

Sepulveda Transit Corridor Project PDA LASRE Briefing – LA City Councilmember Imelda Padilla (CD6) Stakeholder Meeting Minutes

Meeting Information:

Date:	Time:
May 20, 2024	2:45 PM – 3:30 PM
Location/Call Info:	
Zoom meeting: https://us06web.zoom.us/j/81652489654?pwd=Nk4aODbTn9hbCRWTVhZTqVCLudTqrb.1	

Attendee List:

Metro	LASRE Project Team
Nikhil Damle - PDA Oversight Manager, LASRE	Mark Waier – Project Communications
Alan Bingham – Metro PgM Support	Akib Rahman – Project Communications
Community Stakeholders	
Lamont Cobb - Director of Planning and Land Use	
Nayda Cantabrana - Planning & Land Use Deputy	

Disclaimer:

Because Metro has not completed a CEQA review, the information contained herein does not constitute or evidence an approval by Metro of, or commitment of Metro to, any action for which prior environmental review is required under CEQA. Metro retains the absolute sole discretion to make decisions under CEQA, which discretion includes, without limitation (i) deciding not to proceed with the Project (known as the “no build” alternative) and (ii) deciding to approve the Project. There will be no approval or commitment by Metro regarding the development of the Project, unless and until Metro, as the Lead Agency, and based upon information resulting from the CEQA environmental review process, considers the impacts of the Project.

*For official information regarding the Project, please visit Metro’s project website:
<https://www.metro.net/projects/sepulvedacorridor/>*

Agenda:

A. Briefing Items

1.0 Introductions

2.0 Briefing

- Project Overview
- Monorail/SkyRail Overview
- Alignment Alternatives
- Station Concepts
- Why LASRE is proposing SkyRail

3.0 Q & A

Question (Lamont Cobb): Do you have experience in building other monorails? What are some of these example projects?

LASRE response: Yes, BYD has constructed monorails globally. There is a recent monorail project that BYD has completed in Brazil. And Skanska has extensive experience building mass transit lines worldwide including the Purple Line Extension here in Los Angeles.

Question (Lamont Cobb): Do you have experience anywhere in North America or Europe?

LASRE response: Modern monorails are not currently in the United States or Europe but we do have the first version of monorails at Disneyland. Globally, Asia leads in modern monorail mass transit and high-speed rail lines, particularly with cutting-edge technologies. Japan and China have a long history of successful monorail systems.

Question (Lamont Cobb): Where is the proposed maintenance and storage facility for the vehicles?

LASRE response: We have two potential locations for the maintenance facility on the north end of the alignment: Site A and Site F. Site A is near the Metrolink Van Nuys station, which will also be a station for the SkyRail project. It's located just east of the station, along the Metrolink and Amtrak right-of-way corridor. Site F is at the intersection of the Metrolink and Amtrak right-of-way and the 405 freeway.

Question (Lamont Cobb): What design considerations will be made for stations to ensure accessibility, especially in high-traffic areas like Sherman Oaks and the G Line station?

LASRE response: Accessibility and passenger experience are our top priorities. All stations will be above ground and located close to or directly on top of existing stations along the corridor, particularly up and down the 405 freeway. Stations will be positioned on the sides of the freeway rather than the center. We're considering enclosing stations near the freeway to be air-conditioned, ensuring a comfortable experience for passengers.

Question (Lamont Cobb): Will there be bus turnarounds or special entries for buses to connect to the monorail stations?

LASRE response: Yes, we will include bus turnarounds, bike parking, and other standard components found in Metro system stations.

Question (Lamont Cobb): How will the project address pedestrian access and the safety of walking to stations located near busy freeways and on/off ramps?

LASRE response: We aim to make pedestrian connectivity as seamless and pleasant as possible. Stations will be positioned off to the sides of the freeway, integrating into urban areas. We'll work within the Caltrans right-of-way to ensure minimal impact on communities already separated by the 405 freeway.

Question (Lamont Cobb): Is there a third rail or track for cars to divert to in case of emergencies?

LASRE response: Yes, we will have switches throughout the system that allow trains to switch tracks. Each train has an emergency backup battery to operate until it reaches the nearest station. If needed, an emergency train can be deployed to move passengers.

Question (Lamont Cobb): How will passengers be able to get off the train in the event of an emergency?

LASRE response: In an emergency, the train would go to the nearest station to let passengers off. If that's not possible, an emergency train would be dispatched to transfer passengers.

Question (Lamont Cobb): How will emergency situations, like fires in the Sepulveda Pass, be handled?

LASRE response: Passenger safety is our top priority. In the event of a fire, the train would return to the nearest station to deboard passengers, and the system would be shut down until it is safe to operate again.

Question (Lamont Cobb): How do you address the issue of unhoused individuals near the stations and tracks?

LASRE response: Our system is grade-separated, reducing direct interactions. We aim to keep stations safe, clean, and low maintenance. By designing stations to avoid creating hidden spaces and ensuring clear visibility throughout, we can maintain security and cleanliness.

Question (Lamont Cobb): What is the plan for emergency response coordination?

LASRE response: We will coordinate with all relevant entities, including Caltrans and the LA Fire Department. Similar to the procedures for the LAX people mover, we will have detailed operations, safety, and emergency protocols in place when the system becomes operational.

Question (Lamont Cobb): Are you considering park and ride facilities for your stations?

LASRE response: Our project scope does not include building parking lots or structures; such additions would be separate projects undertaken by Metro.

Question (Nayda Cantabrana): What kind of outreach have you done? Is that still ongoing?

LASRE response: It is still ongoing. We started a big push in December, reaching out to about 60 different stakeholder groups including elected officials' offices, neighborhood councils, homeowners' associations, and chambers of commerce. We've contacted them about five times through email or phone calls, and about half have agreed to meetings.