

Appendix C10. Facebook Comments

South Bay Metro Green Line Extension Facebook Comment Log

Date	Name	Comment
12/22/2009	Gregory Edward Mantell	Although MTA has its handles full finishing Expo Phase 2 and Subway to the Sea and the Crenshaw Light Rail....once those are in place, MTA should build a connecting line north from the Green Line at LAX to western Santa Monica (closer to the coast). This would connect FOUR transit lines--Green Line, Crenshaw Light Rail..., Expo Light Rail, and Subway to the Sea. They could all meet at the transit center the City of Santa Monica has planned for 4th & Colorado at the Sears site.
1/7/2010	Jason Herring	Has anyone yet proposed using the to-be-vacated Redondo Power Station and it's power line Right-of-Way as the route for a spur line from the Harbor Subdivision/Green Line Exention to King Harbor? It seems like a rare opportunity to secure ROW with minimal neighborhood impact to a high activity area which suffers poor access, traffic and parking....
1/7/2010	Jason Herring	Currently there are no structures to speak of under these power lines, and the only business I can think of is a plant nursery. I suppose it could be viewed as 'park' land, but it's somewhat a blighted park "corridor" with high towers & no foliage. Redondo Beach had drafted plans to put up a huge condo development of 3,000 units but Hermosa Beach filed suit to stop the development due to a lack of any transport planning and the anticipated additional load on Hermosa Beach surface streets this would present. This was originally called the "Heart of the City" plan; it and it's variations have been scrapped & I'm not sure what the current status is. A mass transit link such as light rail might due much to alleviate Hermosa Beach's concerns as well as provide parking relief & a boost to local businesses.
3/29/2010	James Tucker	It would be nice to use the power station for a rail transit hub. But why use the power line right of way. Its not a very good route for a train. It goes straight up the hill. Fortunately there already is a right of way straight to the power station. It is perfectly graded and includes an overpass for PCH. There could be stops in Manhattan ... See MoreBeach and one on Pier Ave. On a hot summer day people could take the train to the beach and not clog up all the roads and take up all the parking. People could walk to the train station and take the train to the airport or downtown. To make up for the lost parkland more land at the power station could be used for parks and the power line right of way could be converted to parkland. The south bay needs more light rail.
4/6/2010	James Tucker	I don't know how feasible it would be to have the green line diverted to the Del Amo mall but it would be nice. Diverting the green line to actually go into the South bay galleria would be easy however. I have ridden on the subways in Tokyo and Hong Kong. A lot of the stations are built into malls. It makes it very convenient. You get off the train and can walk into the food court and get something to eat. Or do a little shopping. Plus there is a lot of people in the mall so it feels safe. I think more people would ride the trains if the stations were a more inviting place to visit. And the malls should like it. While people would park there taking up spaces to just use the train. Those people would be tempted to do more shopping at the mall when they come back.
4/13/2010	Joe Acosta	Thank you for this group!

4/23/2010	Bradley Tollison	I'd really like to see the Harbor Subdivision go down Madrona Ave. to Del Amo Mall then up to Wilson Park to rejoin the Harbor Subdivision (maybe using Carson St or Plaza Del Amo?) I believe a link between the South Bay Galleria, Del Amo Mall, and Wilson Park will really benefit the community by linking the two main transit hubs as well as one of the largest and busiest parks in our region. Stations: 1) South Bay Galleria 2) Del Amo Mall (with Transit Center, Torrance deperately needs to get a transit center here again and with this project would surely be a way to do this) 3) Wilson Park 4) Sepulveda & Western. Where not to put a station: Hawthorne at 190th St. (No real destinations surround this area.)
4/26/2010	Jason Herring	James, I agree that's a great route. However, you are talking about the Vally-Ardmore greenbelt (former Pacific Electric "red car" route I believe) which is now a popular, highly landscaped jogging/walking path lined with very expensive homes. I am sure there would be an incredible uproar in Hermosa and Manhattan over switching that 'parkway' to rail. I do not see it politically possible. If someone wants to test the waters on that one, go for it! The route I propose provides much the same - a route to the beach where there exists a clear right-of-way. The route I propose is currently blighted (the high power lines are pretty ugly - rail would be 'no worse' in this respect) and the visual improvements which could accompany a light rail extension in this corridor would certainly improve overall the asthetics. The 'greenbelt' route you propose could also connect to the right-of-way I illustrate and rejoin the Metro Green Line farther north near the current terminus of the Green Line. This would create a 'South Bay Loop". In a world where the public is demanding more mass transit something like this would be possible - but most of those people living in Hermosa/Manhattan would be NIMBYs in this respect - IMO. (Correction - near the Douglas station is where the 'greenbelt' route would re-meet the Green Line - not the current end of the Green Line at Redondo Beach.)
4/29/2010	Erin Strelch	I like these, and although a park doesn't immediately sound like the best place for a stop, it supports a range of programs, group activities, and a weekly farmers market. I also used to work across the street at Park Del Amo, a business park, that now also has a senior housing development and a Residents Inn? hotel - all of which could be well serviced by a stop at the park.
5/1/2010	Marisol Shankar	My family is opposed to the Light Rail and Freight Line alternatives presented by this project, due to the impact on our home (structurally, home value, noise, vibration) and our community (traffic, crime, access to emergency services). We support the TSM alternative, including signal synchronization, intersection improvement, and improved rapid bus service.
5/1/2010	Andrei Lobato	My family and i are totally opposed to have this project on our back yard...This would affect our lives in such a ways that I cannot even describe..To be honest, i cannot even believe that such a project would be consider in this residential area..
5/13/2010	Andrei Lobato	i hope you guys take in cosideration the thousands of lives that will be affected by this projected, which is being done right at our back yard.. My family, friends and neibours are outrage by this. i hope you guys are considering the tons of lw suits that will follow upon approval..if approved
5/15/2010	Phillip Fote	I'm all for this project. Torrance is horribly underserved by regional transit.

5/27/2010	Andrei Lobato	My family and i are terrified by this profect, i cannot even begin to express how this can affect our lives for the worst..I have a hard time believing that such a project would be even consider in this residential area...You are talking about doing this project pretty much on my back yard and affecting thousands of people....I am sure there are other ways to be considered to improve public transportation.Some reasons for our opposition are as follows but not limited to: increased traffic congestion, no security or police presence on existing rail line, decreased property values, increased incidence of accidents at at-grade crossings, increased crime, increased effects of noise and vibration, and decreased access for emergency service personnel and vehicles
5/27/2010	Camila Basco	My family and i are totally apposed to this,the Light Rail and Freight Line alternatives presented by this project. This will affect thousands of families that live in the area due to the impact on our home (structurally, home value, noise, vibration) and our community (traffic, crime, access to emergency services). We... support the TSM alternative, including signal synchronization, intersection improvement, and improved rapid bus service..
5/27/2010	Elson Trinidad	Wow, looks like someone is unaware rail transit actually INCREASES property values.
5/28/2010	Greg Facktor	We are excited for this extension. We use the Gold Line to Pasadena all the time, and it goes past friends of our who have a home in So. Pasadena. One of them uses it everyday to commute downtown.
5/28/2010	Justin Schnuelle	Please build this. This area is so underserved by public transportation.
5/28/2010	Joel Covarrubias	I support the Green Line extension into the South Bay but I didn't realize the EIR far in (today is the last day for comments). I live in Long Beach and take the Blue Line all the time. Trust me fellow South Bay residents, you may not think so now, but this Green Line is going to be a huge asset to your communities.
5/28/2010	Jason Brown	"due to the impact on our home (structurally, home value, noise, vibration) and our community (traffic, crime, access to emergency services)." Interesting how this text was cut-and-paste from a previous comment. I wonder where the original is from? http://www.facebook.com/group.php?gid=31253356108&v=wall&story_fbid=388487231108&ref=mf