

# East San Fernando Valley Transit Corridor

## PUBLIC COMMENT SUMMARY



# Contents

---

	Page
<b>Chapter 1 Public Scoping and Initiation of DEIS/DEIR.....</b>	<b>1-1</b>
1.1 Public Scoping Activities and Meetings .....	1-1
1.1.1 Summary of Scoping Comments Received .....	1-1
<b>Chapter 2 Public Review Period for DEIS/DEIR.....</b>	<b>2-1</b>
2.1 Notification and Meetings for Public Review Period.....	2-1
<b>Chapter 3 Summary of Comments Received During Public Review Period of DEIS/DEIR.....</b>	<b>3-1</b>
3.1 Tally of Comments Received.....	3-1
3.2 Additional Themes and Issues in the Comments Received .....	3-3
<b>Chapter 4 Issues to be Addressed .....</b>	<b>4-1</b>

## **Attachment A Public Comment Summary Table**

## **1.1 Public Scoping Activities and Meetings**

Opportunities for public participation are required throughout the environmental clearance phase at key milestones. The first major milestone during the environmental review process begins with “Scoping.” During the Scoping Period, stakeholders had various opportunities to provide input on the issues they felt should be addressed in the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). The Scoping Period officially started on March 1, 2013, when the Federal Transit Administration (FTA) issued a Notice of Intent (NOI) and Metro issued a Notice of Preparation (NOP). The Public Scoping Period ended on May 6, 2013.

Community outreach activities were completed during the Scoping Period to ensure that the public, stakeholders, and agencies had an opportunity to learn about the study and comment on the scope of the DEIS/DEIR. The following key activities were completed as part of the public participation program during this phase:

- Scoping Meeting Notification Activities
- Digital Engagement Activities
- Elected Officials Briefing
- Four Public Scoping Meetings
- One Interagency Scoping Meeting

### **1.1.1 Summary of Scoping Comments Received**

To maximize the opportunities to receive public input regarding the East San Fernando Valley Transit Corridor Project, Metro collected comments in a variety of ways including:

- Comment forms at the four Public Scoping Meetings
- Verbal comments during the question and answer portion of meetings
- Email
- US Mail
- Telephone
- Facebook (using the “Scoping comments” app)
- Twitter (using #EastSFVScoping).

During this round of meetings, Metro received 258 formal comments from various stakeholders on a variety of topics relevant to the study process and the overall project. A synopsis of those comments is provided below.

- Strong support for a light rail transit (LRT) alternative.
- Support for a continuous connection with the Sepulveda Transit Corridor Project.
- Desire to accommodate bicycle lanes along the project corridor area; if not along Van Nuys Boulevard, then on other parallel streets.
- Frustration over funding available for the rail alternatives and perceived “unfair share” of funds being allocated for San Fernando Valley projects.
- Need to alleviate overcrowding on Metro Lines 761, 233 and the Metro Orange Line.
- Desire that this project bring additional local jobs to the San Fernando Valley.
- Questions regarding how the project would interface with the Metro Orange and Red Lines, Metrolink and California High Speed Rail.
- Concerns about potential impacts to businesses during construction, specifically the potential loss of revenue and jobs.
- Information on why the project did not continue south of the Metro Orange Line in dedicated lanes and desire for segment to be reconsidered.
- Better schedule/timeline for when the project could be completed.
- Suggestions that the maintenance storage facility be built in Panorama City.
- Recommendations that improved service (and connections) are provided to residents north of San Fernando Road in the communities of Pacoima and Lake View Terrace and west of the Sylmar/San Fernando Metrolink Station to Olive View Medical Center and Los Angeles Mission College.
- Inclusion of local artists to showcase artwork at the future stations.
- Support for converting the Metro Orange Line to light rail.

## **2.1 Notification and Meetings for Public Review Period**

The DEIS/DEIR was released for public review on September 1, 2017, when the FTA and Metro issued a Notice of Availability (NOA) to notify Federal, State, Tribal, regional, and local government agencies, as well as organizations and individuals, of the completion of the DEIS/DEIR, and to request comments on the environmental document pursuant to Section 15087 of the California Environmental Quality Act (CEQA) Guidelines. The document was made available for review online at (<https://www.metro.net/projects/east-sfv/>, by clicking on the Draft EIS/EIR tab) and at various local libraries during the Public Review Period, which was held from September 1, 2017 to October 30, 2017.

Community outreach activities were completed during the Public Review Period in English and Spanish to ensure that the public, stakeholders, and agencies had an opportunity to learn and comment on the DEIS/DEIR, including potential impacts, benefits, and other findings related to the alternatives studied. The following key activities were completed as part of the public participation program during this phase:

- Notification of Public Review Period and upcoming meetings via print newspaper ads, e-blasts, and distribution of take-one notices along the entire corridor and on Metro bus lines serving the corridor;
- Digital engagement activities on Facebook, Twitter, and The Source;
- Elected officials briefings; and
- Project information and Public Hearing invitation drop-off material delivered to corridor neighborhood and community groups.

Metro held the following five Public Hearings during the Public Comment Period for the DEIS/DEIR:

**Thursday, September 14, 2017, 6:00 – 8:00 p.m.**  
City of San Fernando Regional Pool Facility  
208 Park Ave., San Fernando, CA 91340

**Monday, September 18, 2017, 8:30 – 11:00 am**  
Zev Yaroslavsky Family Support Center  
7555 Van Nuys Blvd., Van Nuys, CA 91405

**Monday, September 18, 2017, 5:00 pm – 8:00 pm**  
Valley Municipal Building, Council Chambers  
14410 Sylvan St, 2nd Floor, Van Nuys, CA 91401

**Wednesday, September 20, 2017, 9:00 am - 11:30 am**  
Pacoima Charter Elementary School Auditorium  
11016 Norris Ave, Pacoima, CA 91331

**Saturday, September 23, 2017, 9 am to 12 pm**  
St. Mark's, Episcopal Church,  
14646 Sherman Way, Van Nuys, CA 91405

During the first month of the Public Review Period, Metro received a number of comments from property owners and tenants who had been notified that their property was identified for potential acquisition. In response, Metro extended the Public Review Period from October 16, 2017 to October 30, 2017 and held a focused informational meeting with these property/business owners and tenants at the following date, time, and location. To publicize this meeting, Metro notified the public via e-blast and door-to-door noticing in the three locations identified as potential maintenance and storage facilities.

**October 10, 2017, 5:00 pm -8:30 pm**  
Van Nuys State Building Auditorium,  
6150 Van Nuys Boulevard, Van Nuys, CA 91401

At each Public Hearing, Metro presented an overview of the project purpose and need, project description, the alternatives analyzed in the DEIS/DEIR, a summary of impacts and mitigation measures, and next steps in the environmental process, including selection of a preferred alternative. Metro staff informed the attendees that while the DEIS/DEIR described and analyzed the four build alternatives as defined in the document, Metro could in fact select a preferred alternative that includes a combination of different components, such as an at grade LRT alternative with 14 stations (which would be a hybrid of Alternatives 3 and 4 analyzed in the DEIS/DEIR). The Public Hearings were held along different segments of the project corridor and at locations that were accessible by bus. For the convenience of those attending the Public Hearings, two nighttime meetings, two daytime meetings, and one weekend meeting were held.

Chapter 3

# Summary of Comments Received During Public Review Period of DEIS/DEIR

---

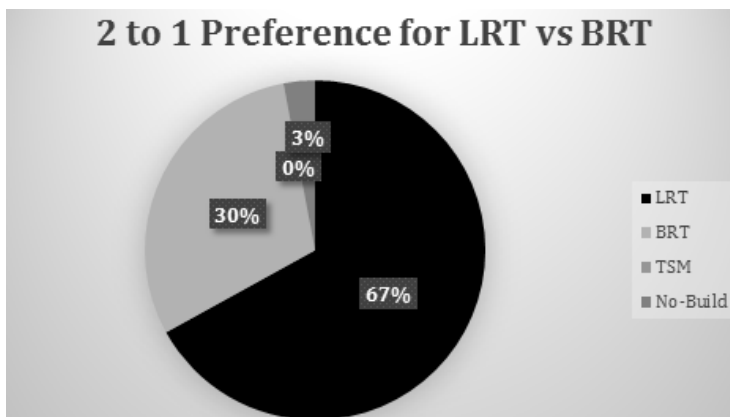
## 3.1 Tally of Comments Received

During the Public Review Period, Metro received 933 formal individual comments via US mail, email, and the project website (<https://www.metro.net/projects/east-sfv/>; by clicking on “Contact Us”), at the five Public Hearings and at numerous community events where Metro hosted an informational table. Additionally, Metro received a unified petition and letters containing almost 1,700 comments related to the location of a Maintenance and Storage Facility (MSF). MSF-related comments were summarized independently from all other comments because they focused solely on the location of the MSF and they would have skewed the summary of the remaining comments had they been analyzed jointly. A summary table of all of the comments received is included in Appendix A.

Professional judgment was exercised in determining comments received by type, as many comments did not indicate an affiliation. Of the comments received, study area residents and individual commenters represented the largest group of self-identified commenters (over 80 percent). Businesses, including owners and their representatives (11 percent), governmental groups and agencies (2 percent) and stakeholder groups (4 percent) collectively represented 16 percent of all comments. The comments can be summarized into the following major categories:

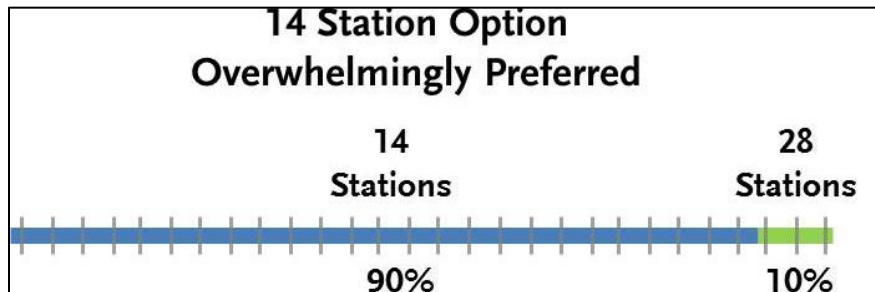
### Preferred Travel Mode

Metro received over six hundred (600) comments related to travel mode preference. Over two-thirds of these comments favored light rail transit (LRT); about 30 percent preferred bus rapid transit (BRT), and about three percent favored the No-Build Alternative.



### Number of Stations (LRT)

Over seventy comments received pertained to a preferred number of stations under the LRT alternative. An overwhelming majority of those comments (90 percent) expressed preference for a 14-station LRT option, while 10 percent preferred LRT with 28 stations.



### At-Grade Versus 2.5-mile Subway

Over ninety comments identified at-grade LRT service or a combination of at-grade service and a 2.5-mile subway segment as preferred options. Of these comments, 56 percent preferred at-grade LRT service, while 44 percent preferred the at-grade with subway segment option.

### Maintenance and Storage Facility (MSF) Location

Metro received nearly 2,000 comments (mainly from the unified petition and letters comprised of almost 1,700 business owners, employees and proprietors) that weighed in solely on the location of a Maintenance and Storage Facility (MSF) if LRT is selected as the locally preferred alternative (LPA).

Ninety-four (94) percent of these comments expressed opposition to Option A. Option B emerged as the site with the highest level of support, with five (5) percent of all MSF-related comments in support of the Option B site. This includes a letter of support for locating the MSF at the Option B site from City of Los Angeles Council District 6, which represents the area covering all three potential MSF sites. The Panorama City Neighborhood Council and the Van Nuys Neighborhood Council, which cover the areas surrounding the MSF sites, also expressed support for the MSF at the Option B site.



## 3.2 Additional Themes and Issues in the Comments Received

Some additional themes and issues that emerged in the public comments received consist of the following:

- Property acquisition concerns
- General safety and security concerns
- Potential connection with other Metro projects (Metro Orange Line, Sepulveda Transit Corridor)
- Loss of on-street parking
- Loss of bike lanes
- Construction-related impacts
- Unfamiliarity with new transit technology (LRT) among existing bus riders along the corridor
- Scarcity of land zoned for industrial uses in the East San Fernando Valley

## Chapter 4 Issues to be Addressed

---

Further study and coordination regarding the following issues is recommended, before finalizing project design plans for the proposed ESFVTC project:

- A Grade Crossing Safety Study at five intersections along the San Fernando rail right-of-way: Paxton, Jesse/Wolfskill, Brand, Maclay, and Hubbard should be undertaken in response to the Southern California Regional Rail Authority's (SCRRA's) Comment Letter stating a concern for expanded at-grade rail operations in that segment of the corridor and California Public Utilities Commission (CPUC) requirements for design and operating criteria.
- Additional engineering analysis and refinement should be undertaken for the segment of the ESFVTC alignment within the City of San Fernando in response to a Comment Letter from the City of San Fernando stating concerns over potential property acquisitions adjacent to the San Fernando rail right-of-way (ROW). This should include ongoing coordination with SCRRA (Metrolink) and the City of San Fernando to ensure that the ESFVTC project can allow for a future second Metrolink track on the ROW and to address the City's concerns, as they pertain to minimizing the need for ROW acquisitions.
- A Connection Study should be undertaken that would coordinate the design efforts and planning, including connections, between the ESFVTC and two related projects - the Metro Orange Line Improvements and the Sepulveda Transit Corridor Project.

**Attachment A: East San Fernando Valley Transit Corridor -  
Public Comment Period Summary Table**



East San Fernando Valley Transit Corridor DEIS/R Public Comments Summary																												
Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type	Comment (General Summary)	Notes	Mode				BRT		LRT		LRT Options		MSF Site					Additional Issues			Metro Orange Line/Sepulveda Projects Connection Comments	
									LRT	BRT	TSM	NB	Curb-running	Median-running	28-stations	14-stations	At-grade	At-grade with 2.5-mile Subway	Prefer Option A	No Option A	Prefer Option B	No Option B	Prefer Option C	No Option C	Other	parking		safety
18	Barreto, Denia M.	14884 Cobalt Street, Sylmar, CA 91342 818-336-8701		Resident			Fast line. Make fast way to transportation. Light train.	Comment Card	1																			
19	Cobian, Maria	barretodena@yahoo.com 10694 El Dorado Ave #10, Pacoima, CA 91331 818-897-1573		Resident			No me gustaria por la seguridad de los ninos y ademas hay muchas escuelas alrededor de Van Nuys Blvd. Translation: I would not like it because of child safety and also there are many schools around Van Nuys Blvd.	Comment Card																			1	
20	Rosales, Martin	PO Box 331436, Pacoima, CA 91333 818-714-6435		Resident			Hay pensar hacia el futuro, mi opinion es que se construya el metro bajo tierra o elevado para que no haya problemas de transito en la Van Nuys Blvd. y San Fernando Road y espacio de banquetas y tengas como hasta ahora parking lots y estacionamiento sobre la Van Nuys no importa que esperemos mas tiempo por el dinero y planeacion Translation: We have to look to the future. My opinion is to build the Metro below ground or elevated to avoid traffic problems on Van Nuys and San Fernando Road and space for sidewalks and parking lots parking along Van Nuys. It doesn't matter if we have to wait more time to find the money and for planning.	Comment Card	1																		1	
21	Contreras, Maria	11985 Wicks Street, Sun Valley, CA 91352 818-744-6153		Resident			Oficina de Metro - necesitamos mas buses en calles mas solas y aga un Metro mas ligero para la ciudad y mas buses. Metro piensa en situacion economica, esta bien pero piensen en nuestro bienestar y no en un riesgo de visa para la comunidad piensen en sus familias Metro offices - we need more buses on emptier streets and make a lighter metro (train) for the city and more buses. Metro thinks about the economics, which is fine but also think about our wellbeing and not on risking the lives of the community and think of its families.	Comment Card	1																			1
22	Martinez, Melba	12810 Desmond Street, Pacoima, CA 91331 818-621-6588 mmartinez@sbayc.com		Resident			I think that the 14 stop median running rail is the best idea as it will be the fastest option. Even though it will take longer to build it is a better investment. It aslo has the highest capacity which will help decrease car traffic. No underground parking stations are needed at each stop	Comment Card	1																			1
23	Vazquez, Eufrocina	15236 Nordhoff Street #103, North Hills, CA 91343 818-770-1314		Resident			Gracias por ayudarnos solo queria saber acerca de los parquin para los carros. Translation: Thank you for helping us. I want to know about the parking for cars.	Comment Card																				1
24	Fazeli, Emma	1123 Donner Ave., Simi Valley, CA 93065 818-684-3785 montano883@hotmail.com		Resident			Parking para la estacion? No propongan proyectos si no tienen dinero. No Subway. Translation: Parking for the station? Do not propose projects without funding. No Subway. Northeast Valley is in need of transportation more than any other community in SFV that need update onpublic transit.	Comment Card																				1

**ABC Industrial Alliance**

25	Sutkin, Carrie on behalf of ABC-IA			Business			<p>1. Cost of aquisitons is inaccurate -- 300% too low.</p> <p>2. Cost of project is inaccurate -- 200 too low.</p> <p>3. Potential impacts to Fire Station 39</p> <p>4. Will degrade existing visual character, air quality, and noise.</p> <p>5. Social displacement of 190 mom and pop small businesses.</p> <p>6. GHG and hazmat issues.</p>	<p>Letter from attorney with packet that includes the following: 100 letters from local businesses in the area opposing MSF Option A; 84 petitions from concerned customers and employees; 1495 electornic signatures with brief comments from customers and supporters; and 4 letters from customers and employees. xx petitions signed by business owners</p>																			1683		1
----	------------------------------------	--	--	----------	--	--	--	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	------	--	---

















East San Fernando Valley Transit Corridor  
DEIS/R  
Public Comments Summary

Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type	Comment (General Summary)	Notes	Mode				BRT		LRT		LRT Options		MSF Site					Additional Issues			Metro Orange Line/Sepulveda Projects Connection Comments				
									LRT	BRT	TSM	NB	Curb-running	Median-running	28-stations	14-stations	At-grade	At-grade with 2.5-mile Subway	Prefer Option A	No Option A	Prefer Option B	No Option B	Prefer Option C	No Option C	Other	parking		safety	bikes	security	Property / Real Estate
65	Castillo Roberta			Resident			<p>My name is Roberta Castillo and I support the LRT alternative with 14 stations because it provides the most capacity and offers the shortest travel time. I support two out of the three proposed rail maintenance and storage facilities being proposed, which include the one located near the orange line and the one located south of the the Metrolink tracks because these areas are already industrial and are not adjacent to a large amount of housing. I strongly oppose building a maintenance and storage facility north of the Metrolink tracks because I believe that this would be too close to housing in Panorama City near Blythe Street. Although I like the underground segment of the LRT route between Roscoe and Sherman Way, given that it would nearly double the cost of the project, I think that this is not entirely necessary if the train is given signal priority throughout the entire route. Another reason I support the LRT (14 station) option is because it will preserve local bus service (233 bus) for people that need to access their destinations between the LRT stations. This is especially important for people with disabilities. I believe that there is a very strong demand for LRT in the San Fernando Valley. The communities within the study area are some of the densest areas in the valley and have the highest concentrations of transit-dependent residents. Most of the L.A. communities within the study area will be updating their community plans in the near future, which means that there is potential for these communities to have a high density of transit-dependent residents. Please no bus trains. The orange line is horribly crowded and uncomfortable. When you transfer from the red line to the orange line there are not enough doors or seats on the bus to get a ride. One has to compete for access to a entry door and then be lucky enough for a seat.</p> <p>The light rails are not like this. Cars can be added during rush hours. The bus trains cannot do this.</p> <p>The valley is growing with more and more high density housing. We need light rail.</p>		1					1			1														
66	Graca William			Resident			<p>We moved to Van Nuys/Lake Balboa from NYC last July. The rapid bus line provides a great opportunity to connect many of the SFV residents to other areas/connections to Metro within the Valley. However, a rapid transit line (subway/tram car, etc.) would provide more economic impact for new businesses to grow and flourish within this corridor. Also, a connection to the Red Line is imperative if you want SFV residents to start using public trans more frequently. If I have a rapid transit line that connected to the Red Line to get to Hollywood/DTLA, I would definitely be inclined to use that vs driving.</p> <p>The best solution for rapidly moving the most people along Van Nuys Blvd and eventually into Westwood and West Los Angeles is the 14 station LRT option with a subway near the Panorama Mall in Van Nuys being preferred as the future commerce and population in the area will only increase. Stations need to accommodate 3 train car sets the same as the Metro Expo or the Gold Lines and the Trains should be the same as those used on those lines.</p> <p>Both the Sylmar and Van Nuys Metrolink stations should be adjacent to the East San Fernando Transit Corridor stations nearby. This also needs to be a one seat ride from Sylmar, through the Santa Monica Mountains and into Westwood and therefore must directly connect to the project Metro has proposed under the Sepulveda Pass and the 405 Freeway.</p> <p>The rail yard for the East San Fernando Valley Transit Project should be near the Orange Line and it should also be able to support the Metro Project under the Sepulveda Pass as it would eventually become a single line from Sylmar to Westwood, and this one rail yard could be expanded, if need be, to support both projects and store trains from both projects. It is important that both projects have the same train sets for operation of a one seat ride and to be able to utilize the same stock.</p> <p>Any cross traffic with the LRT trains should be kept to a bare minimum;</p>		1																						
67	Tocydlowski Michael			Resident			<p>Both the Sylmar and Van Nuys Metrolink stations should be adjacent to the East San Fernando Transit Corridor stations nearby. This also needs to be a one seat ride from Sylmar, through the Santa Monica Mountains and into Westwood and therefore must directly connect to the project Metro has proposed under the Sepulveda Pass and the 405 Freeway.</p> <p>The rail yard for the East San Fernando Valley Transit Project should be near the Orange Line and it should also be able to support the Metro Project under the Sepulveda Pass as it would eventually become a single line from Sylmar to Westwood, and this one rail yard could be expanded, if need be, to support both projects and store trains from both projects. It is important that both projects have the same train sets for operation of a one seat ride and to be able to utilize the same stock.</p> <p>Any cross traffic with the LRT trains should be kept to a bare minimum;</p>		1																						
68	Carrera Chris			Resident			<p>Both the Sylmar and Van Nuys Metrolink stations should be adjacent to the East San Fernando Transit Corridor stations nearby. This also needs to be a one seat ride from Sylmar, through the Santa Monica Mountains and into Westwood and therefore must directly connect to the project Metro has proposed under the Sepulveda Pass and the 405 Freeway.</p> <p>The rail yard for the East San Fernando Valley Transit Project should be near the Orange Line and it should also be able to support the Metro Project under the Sepulveda Pass as it would eventually become a single line from Sylmar to Westwood, and this one rail yard could be expanded, if need be, to support both projects and store trains from both projects. It is important that both projects have the same train sets for operation of a one seat ride and to be able to utilize the same stock.</p> <p>Any cross traffic with the LRT trains should be kept to a bare minimum;</p>		1																						































East San Fernando Valley Transit Corridor  
DEIS/R  
Public Comments Summary

Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type	Comment (General Summary)	Notes	Mode				BRT		LRT		LRT Options		MSF Site					Additional Issues			Metro Orange Line/Sepulveda Projects Connection Comments													
									LRT	BRT	TSM	NB	Curb-running	Median-running	28-stations	14-stations	At-grade	At-grade with 2.5-mile Subway	Prefer Option A	No Option A	Prefer Option B	No Option B	Prefer Option C	No Option C	Other	parking		safety	bikes	security	Property / Real Estate	Alternative MSF Site								
254	Medina Jonatan	13067 Norris Ave., Sylmar, CA 91342		Resident			I believe the LRT system because residents will have to understand that trains are dangerous and will have to be patient even though there will be more traffic. Surface LRT system.		1									1																						
255	Lopez Aksyonov	11236 Borden Ave., Pacoima, CA 91331		Resident			My thought on this Metro project is really impacting to the community that rely on public transportation. I think taking the bus would be or can be improved. It can have more benefits. I would prefer the curve side, because it can be similar as in right now but more improved.			1				1																										
256	Mazariego Justin			Resident			I would like the BRT and I would want it on the side of it not the middle.			1				1																										
257	Garcia Alexandro	6313 Satsuma Avenue, North Hollywood, CA 91606		Resident			The choice metro should go with is the BRT on the middle lane. The curb lane would be bad because it would hinder everyone from entering the street from the major street. The middle lane would allow businesses to still have people be able to be dropped off.			1																														
258	Tellez Monica			Resident			I think that the bus is good because my cousin does not have a car.			1																														
259	Gama Jose	8750 Woodman Ave, Arleta, CA 91331		Resident			The choice I believe Metro should build is the Bus Rapid Transit System with the middle lane taken up for the bus. This will take a shorter time and help the community with transportation quicker.			1																														
260	Camarillo Laura	11150 Glenoaks Blv, #96, Pacoima, CA 91331		Resident			Que sea una transportación para todos en la comunidad; y bien para todos. Que sea algo para bien para toda la comunidad.  Make it a transportation system for everyone in the community. Let it be something for the good of the whole community.																																	
261	Ulloa Claudia			Resident			What is the charge (fare)? Low-income community keep fare amount in mind when implementing transportation method. Try not to limit to one lane like the project on Van Nuys Bl between Laurel Canyon San Fernando Rd. Negative impact on commute.																																	
262	Rivera G. Matilde	11282 Herrick Ave., Pacoima, CA 91331		Resident			No estoy de acuerdo, pero si van a poner uno que no haya contaminación está bien para nuestra comunidad.  I do not agree but if they are going to put one make sure is not something that will contaminate the air and is good for our community.																																	
263	Calis Raul	Pacoima, CA 91331		Resident			No estoy de acuerdo porque va a afectar a muchos negocios de personas de bajos recursos y también a personas que tienen sus casas. Este proyecto va a durar muchos años para que lo terminen y va a afectar a los peatones para cruzar de un lado a otro; además las bardas que van a construir para eliminar el ruido. No estoy de acuerdo.  I do not agree because it will affect many businesses of low-income people and also people who have their homes. This project is going to last many years before is completed, and it will affect pedestrians when crossing from one side to another. Besides, the fences that they are going to build to eliminate the noise "I disagree."																																	
264	Ramirez Lechuga Rebecca	14543 Lyle St., Sylmar, CA 91342		Resident			Totalmente en desacuerdo con todos. Estamos muy bien con el transporte que tenemos. Ya no causen tanto cambio tan drástico y mucha congestión de tráfico.  I totally disagree with everyone. We are fine with the transportation we have. Do not cause such drastic changes and more traffic congestion.  No estoy de acuerdo con todas las opciones que planean para la comunidad. Estamos bien con el autobús actual que ya hay. El servicio ya es eficiente. Esto va a causar mucho tráfico.																																	
265	Pena Mayra	12177 Holy St., Sylmar, CA 91342		Resident			I disagree with all the options they plan for the community. We are fine with the current bus that is already there. The service is already efficient. This is going to cause a lot of traffic.  Yo no estoy de acuerdo con ninguna de las líneas de autobuses o líneas de tren. Creo que va a crear más tráfico que lo que ya hay porque no creo que la gente va a dejar de comprar carros. El sistema de bus sirve, pero si fuera más frecuente fuera mejor.																																	
266	Berrelleza Rosa	11330 Sunburst St., Lakeview Terrace, CA 91342		Resident			I do not agree with any of the bus lines or train lines. I believe it is going to create more traffic than it already exists because I do not think people will stop buying cars. The bus system works, but if it were more frequent, it would be better.																																	
267	Maria	9404 Van Nuys Bl, Panorama, CA 91402		Resident			Yo no estoy de acuerdo para que pongan otra línea.  I do not agree to put another system.																																	

Fare concerns





































































































Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type	Comment (General Summary)	Notes	Mode				BRT		LRT		LRT Options		MSF Site					Additional Issues			Property / Real Estate	Alternative MSF Site	Metro Orange Line/Sepulveda Projects Connection Comments		
									LRT	BRT	TSM	NB	Curb-running	Median-running	28-stations	14-stations	At-grade	At-grade with 2.5-mile Subway	Prefer Option A	No Option A	Prefer Option B	No Option B	Prefer Option C	No Option C	Other	parking				safety	bikes
818	Pravhakar Suman			Resident			<p>... P-R-A-V-H-A-K-A-R. I support the project, yet -- but I am not in favor of the light rail, absolutely not. I am in favor of the curb transportation. There's no way around it. But ridership, 30K and 48K, when you said ridership with the train. You are adding with it the help of the Metro also. So that's why the absolutely member for the train ridership alone. So without train, if we can still haul 31K people, there is no reason to put that kind of rail system. Out of the world you go, many of the big countries and big cities for 7 miles or 9 miles, I think the length of the rail, to put such a huge amount of this maintenance facility, the rail which is not even connected to the next rail, it's out of place. To me, it doesn't make sense.</p> <p>If this rail continued to the Orange Line, and that had a line going further, then you can join those facilities together to share that maintenance, to share the other railway in exchange of whatever the maintenance shares. For me, personally, I think I'm very much in favor of the curbside. In fact, on the air quality, very heavily bad. You take a lane away from Van Nuys Boulevard, people</p>						1			1															
819	Khan Xavier			Resident			<p>Hi. My name is Xavier Khan, X-A-V-I-E-R, K-H-A-N. I would prefer either BRT or LRT, and I would prefer the median-running BRT if you do do the BRT because it can later on be transitioned into a light rail train. And the reason I would prefer LRT is because eventually that can be extended down Sepulveda Pass corridor, which really needs to be looked at, especially with the 405 continuing to get more and more congested as LA grows. I think the construction should start in Van Nuys because the roads are -- have a lot of traffic over there, so the quicker you get it done in that area, the better. I think without a subway would be better just to get the project going faster, and I'd say B and C locations for the maintenance facility are best, unless you find another solution. There should be some sort of empty field or something, or useless land that you can find rather than tearing down businesses and relocating people. That's all I have. Thank you.</p>					1	1			1		1				1		1							
Transcript_9-18-2017_AM																															
820	Magarian Natalie			Resident			<p>Natalie Magarian, N-A-T-I-A-L-I-E M-A-G-A-R-I-A-N. I've come here to go on record in opposition of the Light Rail Project and the alternatives associated with it, especially MSF Option A. I prefer the BRT for many reasons, and I don't have enough time to get into all of them.</p> <p>I'm a licensed architect. I have over ten years of experience. It's my responsibility to speak out against this LRT alternative, which is not scaled properly for this study. I've had only 12 days to review the report, and so I haven't read all the details, but as much as I know, Metro is intending to bulldoze through my property on Aetna Street, adjacent to the Orange Line, as part of MSF Option A.</p> <p>I've been on Aetna since 1997 and have never been made aware of this project, never been alerted of public hearings outside of this one that we're at now. Most of the community currently on Aetna and Bessemer and Calvert is not aware of this proposal, and we had to go door-to-door and inform all these property owners, ranchers, and everybody that this project is ongoing.</p> <p>I don't believe that Metro has done their due diligence to inform the public of this project and the impact it will have -- that's the business -- that's the business -- that's the business --</p>																								





























Comment No.	Name	Address	Name of Agency or Organization	Resident or Affiliate of a Business?	Date	Property Type	Comment (General Summary)	Notes	Mode				BRT		LRT		LRT Options		MSF Site					Additional Issues				Metro Orange Line/Sepulveda Projects Connection Comments			
									LRT	BRT	TSM	NB	Curb-running	Median-running	28-stations	14-stations	At-grade	At-grade with 2.5-mile Subway	Prefer Option A	No Option A	Prefer Option B	No Option B	Prefer Option C	No Option C	Other	parking	safety		bikes	security	Property / Real Estate
860	Clarke Darrell						<p>over, a mile up. My ninety-one-year-old father is here. He remembers riding the red car from Van Nuys to downtown that ended in nineteen fifty-two. I wasn't quite born then. And I remember I rode to Van Nuys High School. I'm a regular rider of the Gold Line and the Expo Line.</p> <p>The biggest question I think we need to look at is what's the purpose of this project? And I would see it as a regional line. We need to think of it as going from the north San Fernando Valley to Van Nuys to UCLA to Westwood to LAX. Now, Metro sort of sees it that way. It's as three different segments in the Measure M that just passed last fall, but it says, Of course it has to be light rail on Van Nuys Boulevard for the speed and capacity for that longer trip. If you've driven rush hour Santa Clarita to the Westside, down the four-o-five, that takes an hour and a half of misery; but for this to be competitive, it has to be fast along that corridor. I'd note the precedent of the Crenshaw Line belowground where Crenshaw Boulevard is narrow in the median, where it's wide, same thing for Van Nuys Boulevard. I have to question a billion dollars a mile for subway? I mean, my God, the Purple Line is being built for a lot less than that, so I seriously question that number. And finally, regarding the maintenance facility, the Santa Monica Expo Line maintenance facility began controversial. It worked out really well.</p>																								
861	Armelin Karl						<p>Can you hear me in the back? Hello? Can you hear me now? My name is Karl Armelin. I'm a seventy-three-year-old native Los Angelino. Although my children believe I was here when rocks were created, I wasn't. I just had to kill a dinosaur and eat it before I became a man. In my time in Los Angeles, I served years as a Los Angeles police officer. I retired about eight years ago. During that time, I had cause to come and work in Van Nuys Division on a number of occasions and I've dealt with some of the people in this room. I've always been impressed with the caliber of the people who own the businesses in this area. They're a bunch of very dedicated, hardworking people who spent years building businesses and reputations that are in some cases internationally known. That's impressive. It's not a pretty place, but it's a busy place. It's a hardworking place. I think what has to be kept in mind here is that what you're proposing is dealing with human beings and sometimes we lose that bit of information in the Los Angeles area. If it's twenty years old, tear it down, put something new up, and we'll let it go from there. What we're asking these folks to do is to give up what they've spent their lives building, send them out into the cold and say, Just, you know, find someplace else. We're going to drop a little money on you and we're done with you. You can't do that with business before. You have to do it with care.</p> <p>Hi, everybody. My name is Sigal, S-i-g-a-l, S-i-g-a-l, Danisky, D, like David, a-n-i-s-k-y. Karl, you eally touched me and absolutely said everything I want to say. We own -- me and my husband own the automotive shop called The Best Automotive on Calvert Street. This is a small family business, me and him working every day there. We put all our life and savings until we got to that point that we can achieve our dream that's actually was my husband's dream and he is a very hard worker, and it's not just an automotive place that we fix cars. It's like a family. We help all our neighbors, everybody coming over. There's always drinks, ice cream, coffee. It's like a hand-out place for all our neighbors on the street from Calvert and Aetna, and it's -- we feel very terrified since we received that letter that -- we are in the beginning of our fifties and as Karl said, to move out to nowhere when you save all your life and you got something and you start building it -- and it took us so long to find a property. There was four brokers looking all over for a while, for a long time. We couldn't find a place and we just start to work with our clients and it's really scary, but the idea was a nice idea. I think subway is a better idea. Taking care of our L.A. community, it's a nice thing to do, but don't forget the people; that, you know, we are families, that we want to work and earn money and live our life. Thank you.</p>																								
862	Danisky Sigal																														













