice of Intent (NOP/NOI) for the Draft Environmental Impact Report/Draft Environmental Impact Statement (EIR/EIS) for the Gold Line Phase II Extension – Pasadena to Montclair. The Pasadena Metro Blue Line Project Authority (Authority) is the California Environmental Quality Act (CEQA) lead agency and the Federal Transit Administration is the National Environmental Policy Act (NEPA) lead agency for this project. The joint EIR/EIS will be prepared to satisfy both CEQA and NEPA requirements. The project corridor extends from the city of Pasadena to the city of Montclair. The proposed project corridor would extend through the cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, and Claremont in Los Angeles County and the city of Montclair in San Bernardino County.

Metropolitan owns and operates several facilities in the vicinity of the proposed project site. Based on a review of Attachment 1 in the NOP and the location of the existing railroad tracks, the proposed project alignment would cross Metropolitan's Middle Feeder, Orange County Feeder, Yorba Linda Feeder and Upper Feeder pipelines. The affected areas are located in the cities of San Dimas, La Verne, Pomona, and Claremont. Metropolitan's pipelines within these areas are within street right-of-ways and permanent easements. In addition, based on the Study Area Map (Attachment 1 of the NOP), the La Verne Pipeline, and F. E. Weymouth Filtration Plant appear to be within the project study area boundaries. Although these facilities are north of the existing railway and proposed project alignment, they are within the study area boundaries shown in Attachment 1.

Metropolitan is concerned with potential impacts to our facilities that may occur from implementation of the proposed project. Metropolitan requests that the lead agencies identify

700 N. Alameda Street, Los Angeles, California 90012 • Mailing Address: Box 54153, Los Angeles, California 90054-0153 • Telephone (213) 217-6000

Ms. Susan Hodor  
Page 2  
July 21, 2003

and consider our facilities during their project planning and in the impact analysis in the Draft EIR/EIS. It is necessary that the lead agencies identify and avoid potential impacts to Metropolitan's facilities that may occur as a result of the proposed project, including any restrictions on Metropolitan's day-to-day operations from Gold Line construction activities and/or operations and maintenance.

Attachment 2 of the NOP, Summary of Impacts and Mitigation Measures Identified in the Planning Alternative Analysis Report, indicates that other utility lines, including water, could be affected by the proposed project. It states that "[b]uried utility lines within 10-20 feet, running parallel to the proposed alignment may need to be relocated." Metropolitan would like to ensure that the lead agencies identify whether protection or relocation of Metropolitan's pipelines would be required as a result of project implementation.

Metropolitan is also concerned with potential impacts from parking lots, structures, train station buildings, or other facilities associated with the Gold Line system on or near our facilities. Therefore, Metropolitan requests that the Draft EIR/EIS clearly identify the location of all Gold Line support structures and identify and avoid any impacts to Metropolitan's facilities.

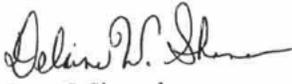
Metropolitan must be allowed to maintain its rights-of-way and access to the Middle, Orange County, Yorba Linda, and Upper feeders and any other Metropolitan facilities at all times in order to repair and maintain the current condition of those facilities. In order to avoid potential conflicts with Metropolitan's rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval.

The lead agencies may obtain detailed prints of drawings of Metropolitan's pipelines and rights-of-way by calling Metropolitan's Substructures Information Line at [REDACTED]. To assist the lead agencies in preparing plans that are compatible with Metropolitan's facilities and easements, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

Ms. Susan Hodor  
Page 3  
July 21, 2003

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental documentation, including the Draft EIR/EIS, on this project. If we can be of further assistance, please contact Mr. William Fong of the Environmental Planning Team at [REDACTED]

Very truly yours,

  
(for) Laura J. Simonek  
Manager, Asset Management  
and Facilities Planning Unit

JAH/rdl  
(Public Folders/EPU/Letters/21-JUL-03A.doc - Susan Hodor)  
Enclosure: Planning Guidelines



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PLANNING & DEVELOPMENT DEPARTMENT  
 PLANNING DIVISION

July 24, 2003

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 CONST. AUTHORITY

Susan Hodor  
 Gold Line Construction Authority  
 625 Fair Oaks Avenue, Suite 200  
 South Pasadena, CA 91030

**RE: NOTICE OF PREPARATION FOR THE EIS/EIR FOR THE GOLD LINE  
 EXTENSION FROM PASADENA TO CLAREMONT (PHASE II)**

Dear Ms. Hodor:

Thank you for providing an opportunity to comment on the scope of the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) to be prepared for Phase II of the Gold Line. The project involves extending the light rail line 22.5 miles east from the East Pasadena/Sierra Madre Villa Station to Claremont through the ten communities along the Atchison-Topeka and Santa Fe railroad right-of-way. Construction for the proposed extension will occur in the City of Pasadena at the East Pasadena Station located at 149 North Halstead Avenue at Foothill Boulevard and continue eastward to the City limits with unincorporated Los Angeles County. We have reviewed the Notice of Preparation and have the following comments.

Other Public Agencies Whose Approval Is Required

A project of regional significance such as this one will traverse multiple cities in its trek across the San Gabriel Valley. The project may require local review and discretionary approval within each jurisdiction. The EIS/EIR should clearly indicate which discretionary approvals or actions, if any, would be required on the part of the City of Pasadena, as well as other local governments, to implement Phase II of the Gold Line.

Potential Construction Impacts

A project of this size has the potential to generate construction related impacts beyond the construction site and into the surrounding environs. A segment of the proposed rail line will extend from the East Pasadena/Sierra Madre Villa Station to the city limits with unincorporated Los Angeles County. If construction crews

175 North Garfield Avenue • Pasadena, CA 91101-1704  
 (626) 744-4009  
 www@ci.pasadena.ca.us

Ms. Susan Hudor  
July 24, 2003  
Page 2 of 3

will need to park within the City of Pasadena, a construction-staging plan must be provided to the City to assess the potential impacts to public parking lots. The EIS/EIR should describe all potential construction related impacts along the project corridor, and provide adequate analysis and appropriate mitigations measures to reduce potential construction related impacts to a level of insignificance.

#### Traffic

A potential impact related to the construction-generated effect identified above is traffic congestion resulting from project haul routes along principal mobility corridors during peak traffic hours. The EIS/EIR should describe all mobility corridors that may be potentially impacted by construction related traffic along the project corridor, and provide adequate analysis and appropriate mitigations measures to reduce potential traffic impacts to a level of insignificance.

The environmental document should discuss the impact of bus traffic in East Pasadena on the roadways and intersections should the Gold Line not be extended. Specifically, there is currently discussion on the need for satellite park and ride locations which will use buses to link people to the Sierra Madre Villa Station; this will create additional demand on a station that already has a high number of buses; it is our understanding that starting July 28 there will be 15 buses an hour using the station and adjacent streets. Adding more buses to this already congested area may potentially have a significant impact on traffic.

#### Impacts to East Pasadena Station

The proposed project will be under construction during regular daily operation of trains servicing the Los Angeles to Pasadena segment of the Gold Line and the adjacent MTA garage. The EIS/EIR should describe potential impacts to operation of train service and the MTA garage at the East Pasadena Station, including post-construction changes in operation or use, and provide adequate analysis and appropriate mitigations measures to reduce potential impacts to public facilities to a level of insignificance.

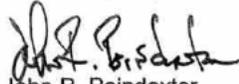
Furthermore, the environmental document should address parking impacts to Pasadena if the Gold Line is not extended. The current terminus of Gold Line Phase I is at Sierra Madre Villa (SMV) station where the MTA's owns and will operate the 1,000-space parking garage. Daily operation of the station and garage will have an impact on traffic circulation and parking demand for the area especially in the morning and afternoon peak periods. Currently, there are a total of 1,600 transit parking spaces available in Pasadena for the anticipated 30,000 daily riders between Downtown Los Angeles and East Pasadena. These transit users may spillover into the neighboring residential and business districts to find alternative parking. Even though the City has implemented preferential parking districts as well as restricted time limits on the neighboring streets, continuing aggressive enforcement may be necessary. By completing Phase II and taking

Ms. Susan Hudor  
July 24, 2003  
Page 3 of 3

the light rail line easterly through other cities and providing additional parking, Phase II has the potential to lessen the parking demand and traffic impacts for the City of Pasadena, and would distribute the impacts more evenly throughout Phase I & II.

If you have any questions regarding the above comments or the environmental review process of the City of Pasadena, please contact Robert Avila at the above address or by calling [REDACTED]

Sincerely yours,



John R. Poindexter  
Planning Division Manager  
Department of Planning & Development

xra:jrp

C: Richard Bruckner, Pasadena Department of Planning & Development  
Martin Pastucha, Pasadena Department of Public Works  
Joyce Amerson, Pasadena Department of Transportation



State of California - The Resources Agency

GRAY DAVIS, Governor

**DEPARTMENT OF FISH AND GAME**

http://www.dfg.ca.gov  
 4949 Viewridge Avenue  
 San Diego, CA 92123  
 (858) 467-4201



10313170  
 DB560  
 SOC

July 24, 2003

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JUL 28 2003

**PBL  
 CONST. AUTHORITY**

Ms. Susan Hodor  
 Los Angeles to Pasadena Metro Blue Line Construction Authority  
 625 Fair Oaks Avenue, Suite 200  
 South Pasadena, CA 91030

**Notice of Preparation of a Draft Environmental Impact Report  
 for Gold Line Phase II Extension  
 SCH # 2003061157, Los Angeles County**

Dear Ms. Hodor:

The Department of Fish and Game (Department) appreciates this opportunity to comment on the above-referenced project, relative to impacts to biological resources. The proposed project involves transit improvements from the Sierra Madre Villa Station in Pasadena to Montclair in Los Angeles and San Bernardino Counties respectively.

To enable Department staff to adequately review and comment on the proposed project we recommend the following information, where applicable, be included in the Draft Environmental Impact Report:

1. A complete, **recent** assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats.
  - a. A thorough **recent** assessment of rare plants and rare natural communities, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities (Attachment 1).
  - b. A complete, **recent** assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Recent, focused, species-specific surveys; conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and U.S. Fish and Wildlife Service.

Ms. Susan Hodor  
July 24, 2003  
Page 2 of 5

- c. Rare, threatened, and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, § 15380).
  - d. The Department's California Natural Diversity Data Base in Sacramento should be contacted at ( ) to obtain current information on any previously reported sensitive species and habitats, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. Also, any Significant Ecological Areas (SEAs) or Environmentally Sensitive Habitats (ESHs) or any areas that are considered sensitive by the local jurisdiction that are located in or adjacent to the project area must be addressed.
2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. This discussion should focus on maximizing avoidance, and minimizing impacts.
- a. CEQA Guidelines, § 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
  - b. Project impacts should also be analyzed relative to their effects on off-site habitats and populations. Specifically, this should include nearby public lands, open space, adjacent natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas, should be fully evaluated and provided. The analysis should also include a discussion of the potential for impacts resulting from such effects as increased vehicle traffic and outdoor artificial lighting.
  - c. A cumulative effects analysis should be developed as described under CEQA Guidelines, § 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
  - d. Impacts to migratory wildlife affected by the project should be fully evaluated. This can include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and

Ms. Susan Hodor  
July 24, 2003  
Page 3 of 5

- other migratory nongame birds as listed under the MBTA.
- e. Impacts to all habitats from City or County required Fuel Modification Zones (FMZ). Areas slated as mitigation for loss of habitat shall not occur within the FMZ.
  - f. Proposed project activities (including disturbances to vegetation) should take place outside of the breeding bird season (February 1-September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor (the Department recommends a minimum 500 foot buffer for all active raptor nests).
3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including wetlands/riparian habitats, alluvial scrub, coastal sage scrub, native woodlands, etc. should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.
- a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Compensation for unavoidable impacts through acquisition and protection of high quality habitat elsewhere should be addressed.
  - b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts (Attachment 2).
  - c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.
4. A California Endangered Species Act (CESA) Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to the proposed project and mitigation measures may be required in order to obtain a CESA Permit.

Ms. Susan Hodor  
July 24, 2003  
Page 4 of 5

Revisions to the Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit. For these reasons, the following information is requested:

- a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.
  - b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.
5. The Department opposes the elimination of watercourses and/or their channelization or conversion to subsurface drains. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations.
  - a. The Department requires a streambed agreement, pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant prior to any direct or indirect impact to a lake or stream bed, bank or channel or associated riparian resources. The Department's issuance of a stream bed alteration agreement may be a project that is subject to CEQA. To facilitate our issuance of the agreement when CEQA applies, the Department as a responsible agency under CEQA may consider the local jurisdiction's (lead agency) document for the project. To minimize additional requirements by the Department under CEQA the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources.

Ms. Susan Hodor  
July 24, 2003  
Page 5 of 5

The Department suggests a pre-project or early consultation planning meeting for all projects. To make an appointment, please call Scott Harris, Wildlife Biologist, at ( [REDACTED] )  
Thank you for this opportunity to provide comment.

Sincerely,



Morgan Wehtje  
Environmental Scientist IV

Attachments

cc: Mr. Scott Harris  
Ms. Betty Courtney  
Ms. Leslie MacNair  
Department of Fish & Game  
Mr. Scott Morgan  
State Clearinghouse

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ECONOMIC DEVELOPMENT  
AND PUBLIC SERVICES GROUP

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Fax (909) 387-8130

KEN A. MILLER  
Director of Public Works

July 28, 2003

10313200  
CSB  
PD513

Ms. Susan Hodor  
Goldline Construction Authority  
625 Fair Oaks Avenue, Suite 200  
South Pasadena, CA 91030

File# 10(ENV)-4.01

REFERENCE: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT  
REPORT (EIR)/ ENVIRONMENTAL IMPACT STATEMENT (EIS) -  
PASADENA TO MONTCLAIR GOLD LINE PHASE II EXTENSION

Dear Ms. Hodor:

Thank you for giving the San Bernardino County Department of Public Works (Department) the opportunity to comment on the above-referenced project.

The project will be located along the transit route from the City of Pasadena (in the County of Los Angeles) to the City of Montclair (in the County of San Bernardino).

The Traffic Division's comment is as follows:

We request a Traffic Impact Analysis (TIA) report per the Congestion Management Program (CMP) for our review.

Should there be any changes to this project, please notify our Department so that we may have the opportunity to comment on the changes. If you have any questions or need additional information, please contact Kelly A. Rozich, Senior Associate Planner, at [REDACTED]

Sincerely,

NARESH P. VARMA, Chief  
Environmental Management Division

NPV:KR/Transit Authority-GoldlineConstructionPDEIR-PDEIS-Response

cc: KAM/PJM Reading File

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JUL 30 2003  
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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION IX  
75 Hawthorne Street  
San Francisco, CA 94105

10313171  
DESGO  
EPA

July 17, 2003

Susan Hodor  
Gold Line Construction Authority  
625 Fair Oaks Avenue, Suite 200  
South Pasadena, California 91030

**RECEIVED**  
JUL 28 2003  
PBL  
CONST. AUTHORITY

Phone: [REDACTED]

Dear Ms. Hodor:

The Environmental Protection Agency (EPA) has reviewed the Notice of Intent to prepare an environmental impact statement (EIS) for the Light Rail Travel Extension from Sierra Madre Villa Station in Pasadena to Montclair in Los Angeles. Our review is pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

EPA has no formal comments on the Notice of Intent at this time. Please send three copies of the Draft EIS (DEIS) to this office at the same time it is officially filed with our Washington D.C. Office. If you have any questions, please call me at [REDACTED]

Sincerely,

Nova Blazej  
Federal Activities Office  
Cross Media Division

cc: Ray Sukys, Federal Transit Administration

JUL-31-2003 10:50 FROM ERIC LLOYD WRIGHT & ASSOC TO 16267998599 P.01/04

10313213

J o h n J a y U l l o t h  
 Ulloth Graphics also Associate, Eric Lloyd Wright Architect  
 10609 Columbus Avenue 24680 Piuma Road SUB  
 Mission Hills, California 91345 Malibu, California 90265 PD513  
 Voicemail: ( ) ( )

I have revisited every station location (but one) on the proposed Gold Line Phase 2 with your Final Draft Report in hand. I believe this line will be an unqualified success that will unleash the potential tied-up in Gold Line 1 because it's too short. Gold Line 1+2 will be Los Angeles county's 1st rail line to move people from the county's center to the county line!- and because of its MetroLink connections- throughout the region, not just the San Gabriel Valley! Its return to its historic use as a rail line, as well as the T.O.D.-focus (that works around the world and in our past, but never tried to this scale in modern times in the L.A. basin!) will help save the historic cores of all nearby cities. Please add this extended response to my previous commentary at the public scoping request for Gold Line Phase II:

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JUL 31 2003

**RE: General Principles**

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- A) Break the inter-county barrier; **studying Gold Line 2 to Upland. Study a branch directly inside the Ontario Airport terminal; this would improve discretionary ridership, provide a link to additional MetroLink line stations for broader network coverage, and preempt the supposed " need" for maglev between the region's airports.**
- B) **Study using D.M.U. operations as an initial-cost & time-saving tool instead of shortlining the route for a ridership-depriving M.O.S.:** 1) double the length of the Sierra Madre Villa L.R.V. station platform to accommodate a linear platform transfer to D.M.U. cars at the east end, with temporary mode separation devices in the track appropriate to F.R.A. & C.P.U.C. requirements. As soon as the bridgework is completed, track laid, signaling & dispatch are in place, 2) run D.M.U. to all ready-to-open stations from Sierra Madre Villa to Montclair. The purpose is to initiate service as quickly as possible with reduced initial capital outlay... (Colorado Railcar's 92-seat A.D.A.-accessible 1200 h.p. diesel coach w/ E.M.U.-style cab end and transit seating cost ~\$2.0Million- comparable to an L.R.V. car, and many components can be serviced in a bus yard or trucking operation). Switch to L.R.V. mode as the electrical line work and substations can be completed. Resell D.M.U. equipment upon full electrification of Gold Line 2, or move D.M.U.'s to other lines (such as Exposition L.R.V., or the "Burlington Northern Santa Fe Harbor Subdivision" to L.A.X. airport) for the same purpose. Given the state budget crisis, and the Feds' preference for foreign wars to domestic programs (like transportation), this could make the difference between "funded", or not....
- C) **Prioritize access of all non-automotive modes at the proposed rail lines.** Do as little as possible to station designs to add inconvenient, time-absorbing rerouting to bus lines, particularly Foothill's. Minimize car parking lots that enable automobiles and destroy urban fabric.
- D) **Consider retaining freight potential on the railroad.** (M.T.A. could make a modern light rail "box motor" (in the old days sometimes made from semi-retired trolleys) or D.M.U.'s could switch the 2 dozen freight cars- off hours when transit is closed- to meet the Miller plant needs at Irwindale for instance), without forcing freight customers to ship by trucks that worsens traffic burden on the 210 freeway. Allowing the Gold Line (instead of freight railroads) to handle and profit from freight switching (part of M.T.A.'s responsibility is goods movement they do little of as far as I can tell) along Gold Line 2, that impacts the L.R.V./D.M.U. mode choice discussion). Your maps should show current goods customers that ship by rail, with some numbers of how many railcars are shipped daily and the equivalent truck traffic their shipping by rail displaces.
- E) **Study how the rail development should look that might assist lineside cities (such as Arcadia) with development of an Historic Route 66 overlay district with architectural controls...** one aspect might be a retro-look to rail stations to recall Route 66 in its heyday (Route 66 had several different alignments in L.A. before it was decommissioned in 1971), that could bring historic museums and improve merchants' bottom lines.

JUL-31-2003 10:50 FROM ERIC LLOYD WRIGHT & ASSOC TO 16267998599 P.02/04

F) **Bikepaths** are only shown at Monrovia & Glendora. But bicycles on trains offer excellent non-automotive smog-free extensions of rail lines, reaching far beyond the "5 minute walk" radius shown on the T.O.D. maps- for commuting and recreation. Please **study a bikeway paralleling the full route** wherever possible (to reach intermediate locations and other bikepaths, such as the one to the L.A. County Fairgrounds on the west side of Fairplex Drive, not shown page 48). Where width is not sufficient for safety; consider reusing the former Pacific Electric right-of-way nearby (I believe is south of the proposed Gold Line at Duarte, and on the side of First Street in Claremont, for instance). Bike lockers, bike route signage, shade, and water fountains are essential elements for a bikeway system to be fully utilized; please consider externalizing their costs to other budgets- particularly cities- so the initial bikeways can be completed by the agency without time and monetary distraction. The Construction Authority should aid City's planning & zoning departments to encourage bicycle shops, restaurants, etc. to be sited along Bikeways.

G) **Make existing grove parking like mature trees just south of the Claremont station** (called out for redevelopment on your map) a **template for other parking lots**- retain existing lineside trees, and plant more (such as converting every 7th parking space to plant a shade tree in its center) for an inviting oasis of shade, far more scenic than the view of 3 stories of concrete viewed from the train on the north side of the tracks! Lineside cities should be encouraged to rival Claremont's approach to station restoration (including staffing & accessible bathrooms), urban landscaping, brick planter-seats, etc. around their stations.

H) **A shading alternative where trees do not exist** is a shading structure topped with photovoltaic panels (P.V.). Building-Integrated P.V. (B.I.P.V.- like attractive, money-saving solar shingles or standing seam roof designs) should also be considered at station shelters to put power into the grid to entirely offset stations' lighting and electrical needs, to recharge electric cars, and a demonstration of a future-oriented, non-polluting solution to our future power needs, and create station identity.

I) 3 stories of concrete north of the tracks act as a sonic barrier to the rest of Claremont's downtown; consider using berms, existing and new buildings- instead of ugly and expensive new sound walls- to reduce sound entering downtowns. And leave enough room from the rail line to residential uses for sound impacts to fall off; LaVerne's student housing approximately 120' from tracks is probably the minimum. A better pattern is found in trackside towns around Chicago: a linear trackside park (that allows for gatherings, monuments, and trackside expansion) with the commuter station in it, (with freight generating trackside industry such as lumberyard spurs along the tracks further away from the main cross-street). A street parallel to the tracks with diagonal parking facing the station, and supporting T.O.D. (before we called it that) with newsstand, coffee, cab stand, restaurant uses lining the side furthest from the tracks, building facades facing the trains. This pattern of rail towns in the midwest since the 1880's works even better today with a single agency- Metra- operating the lines as a single network.

J) Your study should explore ways to aid cities in creating common lineside themes- could be as simple as copying the lettering from Santa Fe stations, to developing landscaping guidelines and assistance to lineside property owners for graffiti abatement & improved landscaping, hold a lineside owner's & tenant's competition with prizes for beautification between stations, or develop a station motif that could be interpreted in various ways. Cost effectiveness is essential here, however, with costs externalized from the rail & stations' construction budget!

#### **RE: Alternatives & Analysis, Final Report Draft**

##### **Page # Scoping consideration or correction needed:**

(Cover)	There is no label/ narrative caption for this station, though it narrowly survived threats of demolition recently!
p. 38, 1st paragraph, last 2 sentences, & p. 39, chart and captions	<b>Transportation is about moving people not cars</b> ; "traffic jurisdictions" are not Gods. On the water, big ships have the right of way over little boats; should be the same here: 1) Each rail rider should count the same as each auto occupant; 2) or better as they've chosen the most compact & efficient form of land transportation. 3) It is not noted whether traffic signal preemption is assumed (it should be), 4) whether the figures given are for grade crossings in urban settings like Gold Line Phase 1 5) where signal preemption at rail crossings can make trains virtually invisible no less convenient than waiting half the time for traffic signals already surrounding them, and 6) that road intersections near rail lines continue to be productive (roads parallel to the tracks get green traffic signals and continue to flow while gates are down & trains approach). You have also not studied rail's potential for expanded productivity (moving the most people by rail at grade crossings): 200 passengers per full light rail car x 2 car trains (present operation) = 400 per train. Run at 2 minute headways (30 trains

JUL-31-2003 10:51 FROM ERIC LLOYD WRIGHT & ASSOC TO 16267998599 P.03/04

per hour) moves 12,000 per hour; Gold Line 1's station lengths are for 3 car trains, moving 18,000 passengers per hour- show me a row of autos that can do that!

- p.44 (Map) **Santa Clara and 1st Avenue is the worst station site possible considering the dream alternative on the rail line 2+1/2 blocks to the southeast:** for the price of utility relocation (is that sewer strapped on the girders?) that dream alternative is the same distance from the former 1-story "CBD" (Central Business District) that appears moribund, with few opportunities to add multi-story mixed-use density without invasive demolitions. And building new 2-3 story mixed-use infill around the Santa Clara street location would probably suck the life out of the CBD, rather than help it. On the other hand, the obvious dream station location is on the existing bridge grade-separating the railroad from busy Huntington Drive at 2nd Avenue: Building the station on the bridge (or immediately east of it with walkways along the bridge crossing Huntington Drive) will allow passengers to ramp down an identical walking distance to the Central Business District to the southwest, to 3 luxury hotels on the north end of the platform, dining on the northeast, strip mall shopping on the north east and south east sides, or a huge large park with stadium lights and night hours on the southwest. Pedestrian crossover is already provided by the sidewalk, and could be enhanced with an additional concrete vaults & sidewalk tunnelling through the embankment near the abutments. The bridge station location will ensure train dwell times minimize grade crossing time. And the station over Huntington Drive would be a Gold Line landmark & make it the posterchild of calendars and transit trade magazine covers.
- p. 44 (Map) "Irwindale Road" is incorrect; I believe it's "Irwindale Avenue"; please fix...
- p. 48 (Map) Separation of Gold Line L.R.V. and MetroLink stations is a huge mistake, discouraging extremely-desirable cross-platform transfers, making access between both rail lines' station pairs needlessly difficult. The "New Transit Station" on University of LaVerne campus property is a very poor choice considering nearby White Street (off the east edge of the map) is the most logical location for the station, where Gold Line 2 and MetroLink tracks come together (ala Pomona), and Foothill Transit crosses on its way to a popular shopping district to the north. Fairplex Avenue receives very little auto traffic compared to White, so it would be best to provide parking closest to White, rather than crowding campus with cars that don't move all day. Demolishing trackside industry for T.O.D. (along Arrow Highway east of D street) may not be a good idea! Some have suggested White may lie outside LaVerne's boundaries; if true, that is no excuse not to select station locations that serve and function best... just add "LaVerne" to a hyphenated station name.
- p. 49 (Map) Separation of MetroLink's shelters from the historic Gold Line 2 station is a mistake, discouraging extremely desirable cross-platform transfers, that would make access between both rail lines' stations and Foothill bus lines difficult. This study should consider getting the city to **abandon the shelterless shelters built for MetroLink on some godforsaken road 1/2 mile west with no trip generators, & move MetroLink passengers into the historic Santa Fe station to share it with Gold Line 2 and Foothill passengers;** that station is large enough and could host rider-supporting uses too! The existing Park & Ride lot should be given to MetroLink for its maintenance equipment uses, so its employees could get to by train and a long walk/ (golf cart ride?) (though Ed Von Nordeck (retired from MetroLink) said of MetroLink's maintenance equipment, "...that stuff can go anywhere...") Consider bringing all Foothill bus lines on Garey Avenue (not labeled on the map) into the station compound between the tracks, instead of "Preferred location" for the Park & Ride the map proposes. No cars should be allowed inside the compound, and a special bus-only traffic signal could allow turns inside the compound, with bus bays on the south (MetroLink) side of the compound. Transit is more efficient than autos! Keep cars outside this transit compound, in diagonal parking on the north side of West Santa Fe. Consider a "wild west" architectural theme developed from the existing T.O.D. architecture of the building on the southwest corner of Garey and West Santa Fe Street (absurdly miscast as an auto repair shop!) and using the landscaping cues from the (vacant?) building on the southeast corner of Pine Street and West Santa Fe Street.
- (all T.O.D. Maps) fail to show existing rail line locations in relations to the Gold Lines' tracks... especially missing on Pomona's. There are significant issues here re: MetroLink & freight customers' potential should be part of the planning process.
- p. 71- (Box) **Compliant D.M.U., NOT B.R.T., has the lowest capital costs up there (see p. 78, Alt. 7); please correct.**

JUL-31-2003 10:51 FROM ERIC LLOYD WRIGHT & ASSOC TO 16267998599 P.04/04

p. 80-81  
(Chart)

Goal 1: There is not a credible range of numbers to back up the wild fluctuating symbol ratings.  
 Line 2: Provide source material for difference between L.R.T. & D.M.U.  
 Line 3: Travel times of 34.5 for bus, 32 for L.R.T., and D.M.U. are not believable. That track-sharing and single track numbers are the same is not credible. That bus- especially CNG-fuelled, especially articulated bus' dramatically slower acceleration/ deceleration times at 10 stations don't add up to many minutes differential is not credible. Explanations for slower grade-crossings isn't given- is this assuming railroad crossing gates or traffic signalization at street intersections? (needs explanation in appropriate footnotes).  
 Goal 2 Symbols: Time sharing should be superior as capital costs are significantly reduced (follow same logic as 7's "Good" rating)  
 Goal 3: Change in vehicle miles not backed up by data. Cite studies of improved ridership on an extended Electric Multiple Unit (E.M.U.) line displacing D.M.U. or other urban rail mode change. Potential for noise impacts- what are we talking about- horn blowing or motor noise? Because if it's accumulated motor noise per passenger-day, B.R.T. will be identical with D.M.U., which uses bus engines for propulsion. Or if it's horn noise, D.M.U. should be identical with L.R.T. that has the same obligation for warnings at grade crossings.  
 "Market support for T.O.D.": tells us nothing; eliminate field. (see rule at bottom paragraph of p. 81)  
 "Development potential": D.M.U.'s Medium-high rating is not credible- should match L.R.T.  
 Permanent transit infrastructure is the surest indicator to developers a transit agency will not easily abandon their development site, which yields higher property values. Merchants in T.O.D. near rail stations can sign long-term leases with confidence in a constant flow of customers, which yields community stability. The transit-dependent can purchase property with confidence near significant transit infrastructure. While bus operations -even B.R.T. as practiced in Los Angeles- can be relocated immediately, Because routings are not portable, bringing the highest accompanying T.O.D. value; D.M.U. values should match L.R.T.  
 Goal 4 & 5: D.M.U. should match L.R.T.  
 Goal 6: "Provides..." tells us nothing; eliminate. (see rule at bottom of paragraph on p. 81)  
 Goal 7: "Provide seamless...": "Low" word ratings should be corrected to match same symbols' "Medium" ratings elsewhere on chart.  
 Goal 8: "New transit service by 2008" ratings are irrational. Ripping out existing track, regrading, then paving is not easier than rail replacement! Most of Gold Line 2 is a lightly used but operating railroad today, some good for 79mph Amtrak operation; Enviro processes and the need for bridgework are the same. With the rail-goal-oriented J.P.A. that delivered Gold Line 1 on time & budget, and M.T.A.'s rail-hostile board politics & rail construction bumbling put on the sidelines until completion, rail could & should certainly be completed before paving, and long before 2008!  
 Goal 9: tells us nothing; eliminate- you covered the topic on p. 67- Goal 4 overlaps essentially same info.

Thank you for this opportunity to give comments and feedback; good luck to us all in completing this project! Please call or write if you have questions, need sketches, or are interested in Eric Lloyd Wright's architectural services.

Very Truly Yours,

  
ULLOTH GRAPHICS



TOTAL P.04



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES  
DEPARTMENT OF PUBLIC WORKS

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10313211  
DPW  
PDS13

ADDRESS ALL CORRESPONDENCE TO:  
P.O. BOX 1460  
ALHAMBRA, CALIFORNIA 91802-1460

July 30, 2003

IN REPLY PLEASE  
REFER TO FILE: WM-4

Ms. Susan Hodor  
Gold Line Construction Authority  
625 Fair Oaks Avenue, Suite 200  
South Pasadena, CA 91030

RECEIVED  
JUL 31 2003  
PBL  
CONST. AUTHORITY

Dear Ms. Hodor:

**RESPONSE TO A NOTICE OF PREPARATION FOR  
A DRAFT ENVIRONMENTAL IMPACT REPORT FOR  
GOLD LINE PHASE II EXTENSION PASADENA TO  
MONTCLAIR PROJECT**

Thank you for the opportunity to provide comments on the subject document. The intent of the proposed project is to improve east-west mobility across the 24-mile-long corridor in the San Gabriel Valley, relieve congestion on existing transportation facilities, increase connections to work and education destinations within the San Gabriel Valley and the Los Angeles region, support economic revitalization in each city along the corridor, and contribute to the preservation and enhancement of the natural environment. The corridor includes the Cities of Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair; and is located in Los Angeles and San Bernardino Counties. We have reviewed the submittal and offer the following comments.

Environmental Programs

As projected in the Los Angeles County Countywide Siting Element, which was approved by a majority of the cities in the County of Los Angeles in late 1997 and by the County Board of Supervisors in January 1998, a shortfall in permitted daily landfill capacity may be experienced in the County within the next few years. The construction, demolition and/or predevelopment activities associated with the proposed project and the postdevelopment operation over the life of the proposed project will increase the generation of solid waste and may negatively impact solid waste management infrastructure in the County. Therefore, the proposed environmental document must identify what measures the project proponent plans to implement to mitigate the impact.

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Mitigation measures may include, but are not limited to, implementation of waste reduction and recycling programs to divert the solid waste, including construction and demolition waste, from the landfills.

The Los Angeles County Uniform Building Code, Section 110.3, requires that a building or structure located on or within 1,000 feet (304.8m) of a landfill containing decomposable material must be protected against landfill gas intrusion. Once the alignment of the extension is determined, the project may be determined to be located on or within 1,000 feet of a landfill containing decomposable material. This issue should be addressed and mitigation measures provided. The discussion should include subsurface lateral migration of landfill gas, migration detection, and control and protection systems for affected enclosed buildings and structures. Our Environmental Programs Division must be contacted for issuance of necessary permits.

The Los Angeles County Building Code, Section 110.4 requires that buildings or structures adjacent to or within 200 feet (7,620 mm) of active, abandoned or idle oil or gas wells be provided with methane gas protection systems. Once the alignment of the extension is determined, the project may be determined to contain or lie within 200 feet of active, abandoned or idle oil or gas wells. This issue should be addressed and mitigation measures provided. Our Environmental Programs Division must be contacted for issuance of necessary permits.

The existing hazardous waste management facilities in this County are inadequate to handle the hazardous waste currently being generated. The demolition phase of the proposed project may potentially generate hazardous waste (such as asbestos, lead based paint, and/or contaminated soil), which could adversely impact existing hazardous waste management facilities. This issue should be addressed and mitigation measures provided.

Should any operation within the subject project include the construction/installation, modification or removal of industrial waste treatment or disposal facilities, and/or stormwater treatment facilities, our Environmental Programs Division must be contacted for required approvals and operating permits.

If you have any questions, please contact Mr. Robert Barker at (██████████)

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#### Geotechnical and Materials Engineering

The Environmental Impact Report shall address the geotechnical issues identified in the Notice of Preparation/Initial Study.

Description of the project and the associated grading, i.e., existing and proposed grades, etc., must be shown on a topographic map. Also all geotechnical hazards must be identified, and any mitigation measures discussed in detail. The requested information shall be included in the appropriate documents, as requested by others.

Portions of the project site are located within both mapped potentially liquefiable areas and mapped potential seismically induced landslide areas, per the State of California Seismic Hazard Zone Map, Pasadena, Mount Wilson, Azusa, and Glendora Quadrangles. However, Liquefaction analysis and seismic slope stability analysis are not warranted at this time. Detailed liquefaction and seismic stability analyses, conforming to the requirements of the State of California Division of Mines and Geology Special Publication 117, must be conducted at the tentative map and/or grading/building plan stages.

If you have any questions, please contact Mr. Amir M. Alam at [REDACTED]

#### Land Development

##### Grading and Drainage

We have reviewed the subject document and have no comment.

If you have any questions, please contact Mr. Michael Hales at [REDACTED]

##### Transportation Planning

The project study area includes unincorporated Los Angeles County areas. If necessary, Metropolitan Transit Authority should coordinate with the County Department of Public Works to minimize impacts to County Highway Plan routes.

If you have any questions, please contact Mr. Hubert Seto at [REDACTED]

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Traffic and Lighting

The proposed project has the potential to significantly impact County and County/City roadways. We would like the opportunity to review the related environmental documents and traffic study upon its completion. The County's methodology shall be used when evaluating the County and/or County/City intersections. The study shall also address the cumulative impacts generated by this and nearby developments and include the level of service analysis for the affected intersections. If traffic signals or other mitigation measures are warranted at the affected intersections, the developer shall determine its proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval. A copy of our Traffic Impact Analysis Report Guidelines is enclosed.

If you have any questions, please contact Mr. Nickolas Van Gunst at [REDACTED]

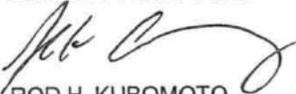
Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increase in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site.

If you have any questions regarding the environmental review process of Public Works, please contact Massie Munroe at the address on the first page or at [REDACTED]

Very truly yours,

JAMES A. NOYES  
Director of Public Works

  
For ROD H. KUBOMOTO  
Assistant Deputy Director  
Watershed Management Division

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Enc.



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**CITY OF SOUTH PASADENA**

OFFICE OF THE CITY MANAGER  
1414 MISSION STREET, SOUTH PASADENA, CA 91030  
TEL: 626.403.7210 \* FAX: 626.403.7211 \* EMAIL: SJOYCE@CI.SOUTH-PASADENA.CA.US  
WWW.CI.SOUTH-PASADENA.CA.US

July 31, 2003

Mr. Richard Thorpe, CEO  
Metro Blue Line Construction Authority  
625 Fair Oaks Avenue, Suite 200  
South Pasadena, Ca. 91030

**RECEIVED**  
JUL 31 2003  
PBL  
CONST. AUTHORITY

Att. Ms. Susan Hodor

**Re: Notice of Preparation, Gold Line Phase II Extension, Draft EIR / EIS  
Environmental Impact Statement, Request for Participation**

The City of South Pasadena supports the proposed extension of the Gold Line to the east San Gabriel Valley and beyond. We have received the Notice of Preparation and attended the Gold Line Phase II Extension meetings and have read the other information provided about the proposed scope of analysis and impacts of the project.

The City of South Pasadena has concerns related to the proposed scope of the studies. Several points of concern are highlighted below.

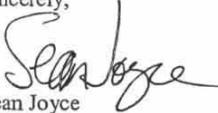
- **The scope of the EIR / EIS must be revised to include impacts that may occur in South Pasadena.** The Phase II project is integral with the Phase I project. South Pasadena may be impacted during the construction phase and most certainly will be impacted in the long-term from secondary and potential considerable cumulative impacts.
- **Aesthetics.** The construction and operation of the Phase II project may result in the need for the construction of additional TPSS stations and other facilities in South Pasadena. Those changes and modifications require a full and complete disclosure because of the impact on the neighborhoods and potential adverse impacts to residents' quality of life. Decreased headways would require reconsideration of deficient or marginal rail crossings, both aesthetically and operationally.

- **Cultural Resources.** The Phase I project is in close proximity to a number of historic properties of local, state and national significance. We are quite concerned about the impacts on these structures and their uses if the Gold Line Phase II results in additional LRT traffic and other traffic in the close proximity.
- **Noise and Vibration.** We are very concerned about the noise and vibration resulting from the Phase I project. Any additional noise and vibration resulting from a Phase II project could be considered intolerable. This is a secondary impact of the combined Phase I and Phase II project that requires significant efforts to identify, evaluate, and to mitigate.
- **Socio-Economic.** We believe there are substantial potential impacts that need to be analyzed. Further analysis is needed to understand these impacts. South Pasadena has experienced new residential development due to the construction of the Phase I project. We have concerns about added demand for redevelopment and the need for additional parking with the further success and use of the combined Phase I and Phase II project. Any mitigation measures proposed to alleviate parking, traffic, and redevelopment impacts should include, but not limited to: financing, scheduling considerations, implementation responsibilities, and monitoring plan.
- **Public Services and Facilities.** We are very concerned that additional LRT traffic will result in decreases headways, and greater congestion of cross streets. Such increase may significantly impact our Fire and Police response time to emergencies. Furthermore, we have schools that are in close proximity to the crossings and therefore pedestrian safety is of great concern. It should also be noted that traffic increases could affect the condition of existing underground utilities. Some of those lines are more than seventy to eighty years old.
- **LRT and Traffic Operations.** We are quite concerned about the frequency and duration of LRT operations and its impact on traffic circulation. It should be addressed as a primary issue due to its importance in an at-grade LRT system and with further impacts on traffic congestion and pedestrian conflicts.
- **Corridor Transportation Patterns and Impacts.** The impact of the proposed project should be analyzed on the whole highway system, including the cumulative impact of the entire rail corridor (Phase I and II) on the various highway improvement projects within the subregion including the potential impact on the extension of the I-710.

We look forward to the process and successful mitigation of all the primary and secondary impacts resulting from the Phase II project. The City of South Pasadena therefore requests to be considered a full participant in the EIR / EIS process for the Phase II project. We would appreciate advance copies of the DEIR and associated studies to facilitate internal review. Please submit all notices, reports, agendas, and other material related to the Phase II Environmental Analysis to the attention of the City's designated City Council representative, the transportation manager, and to me.

Your assistance in this matter is appreciated.

Sincerely,



Sean Joyce  
City Manager

c: South Pasadena City Council  
Jim Davis, Director of Public Works  
Karen Heit, Transportation Manager

07/31/2003 13:14 626-337-2965 BALDWIN PARK CED RDA PAGE 02/03

**Los Angeles to Pasadena Metro Blue Line Construction Authority**  
**Gold Line - Phase II**  
**Public Comment Card**

Name: Kara Boutan Date: 7/31/03

Comments: Please See Attached



Please leave at the comment table or submit to:  
Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Suite 200  
South Pasadena, CA 91030  
(626) 799-8589 Fax

*Scoping comments provide input into the planning and environmental process. No responses to scoping comments will be made.*

07/31/2003 13:14

626-337-2955

BALDWIN PARK CEO RDA

PAGE 03/03

July 31, 2003

Los Angeles to Pasadena Metro Blue Line Construction Authority  
Attn: Susan Hodor  
625 Fair Oaks Avenue, Ste. 200  
South Pasadena, CA 91030

**Subject: CITY OF BALDWIN PARK GOLD LINE PHASE II SCOPING  
COMMENTS**

While not one of the eleven cities directly impacted by the proposed Metro Gold Line extension to Claremont and possibly Montclair, the City of Baldwin Park feels that their will impacts beyond this eleven cities that should be addressed during the development of the Draft Environmental Impact Report.

Most importantly, the City of Baldwin Park feels that our residents may be negatively impacted by changes in transit services and traffic patterns. First, we are concerned that regional transportation services, including Foothill Transit, ensure that there is a careful balance in the services that are changed or created to serve the new Gold Line stations.

We understand that services may be re-routed to serve the Gold Line reducing the amount of service available to our residents or possibly lengthening the trip times for our residents. Our hope is that these impacts are considered and funding identified to ensure mitigation factors to prevent this. In addition, while ensuring that the trip lengths are not increased and services decreased, we would like to ensure that those residents and business people using the Gold Line for their commute do have a connection to and from Baldwin Park. This could be provided at a regional level or, if new funding is identified, could be provided by the City.

In addition the City of Baldwin Park strongly feels that consideration should be given to the traffic impacts on north-south arterials in our City and neighboring cities. It can be anticipated that commuters traveling along the I-10 corridor may opt to travel north to the Gold Line to connect with Pasadena. These impacts should be considered during the drafting of the Environmental Impact Report and mitigation measures for these impacts should be included as a part of the final report.

The City of Baldwin Park is happy to work cooperatively with the Construction Authority in the study of the impacts to our City and the development of mitigation factors to address these impacts. We would also be willing to work cooperatively with the Construction Authority in securing State or Federal funding to address these concerns.