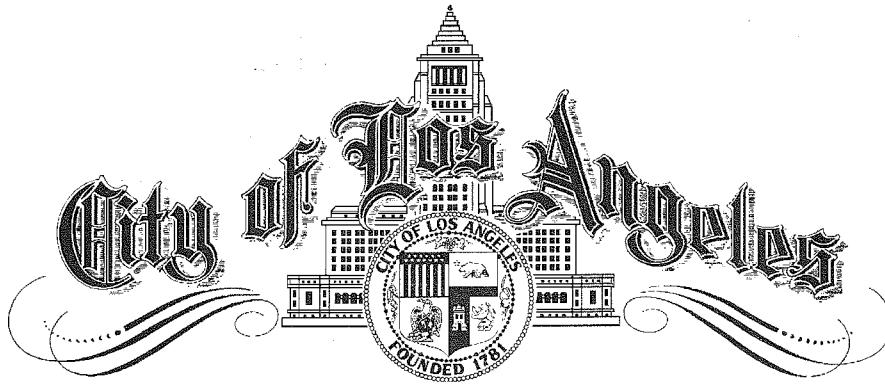


CITY HALL
200 N. Spring Street
Room 440
Los Angeles, CA 90012
(213) 473-7005
(213) 978-2250 Fax
Councilmember.Weiss@lacity.org
www.lacity.org/council/cd5



VALLEY OFFICE
15760 Ventura Blvd.,
Suite 1020
Encino, CA 91436
(818) 971-3088
Fax: (818) 788-9210

WEST L. A. OFFICE
822 S. Robertson Blvd.,
Suite 102
Los Angeles, CA 90035
(310) 289-0353
Fax: (310) 289-0365

JACK WEISS
Councilmember, Fifth District
Chair, Public Safety Committee

March 27, 2009

Monica Born, PE, Project Director
Exposition Metro Line Construction Authority
707 Wilshire Boulevard, 34th Floor
Los Angeles, CA 90017

Dear Ms. Born:

Thank you for the opportunity to review and comment on the Exposition Construction Authority's Draft Environmental Impact Report (DEIR) regarding the proposed extension of the Exposition Light-Rail Line (Expo Phase 2). I look forward to working cooperatively with the Exposition Construction Authority to refine and enhance the proposed project. The following are some of my comments and concerns based on the information available in the environmental document.

Ensure Safety for At-Grade Rail Crossings

The Los Angeles Department of Transportation (LADOT) has raised a number of concerns relative to the models and methods employed by the Exposition Authority in analyzing traffic impacts. Of particular concern is the method used to determine peak period volumes and queue lengths at grade crossings. The Exposition Authority has chosen to use a standard peaking factor of 1.5 despite the fact that MTA's Grade Crossing Policy permits the use of higher peaking factor. The results potentially underestimate the risk of traffic queuing across the tracks. Ensuring the safety of pedestrians, transit riders and motorists is paramount. I would appreciate the Exposition Authority elaborating on why a higher peaking factor was not utilized in its calculations.

Build a Bikeway

The integration of a continuous bike path in the project will enhance cycling both as a sole means of transit and as a mode for linking to transit options along the rail line. The DEIR notes that "others" will be responsible for implementing a continuous bikeway along the rail line. Nevertheless, efforts to construct a truly multi-modal transit project could falter if not properly coordinated. Therefore, it is critical that the construction of the bikeway and the light rail occur concurrently. I appreciate your ongoing efforts to resolve outstanding issues with the LADOT Bikeways Section and hope that those efforts will continue.

Pursue Opportunities for a Greenway

The DEIR references a Greenway project between Military and Overland which was determined by the Expo Authority to be infeasible. While financial constraints and operation and maintenance considerations may prove too restrictive for full implementation of the project, I encourage your continued participation with the Watershed Protection Division of the Bureau of Sanitation to seek opportunities to implement Best Management Practices (BMP) that will maximize opportunities for storm water infiltration. The Watershed Protection Division has applied for grant funding to implement such a project. I would appreciate your continued coordination and participation as the project scope is developed.

Address Potential Parking Spillover at Stations

The DEIR identifies mitigations for dealing with spillover parking impacts that are problematic. It should not be assumed that the City of Los Angeles can and will implement Preferential Parking programs to mitigate potential parking impacts. Therefore, the Exposition Authority should not regard this as a mitigation measure as it lacks the authority to implement and enforce it. Similarly, extending parking time limits on adjacent streets to accommodate displaced parking on Overland Avenue should not be assumed as an adequate mitigation.

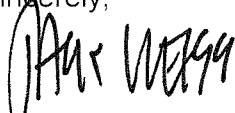
Analyze Proposed Roadway Improvements in Project Alternatives

The feasibility and desirability of adding additional lanes to Westwood Boulevard, Overland Avenue and widening Sepulveda Boulevard has yet to be fully analyzed. Each of these proposals has the potential to impose parking impacts, affect operations and impose additional capital costs on the City of Los Angeles. I would appreciate the Authority working with LADOT in further analyzing each of these proposals and provide further details on potential impacts, the implementing agency and whether the Exposition Authority intends to assume the cost of the improvements.

The completion of the Exposition Light Rail has the potential to attract new ridership throughout the rail network by connecting key employment and activity centers to the existing rail network and thereby reducing traffic congestion along the I-10 corridor. Its success will also be measured by how the rail line improves and enhances the quality of life of the communities along its alignment. I look forward to your response and appreciate the ongoing efforts of the Exposition Construction Authority.

If you have any further questions, please contact my staff members Paul Backstrom (213) 473-7005 or Jay Greenstein (310) 289-0353.

Sincerely,



JACK WEISS