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September 27, 2018

To Metro Management via Karen Swift

The Sherman Oaks Neighborhood Council has studied the information available on the Sepulveda Pass Project and has a few recommendations and requests regarding the project and its impact on our community. These recommendations came from extensive studies done in our Traffic and Transportation Committee and our Planning and Land Use Committee. The Council voted unanimously to present the following to Metro Management.

Recommendation #1

The Sherman Oaks Neighborhood Council recommends that the Sepulveda Pass Project be implemented with Heavy Rail. Following are our reasons.

Sherman Oaks is the site of the biggest regularly scheduled traffic congestion in the United States. Congestion begins shortly after 6:00 AM on week days and continues to varying degrees throughout the day until the evening hours. The congestion is centered at the intersections of the #405 and #101 Freeways and Sepulveda and Ventura Blvd. It then extends through the Sepulveda Pass and radiates through alternate canyon roads; Beverly Glen, Woodcliff/Roscomare, Benedict Canyon, Deep Canyon, and Coldwater Canyon. There are differing accounts as to the total number of

vehicles, but all accounts conclude that there are several hundred thousand vehicles involved each day.

It is important to have capacity to serve and to grow built into the system. Heavy rail is the only alternative that provides the capacity that will be needed for the future. Our fear is that if light rail were used and the project started operation next week, it would be operating at capacity immediately, with little room for growth. Subway systems all over the world become an integral part of the local transportation system and many have lasted decades and notably those in New York and London are over a century old. This system should be planned to serve both the population of the present and the future; built to serve them well and to last a century. Anything less would have to be replaced with a larger system later and be a waste of public funds.

The Red Line carries more than 160,000 riders a day. From the point of view of the Valley, the Sepulveda Pass Project has the potential to match or exceed that volume. But at the other end of the projected line is Los Angeles International Airport (LAX) which serves more than 41,000,000 passengers a year. The passenger load at the airport has grown 5-10% annually for the past few years. In addition about 59,000 people are directly employed at LAX and thousands more pass through the facility daily. The Sepulveda Pass Project should be built to serve the thousands traveling in and out of the airport daily. Only heavy rail can provide the capacity needed for those traveling to and from LAX now and in the future.

Recommendation #2

The Sherman Oaks Neighborhood Council recommends that the Sepulveda Pass Project be constructed underground for its full length from the Valley to LAX. Following are our reasons.

Only heavy rail can provide the capacity needed in the Sepulveda Pass Project. It will have to pass under the Santa Monica Mountains. The portion of the rail line that originates in the Valley should be underground too. If the project operates above ground, it will compete for street space with autos, buses, pedestrians, bicycles, and other transportation. If it were at ground level the conflicts between these modes will result in slowed trains and snarled traffic. The worst possible results would be achieved if the project operated as a surface line and passed through the busiest crossroads of the country at the intersections of the #405 and #101 and Sepulveda Blvd and Ventura Blvd. The same difficulties exist south of the mountains to LAX. The best possible configuration is underground throughout the length of the line.

Request by the Sherman Oaks Neighborhood Council

The Sherman Oaks Neighborhood Council voted to request Metro to release a list of all prospective sites being considered for station locations in the Valley for the Sepulveda Pass Project. If a written request is required in order to have this list of sites released to the Council, please consider this letter as a written Public Records Request.

Thank you for your consideration,



Ron Ziff
President, Sherman Oaks Neighborhood Council (SONC)



Avo Babian
Chair, SONC Traffic and Transportation Committee



Jeff Kalban
Chair, SONC Planning and Land Use Committee