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Empowerment linked
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October 10, 2017

Re: East Valley Corridor DEIR

Walter Davis, Project Manager
Metro
One Gateway Plaza M/S 99-22-3
Los Angeles, CA 90012
Via U.S. Mail and eastsfvtransit@metro.net

Dear Mr. Davis:

Comments on the East Valley Corridor DEIR. The Sherman Oaks Neighborhood Council (SONC) met on October 9, 2017 and voted to make the following four comments on the Draft Environmental Impact Report:

1) *SONC recommends that Metro build a subway through the entire East Valley Corridor, with the expectation of connecting to the future Sepulveda Pass Project and to finance the East Valley Corridor through a public private partnership.*

This route has one of the largest boardings in Metro's system needs the best system that is available. The area has a transit dependent population and will increase exponentially in density during future years through planned rezoning and construction of new multiple family housing. It requires a system that will be capable of hauling the passenger loads of the future that will occupy those new apartment homes. The smaller passenger loads of today will be a mere memory. A connection with the Sepulveda Pass Project will ensure major ridership by offering passengers a one-seat-trip from the Metrolink Station in Sylmar all the way to LAX, and efficient connections with the Metro Purple and Expo lines. Any less will result in trips that will be less attractive to riders by requiring multiple

transfers and lost time waiting at transfer points. The multiple technologies that would exist by installing different and separate systems in the East Valley Corridor and Sepulveda Pass will be less efficient and more expensive for Metro to maintain and carry fewer riders. Installing anything less than the best system available will be money wasted. Through Measure M an income stream is assured into the far distant future. This income stream can be leveraged through a public private partnership to buy the best system for generations to come.

2) *SONC recommends that Metro evaluate the effects of all alternatives being considered and a subway alternative on the operations and effectiveness of emergency vehicles; police, ambulance, and fire through the East Valley Corridor.*

This is a public safety issue. There is no doubt that the four alternatives being considered will each have an impact on emergency vehicle operation. The three alternatives with median running vehicles all require barriers of some kind; guideways or fences. Emergency vehicles now turn on their lights and sirens and zig-zag on both sides of Van Nuys Blvd through vehicles that are stopped. With the three alternatives there will be a single line of cars on either side of the street and barriers. The current method of travel will not be possible. Public safety requires that this issue be addressed prior to finalization of the project. An ambulance delayed can result in deaths. A police car delayed can result in a multitude of problems. Fire trucks present a different type of problem. A Hook and Ladder Fire Truck requires a minimum of 27.5 feet of clear street width in order to maneuver. Will there be 27.5 feet clear available anywhere on most of Van Nuys Blvd? Even if the proper street width is available, when the vehicle reaches its destination, it must be the proper distance from the buildings. The ladder must be deployed at the proper angle. It cannot be deployed in a vertical or horizontal position. Will Van Nuys Blvd lose most or a portion of its fire protection? Will lives and property be lost because fire trucks are delayed or cannot be used to their fullest?

A subway will not have any of these problems.

3) *SONC requests Metro to do a complete traffic study including a flow analysis to evaluate the effects on traffic, circulation, and emergency vehicles caused by all street closures, redirected vehicles, and restrictions.*

We are aware that left turns will not be allowed, left turn pockets on Van Nuys Blvd will be eliminated, drivers will have to make right turns and circle back to go in the direction they want to go, traffic will be forced onto residential streets. We are also aware that Tyrone Ave. is slated to be closed at the Orange Line. That will restrict circulation in the Van Nuys Civic Center area. The only other exit from the area that goes to the south is Hazeltine, which has already been narrowed to a two lane street. None of this has been analyzed, mitigated, or even considered to our satisfaction.

4) *SONC requests Metro to evaluate the installation of drinking fountains and restrooms at all stations to a minimum of United Nations standards.*

Metro currently serves 1.4 million riders a day. There is not a single drinking fountain or restroom in the system. There is a human need for fresh drinkable water and sanitation facilities. Metro not only has no drinking fountains, the loudspeakers on trains warn passengers not to drink anything on a train or platform. Desperate riders use the bushes around stations. They also use the elevators. The

elevators in most stations reek from stale urine. Metro's maintenance crews are forced to clean and sanitize those elevators. The situation is shameful. We would like a higher standard.

The United Nations High Commissioner on Human Rights presented a document entitled "Human Right to Water and Sanitation to the General Assembly where it was approved on July 28, 2010. The US voted in favor of it. UN Fact Sheet 35 says in section 3b "The obligation to fulfill requires (governments) to adopt appropriate legislative, administrative, budgetary, judicial, promotional and other measures to fully realize the right to water."

The Human Rights Directive also calls for one toilet for every 100 persons, with separate facilities for male and female and at a distance of no more than 200 feet from where they are.

On June 30 this year, Mayor Garcetti said "Everyone should be able to ... use the restroom safely and with dignity." The Olympics will be here in only 11 years. Millions of visitors from all over the world will use the Metro system. Our city will leave a lasting impression on them. We should do better. We should start with the East Valley Corridor.

We look forward to your thoughtful response,



Ronald Ziff
President, Sherman Oaks Neighborhood Council



Avo Babian
Chair of Traffic and Transportation Committee
Sherman Oaks Neighborhood Council