

Appendix V

Summary of Public Comments, Matrix & Transcripts

1 BEFORE THE METRO
2 REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM

3

4

5

6 Public Scoping Meeting in the)
7 Matter of:)
8)
9 REGIONAL CONNECTOR TRANSIT CORRIDOR)
10 PROJECT DRAFT ENVIRONMENTAL IMPACT)
11 STATEMENT/DRAFT ENVIRONMENTAL)
12 IMPACT REPORT)
13 -----)

10

11

12

13

14

15 TRANSCRIPT OF PROCEEDINGS

16 Los Angeles, California

17 Monday, March 30, 2009

18

19

20

21

22 Reported by:

23 MARCENA M. MUNGUIA,
24 CSR No. 10420

25

Job No.:

25 B1359NCO

2

1

BEFORE THE METRO

2

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM

3

4

5

6 Public Scoping Meeting in the)
7 Matter of:)

8)

9 REGIONAL CONNECTOR TRANSIT CORRIDOR)

10 PROJECT DRAFT ENVIRONMENTAL IMPACT)

11 STATEMENT/DRAFT ENVIRONMENTAL)

12 IMPACT REPORT)

13 -----)

14

15

12
13
14
15
16
17
18
19
20
21
22
23
24
25

TRANSCRIPT OF PROCEEDINGS, taken at
University of Southern California, Davidson
Conference Center, Alumni Room,
3415 South Figueroa Street, Los Angeles,
California, commencing at 4:50 p.m.,
on Monday, March 30, 2009, heard before
the METRO REGIONAL CONNECTOR TRANSIT CORRIDOR
PROJECT TEAM, reported by MARCENA M. MUNGUIA,
CSR No. 10420, a Certified Shorthand Reporter
in and for the State of California.

1 APPEARANCES:

2 Metro Presenter: DOLORES ROYBAL SALTARELLI
3 Transportation Planning Manager,
Metro

4

Facilitator:

ANN KERMAN

5

Community Relations Manager,

Metro

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1 I N D E X

2 SPEAKERS: PAGE

3 Tom LaBonge 5

4 Craig F. Thompson 7

5 Najm Meshkati 8

6 Justin Walker 9

7 Spencer Kassimir 11

8 Roasina Suvaroporn 12

9 Steve Bagby, Sr. 14
21

10 Pat Jones 15

11 Mike Metcalfe 17

12 Damien Newton 18

13 Ken Alpern 20

14

15

16

17

18

19

20

21

22

23

24

25

5

1 Los Angeles, California, Monday, March 30, 2009

2 4:50 p.m.

3

4

5 MS. KERMAN: I see I have a card back there, and the

6 Councilman wanted to make --

7 COUNCILMAN LA BONGE: Can I borrow your red pen? Can

8 you get a map up there, where the map is, you know, where

9 it shows --

10 MS. ROYBAL SALTARELLI: Which map?

11 COUNCILMAN LA BONGE: Any one of them. They're all
12 the same.

13 Anybody ever go to the San Diego Stadium to see
14 the Chargers play? They run trains there, sometimes up
15 to 25,000 people. So I think our argument here is the
16 Expo Line is going to allow people to park in Downtown
17 and take the Expo Line to the stadiums, whether it's an
18 SC game or a soccer game or an event.

19 And the other thing I do want to say loud and
20 clear, can we -- how can we get Dodger Stadium into this
21 discussion, truthfully? Do I got to talk to Roger
22 Stoble? He's got six more days, I think. I'll talk real
23 fast. I think it's real important we get Dodgers in
24 there.

25 The other point I want to make here is the

1 concept -- it's a very good presentation that you made,
2 Dolores, and I want to say most people give a PowerPoint
3 presentation and they read everything. You actually
4 highlighted the important things and we all read it by
5 there. That was a very good presentation.

6 Give her a hand.

7 Now, our concept is to go from Pasadena and
8 Long Beach as fast as possible. If I live in Pasadena
9 and work in Long Beach, I don't need to go through
10 Downtown L.A. What if there was some thinking here that
11 got you down Alameda to Hooper and into the regular line
12 or over to Central, because I think the transformation of
13 Alameda and Central will take place in the next few years
14 as it is.

15 So I just wanted to make those two points and
16 thank everybody for being a part of the public process.
17 It's amazing when few people speak, they have a louder
18 voice. So it's important that you're all here.

19 I thank you, Ann. Very good presentation.

20 MS. KERMAN: Thank you, Tom.

21 As we said before, there's going to be three
22 ways -- three or many ways for you to participate in this
23 public process, but the first way we're going to actually

24 do right now is hear your public comments.

25 What I'm going to do is call up three people,

7

1 just to be ready on deck, and then you'll be able to come
2 up to this mike. We'll be setting the timer for two
3 minutes and then hear you, and we have our court
4 reporter. So the first thing I'm going to ask is for you
5 to state your name clearly and then we'll hear from you.

6 So first up will be Craig Thompson. Second,
7 Professor Najm Meshkati, and then Justin Walker.

8 So Craig?

9 MR. THOMPSON: Well, Mr. LaBonge, you stole the words
10 right out of my mouth here with that Downtown connector
11 proposal to run it down Alameda to Washington, west on
12 Washington, hook in with the Y connection to the Blue
13 Line.

14 It will be very cheap. The taxpayers would
15 swallow this up like it was an M&M in it without a burp,

16 because it looks like the cost of such a connector would
17 only be about maybe 500 million or less, rather than the
18 2 to 3 billion that this would cost.

19 Plus, if you wanted to save the Seventh and
20 Metro tunnel for any other purpose, that could be used
21 for going up to Dodger Stadium and beyond, all the way
22 into Glendale and Burbank.

23 The thing here is to get the connector built as
24 quickly as possible and as cheaply as possible, and those
25 two alternatives are not the way.

8

1 Going down Alameda to Washington with a Y
2 connector at Long Beach Boulevard, another Y connector at
3 Flower and Washington, would fit the bill perfectly.

4 Thank you very much.

5 MS. KERMAN: Thank you, Mr. Thompson.

6 Next up, Professor Meshkati.

7 PROFESSOR MESHKATI: Thank you, ma'am. Thank you
8 very much for coming here. I would like to welcome you
9 to our beautiful campus.

10 I'm a professor of engineering here and I know a
11 little bit about light rail and light-rail safety. I
12 have been having two grants on grade crossing and then
13 I've been appointed to review and develop the new update
14 Manual 57 by TCRB on light-rails design.

15 I would like to really ask MTA this time, with
16 all due respect, to do it right. I've been involved in
17 the case of Exposition light rail as a pro bono expert
18 witness. We fought the Exposition line construction
19 alternative and we won, and I don't want to work another
20 3-, 4-, or 500 hours pro bono to fight MTA to teach them
21 what to do.

22 This report that MTA did on the hazard analysis
23 for the Exposition light rail, my student is here and
24 knows that it wouldn't get more than a C minus in my
25 class, and that's only if I'm in a good mood.

1 Please make sure that your consultants do a
2 great job on hazard and risk analysis. We know how to do
3 it, and don't let us and some other attorneys go and
4 fight MTA again during the evidentiary hearing of the
5 CPUC to convince them that what's the right way to design
6 a light rail.

7 As I said, I speak from experience. I'm a
8 professor of engineering here. I've been recently
9 appointed to the Transportation Research Board, TCRB,
10 panel to do that.

11 By the way, I'm not beating my own drums. I'm
12 not going to be here. I'm not looking for consulting for
13 myself. I have greater students. Next year at this
14 time, I will be at the State Department as a Jefferson
15 science fellow for a year or two years. I'm not doing
16 that for myself. I just want to make sure that MTA does
17 it right, this time at least.

18 Thank you.

19 MS. KERMAN: Thank you, Professor.

20 Next up is Justin Walker, followed by
21 Spencer Kassimir, followed by Roasina Suvaroporn.

22 MR. WALKER: Hello. My name is Justin Walker. I'm a
23 student volunteer with the USC Chapter of CALPIRG, on the
24 Public Transit Campaign.

25 L.A. County, over the last 19 years, we've

10

1 developed a substantial light-rail system, branching
2 throughout most parts of the County; but as we all know,
3 there's a big gap in the middle, and this is a great way
4 to link the gap in the middle of the system. But it's
5 important to recognize that this regional connector will
6 be a core to a system and it must be the most robust part
7 of the system and, therefore, we have to do it right the
8 first time.

9 Digging Downtown is expensive. Disrupting
10 traffic and putting in stations is expensive. So we have
11 to make sure we do it correct with the underground
12 alternative of some sort, and when I say "underground

13 alternative," I'm not referring to the Underground
14 Emphasis Alternative that we see here, but rather a
15 complete underground alternative that involves a grade
16 separation, a complete grade separation, at First and
17 Alameda, 'cause presently there could potentially be
18 trains running from Long Beach to Pasadena, from East
19 L.A. to Culver City, and there's even some interest for
20 trains running directly from East Los Angeles to
21 Pasadena.

22 So that would involve six different train
23 movements moving through the intersection at First and
24 Alameda and, therefore, that would clog up First Street.
25 The current underground alternative involves an at-grade

1 crossing with all six movements at First and Alameda
2 going into the transition to the subway section. So,
3 therefore, we have to make sure we do an underground
4 alternative that is strong enough to support

5 two-and-a-half-minute headways. When you have six
6 different directions, you have headways equaling about a
7 minute.

8 So please go with the underground alternative
9 and make sure this is a strong core of the system, with
10 complete grade separation. We can't afford to do it
11 again if we mess up (indicating).

12 MS. KERMAN: Thank you, Mr. Walker.

13 Next up, Spencer Kassimir.

14 MR. KASSIMIR: I also want to voice my support of a
15 fully underground route. This is a major metropolitan
16 area. Coming from New York, I'm surprised that anything
17 is done at grade. With the capacities we have in Tokyo,
18 everything is underground.

19 I just don't see any success in doing it at
20 grade at all, if it's going to increase traffic, not just
21 for cars but buses, at all. I think part of a
22 mass-transit project is not to exacerbate a preexisting
23 problem, but to help assuage it. I mean, definitely it
24 won't cause or encourage more people to ride, but the
25 people who won't ride still won't and then there will be

1 more traffic and more pollution.

2 I think, also, I agree it should be fully
3 underground, mainly for the reason that if you are going
4 to have all these routes coming through, yes, it's going
5 to increase train congestion; but in addition to that,
6 there have been problems with safety in the past at
7 grade, with cars hitting Gold Line trains and Blue Line
8 trains.

9 In addition, those areas do not have safety
10 arms, and still continue not to, in Highland Park and
11 areas of Washington Boulevard.

12 So my confusion again with this is why would we
13 need to choose if we just want a north-south station for
14 Little Tokyo or an east-west? I think we should even
15 maybe wait a little until we have the funds to do it
16 completely and do it right.

17 Thank you.

18 MS. KERMAN: Thank you very much. Next up -- go

19 ahead.

20 MS. SUVAROPORN: I'm Roasina Suvaroporn. I'm a
21 student here at the Engineering Department. I'm also in
22 Dr. Meshkati's class.

23 We're considering human factors in engineering.
24 I also support the underground system, 'cause we've been
25 analyzing the at-grade causing accident for a bit, for a

13

1 semester, last semester, and we've seen at least three
2 accidents that shouldn't have been happened if Metro was
3 really considering safety of our community better than
4 they have been. So, yes, I support the underground
5 system. And correct me if I'm wrong, but isn't the day
6 pass for the Metro \$3 to get --

7 MS. KERMAN: \$5.

8 MS. SUVAROPORN: It went up now? So I think
9 connecting it --

10 MS. KERMAN: It may be for students. It may be less

11 for students.

12 MS. SUVAROPORN: Okay. So I think you're thinking
13 right in connecting all the connections together in one
14 point. That's a way to save money, but my question is
15 how are you guys going to raise money for this project?
16 Like, who's the sponsor and who's going to take charge of
17 this? Thank you.

18 MS. KERMAN: Okay. Thank you very much.

19 Next up is Steve Bagby, Sr., followed by
20 Pat Jones.

21 And I'd like to also invite anyone else that
22 would like to speak tonight to fill out a speaker card.
23 They're available at the back desk. Raise your hand and
24 we'll get you one. And, again, we're very interested in
25 hearing from you on the project purpose, the need, the

1 project alternatives, the potential impacts, and

2 mitigations that you think we need to be looking at in
3 this project.

4 So with that, Mr. Bagby.

5 MR. BAGBY: Thank you so much.

6 My name is Steve Bagby, Sr. I'm a member of the
7 Dorsey High Alumni Association and the Fixed Expo
8 Coalition. I'm also the former director of
9 Transportation of Housing for the late Congresswoman
10 Juanita Millender McDonald.

11 I oversaw the Alameda Corridor, so I know a
12 little bit about below grade.

13 I want to commend USC -- first of all, I want to
14 express my regrets for the two students that were injured
15 by a car accident on Hoover and Jefferson yesterday. Any
16 life is too much to lose.

17 We are concerned about -- well, first of all,
18 let me say on a positive note, for the inner-city
19 Los Angeles community, we are very much for the Expo
20 Line. We see its value. We just think it needs to be
21 built safe. I did live in New York for ten years. I
22 don't know why Los Angeles cannot do something that's
23 user-friendly and safe. Your wonderful professor has
24 done a magnificent job going to Dorsey High and Foshay at

25 public meetings, explaining some of the problems, some of

15

1 the faults with the EIR that's been done, and he's to be
2 commended, 'cause he's been doing it pro bono.

3 Let me say that we have a letter that we are
4 soliciting signatures for that is asking the Mayor and
5 the Governor to use Proposition R money to be used for
6 the Expo rail and the H.R. money, the Reinvestment
7 Reconstruction, the Stimulus Package, because technically
8 the Expo Line is shovel ready. It will provide jobs. It
9 will do it safely. Right now, only -- Farmdale at Dorsey
10 is the only location that's left in play that it might
11 remediate students getting injured. Okay?

12 This coming Saturday, from Foshay Middle School,
13 where the California Public Utilities Commission voted
14 not to extend a bridge, we are going to be marching from
15 Foshay to Dorsey from 9:00 to 12:00.

16 MS. KERMAN: Thank you, Mr. Bagby.

17 Next up, Pat Jones, followed by Mike Metcalfe.

18 MS. JONES: Hi. My name is Pat Jones, and the reason
19 why I came today is because this is so vitally important
20 for our seniors. Our seniors and our disabled can't do a
21 lot of walking. So wherever you have this Metro rail, it
22 has to be ADA accessible because, you see, now, more than
23 often, you have seniors coming out and you have seniors
24 doing their laundry, doing their shopping, and they are
25 taking these buses. They are taking these Metro rails.

16

1 It has to be safe for these individuals, the senior and
2 disabled. You have blind taking these buses and these
3 Metro rails and the concern that I have is that they're
4 not connecting these buses, number 1. So if they're not
5 connecting the buses right now, what do you think is
6 going to happen when the Metro rail comes into light?
7 Are they going to be connected, where these people don't

8 have to stand and wait?

9 There is a lot of gang retaliation, a lot of
10 gang members going out there shooting and carrying on.
11 These seniors and these disabled individuals, they can't
12 run, so they're in harm's way of whatever is out there on
13 the streets. So we have to take that into consideration.

14 Another thing we're looking at is that we're
15 dealing with -- I live in South Central L.A., so we're
16 dealing with the south, we're dealing with the west,
17 we're dealing with the east, we're dealing with Central,
18 we're dealing with Harbor Gateway, and we're dealing with
19 Wilmington; and if these buses and these connectors are
20 not connecting to fit our needs, it's like this is
21 useless for us in South L.A. because we need to make sure
22 we're connected from point A to point B, because a lot of
23 individuals -- I have a car, but a lot of individuals
24 don't.

25 I'm looking at -- I'm an advocate for these

1 individuals and they can't speak up for themselves
2 because they don't know what they need, but I know
3 basically what they need. They need to get from point A
4 to point B, and if those allegations (sic) are not
5 affordable for them, then what do they do? They're like
6 left out of the mix.

7 So I just hope you consider the seniors and
8 disabled. Thank you so much.

9 MS. KERMAN: Thank you very much, Ms. Jones.

10 Next we have Mike Metcalfe, followed by
11 Damien Newton.

12 MR. METCALFE: Thank you very much.

13 I was able to work on it a bit during the
14 Alternatives Analysis and participated in drafting the
15 Urban Design and Planning Report, and I would like to put
16 in a personal plug for the underground system as well and
17 ask everyone to remember that the underground alternative
18 does have the potential to generate terrific
19 revenue-generating public/private/joint development
20 projects, where the at-grade system is very limited,
21 perhaps Bunker Hill near the Grand Avenue Disney Hall
22 site.

23 But the underground system has that plus two to
24 three other major sites for major public/private real
25 estate transactions with Metro that would ultimately

18

1 generate fiscal revenues and revenues that would go to
2 help pay debt service for the construction costs of the
3 system, and that's an extremely important economic
4 advantage, the idea of leveraging our public taxpayer
5 investment and making it generate additional funds.

6 Thank you.

7 MS. KERMAN: Thank you, Mr. Metcalfe.

8 Next, Damien Newton.

9 MR. NEWTON: Hi. I'm Damien Newton.

10 Three points, real quick. One, support
11 underground rail. As someone that lived and worked in
12 New York City, it's better, easier, faster. It's simple.
13 Second, I know the Alternatives Analysis is over

14 so you're unlikely to start studying new routing to
15 Dodger Stadium, but just in case, to heck with the
16 Dodgers. They were unwilling to raise parking by four
17 cents a customer, which would have funded the trolley bus
18 shuttle. So if they're not willing to pay up four cents
19 or work with their contractors, they don't deserve
20 transit anyway. And if you're a baseball fan and you're
21 saying, "That's not fair to me," well, you can take
22 Metrolink straight to Anaheim.

23 The last thing, you've heard a little bit about
24 multi-modalism tonight with buses. I want to throw in a
25 quick pitch for multi-modalism for bikes. Metro Board

19

1 just passed a resolution last week that's going to add
2 almost 400 racks and lockers to Metro stations, but you
3 know what? It would be easier just to put them right in
4 as you're building the stations. So let's put those in
5 on the plans. That would be great.

6 MS. KERMAN: Thank you very much. Do I have any
7 other public comments?

8 Well, with that, on behalf of Metro, I would
9 like to thank you for joining us this evening -- no, it's
10 still this afternoon. I would like to thank you for
11 joining us this afternoon and providing your continued
12 input.

13 If you would like to provide further input,
14 there are a number of ways to do so. You may complete a
15 comment form that we have available on the back table.
16 You may also e-mail us at regionalconnector@metro.net.
17 You may write us a letter and the information, I believe,
18 is on the comment form in the back. Make sure that you
19 get us your comments before May 11th and continue to stay
20 in touch with us, because we are going to continue to
21 inform you as we progress on this portion of the study.

22 You may log on to the website,
23 metro.net/regionalconnector and follow the study
24 progress. We will be continuing to engage the community
25 throughout this process. Stay tuned for future meetings,

1 and we encourage you to visit the website. We encourage
2 you to visit the registration table to make sure that we
3 have your most current information so that we may keep
4 you informed.

5 And, again, I thank USC for their hospitality
6 and I thank all of you for coming this afternoon.

7 Thank you.

8 (Pause in the proceedings)

9 MS. KERMAN: Ken, you can state your name.

10 We have another speaker.

11 MR. ALPERN: Hi. My name is Ken Alpern. I'm
12 president of the Transit Coalition.

13 First off, I want to thank the Metro staff doing
14 this project for a more comprehensive outreach program to
15 different parts of the region. I think just as this
16 regional connector will affect people from throughout the
17 county, I do appreciate you doing outreach to the
18 different populations to be affected throughout the
19 county.

20 I think this connector will be sorely missed in
21 about the next one to two years when the East side and
22 first phase of the Expo Line opens.

23 People that don't quite understand the need for
24 this will suddenly realize in a very big way how
25 important this project is, and it is my understanding

21

1 from speaking to my other colleagues on the Board of the
2 Transit Coalition that the subway portion is what is
3 preferred. Certainly we want to do things at grade and
4 inexpensively whenever we can, but for something of this
5 nature where I think the headways and ridership will be
6 something that will be much higher than any of us ever
7 could have dreamed, just as within a few years the Orange
8 Line bus way suddenly became at capacity in ways nobody
9 could have dreamed, I think the subway will be a project
10 we'll be glad we did; and if we do not do the subway, we
11 will sorely miss it because, again, the ridership and

12 headways and capacity will be much greater than any of us
13 ever could have appreciated.

14 And I appreciate again your outreach and wish
15 you all the best of luck as you pursue this vital
16 project. Thank you.

17 MS. KERMAN: Thank you. We still have two minutes
18 taking public comments.

19 I'm going to give Steve Bagby two more minutes.

20 We have two minutes, so go ahead, Steve.

21 MR. BAGBY: Thank you so much.

22 For the sake of objectivity, I just wanted the
23 Expo Line and MTA to be aware of the potential perception
24 of environmental racism involved in this. And I'm not
25 real comfortable using that word; however, the reality is

22

1 that as best I understand, there's 140 million dollars
2 being spent to go from Vermont and Exposition to La Brea

3 and Exposition, 140 million dollars to go 4.5 miles.

4 It's 185 million, 45 million dollars more, to go
5 one mile from La Cienega to Robertson.

6 Now, where is the equity there?

7 At the same time, we're hearing other projects,
8 the proposed Subway to the Sea starting at the Miracle
9 Mile on Fairfax and Wilshire going to Santa Monica,
10 totally underground, where the minority community at
11 Vermont, Normandie, Western, Arlington and Crenshaw, our
12 major corridor which is wider and does more traffic than
13 La Brea or La Cienega, is being impacted with trains,
14 maybe up to 30 times an hour.

15 Now, at La Brea and La Cienega, where you have a
16 lot of Anglo-Saxons, more upperly mobile people going
17 from Palisades -- excuse me, from Palos Verdes to
18 Hollywood, they can -- it's a flyover at La Brea and it's
19 a flyover at La Cienega, but we can't get a flyover at
20 Vermont, at Western, at Crenshaw. So the answer to this
21 would be ideally below grade. That would be the ideal
22 situation. But at the very least, where it impacts
23 schools like Ted Alexander Medical Magnet right here at
24 Figueroa and Exposition, Foshay Learning Center and
25 Dorsey High where students are impacted, it should be

1 either below grade and under grade, and it should be
2 flyover like La Brea and La Cienega at those major
3 corridors that I alluded.

4 Thank you so much.

5 MS. KERMAN: Thank you very much.

6 It's now 6:00 o'clock. I will officially close
7 our public hearing. Thank you all for coming and
8 goodnight.

9 (Proceedings concluded at 6:00 p.m.)

10

11

12

13

14

15

16

17

18

19

REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM

Tuesday, March 31, 2009

SHANNON MC KEIGHAN,
CSR No. 13397

24

Job No.:

25

B1374NCO

1 WORKERS' COMPENSATION APPEALS BOARD
2 FOR THE STATE OF CALIFORNIA
3
4
5

6 Public Hearing in the Matter)
7 of:)
8 EXPOSITION CORRIDOR TRANSIT)
9 PROJECT - PHASE 2)
10)
11
12
13
14

15 TRANSCRIPT OF PROCEEDINGS, taken at
16 393 North Lake Avenue, Pasadena, California,
17 commencing at 6:00 p.m., on Tuesday,
18 March 31, 2009, heard before the
19 EXPOSITION CORRIDOR TRANSIT PROJECT TEAM,
20 reported by SHANNON MC KEIGHAN, CSR No. 13397,
21 a Certified Shorthand Reporter in and
22 for the State of California.
23
24

1 APPEARANCES:

2 METRO PANEL
MEMBERS:

ANN KERMAN, Constituent Program Manager
DOLORES ROYBAL SALTARELLI, Transportation
Planning Manager

4 FACILITATOR:

GINNY CASE, The Robert Group

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

1	I N D E X	
2	SPEAKERS:	PAGE
3	CRAIG THOMPSON	6
4	JERARD WRIGHT	7
5	ELISABETTA TAFFONI-BURKE	8
6	ALBERT TAFFONI	9
7	JOHN LAUE	10
8	KEN RUBEN	12
9	HAROLD LEACOCK	13
10	RICHARD POWERS	15
11	WHITMAN LAM	16
12	JIM SHAFER	17
13	JOEL COVARRUBIAS	18
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		

1 Pasadena, California, Tuesday, March 31, 2009

2 6:00 p.m.

3

4

5 ANN KERMAN: Thank you, Dolores.

6 At this point we're going to open up the
7 meeting to public comment, and we're going to do so for
8 the next 50 minutes, or so. We are going to be here
9 and take comments until eight o'clock.

10 So, you know, feel free to make those comments.
11 Again, if you would like to speak, please fill out one of
12 these cards. They're available at the back table. Raise
13 your hand, and we'll get you one.

14 What I'm going to do is I'm going to review the
15 protocol with you quickly. And again, I'm going to call
16 three people up at a time, just so you're ready to come on
17 up. We will have two minutes for each presentation, for
18 each speaker. Please state your name clearly.

19 We have a court reporter with us who would like
20 to take down every word that you say tonight. And please,
21 again, address your comments to the project purpose and need.
22 The project alternates, and potential impacts and mitigations
23 that you think we should be looking at in this portion of
24 our study.

So with that, I would like to begin our public

1 comment portion, and I will call up Craig Thompson, followed
2 by Jerard Wright, followed by Elisabetta Taffoni-Burke.

3

4 CRAIG THOMPSON: Okay. Craig Thompson, from the
5 Citizens For Better Mobility. And the one thing I see here
6 is that there has been a route that has never been
7 considered. And that is taking the connector down Alameda
8 Street to Washington Boulevard, making a Westwood turn onto
9 Washington Boulevard to connect to the pre-existing
10 Blue Line. And also, to have a double-track wide connected
11 not only at that location, but also Washington and Flower
12 Streets to connect with the Expo Line.

13 Since I see that the purpose of a downtown
14 connector is to connect to all of rail lines, all the
15 Light Rail lines. This would look like it would be the
16 connector that would be the lowest in cost, and would allow
17 for money to be put forward -- put toward the grade-
separation
18 of the extraction on Washington Boulevard and along
19 Flower Street to be placed in the covered tunnel, that way
20 we would have an improved Light Rail Transit System with
21 higher speeds, greater reliability, great safety, and higher
22 passenger capacity.

23 We do not need to take this line through the

24 heart of downtown simply because of the fact that we have
25 the Red Line doing that. If you want to make a connection

1 through the heart of downtown, the Red Line will be there.

2 Furthermore, if you're going to complain about
3 the money you're going to spend, why not petition the MTA
4 to allow that to become a free transfer zone? Anyone
5 buying a rail ticket could ride that segment of subway
6 between Union Station and 7th and Metro Center absolutely
7 free.

8 Thank you.

9 ANN KERMAN: Thank you, Mr. Thompson. Next up,
10 Jerard Wright, followed by Elisabetta Taffoni-Burke,
11 followed by Albert Taffoni.

12 JERARD WRIGHT: All right. Good evening, everybody.
13 I hope you can hear me. I'm just glad this process is
14 actually out here in Pasadena and outside of downtown
15 because this is more than just a downtown project. It does
16 impact Pasadena. It impacts Long Beach and it impacts
17 other future rail corridors that the system will connect to.
18 The one main interest the Interest Transit Coalition has
19 first of all, is that particular Y.

20 Just looking at what type of mitigation, other
21 than pedestrian bridges, you know, looking at the -- working
22 with the L.A. DOT with implementing a traffic study or
23 traffic plan while on Temple or Second to kind of do a
24 one-way street. Something to mitigate that particular

crossing and even just close off the First Street portion

1 for auto traffic and just leaving that as a pure train
2 walk uninterrupted, unimpeded.

3 So that's the main interest, but I'm so glad to
4 see this process pushed forward and I would like -- love
5 to see this open by 2016. We need this desperately. We
6 desperately need this project. And thank you for your
7 time.

8 ANN KERMAN: Thank you, Mr. Wright. And next,
9 Elisabetta Taffoni-Burke, followed Albert Taffoni, followed
10 by John Laur.

11 ELISABETTA TAFFONI-BURKE: Hello. My name is
12 Elisabetta Taffoni-Burke. I'm a resident of Pasadena and I
13 came here because I would like to bring to your attention
14 and bring in consideration, to not to have the Light
15 transportation above ground.

16 I see that directly leaving here in Pasadena, on
17 California Boulevard, I see the impact that the Light Rail
18 has when it comes out of Old Town and goes to Del Mar,
19 California and Glenn. Where there is a back up of traffic
20 in the rush hours for long time.

21 And Pasadena will have much more inhabitants in
22 the near future. So I really think downtown being such a
23 busy center would really be ineffective by the Light Rail
24 on the ground.

I am Italian and I come from Rome and I was born

1 and raised there. And we have a Metro, and Metro has been
2 built through difficult time, to begin. Because Rome has
3 monuments underground, but it is underground. I really
4 think you should consider not to have anything on the
5 surface. This is my suggestion.

6 ANN KERMAN: Thank you so much, Ms. Taffoni-Burke.
7 Albert Taffoni, followed by John Laur, followed by
8 Ken Ruben.

9 ALBERT TAFFONI: Well, as a senior citizen, I feel that
10 I represent probably seems to be the oldest person here. I
11 remember Los Angeles, especially downtown when it was Old
12 Los Angeles, the tunnels and hills and Bunker Hill.
13 Practically that's all been destroyed.

14 Now, they're deciding to put a surface line on
15 Second Street tunnel, when I've seen all the other ones
16 destroyed. If they're insisting that they go that route
17 on Second Street, underground is the only way to go.

18 Light Rail or not or keep it the way it is.
19 Mr. Thompson had a very good point if it's above ground,
20 we all need it. And the other street where the Blue Line
21 is located, we're discussing right in the center and it
22 should be underground, no other choice.

23 No way in destroying that tunnel. We don't
24 need heavy passages. We want the people to be able to

walk. We want the cars to have a place to park, and the

1 parking structures, but we need an underground system.

2 That is the only way to go. It will cost a little bit
3 more money. We've already destroyed -- because we never
4 connect with anything, over and over and over and over.
5 Thank you.

6 ANN KERMAN: Thank you Mr. Taffoni. Next up John Laur,
7 followed by Ken Ruben, followed by Harold Leacock. I'm
8 sorry. John Laur?

9 JOHN LAUE: L-a-u-e, is the last name. And I used to
10 work as a transit coordinator for the City of Pasadena, so
11 I'm pretty familiar with the early planning stage. And it's
12 a real crime and tragedy that the thing wasn't done in the
13 beginning because now we have to rebuild it, but that's
14 water under the bridge.

15 I am actually in favor the at-grade alternate.
16 Because I think that Downtown L.A., one thing -- I mean,
17 downtown L.A. after 5:00 o'clock is pretty dead and there
18 is a need for a life there.

19 If you go to San Diego, Sacramento, there are
many,
20 many cities where Light Rail -- Light Rail is -- Heavy Rail
21 is for subways, Light Rail is for at-grade, and it could be
22 done -- if it's done in the right way, Light Rail through
23 downtown with additional stops, I really believe that there

24 needs to be a stop in the Broadway area between Broadway and
25 Spring Street.

in

1 If you're going to use Light Rail downtown, make
2 sure it has stops where people need it. And the below-grade
3 is a viable alternative, but the cost needs to be looked at.
4 I don't believe that there's just a \$200,000,000 difference
5 cost between these two. I can't believe when somebody said
6 it's \$700,000,000 for the at-grade and \$900,000,000 for the
7 below-grade. I don't believe those costs are accurate.

8 I also think this the gentleman here had a really
9 good suggestion as far as another alternative -- I don't know
10 why this wasn't looked at, but they're talking about getting
11 transit through one end to the other. That would be the way
12 to go.

13 But I think that the idea, you know, go to
14 Downtown L.A., you don't really see any sign of the transit.
15 And, I mean, at that time -- rail transit -- so you see
16 subway stairs. We want to get people out of their cars and
17 using the system. You need to have some visibility, which
18 we don't have right now.

19 And I don't think we should be designing systems
20 for the benefit of the car. So the cars have to wait for a
21 while at certain stops at-grade, too bad. You know, we need
22 to be putting transit at forefront and pedestrians, and not
23 the convenience of cars in Downtown L.A. Thank you.

24 ANN KERMAN: Thank you very much, Mr. Laue. Ken Ruben,
25 followed by Harold Leacock, followed by Brigham Yen. And

1 I'd like to also invite, if anyone else would like to speak,
2 please fill out a card.

3 KEN RUBEN: Ken Ruben, I've lived in L.A. most of my
4 life and there are several friends of mine here tonight.
5 Some are more expert on the downtown connector than I am,
6 but I've read putting the Gold Line here. Today, taking the
7 Red Line to the Gold Line, walking to Union Station,
8 something that would be eliminated with the connector.

9 They asked Ray earlier about if the lines would
10 actually operate from the connector to the Blue Line going
11 to the connection with the Gold Line. And then, would you
12 go to East L.A., Pasadena, or both, and he said it would be
13 both.

14 And it's the same, I've been told, going south,
15 it would go to Long Beach and Culver City. Incidentally, I
16 live in Culver City and the Expo Line will only open as of
17 right now, unless there's somebody at the meeting -- Jerard
18 and I were talking about Thursday at the Exposition
19 Authority, whether it would open -- it would open at
20 Crenshaw, not Culver City, till 2011, that was mentioned
21 earlier.

22 Anyway, my point was that there's so many
23 different aspects. As far as the connections are concerned,
24 just really in the last few days, I like an underground only

because I know the traffic on the bus through downtown.

1 I've ridden every major -- I think most of the major lines
2 to downtown and there's too much traffic.

3 I know subway would be a lot more expensive, and
4 I don't argue that. If you have it through the subway, and
5 then connect with the Gold Line down Alameda and what, First?

6 So far where it's being built now, you have a
7 better chance of less traffic. Personally, I like
8 Light Rail all over the place. Like I said, I was on --
9 in fact, I think I'm the only one here who was actually on
10 the first run of the Gold Line out of Union Station with
11 36 others.

12 And that -- well, I wasn't mentioned. Well,
13 others were, as far as back in 2003. So there's a lot of
14 factors. I'll have to talk to Craig about his proposal.
15 I think I'm out of time so anyway those are some of my
16 comments. Thank you very much.

17 ANN KERMAN: Thank you, Mr. Ruben. Harold Leacock,
18 followed by, Brigham Yen, followed by Richard Powers.

19 HAROLD LEACOCK: Good evening, everybody. My name is
20 Harold Leacock, for the record. I'm associated with the
21 Citizens Of Better Mobility. It's known as a think tank
22 for better rail travel around Los Angeles.

23 And I appreciate coming -- this my first time
24 speaking at one of these. I've been to many of the scoping

meetings, but I'm just a listener, but not really a

1 commenter. I'm glad I have a chance to comment.

2 My take on this, on your page four, on your
3 sheets here, is the underground portion. I know I disagree
4 with my co-partner, Craig Thompson, because he's a rail
5 lover from New York, like I am.

6 And my take on the underground is better because
7 right now the system is going to go through a dense
8 population. When you have dense population, it's the best
9 thing. And it's a low impact system underground. You
10 don't want to be coming above ground in a highly dense
11 population because right now, the Gold Line is built in
12 east side.

13 It took a great impact because it's a surface
14 extension. A lot of businesses suffered. So I'm in favor
15 of the underground portion of this connection problem, or
16 solution here because it's low impact for businesses.

17 The line is already underground at 7th Street.
18 It's just a matter of digging a tunnel to connect over to
19 Little Tokyo. And the portion that was dug for the Gold
20 Line going to the east side was 1.8 miles, I think it was.
21 And it didn't take very long to dig that tunnel through.
22 I'm sorry. I'm out of time, but I am for the underground
23 portion. Thank you.

24 ANN KERMAN: Thank you Mr. Leacock. Brigham Yen,

followed by Richard Powers, followed by Whitman Lam.

1 Brigham left? Okay. Richard Powers.

2 RICHARD POWERS: My name is Richard Powers. I'm an
3 instructor at Los Angeles Trade Tech. For the past 14 years
4 I've been commuting from Pasadena to Trade Tech to give
5 classes nine months a year.

6 I -- at the beginning, I used to go completely
7 by bus from San Marino to the 79 Line. When the Gold Line
8 became available, I began taking the Gold Line, but it
9 actually means taking a bus to the Gold Line to the
10 Red Line to the Blue Line.

11 From my experience, I find it would be marvelous
12 if I could be taking the Gold Line to Trade Tech or when
13 I go to LAX. I would have at least two less transfers.
14 When I fly, I have to transfer five times to get to the
15 airport, and it takes two-and-a-half hours.

16 And I'm concerned about any at-grade alternative
17 because from any experience on the bus, whenever there was a
18 demonstration from the city hall, or there was a major
19 funeral at the cathedral, traffic downtown was disturbed and
20 buses ended up going various places.

21 You don't want that. You want to be able to the
22 depend to get to where you need to go and know that there
23 won't be about demonstration or funeral stopping from
24 beginning your class on time. Thank you.

ANN KERMAN: Thank you Mr. Powers. Next we have

1 Whitman Lam, followed by Jim Shafer, followed by
2 Joel Covarrubias.

3 WHITMAN LAM: Hi my name is Whitman Lam. I'm a
4 member of the Transit Coalition. Now, I mean, look at other
5 cities. You know, we have been to other cities; right?
6 And, you know, you see how useful their transit systems are,
7 how efficient they are, how many people are using them.

8 Not just, you know, just on the weekends, but
9 actually using them in their daily lives. I've been to
10 New York. I've been to Boston. I've been to San Francisco,
11 London, Paris, you know, Berlin. And I mean, it's a totally
12 different world out there.

13 And none of the people here -- a lot of us an
14 Angelinos don't realize that way of life, you know. London
15 has an underground. New York City, underground. Okay.
16 Paris, underground. Why not us? Why do we have low
17 expectations for transit systems?

18 You know, I think that we need to invest more.
19 I think that people -- you know, this is a good thing.
20 People are here. People know the importance of mass
21 transportation. You know, all of you bring your friends,
22 bring your family next time, okay.

23 You know what, let's get on the bus. Let's get
24 on the train. Okay. Let's get the city moving. This is a

very positive thing to have all you guys here. And you know,

1 I think that, you know, when we empower ourselves, when we
2 come to these meetings, when we bring out ideas, you know,
3 ideas -- I mean, all over the world, Tokyo.

4 Everywhere they've already got their thing built.
5 Okay. They've got their, you know, they're connecting
6 systems. They've got high speed rails, which we don't have.
7 I mean, they have trains that actually go to the airport,
8 not just stop, like, a mile away. Come on, let's hop on
9 the bandwagon on here. Yeah, go team.

10 ANN KERMAN: Thank you, Mr. Lam. Jim Shafer, followed
11 by Joel Covarrubias. And again, I invite anyone that would
12 like to make a comment, raise your hand, we will get you a
13 comment card.

14 JIM SHAFER: Hi, my is Jim Shafer. I want to speak
15 very enthusiastically in favor of the project in general,
16 especially the underground alternative.

17 I live a couple of blocks away from -- well, I
18 live at Fourth and Main, so this would be incredibly useful
19 to me and all the other people who live downtown or moved
20 downtown in the last ten years. Not to mention the people
21 who already were living there.

22 And the idea of having a train go down Alameda
23 to Washington is a great idea, but to me, in addition to

24 this project, to give more access to parts of downtown. And
25 I also like the station placement that you're thinking of.

1 Especially the one serving Bunker Hill and the office
2 workers up there and the cultural buildings, Disney Hall
3 Music Center, as well as the one right by the new police
4 station at Second and Main and the one over by the library.

5 So I've also lived in a place that has really
6 good public transportation. I lived in Mexico City for
7 three years. It's not a perfect system, but it is very
8 easy to get around the city using their Metro. Like, I
9 don't know, 200 stations that cost a dime, and you can
10 transfer as many times as you want. So I also agree to
11 move in that direction. Thanks.

12 ANN KERMAN: Thank you very much, Mr. Shafer. Next I
13 have Joel Covarrubias. And again, I invite anyone that
14 would like to speak, raise your hand, we will get you a
15 speaker card.

16 JOEL COVARRUBIAS: Hi, I don't have any prepared
17 remarks. I just dropped in here, but I did -- I am a long
18 time transit rider. I took the Blue Line on it's first day
19 and was disappointed when I only got to Pico Station.
20 Didn't quite make it all the way underground. And it took
21 a little while before they eventually built it all the way
22 under to Metro center.

23 And even when that happened -- even when that
24 opened up, you know, you couldn't help but think about the

possibilities of just continuing on to Pasadena. They had

1 the little sign up there at the top that said, "Blue Line
2 to Pasadena." Eventually, they -- I don't know if they
3 took that out or what.

4 Anyway, it will be good to see this train
5 when it eventually gets built. Travel all the way through
6 downtown and get to the other side. It's a long time
7 coming. And as other people have said, you know, this
8 is a no-brainer.

9 You know, this is the type of thing that other
10 cities have had for decades. So, it's real good to see
11 all of the enthusiasm in L.A. right now for transit
12 measure or passing.

13 So let's not skimp on it. Let's do it right.
14 Let's put it underground. I like the underground option.
15 It hits some good locations, Bunker Hill, the Central
16 Library, the City Hall, all of that. So let's do it
17 right and not cut corners. Thank you.

18 ANN KERMAN: Thank you very much. Well, it's now 7:30.
19 We are going to be here until 8:00 o'clock. So if anybody
20 else is brave enough to come to the mic, we'd be delighted
21 to hear from you.

22 If you prefer to put your comments in writing,
23 again, we will be here for another half hour. Take the
24 time. Write them out for us. There will certainly be

other ways for you to be in touch with us. Again, we

1 are taking comments through May 11th and we want you to
2 stay informed with this project.

3 So to do so, you may log into our web site.
4 It is Metro.net/regionalconnector. We will be engaged
5 in the community throughout the process. So stay tuned
6 because there will be further follow-up meetings for all
7 of you that would like to attend.

8 And make sure that we have your correct contact
9 information at the registration desk so we can keep you on
10 our e-mail list; keep you posted when our following meetings
11 will be. And again, feel free to check in at the web site.

12 So with that, we're here. The boards are in
13 the back. There's cookies, coffee, water. So please,
14 help yourself and I thank you all for being here tonight.

15 (Proceedings concluded at 8:00 p.m.)

16

17

18

19

20

21

22

23

24

25

Public Hearing in the Matter of:)
)
REGIONAL CONNECTOR TRANSIT)
CORRIDOR PROJECT)
_____)

Reported by:
MELISSA TRESSEN
CSR No. 13367
Job No:

Public Hearing in the Matter of:)
)
REGIONAL CONNECTOR TRANSIT)
CORRIDOR PROJECT)
_____)

TRANSCRIPT OF PROCEEDINGS taken at
369 East First Street, Los Angeles,
California, commencing at 6:30 p.m.,
on Wednesday, April 1, 2009, heard before
the REGIONAL CONNECTOR TRANSIT CORRIDOR
PROJECT TEAM, reported by MELISSA TRESSEN,
CSR No. 13367, a Certified Shorthand Reporter
in and for the State of California.

1 APPEARANCES:

2 METRO PANEL CLARISSA FILGIOUN
MEMBERS: DOLORES SALTARELLI

3
4 FACILITATOR: GINNY CASE
THE ROBERT GROUP

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

1	I N D E X	
2	SPEAKERS:	PAGE
3	JOHN AGNEW	5
4	JOAN SPRINGHETTI	6
5	RUSSELL BROWN	7
6	DENNIS ALLEN	8
7	JAMES OKAZAKI	9
8		18
9	RYAN STERN	11
10	EDIE GLASS	12
11	DEBBIE KIM	13
12	BRYAN ALLEN	14
13	CHARLES ADELMAN	17
14	GERALD PASS	17
15	JOANNE KUMAMOTO	18
16		
17		
18		
19		
20		
21		
22		
23		
24		

1 Los Angeles, California, Wednesday, April 1, 2009

2 6:30 p.m.

3

4

5 MR. AGNEW: Hi. My name is John Agnew, no
6 relation. Firstly, I'd like to say that I'm a huge fan
7 of Transit and Light Rail. I'm originally from
8 Australia, where we have a lot of light trains. So I'm a
9 big fan of this, and I regularly ride both of these
10 lines.

11 I go out to Arcadia to get my car serviced,
12 and I've ridden my bike down to Long Beach a number of
13 times, and I even caught the train back. So I'm
14 familiar with both of the lines that you guys are
15 proposing in connecting.

16 I'm very much in favor of the system being
17 built out; however, with that being said, I'm very much
18 in favor of the below-ground option. Mostly, I see,
19 driving around town, the Blue Line and the traffic
20 congestion that happens.

21 I think it's also going to be safer to be
22 below ground, quieter, and also for aesthetic reasons,
23 it would be nice if it was below ground.

24 Thank you.

MS. FILGIOUN: Thank you very much, Mr. Agnew.

1 Joan Springhetti, Russell Brown.

2 Sorry. We'll start you off at two minutes.

3 MS. SPRINGHETTI: Good evening. My name is
4 Joan Springhetti. I'm here representing the Higgins
5 Building, which is at the intersection of 2nd and Main,
6 which is on the route.

7 The homeowners' association, like many of our
8 neighborhood residents and business leaders, and stake
9 holders, wants to reiterate in the strongest terms our
10 support for the responsible building of the Regional
11 Connector below-grade project and our categorical
12 objection to opening it as an at-grade project.

13 As you consider your proposal, we ask that you
14 consider the many benefits of the below-grade project
15 over the at-grade project. The below-grade option will
16 allow for greater efficiency of the regional transit
17 system. It will be safer. It will be less disruptive.
18 It will encourage a pedestrian-friendly downtown.

19 It will cost the city less in the long run,
20 and it will improve the quality of life for existing and
21 future downtown residents. 2nd Street is part of the
22 functional historic and fine fabric of downtown.
23 Converting it into a rail corridor would be devastating.

24 While building this project below grade will

25 also create significant disruptions, we believe many of

1 those can be mitigated. If built responsibly, this
2 project can be an asset for downtown residents, workers,
3 and businesses as well as for cross-county travelers.

4 Thank you.

5 MS. FILGIOUN: Thank you.

6 Russell Brown, Dennis Allen, and James Okazaki.

7 MR. BROWN: Russell Brown. I'm president of the
8 Downtown L.A. Neighborhood Council, also executive
9 director to the Historic Downtown B.I.D., and chair of
10 the district for our community for downtown.

11 All three groups have been very involved in
12 this process and unanimously support the underground
13 proposal and have very, very significant concerns about
14 the above ground.

15 Any demonstration that happens all the time;
16 filming, a single car blockage, a pedestrian, a dropped
17 package, a stroller, any kind of traffic accident will
18 literally paralyze the entire system in the county.

19 All you have to do is look at
20 Washington Boulevard, and you can see what an unfriendly
21 neighbor the rail down the middle of the street -- now,
22 if this will be the entrance to the related project,
23 Grand Avenue Park, and the Historic District, you'll
24 literally be bisecting the neighborhood.

Also, if you look at what this will do in

1 splitting Purple Tokyo, that's not very pedestrian
2 friendly. Also, we have significant concerns about the
3 location of the station near Caltrans and Vibiana with
4 the 150-year-old cathedral, and we suggest a linkage
5 much closer to Broadway and Hill that would align the
6 two lines of the proposed street car would also connect
7 with the Red Line.

8 So you could have stations both in the north
9 and south in order to connect up with the Red Line, and
10 also, to offer significant transporting and development
11 opportunity near the gateway that is at 2nd and
12 Broadway.

13 Also, all you have to do is look at safety and
14 security concerns at City Hall. To have transit on both
15 sides of the City Hall, you can also block the entire
16 system.

17 Thanks.

18 MS. FILGIOUN: Thank you, Mr. Brown.

19 Followed by James Okazaki and then
20 Mizue Katayama.

21 MR. DENNIS ALLEN: Hi. My name is Dennis Allen.
22 I'm with Los Angeles Streetcar, Inc. We are a nonprofit
23 organization with the goal and intention of building a
24 modern day streetcar system in downtown Los Angeles.

First of all, I'd like to give our absolute

1 support of the Regional Connector. We're obviously big
2 fans of public transit, and I think the Regional
3 Connector makes a lot of sense for connecting all of the
4 transit projects in Los Angeles.

5 Secondly, we would like to express also our
6 preference for the underground alternative for the
7 Regional Connector. One of our goals as a regional
8 circulator -- or an internal circulator in the downtown
9 area, we've tied into transit as well as we possibly
10 can.

11 I think that the underground alternative does
12 that best, as well as puts the station a little closer
13 to Broadway and Hill and some of the other proposed
14 routes that we're looking at as well. So all those
15 things in mind, I think we definitely prefer the
16 underground alternative.

17 Thank you.

18 MS. FILGIOUN: Thank you very much, Mr. Allen.

19 Do we have any more speakers cards that I can
20 add to my stack as we wait for Mr. Okazaki?

21 Thank you, Mr. Okazaki.

22 MR. OKAZAKI: James Okazaki. I'm representing the
23 Nisei Week Foundation. I'm also a member of the
24 community council. Myself, being a professional

25 transportation, having worked on every single rail type

1 projects, I support and our organization supports the
2 subrail, not the at-grade and definitely not the T.S.M.
3 existing system.

4 Obviously, for safety, schedule reliability,
5 and performance, as well as disruption -- having less
6 disruption and construction, I do want to stress some of
7 the things that need to be done in work that the A.A.
8 did not do, and that is both detail analysis of traffic.

9 Particularly, the capacity and operation on
10 analysis on 1st and Alameda, where you're going to have
11 an at-grade alignment across Alameda. The station
12 location also is a little problematic for little Tokyo
13 because east side Light Rail is not going to stop at
14 Little Tokyo.

15 And I know you're calling the station between
16 Main and L.A. Little Tokyo Station, I think Little Tokyo
17 would be between L.A. and San Pedro. And T.O.D.'s
18 possibly there, too, on the related project site.

19 I know you got to push to the West and you
20 gotta push to the East. And maybe that's why you
21 selected the site, right in the middle, opposite the --
22 we would like -- the Little Tokyo community would like
23 to have the station further east considered.

24 The last thing is the concern about

25 construction impact. Even if you do your tunnel work,

1 there's going to be some impact, and we want to make
2 sure that doing the construction with the station as
3 well at the tunnel operation, that you definitely work
4 towards mitigating all the impacts.

5 Thank you.

6 MS. FILGIOUN: Thank you very much, Mr. Okazaki.

7 We have Mizue Katayama, Ryan Stern, and then
8 Edie Glass.

9 Mr. Stern -- Ryan Stern, do you mind coming up
10 next?

11 Edie Glass, and then Debbie Kim.

12 MR. STERN: Hi. I'm Ryan Stern, and I'm a neighbor
13 here at Little Tokyo, and like everyone whose come
14 forward here, I absolutely support -- I'm ecstatic about
15 this project.

16 I was helping to convince people to vote yes
17 on Measure R. I would show them a picture of the
18 Regional Connector map. And sometimes they would
19 confuse it for B.A.R.T. up in San Francisco. I say,
20 "No, this isn't San Francisco. This is what L.A. could
21 become."

22 To the people that are using doom and gloom to
23 describe the above-ground covert, let's not go really
24 crazy. I used to live in Culver City, and there were a

25 lot of people that were freaked out about the Expo, and

1 a lot of people are still freaked out about the Expo
2 Line and describing the above ground as highly
3 disruptive.

4 Guess what? We've got sirens; we've got busy
5 streets. We live in downtown. Downtown is disruptive,
6 but downtown is also very dense, and I think that the
7 density of downtown, unlike Culver City, where I used to
8 live, does make the underground option of a little bit
9 more of a useful thing to explore surface rail down here
10 to be frequently stopping and should give a lot of
11 possibility to commercial businesses.

12 And I think that from the Regional Connector,
13 we need to preserve the rapid transitness (sic) of the
14 current Blue Line and Gold Line. So there's a balance
15 that needs to be struck. I wouldn't say that we
16 shouldn't get all bent out of shape about the above
17 ground option.

18 It has to be explored, but I think that the
19 preference, at least in my opinion, again, would be
20 going for going below grade, and I think that's all I
21 have.

22 Thank you.

23 MS. FILGIOUN: Thank you very much, Mr. Stern.

24 Edie Glass, Debbie Kim, and then Bryan Allen.

25

MS. GLASS: Hello. My name is Edie Glass. I've

1 been a rider of public transportation for many years. I
2 would like to say that I'm very much in favor of this
3 project; however, where it's necessary for an at-grade
4 construction, I'd really like to see more green spaces.

5 I spend a lot of time waiting in the area
6 where I'm taking public transportation, standing in the
7 sun where there is absolutely no shelter. I think that
8 if we're really concerned about the environment, we
9 would create more green spaces around the areas where
10 the buses stop so that we're not sitting, waiting in no
11 shade, rather than making those spaces into parking lots
12 where more congestion would exist. We should have an
13 opportunity to sit and have more shade and green.

14 MS. FILGIOUN: Thank you very much, Ms. Glass.

15 Debbie Kim, followed by Bryan Allen.

16 Before Ms. Kim starts, do I have any more
17 speakers cards that I can gather up?

18 Thank you, Ms. Kim. Go ahead.

19 MS. KIM: Good evening. I just wanted to share
20 with you just the perspective from someone who lives at
21 the Higgins Building. We're on the route on the
22 2nd Street and Main Street, and I live on the second
23 floor.

24 So that would be exactly -- if we were to go

25 with the at-grade, I would be looking right out my

1 window at the cables, I think, and the cars going by.
2 And I think the hours were all week. I think -- I don't
3 know -- past nine o'clock. I mean, it would be all
4 night.

5 So basically, I live on the second floor.
6 That's my house, my home, and I would be looking out my
7 window, and this is what I would see. So obviously, the
8 underground option would work for me, and, I think, for
9 everyone that lives there. And that's just from my
10 perspective of course.

11 But as Joan pointed out, that's our little
12 neighborhood. I have a dog. We walk our dogs right
13 there. I see neighborhood families with their children,
14 and we know those accidents that happen up in those
15 areas where the metros have accidents easily.

16 And I can't imagine having something like that
17 right at 2nd and Main. That would be a disaster. So
18 underground is definitely the way to go.

19 Thank you.

20 MS. FILGIOUN: Thank you, Ms. Kim.

21 Mr. Allen.

22 MR. BRYAN ALLEN: My name is Bryan H. Allen.
23 Obviously, I'm a bicyclist. And I have a 31-year
24 history of observing the institutional investigations in

25 this county since 1978.

1 First, I must protest -- legal -- I must lodge
2 a legal protest against the two-minute limit described
3 here. The C.E.Q.A. document and the N.P.A. document
4 will be comprised of tens of thousands of words. To
5 limit people's testimony on that scope to two minutes is
6 legally not reasonable, especially considering the small
7 number of speakers here tonight. I expect having to
8 engage attorneys to represent me on this point, and I
9 solidify here.

10 Ladies and gentlemen, the formal purpose of
11 this meeting is to refine the scope of the C.E.Q.A.
12 document, the Environmental Impact Report, and the
13 N.E.P. document, the Environmental Impact Statement.

14 How many of you here have actually bothered to
15 read the guidelines of -- or speculate under the
16 California Code of Regulations that actually bothered to
17 read the guidelines for the preparation of the E.I.S.
18 and the Code of Regulations?

19 I have.

20 Let me see the hands of those of you who have
21 also reviewed these documents.

22 Uh-huh, as I expected.

23 Ladies and gentlemen, especially the C.E.Q.A.
24 document -- the state document -- the scope of it is

25 limited to considering only the potential adverse

1 impacts upon the physical environment. It is not even
2 permitted to consider the social impact or social
3 benefits of a project except in considering the
4 significance or insignificance of a proposed impact or
5 predicted impact upon the physical environment.

6 Ladies and gentlemen, most of the comments,
7 excuse me, here today, unfortunately, are legally not
8 relevant. I have seen many reports in the past. I've
9 participated in many. Most of your comments will say
10 something like "comment noted" and do nothing more than
11 that. Because unfortunately, they have not bothered to
12 inform you of your duty under law to testify and
13 moreover --

14 MS. FILGIOUN: Mr. Allen, your time is up.

15 MR. BRYAN ALLEN: They refuse to --

16 MS. FILGIOUN: Mr. Allen, I'm asking you --

17 MR. BRYAN ALLEN: I shall conclude by saying that I
18 request --

19 MS. FILGIOUN: -- to keep your comments under two
20 minutes like everyone else --

21 MR. BRYAN ALLEN: I request that all non-C.E.Q.A.,
22 non-N.E.P.A. documents be addressed by the F.T.A. and
23 the L.A.C.M.T.A. in an appendix --

24 MS. FILGIOUN: Your comments are being recorded.

25 Thank you very much, Mr. Allen.

1 Mr. Charles A. Adelman. Thank you, sir.

2 MR. ADELMAN: Hi. My name is Charles Adelman, and
3 I've ridden transit all over the world, basically. And
4 my first comment is: Picture a train coming down
5 2nd Street every two-and-a-half minutes in each
6 direction. It's already a busy street. That doesn't
7 work. Major traffic tie up and major traffic
8 congestion. It needs to go underground.

9 Second problem, the proposed junction, Alameda
10 and 2nd. A single-level junction, as it is being
11 proposed here, is either going to bring separate streets
12 by elevating the street over it or running the street
13 under it, still cannot accommodate a train every
14 two-and-a-half minutes in each direction.

15 It really needs to be split-level junction
16 underground. And it needs to be predesigned so that
17 that station can preserve all trains.

18 Thank you.

19 MS. FILGIOUN: Thank you, Mr. Adelman.

20 We are here through eight o'clock. So we will
21 continue to take comments up until then. So, again, we
22 ask that you limit your comments to two minutes, should
23 you like to speak.

24 Please state your name.

MR. PASS: Gerald Pass. Just real quickly, I did

1 write the -- and I never got the chance to actually say
2 it.

3 I just really believe that the east-west
4 alignment, the actual names of the routes should be
5 reflective of single directions one way, which is to say
6 that the east L.A. extension, the Gold Line, I think,
7 should remain Gold; whereas, the Expo Line can take
8 on -- remain Gold.

9 MS. FILGIOUN: Thank you, sir.

10 It's now about 7:30, and we will continue to
11 take your comments, as I mentioned earlier, until 8:00.

12 We have JoAnne Kumamoto. Thank you, JoAnne.

13 MS. KUMAMOTO: Thank you. My name is JoAnne
14 Kumamoto, and I'm with the Little Tokyo Community
15 Advisory Council. I was going to give my time to James.
16 I think we both agree on this discussion, but James has
17 the notes.

18 MR. OKAZAKI: Thank you, JoAnne.

19 MS. FILGIOUN: Keep it to two minutes, please.

20 MR. OKAZAKI: I would like to put on the record
21 that JoAnne and I have been talking for a while, and
22 we've been analyzing the station spacing, and we thought
23 the east-west alignment along 2nd Street kind of got
24 gypped in choice of number of stations.

1 between L.A. Station and San Pedro, and I think the
2 Little Tokyo community wants to support the -- all the
3 activities that have been proposed to Broadway, including
4 the trolley rail.

5 So I think they should give a station near
6 Broadway, but Little Tokyo would still like to get a
7 station. We think there should be two stations along
8 the east-west alignment between the Music Hall and the
9 1st and Alameda Stations.

10 So looking at the spacing of the stations, we
11 think that makes more equal distance for walking to
12 these stations. So we're recommending that the
13 environmental impact analysis -- that you take a look at
14 an additional station on 2nd Street.

15 Thank you very much.

16 MS. FILGIOUN: Thank you, Ms. Kumamoto.

17 (Proceedings concluded at 8:00 p.m.)

18

19

20

21

22

1 BEFORE THE METRO
2 REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM
3
4
5

6 Public Scoping Meeting in the)
7 Matter of:)
8)
9 REGIONAL CONNECTOR TRANSIT CORRIDOR)
10 PROJECT DRAFT ENVIRONMENTAL IMPACT)
11 STATEMENT/DRAFT ENVIRONMENTAL)
12 IMPACT REPORT)
13)
14)

10

11

12

13

14

15 TRANSCRIPT OF PROCEEDINGS

16 Los Angeles, California

17 Thursday, April 2, 2009

18

19

20

21

22 Reported by:

23 MARCENA M. MUNGUIA,
24 CSR No. 10420

Job No.:

1 BEFORE THE METRO
2 REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM
3
4
5

6 Public Scoping Meeting in the)
7 Matter of:)
8)
9 REGIONAL CONNECTOR TRANSIT CORRIDOR)
10 PROJECT DRAFT ENVIRONMENTAL IMPACT)
11 STATEMENT/DRAFT ENVIRONMENTAL)
12 IMPACT REPORT)
13 _____)

10

11

12

13

14

15 TRANSCRIPT OF PROCEEDINGS, taken at the
16 L.A. Central Library, 630 West Fifth Street,
17 Los Angeles, California, commencing at 12:00 p.m.,
18 on Monday, April 2, 2009, heard before the
19 METRO REGIONAL CONNECTOR TRANSIT CORRIDOR PROJECT TEAM,
20 reported by MARCENA M. MUNGUIA, CSR No. 10420,
21 a Certified Shorthand Reporter in and for the
22 State of California.

23

24

25

1 APPEARANCES:

2 Metro Presenter: DOLORES ROYBAL SALTARELLI
3 Transportation Planning Manager,
4 Metro

5 Facilitator: ANN KERMAN
6 Community Relations Manager,
7 Metro

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

1	I N D E X	
2	SPEAKERS:	PAGE
3	Craig F. Thompson	5
4	Kymberleigh Richards	6
5	Arnold Sachs	7
6	Scott Sookman	9
7	Nate Zablen	10
8	Bryan Allen	12
9	Tracey Chavira	14
10	Xavier Grobet	15
11	Roger Christensen	16
12	Christian Allen	17
13	Maria de Lourdes Gonzales	18
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		

1 Los Angeles, California, Monday, April 2, 2009

2 12:00 p.m.

3

4

5 MS. KERMAN: Thank you, Dolores. We're going to get
6 set up here with our second mike and what I'd like to
7 invite all of you to do is if you wish to make comments
8 today, to fill out a speaker card.

9 Can you hear me? Good.

10 Fill out a speaker card. I will be calling up
11 three names at a time and what you will then do is you'll
12 have the two minutes to speak. We will be capturing all
13 of that by our court reporter and we will be here until
14 1:30 taking comments. So even if you're done speaking,
15 we'll still be here, just in case you want to come up and
16 make a comment.

17 As you come up, you'll be speaking from the
18 microphone to your right. I ask that you state your name
19 clearly for the public record.

20 And we again welcome all of your comments.

21 First up, Craig F. Thompson, followed by
22 Kymberleigh Richards, followed by Arnold Sachs.

23 MR. THOMPSON: I'm Craig Thompson, founding member of
24 the Citizens for Better Mobility. And we believe that

25 although the Downtown connector is a very good idea,

1 these two alternatives look quite expensive (indicating)
2 when a cheaper alternative and one that functions just as
3 well exists. It is quite possible to take this line
4 straight down Alameda Street to Washington to make the
5 west turn on Washington to hook up with the preexisting
6 Blue Line.

7 Furthermore, there could be also a junction
8 installed at Flower and Washington to make the connection
9 to the Expo line.

10 Why do we have to spend so many millions of
11 dollars on tunneling when it could be saved just by
12 dropping in two stations, one at Seventh and Alameda and
13 the other one at Olympic, and you've got your low-cost
14 connector and it achieves all of the purposes of the
15 connector without the high cost of tunneling.

16 Thank you.

17 MS. KERMAN: Thank you, Mr. Thompson.

18 Kymerleigh Richards, followed by Arnold Sachs,
19 followed by Scott Sookman.

20 MS. RICHARDS: Thank you, Ann. I'm going to face the
21 counter.

22 Kymerleigh Richards, Public and Legislative
23 Affairs Director, Southern California Transit Advocates.
24 We support the underground option. Given the traffic

25 issues in Downtown Los Angeles, we believe even having

1 part of it at grade would create operational problems and
2 would actually worsen the mobility for those that
3 continue to drive in the Downtown region.

4 In direct response to the previous commenter,
5 knowing what I know about Alameda Street, I don't believe
6 that's a viable option because these two options create
7 station location within the heart of Downtown, which is
8 where the people are that need the service. Alameda is
9 at the eastern edge of the Downtown area and, quite
10 honestly, there would be much more of an
11 interconnectivity issue there. To operate along Alameda
12 would require additional feeder bus service, which does
13 not now exist, in order to get from those stations into
14 the heart of Downtown.

15 For that reason, I am inclined to reject the
16 previous commenter's suggestion. And, again, we are in
17 support of the underground option which is contained
18 within the presentation.

19 Thank you.

20 MS. KERMAN: Thank you, Kymberleigh.

21 Next up, Arnold Sachs, followed by
22 Scott Sookman, followed by Nate Zablen.

23 MR. SACHS: Good afternoon. Arnold Sachs, a transit
24 rider. Your example of three transfers for a trip from

25 Pasadena to Staples Center, maybe you can explain to the

1 public why the 1.6-mile gap exists. When the Blue Line
2 was first considered in your original scoping meeting in
3 October, they mentioned that the original -- that one of
4 the possibilities was the original Blue Line plan, which
5 meant that the original Blue Line would have gone from
6 Pasadena to Union Station. Why the 1.6-mile gap exists,
7 if they would have studied that -- the Blue Line opened
8 up in 1990 -- they would have had planning to go from
9 Seventh and Metro to Union Station.

10 The new part of this project is an at-grade
11 crossing. Why somebody would consider putting the train
12 in front of City Hall, beyond me. Have you tried to get
13 into City Hall lately with the security measures? You're
14 not going to have a train there.

15 Everything old is new again. This is just
16 reselling old stuff. I'd like to point out that this
17 (indicating) is a flyer you get from Metro. Down in the
18 corner, here is an articulated bus that they discontinued
19 in 1983 (indicating).

20 They spent a billion dollars fighting a Consent
21 Decree to put more seats on buses. Then in the years --
22 in early 2000, they came out with new articulated buses.
23 I can't imagine Metro's going to spend 10 million dollars
24 on tunneling equipment to build tunnels from Seventh and

25 Metro to Union Station and not be able to use that

1 equipment again.

2 And just remember, by not building this part of
3 the tunnel in the beginning, it changed the whole
4 infrastructure for the Metro plan and for the Red Line
5 also.

6 Thank you.

7 MS. KERMAN: Thank you, Mr. Sachs.

8 Next up, Scott Sookman, followed by Nate Zablen,
9 followed by B.H. Allen.

10 MR. SOOKMAN: Hello. My name is Scott Sookman. I
11 live Downtown.

12 As far as the last commenter goes, I think we
13 probably would be here until the sun went down if we went

14 into all the reasons why the Blue Line was not connected
15 and constructed to Pasadena in 1990, but there probably
16 were three reasons at the time, and those were politics,
17 politics, and politics. I just have a couple of points.

18 Looking at this system and what it does, I think
19 it's a very good value for the money. If you look at
20 most Metro systems around the world, what a lot of them
21 or most of them do is they have services sharing the same
22 tracks, and that's what this would allow the Metro system
23 to do; provide trains going to different destinations,

24 sharing the same tracks, and that adds a lot of utility
25 to the system as a whole. It allows people different

1 choices in destinations and where they're going. And
2 now, since we're going to have a line going to the east,
3 we're going to have the Expo Line going out to the west,
4 we've got almost every point of the compass covered once
5 those open, so in order to connect all those points of
6 the compass, this is a very good project.

7 It has to be underground. Quality doesn't cost.
8 It pays, since we have the Measure R funds available,
9 since we have hopefully some Stimulus Funds from the
10 Federal government available also.

11 Let's invest in a grade-separated route, the
12 Regional Connector underground, and let's add a lot of
13 utility to the Metro Rail System and let's make it a
14 world-class rail system.

15 Thank you.

16 MS. KERMAN: Thank you, Mr. Sookman.

17 Next up, Nate Zablen, followed by B. H. Allen,
18 followed by Tracey Chavira.

19 MR. ZABLEN: I'm Nate Zablen, and I'd like to suggest
20 the underground alternative to me would be the best. It
21 would avoid a lot of the traffic and possible delays you
22 get with the demonstrations and pedestrian traffic, so I
23 think the underground alternative is preferable.

24 On the other hand, though, I do think there

25 should be a station closer to the Civic Center; in other

1 words, City Hall, the Federal Building, the Federal
2 Courthouse. You have a lot of potential riders there and
3 there's a lot of traffic.

4 I think the present station on Second Street is
5 a little far from the center and I think to attract a lot
6 of riders and make it work, we need people commuting.
7 They should have it right near the City Hall area and the
8 Federal building.

9 Also, I think it should be possible for a
10 transit rider to take the train from Pasadena and go all
11 the way to Santa Monica. I think there should be through
12 trains not only from Pasadena to Long Beach, but from
13 Pasadena to the Westside. I think that would encourage a
14 lot of riders and make it easier; and, also, to
15 University of Southern California, an important employer
16 in this area, which a lot of people work for.

17 So I think these are alternatives to be
18 considered and, also, it's important to get that station
19 as close as possible to the Disney Hall and the Music
20 Center so you can just get out of that station and just
21 walk up to it.

22 This is a little bit further, but I think -- I
23 favor the underground alternative, but I think there
24 should be some moderations to encourage a greater

25 ridership and make it more convenient for people from

1 other parts of the region to get through and go take the
2 train all the way to their destination, not having to
3 transfer.

4 Thank you very much.

5 MS. KERMAN: Thank you, Mr. Zablen.

6 Next up, B. H. Allen, followed by Tracey
7 Chavira, and I'd like to invite anyone else that would
8 like to speak to fill out a card. You can raise your
9 hand.

10 Mr. Allen?

11 MR. ALLEN: For the court reporter, my name is
12 spelled B-r-y-a-n A double l-e-n.

13 Obviously, the helmet advertises that I am a
14 nonmotorist bicyclist. I have painful experience through
15 nearly 31 years, since I was a young adult in 1978,
16 observing the institutional and bureaucratic failures in
17 transit in L.A. and Orange Counties.

18 The LACTC first studied the Downtown connector
19 in the Pasadena Line at UNO Initiative in 1986, not 1990,
20 ma'am, and in the Long Beach Line from 1982 to 1985.

21 MTA failed to tell you, ladies and gentlemen,
22 today's purpose is not to ask you your opinions on what
23 should be built, but to seek --

24 MS. CASE: Mr. Allen, I've stopped the timer. I've

25 stopped the timer. You need to move your mouth away from

1 the speaker so the reporter and the public can hear your
2 comments.

3 MR. ALLEN: -- but to seek your opinions on what
4 should be included in this scope or range of information
5 of the future environmental document. The State's CEQA
6 and Federal NEPA prescribe what must be included. I have
7 personally reviewed key parts of the regulations in Title
8 14, California Code of Regulations, and Title 40,
9 California Code of Regulations. By a show of hands,
10 raise your hands, how many of you also have read those
11 regulations? I thought so.

12 CEQA prohibits even considering social impacts
13 for most purposes; only the significant adverse effects
14 upon the physical environment. Did you know that if you
15 fail to address that, MTA will ignore you or respond with
16 "comments noted," end quote? I bear personal eyewitness
17 to that fact.

18 Courts have repeatedly held that environmental
19 comments are evidence which the decision makers must
20 consider in addition to other evidence in deciding what
21 they want to do and the project characteristics. Here,
22 the jury analog is the MTA Board and the Federal Transit
23 Administrator. This phase is analogous to the litigant's
24 pretrial haggling over what evidence the jury should read

25 and no more than that.

1 Those of you who say -- again, available
2 alternative A and -- go ahead -- alternative B are like
3 those who say link alternative A and free alternative B.
4 It's premature. B is mature and ideal with the evidence
5 required.

6 MS. KERMAN: Thank you, Mr. Allen.

7 Tracey Chavira. And, Tracey, before you start,
8 do I have any more cards? You're all welcome to fill out
9 a card. We're happy to take your comments.

10 MS. CHAVIRA: Good afternoon. Tracey Chavira,
11 Central City Association. Let me begin by acknowledging
12 Metro staff for keeping the process moving along so
13 steadily. Metro staff and consultants have been
14 extremely responsive to CCA's membership and generous
15 with your time, so thank you so much for that.

16 After participating in the analysis process and
17 analyzing all 33 or so built options, CCA supports the
18 underground option, which for a relatively small
19 difference in cost will generate great benefits.

20 While recognizing the need to study all four
21 options, I would like to take this opportunity to explain
22 why we favor the below-grade option.

23 First, it will be impervious to above-ground
24 incidents, making it the most reliable option for

25 commuters. Second, it's expected to garner the most

1 transit riders. Third, it won't create street-level
2 visual clutter, which might interfere with revitalization
3 of parts of Downtown. Finally, the regional sector will
4 be competing for Federal funding for its completion.

5 The underground alternative has the best
6 transportation system user benefit score, making it the
7 best prospect for obtaining medical funding.

8 We urge you to move this project forward quickly
9 and not go beyond the 45-day public comment time period,
10 since speedy approval will save the County money and get
11 people moving sooner.

12 Thank you for the opportunity to make these
13 comments.

14 MS. KERMAN: Thank you, Tracey.

15 Do I have anyone else wishing to speak? If so,
16 if you could raise your hand, we'll get you a card.

17 It is now -- thank you. Xavier Grobet?

18 MR. GROBET: Please. Hi. Name is Xavier Grobet.

19 I'm a resident here in Downtown and I think the
20 underground proposition is the most interesting. I think
21 it's -- if something -- if an investment like this is
22 going to be done, it should be something that is going to
23 last for a long, long time, and that's what's going to
24 give us the most benefit. But in the meantime, before

25 that happens, maybe a no-build possibility should be

1 addressed while this is all done. I mean, there could be
2 a shuttle service or something that starts doing that
3 service from now on until the other option is finished.

4 Thank you.

5 MS. KERMAN: Thank you very much.

6 Roger Christensen?

7 MR. CHRISTENSEN: My name is Roger Christensen. I am
8 the chairman of Metro Citizen Advisory Council. We have
9 not yet weighed in on the mode for Regional Connector.
10 We are a great fan of the project and I would -- we're
11 busy -- today we're excited about what's going to happen
12 with Exposition, of course. That decision is today.

13 You know, all it takes is one fender bender, one
14 vehicle making a wrong left turn in this project, and the
15 entire light-rail system is shut down from Pasadena to
16 Santa Monica, to the eastside, to, you know, whatever.

17 When you're dealing with two-minute or
18 2.5-minute headways, you really have to have grade
19 separation, not only for the safety of the passengers,
20 but just for the efficiency of the system, and this is
21 the missing link. This is the four-level interchange
22 that the light-rail system has always needed for
23 Downtown. It's not a Downtown project. It's a great

24 benefit to the entire region.

25 Thank you.

1 MS. KERMAN: Thank you, Mr. Christensen.

2 Christian Allen.

3 MR. ALLEN: Yeah. Good afternoon, everybody. My
4 name is Christian Allen and I just want to keep it kind
5 of short, but I'm not actually -- I actually do kind of
6 support the underground project because, honestly, it's a
7 lot more efficient. And personally, as a Laker fan,
8 trust me, say they win the championship. Do you really
9 want to see Kobe Bryant on a parade bus getting hit by
10 the 12:25 train to Long Beach? That's all I've got to
11 say.

12 MS. KERMAN: Thank you very much.

13 It's now almost 1:00 o'clock. We are going to
14 be here until 1:30 taking comments, so if you decide in
15 the next half-hour you'd like to speak, we'd be delighted
16 to hear you.

17 There are further ways that you can continue
18 during the next period of days through May 11th to
19 provide us with your comments. There is a comment form
20 that I believe is at the registration desk -- you may
21 have received it -- which you can either fill out today
22 or you may e-mail, fax, or mail it to us. You may go on
23 our website, www.metro.net/regionalconnector and visit
24 the website and make comments that way. You may also

25 e-mail us at regionalconnector@metro.net.

1 We will be engaging the community throughout
2 this environmental process and I encourage you to visit
3 the website and stay posted that way. Please make sure
4 that we have your most current information on file so
5 that we can keep you posted by e-mail, by mail, what have
6 you.

7 And with that, I thank you all for coming.
8 You're welcome to be with us the next half-hour and,
9 again, thank you for taking time during your busy
10 schedule to find out what we're doing here today.

11 Thank you.

12 (Recess)

13 MS. KERMAN: Ladies and gentlemen, I understand we
14 have one more comment. Maria de Lourdes Gonzales?

15 MS. GONZALES: Good afternoon, everybody.

16 About two or three days ago, I found the
17 pamphlet. I use MTA on a regular basis and when I found
18 out that there was going to be a presentation here today,
19 I came here today because I was in the building and I
20 came to express my concerns and my questions in regards
21 to some of the frustrations that we have as users on the
22 MTA, and I'm very happy that I have the opportunity to
23 comment and speak on some of these points.

24 I've sent a letter through the Internet and they

25 sent me a really nice response, but the point is not to

1 get just a response, but that they do take into
2 consideration all of the issues that we have as users.

3 When I sent my letter, I wrote down four points,
4 but I'm only going to talk about three of them. One of
5 them is that it's very difficult to understand why we
6 have to wait so long for the bus, and sometimes one to up
7 to four buses have passed in the same route. I wish I
8 had a camera on me then so that I could take a picture
9 and show what I mean. That's one of my points.

10 Another is that there be better coordination
11 between the buses between one stop and another stop.

12 Another point is that when we have the rapid
13 bus, to have better coordination on the stops that are
14 not rapid buses. Some are on one side of the street and
15 others are on the other side or opposite sides of the
16 street.

17 During the daytime, it's easier -- during the
18 daytime, it's easier to be able to see a bus from far
19 away. And I don't have great eyesight so I have to be on
20 the lookout; but in the evening, it's a lot more
21 difficult when I have to look far away and I have to run
22 after a bus. It's a lot more dangerous in the evening,
23 or to just have to stand there and wait for the next bus
24 to come, and service isn't as frequent in the evening.

My third point is that we have to have better

1 coordination. The Wilshire line, the 920 -- that when
2 they implement a new line, then they remove an old line
3 that goes to Santa Monica. To have a better coordination
4 with the buses, the new bus lines that are being
5 implemented and the old bus routes, so that there's
6 better service for everybody who travels. I don't
7 understand why there is not better coordination between
8 the different bus lines and the different bus routes.

9 I'm in favor of the system, but that there's
10 also just a better coordination between the buses and the
11 lines.

12 Thank you for your time.

13 (Proceedings concluded at 1:35 p.m.)

14

15

16

17

18

19

20

21

22

Comment Matrix					
Date	Agency	LName	City	State	Format
03/18/09	FEMA: Homeland Security	Blackburn	Oakland	CA	Letter
03/24/09		Liang			Web
03/24/09		Rozalsky	Los Angeles	CA	Email
03/27/09		Sterling	Pasadena	CA	Email
03/30/09		Aldava	Pasadena	CA	Comment Card
03/30/09		Alpern			Speaker
03/30/09	Dorsey High Alumni Association/Fix Exposition Coalition	Bagby, SR			Speaker
03/30/09		Frescar	Rosemead	CA	Comment Card
03/30/09	Los Angeles Sheriff Dept.	Grein			Web
03/30/09	Senior Building Sheppard Senior Manor	Jones	Los Angeles	CA	Speaker
03/30/09		Kassimir			Speaker
03/30/09		King			Comment Card
03/30/09		Lipson			Comment Card
03/30/09		Metcalfe			Comment Card
03/30/09		Metcalfe			Speaker
03/30/09	USC Viterbi School of Engineering	Msdhkati			Speaker
03/30/09		Newton			Speaker
03/30/09		Suvaroporn			Speaker
03/30/09		Thompson	Altadena	CA	Comment Card
03/30/09	Citizens for Better Mobility	Thomson	Altadena	CA	Speaker
03/30/09	CalPirg, USC Chapter	Walker			Speaker
03/31/09		Covarrubias			Speaker
03/31/09		Hsu	Pasadena	CA	Comment Card
03/31/09	TRAC/NAPR/PRS	Johnson	Chino	CA	Comment Card
03/31/09	Transit Coalition	Lam			Speaker
03/31/09		Laue			Speaker
03/31/09	Citizens for Better Mobility	Leacock	Pomona	CA	Comment Card
03/31/09	Citizens for Better Mobility	Leacock	Pomona	CA	Speaker
03/31/09	Los Angeles Trade Tech	Powers			Speaker
03/31/09		Ruben			Speaker
03/31/09		Shafer			Speaker
03/31/09		Squires	Glendale	CA	Email
03/31/09		Sweet	Altadena	CA	Comment Card
03/31/09		Taffoni	Alhambra	CA	Speaker
03/31/09		Taffoni-Burke			Speaker
03/31/09	Citizens for Better Mobility	Thomson	Altadena	CA	Comment Card
03/31/09	Citizens for Better Mobility	Thomson	Altadena	CA	Speaker
03/31/09	Transit Coalition	Wright			Speaker
03/31/09		Yen	Pasadena	CA	Comment Card
04/1/09		Adelman	Los Angeles	CA	Speaker
04/1/09		Agnew			Speaker
04/1/09		Allen			Comment Card
04/1/09		Allen			Speaker
04/1/09	LA Streetcar	Allen			Speaker

Comment Matrix					
Date	Agency	LName	City	State	Format
04/1/09	HCBID	Brown			Speaker
04/1/09		Bytof	Los Angeles	CA	Comment Card
04/1/09	Higgins Building Homeowners Association	Engellenner			Comment Card
04/1/09	Riley Management Company	Glass			Speaker
04/1/09	Little Tokyo Senior Residents Association	Katayama	Los Angeles	CA	Comment Card
04/1/09	LT Senior Residents Association	Katayama			Speaker
04/1/09	Higgins Loft	Kim	Los Angeles	CA	Speaker
04/1/09	LTCAC	Kumamoto			Speaker
04/1/09		Mozzer	Los Angeles	CA	Comment Card
04/1/09	Friends of Little Tokyo Library	Nagano			Comment Card
04/1/09	Nisei Week Foundation/LTCC	Okazaki	Los Angeles	CA	Speaker
04/1/09	Japanese American National Museum	Oshima	Los Angeles	CA	Comment Card
04/1/09	Friends for Exposition Rail	Pass	Tarzana	Ca	Comment Card
04/1/09	Friends for Exposition Rail	Pass	Tarzana	CA	Speaker
04/01/09	Native American Heritage Commission	Singleton	Sacramento	CA	Letter
04/1/09	Higgins Building Homeowners Association	Springhetti			Speaker
04/1/09	NARP	Stern			Speaker
04/01/09		Stewart	Los Angeles	CA	Email
04/1/09	Little Tokyo Service Center and Community Council	Yoshimura	Los Angeles	CA	Comment Card
04/2/09		Allen			Speaker
04/2/09		Allen			Speaker
04/2/09	Central City Association	Chavira			Speaker
04/2/09	Metro Citizens Advisory Council	Christensen	Sherman Oaks	CA	Comment Card
04/2/09	Metro CAC	Christensen	Sherman Oaks	CA	Speaker
04/2/09		De Laudes Gonzalez			Speaker
04/2/09		Grobet			Speaker
04/2/09		Kay			Comment Card
04/2/09		Kortum	Los Angeles	CA	Comment Card
04/2/09		Laventure	Los Angeles	CA	Comment Card
04/2/09		Reily	Los Angeles	CA	Comment Card
04/2/09	Southern California Transit Advocates	Richards			Speaker
04/2/09		Sachs			Speaker
04/2/09		Sookman			Speaker
04/2/09	Citizens for Better Mobility	Thomson	Altadena	CA	Speaker
04/2/09	Breathe LA	Witzling	Los Angeles	CA	Comment Card
04/2/09		Zablen			Speaker

Comment Matrix					
Date	Agency	LName	City	State	Format
04/04/09		Johnston	Chino	CA	Letter
4/04/09		Johnston	Chino	CA	Letter
04/04/09		Peña	Montebello	CA	Letter
04/05/09		Mozzer	Los Angeles	CA	Email
4/9/09		Barboza			Email
4/10/09	Japanese American National Museum	Goller			Email
4/10/09		Schumacher			Email
4/15/09		Alossi	Los Angeles	CA	Email
4/21/09		Kassimir			Email
04/25/09		Mozzer	Los Angeles	CA	Email
4/27/09		Costales Jr.			Email
04/28/09		Tsakada Germain	Los Angeles	CA	Email
4/29/09		Yeh	Los Angeles	CA	Email
4/30/09	City of Culver City	Malsin	Culver City	CA	Letter
04/30/09		Pena	Montebello	CA	Letter
05/01/09	Los Angeles County: Community and Senior Services	Nguyen	Los Angeles	CA	Email
5/1/09		Sergeant			Email
5/4/09	U.S District Court	Hernandez-Torres			Email
5/4/09		Walker	Los Angeles	CA	Email
5/5/09		Kumamoto			Email
05/05/09		Porter	Los Angeles	CA	Web
05/06/09		Crossfield	Los Angeles	CA	Email
05/06/09		Fong	Los Angeles	CA	Email
05/06/09		Ng			Email
05/07/09		Fujita			Email
05/07/09		Hand			Email
05/07/09		Tooley	Los Angeles	CA	Email
05/08/09		Gunter			Email
05/08/09		Santangelo			Email
05/08/09		Squires			Email
05/09/09		Hashimoto	Los Angeles	CA	Letter
05/09/09		Popov			Email
05/10/09		Berk	Los Angeles	CA	Letter
05/10/09		Farrington			Email
05/11/09	Little Tokyo Community Council	Aihara			Letter
05/11/09		Allah			Email
05/11/09		Damrath	Los Angeles	CA	Letter
05/11/09	City of Los Angeles: Community Redevelopment Agency	Estalano	Los Angeles	CA	Letter
05/11/09		Garibay	Los Angeles	CA	Email
05/11/09	City of Los Angeles:	Hu			Letter

Comment Matrix					
Date	Agency	LName	City	State	Format
	Department of Transportation				
05/11/09		Nishimura			Email
05/11/09		Nolan			Email
05/11/09		Okazaki			Email
05/11/09	McCourt Group LLC	Sunkin	Los Angeles	CA	Letter
05/11/09	Go For Broke	Tanaka			Email
05/11/09		Volk			Email
05/11/09	MOCA	Wiseman	Los Angeles	CA	Letter
05/13/09	Union Church	Endo	Los Angeles	CA	Email
05/13/09		Massicci			Email
05/14/09		Uyeda			Email

Letter Comments

March 30, 2009

Dolores Roybal Saltarelli
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
Dear Ms Roybal Saltarelli,



Please accept this as official notice by the City of Culver City and the Culver City Redevelopment Agency that we wish to become a participating agency in the Environmental Review Process for the Regional Connector Transit Corridor Project, as invited to do so by your letter of March 13, 2009.

Respectfully,

A handwritten signature in blue ink, appearing to read "Scott D. Malsin".

Scott D. Malsin
Mayor
City of Culver City

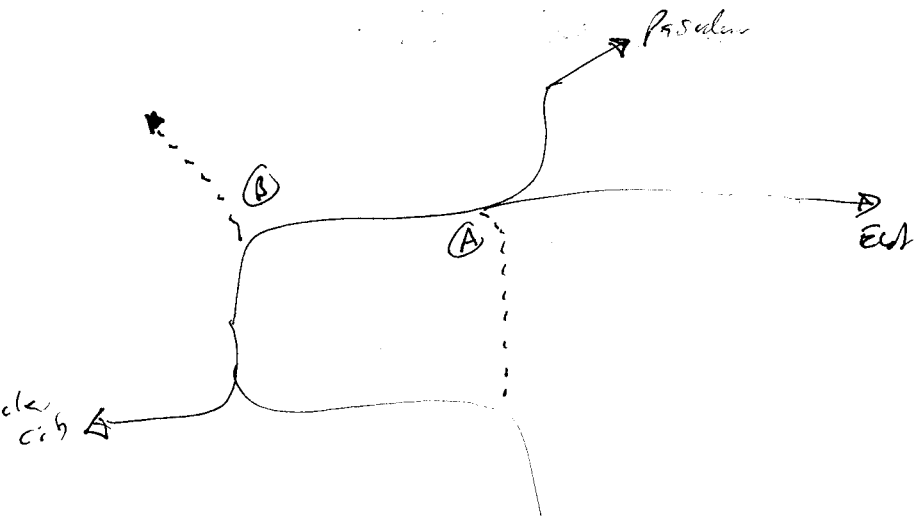
Cc: Jerry Fulwood, City Manager

4/9/09

Please consider (2) knock out Panels

- ④ At the curve at 2nd / Central
Will create Easy Access Down Central Ave
to make for shortcut down to Washington
(shortcut to south)
- ③ Another near 2nd / Grand - for future
Access to Northwest Area - Echo Park -
Silver Lake - on the Glendale or Hollywood

These "Wyes" on the 2 corners
create a "Box" around Downtown LA
makes easier for future services



- ✓ Thank you for the Important
Thought on this
- ✓ Tunnel all the way -
no Above ground
no BUS
- ✓ Just Build this quicker
7-10 yrs is Ridiculous!

Mark Johansz
4185 Van Buren St
Chino, CA. 91710

2015 W. Hellman Ave
Alhambra, Calif
91803 - 3821
6 May, 2009

Dear MS. D. ROYBAL SALTARELLI

This letter pertains to the Downtown Interconnector from Union Station to METRO Seventh and Figueroa. Having attended several of your meetings during the past year - I may add, they were very informative, indeed. - Thanks! so. My conclusion remains even more so. It must be a subway. The light rail line must go underground. It may be more expensive to build, but in the long run pay for itself, many times over.

Not only will it alleviate much of the mounting traffic in our Central City, but make it more liveable, interesting + fascinating. That is what we need.

I remember your Grandfather very well. If for any reason you need to reach me - my ~~left~~ telephone number is 1-626-284-6958. Gracias por todos

Sincerely,
Albert Jaffoni



THE MUSEUM OF CONTEMPORARY ART 250 South Grand Avenue Los Angeles, CA 90012
tel 213/621-2766 fax 213/620-8674 moca.org

May 11, 2009

Ms. Dolores Roybal Saltarelli
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Saltarelli:

The Museum of Contemporary Art (MOCA) has been a member of the Little Tokyo community since the opening of the Temporary Contemporary (later renamed The Geffen Contemporary at MOCA) in 1983. The building, which was converted from a warehouse space to a gallery by renowned architect Frank O. Gehry, has received international acclaim and provides 45,000 square feet of gallery space for the museum. Located just inside the Little Tokyo redevelopment area in downtown Los Angeles and adjacent to the First Street Historic District in Little Tokyo, The Geffen Contemporary at MOCA has had a major influence on the community and surrounding businesses with visitors totaling, on average, 125,000 per year. The Museum is greatly concerned about the *Regional Connector Transit Corridor Final Alternatives Analysis Report* dated 2009.

While we understand the importance of an effective regional transit system we feel the alternatives indicated in the above referenced report will have a negative impact on the Little Tokyo community unless the following specific issues are studied, analyzed and resolved to the satisfaction of the area businesses and cultural institutions:

1. *Impact of Construction on the visitor experience:* With the construction scheduled to continue over a period of 4-5 years, we are concerned that the re-routed traffic will have a negative long-term impact on our visitors' ability to access both the Museum and the surface parking lots in the area. We are also concerned about the location and physical area required to stage materials and equipment related to this construction. Furthermore, we feel the noise pollution caused by continued construction in the immediate area will impact the visitor experience coming from and going to the Museum as well as during the actual Museum visit.
2. *Impact of Construction on the Museum Collection:* Vibrations caused by construction can have a negative impact on sensitive collections stored or on display at the Museum. Although precautions are always taken regarding seismic concerns, the continued vibrations caused by construction could potentially damage delicate works, resulting in expensive conservation repairs and hindering our ability to accept loaned art from donors or other institutions.

3. *Impact on Property Owners:* The potential loss or reduced property value of long-time stake holders within the Little Tokyo community must be considered and, if necessary, must be equitable.
4. *Impact on Local Businesses:* The effect of re-routed traffic, as a result of lengthy construction, will have a tremendously detrimental impact on local businesses.

Although we believe in the importance of the Connector Transit Corridor to the overall well being of the city at large, we feel these issues need to be addressed regardless of which alternative is chosen. We appreciate the efforts of the Metropolitan Transportation Authority to keep the community informed and look forward to working with you to resolve these issues prior to the commencement of any construction.

Sincerely,

Ari Wiseman
Deputy Director

May 11, 2009

Ms. Dolores Roybal Saltarelli, AICP, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Los Angeles, CA 90012

RE: Regional Connector Transit Corridor Scoping Process

Dear Ms. Roybal Saltarelli:

The Los Angeles Dodgers are pleased to be given this opportunity to comment on the scope for the Regional Connector Transit Corridor DEIS/DEIR. Based on the scoping presentation, it is our understanding that the project would allow direct connections (without the current multiple transfers) for rail riders traveling between Pasadena and Long Beach and between Culver City and the Eastside. The project would result in significant travel time savings for rail riders, make regional rail travel more convenient, and increase new transit trips by 8,000-10,000 boardings per day.

The Los Angeles Dodgers welcome the possibility of a fixed-guideway transit project that is intended to improve mobility within the downtown area by connecting to the light rail service of the Metro Gold Line to Pasadena, the Metro Gold Line to East Los Angeles, the Metro Blue Line, and the Metro Expo Line. The Dodgers are extremely concerned about the effect of roadway congestion on regional mobility and accessibility and favor transit projects that address these critical issues.

Dodger Stadium is located approximately one mile north of downtown Los Angeles. Each year, the Los Angeles Dodgers play 81 regular season games at Dodger Stadium as well as exhibition and, if required, playoff games. In 2009, Dodger Stadium also played host to the World Baseball Classic Semifinal and Final. Numerous other events, such as concerts, are hosted at Dodger Stadium throughout the year. For each event, tens of thousands of individuals travel to and from Dodger Stadium. The private automobile is the primary mode of travel due to its location away off the traditional transit grid. Making public transit a viable transportation option to Dodger Stadium is a primary goal of the Dodgers. Attractive and useful public transit would make Dodger Stadium an extension of Downtown Los Angeles.

The Next 50 plan is a vision and investment for Dodger Stadium over the next half century. Under this plan, Dodger Stadium will become more accessible, attractive and inviting, not just during games, but before and after games, on non-game days and during the off-season. Public transit will need to be a primary mode of access under this vision.

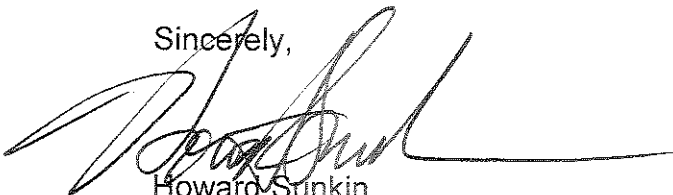
Letter to Dolores Roybal Saltarelli
RE: Regional Connector Transit Corridor Scoping Process
May 11, 2009
Page Two

Upon careful consideration of the three project alternatives (in addition to a No Build Alternative), the Los Angeles Dodgers believe that the Underground Emphasis LRT Alternative would best achieve the project's stated goals and offer the best opportunity to eventually link Dodger Stadium and downtown via rail. The TSM Alternative does not satisfy the project's stated goals. The At-Grade Emphasis LRT Alternative would achieve the project's stated goals but would not offer the same level of benefit as the Underground Emphasis LRT Alternative. The at-grade portion of this alternative could result in increased traffic congestion in the downtown area, resulting in decreased mobility for motorists. The Underground Emphasis LRT Alternative would achieve the project's stated goals and would not result in secondary impacts.

We would like to encourage Metro to focus on the Underground Emphasis LRT Alternative. Under this alternative, a suitable connection from Bunker Hill to Dodger Stadium could be provided under short- and long-term scenarios, which would benefit fans and employees, and help to alleviate roadway congestion on regional mobility and accessibility. This alternative would be the best way forward in providing attractive and useful public transit to Dodger Stadium. The connection could initially consist of a shuttle bus and ultimately a fixed-guideway rail system (combination of subway & elevated). A rail connection between downtown and Dodger Stadium is a vision we hope to realize in the future.

The Los Angeles Dodgers are looking forward to working together with Metro on this important mobility project.

Sincerely,

A handwritten signature in black ink, appearing to read "Howard Sunkin", with a long horizontal flourish extending to the right.

Howard Sunkin
Senior Vice President, Public Affairs
McCourt Group LLC



MIKAWAYA BAKERY-CONFECTIONERY

Main Office & Factory

800 E. FOURTH STREET LOS ANGELES CALIFORNIA 90013 TEL (213) 628-6514
FAX (213) 625-0943 E-MAIL mochi1@ix.netcom.com

May 9, 2009

Ms Dolores Roybal Saltarelli
Project Manager
Los Angeles, County MTA
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms Roybal Saltarelli:

As a business that will be celebrating its 100th anniversary in 2010 and a member of various organizations in Little Tokyo, I am very concerned with the proposed Regional Connector. While I feel that improved and efficient public transportation will be vital to the future of Little Tokyo and favor the Underground emphasizes alternative via Second Street, I have strong concerns about the negative impacts that construction will have on the residents, businesses, tenants, property owners, customers, and visitors.

1. The disruption of businesses that will be directly impacted by construction. Closure of streets, stoppage of utilities, loss of customer parking spaces, noise and air pollution. There will need to be meetings with these business owners so they can plan and know in advance what to anticipate and where to call.
2. Little Tokyo has many residents, especially near Alameda, Second Street, and Central Avenue. These people will also be affected by street closures, stoppage of utilities, noise and air pollution as well as being able to cross Alameda and First Streets. With the anticipated trains crossing Alameda and 1st Street intersections "every 2 ½ minutes both ways", there will need to be a safe, efficient pedestrian crossing for Alameda and First Street, possible a escalator overpass. This should be a priority since the Gold Line will be opening this summer.
3. Loss of On-Street and Off-Street parking during construction should be mitigated, possibly by using open spaces or areas not yet in construction. After construction parking spaces should be replaced. City of Los Angeles Community Redevelopment Agency is conducting a parking study and identifying parking areas. The METRO should use that information.
4. I would support another station on the Underground emphasis alternative at Second Street, between Los Angeles and San Pedro Streets.

三河屋



In closing, I appreciate the opportunity to comment on the Regional Connector and appreciate the METRO Regional Connector team to work with the community on a on-going basis so that we can all have a public transportation system that will benefit Little Tokyo, the City of Los Angeles and all its inhabitants.

I look forward to future meetings and a continued working relationship,

Sincerely,

Frances K. Hashimoto
President
Mikawayaya

Board of Directors

Chris Aihara
JACCC
Yoshitaka Ena
New Japan Travel
Ellen Endo
Asian American Journalists
Akira Fujimoto,
Olympic Shop
Frances Hashimoto,
Mikawayaya
Kazuyuki Hoshino,
Anshindo America
Miyako Iwai
Manufacturers Bank
Bob Jannessa
Japanese Village Plaza
Shigeko Kajiya
Golden Globe Realty
Isohiro Kitahara
Pacific Commerce Bank
Michael Komai
Rafu Shimpō
David Kudo
All Japan News
Joanne Kumamoto
Kumamoto and Associates
Kats Kunitsugui
Keiro Residents
James Kurata, O.D.
Kurata Eye Care
Andrew Lee
Advance Investments
Wilson Liu
Taira Services Corporation
Takeshi Matsumoto
Takeshi Matsumoto, M.D.
Archie Miyatake
Toyo Miyatake Studio
Eiji Morishita
LT Shopping Center
Masharu Motoyama
Motoyama Enterprise
Kazunori Nakajima
Kiyono Fashions
Andy Sato
Bank of the West
Patrick Seki
Mickey Seki & Son
Yuriko Shikai
Neufeld Law Group
Yukio Shiratori
Union Bank of California
Kenji Suzuki
Suehiro Café
Takashi Usui
California Bank and Trust
Hiroshi Yamauchi
Kouraku
Robert Yasui
Robert Yasui and Associates
Tad Koizumi
Miyako Hotel
Akira Yuhara
Kyoto Grand Hotel

Little Tokyo Business Association
244 S. San Pedro St., Suite 303
Los Angeles, CA 90012

May 1, 2009

Ms. Dolores Roybal Saltarelli, AICP, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Subject: Regional Connector Transit Corridor

Dear Ms. Saltarelli:

On behalf of the Little Tokyo Business Association (LTBA), we are responding to the Regional Connector Transit Corridor Environmental Impact Statement/Environmental Impact Report (EIS/EIR) public scoping process.

The Little Tokyo Business Association is in support of the construction of the "Underground Emphasis LRT Alternative, with a Station location at 2nd Street between Los Angeles and San Pedro Streets."

In light of the positive impacts this project may bring to the greater Los Angeles community, our organization is concerned with negative implications and impacts to the current business owners, tenants, property owners and valued visitors and customers of the Little Tokyo community. The following is a list of our concerns, which mitigating measures need to be implemented and documented in the EIS/EIR:

1. **Eminent Domain:** Business owners, tenants and property owners, whose business endeavors are taken away through eminent domain are to receive fair and just treatment. Fair and just relocation costs shall be made available to those businesses displaced through eminent domain. Every effort shall be made to assist those displaced businesses and tenants who express their desires to stay in the Little Tokyo community. In addition to relocation cost, additional funding shall be made available to assist those displaced businesses with desires to stay in the Little Tokyo community.

2. **Replacement On-Street and Off-Street Parking:** All off-street parking spaces lost through eminent domain shall be replaced. All on-street and off-street parking spaces taken away during the course of construction shall be replaced.

3. **Business Interruption:** During the course of construction, every effort shall be made to minimize adverse impacts which businesses, tenants, property owners, and valued visitors/customers may encounter that prevents them from conducting reasonable business and personal activities within the Little Tokyo community. Additional funding shall be made available for those businesses, tenants or property owners whose business endeavors are adversely impacted during the course of construction. A special business interruption committee shall be established, whose membership shall include Little Tokyo businesses, tenants and property owners, along with those government agencies having jurisdiction to make policy to resolve issues arising from adverse business interruptions during the course of construction.

4. **LRT Station:** In the Underground Emphasis LRT Alternative there is a proposed a station location underground in an area at 2nd Street between Los Angeles and Main Streets. A commitment shall be made that a station will be constructed at 2nd Street between Los Angeles and San Pedro Streets, with pedestrian access at grade.

Respectfully yours;

A handwritten signature in black ink, appearing to read 'Wilson Liu', with a stylized flourish at the end.

Wilson Liu
President



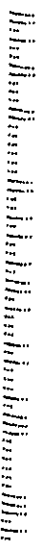
Mr. Rogelio L. Pena
1513 Loma Rd.
Montebello, CA 90640

LOMAS BEACH CA 9063

00 APR 2003 PM 4 T

DOLORS R. SALLER
APR 15 1993, 11:15 AM, MS 94-22
END CITIZENS JAZZ
LOS ANGELES, CA 90012

30012+3332



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>ROGER PEÑA</i>	
Organization/ Organización/ 団体名:	
Address/Dirección/住所・所在地: <i>1513 LOMA ROAD, MONTEBELLO, CA 90640</i>	
Telephone/Teléfono/電話: <i>323-726-8151</i>	Fax: <i>323-726-9334</i>
Email/電子メール: <i>RPEÑA@CHARTER.NET</i>	

Comments/Comentarios/コメント:

*I FULLY ENDORSE THE UNDERGROUND
LRT ALTERNATIVE FOR THE DOWNTOWN
REGIONAL CONNECTOR.*

*DOING OTHERWISE, WILL MAKE TRAFFIC
WORSE DOWNTOWN.*

*START CONSTRUCTION AND GET IT
DONE ASAP*

Reginald 4/1/04

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:

Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012

Email: regionalconnector@metro.net

Website: www.metro.net/regionalconnector



Metro

Email Comments

Jasso, Yara

From: Massicci, Lou [mailto:Lou.Massicci@hmhpub.com]

Sent: Wednesday, May 13, 2009 10:08 AM

To: 'regionalconnector@metro.net'; Roybal, Dolores

Subject: Regional Connector Transit Corridor

To whom it may concern:

As I am unable to attend the numerous "public scoping" meetings to give input on the proposed Corridor, I'd like to provide my perspective.

As a businessman who frequently travels in Los Angeles County I oppose any surface transportation being added to the already congested streets.

The corridor is not only essential; it is most welcome, and long overdue!

However, let's keep in mind that the already overstressed streets and freeways cannot support any added transportation and that includes the Connector.

The Connector must be built underground.

Let's keep the noise, the congestion away from our already congested streets and freeways.

Thanks for your careful attention to my input.

Lou Massicci, District Manager, K-12

Houghton Mifflin Harcourt / Holt Mc Dougal

(559) 324-8101

Please note my email has changed to lou.massicci@hmhpub.com

Jasso, Yara

From: Regional Connector [RSC_RegionalConnector@metro.net]
Sent: Thursday, May 14, 2009 10:11 AM
To: Roybal, Dolores; Villalobos, Monica; 'Ginny-Marie Case'; Clarissa Filgioun
Subject: FW: COMMENT

fyi

Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net



Please consider the environment before printing this e-mail

From: Union Church [mailto:unionenglish@covad.net]
Sent: Wednesday, May 13, 2009 4:51 PM
To: Regional Connector
Subject: COMMENT

METRO REGIONAL CONNECTOR COMMENT FORM

FORWARD THIS EMAIL TO:

**DOLORES ROYBAL SALTARELLI, Project
Manager, Metro
MS 99-22-2, One Gateway Plaza, L.A., 90012**

COMMENT FORM FROM GORO ENDO

NAME: **GORO ENDO**

ORGANIZATION: **Union Church of Los Angeles**

ADDRESS: **401 E. Third St. Los Angeles, CA 90013**

TELEPHONE: **(213) 629-3876, FAX: (213) 629-4091**

EMAIL: unionenglish@covad.net

COMMENT:

Will traffic from Temple s.b. on Alameda be restricted to R.T.O. at First St. and will this be applicable to both alternatives? What will be the anticipated level of services on the streets and the resulting circulation plan? This alternative may not impact the core of Little Tokyo during construction and in the future as much as the underground alternative.

UNDERGROUND ALTERNATIVE

The loss of 200 parking spaces is critical to the area. There are several non-profits in the area with surface parking areas adjacent to their premises. Will public funding be available to build additional parking on these sites with stipulations that would reserve a portion of the site for their use?

May 11, 2009

Ms. Dolores Roybal Saltarelli
Project Manager
METRO
1 Gateway Plaza
MS99/22/52
Los Angeles, CA 90012

Dear Ms. Roybal Saltarelli:

The Little Tokyo Community Council (LTCC) is a council of more than 100 stakeholder organizations dedicated to the future vitality of our historic and cultural neighborhood. On behalf of LTCC, I take this opportunity to express our concerns related to the proposed METRO Regional Connector. While we recognize the importance and need for efficient public transportation for the Los Angeles area, we believe that the proposed alignments can have irreparable negative impact on our community unless specific issues are responsibly addressed and analyzed.

The concerns of LTCC in respect to the proposed Regional Connector alternatives include:

- Impact of construction on local businesses
Disruption of business due to construction, and resulting diversion of traffic for an extended period of time can have devastating effects on small businesses.
- Loss of public parking
Loss of convenient and available parking will impact negatively on public institutions and businesses, discouraging visitors and customers.
- Impact to key Little Tokyo property owners
Potential loss and/or construction on major properties in Little Tokyo eliminate potential for future development benefiting community. Every consideration should be given to longtime community stakeholders who face loss or devaluation of property.
- Noise Pollution
On-going noise from construction negatively impacts, business, community programming, and daily activity.

- Transit Creating Physical Barrier through the Community
Above grade train and/or transit hub will potentially create a physical barrier, cutting off portions of the community and inhibiting travel and access.

We also take this opportunity to convey our strong recommendation that any Connector Alignment option must incorporate a Little Tokyo Station-West in order to promote Little Tokyo as a destination, providing convenient access for our patrons and workers.

Construction of the Connector above or below grade should be an enhancement to the community, and we strongly urge that issues of urban design, creative utilization of surrounding areas, in terms of development, public art, etc are incorporated into the project.

We appreciate the efforts by METRO to keep the community informed as to the progress of this project, and look forward to a continued close working relationship.

Sincerely,

Chris Aihara
Chair
Little Tokyo Community Council

LTCC Board of Directors

Bill Watanabe, 1st Vice Chair, Little Tokyo Service Center
Alan Kumamoto, 2nd Vice Chair, Kumamoto Associates
Frances Hashimoto, Co-Secretary, Mikawayaya Confectioners
Ken Kasamatsu, Co-Secretary, Pacific Commerce Bank
Eric Kurimura, Treasurer, Los Angeles Homba Hongwanji Buddhist Temple
Tom Kamei, Immediate Past Chair, Japanese Chamber of Commerce of So. CA.
Noriaki Ito, Past Chair, Higashi Honganji Buddhist Temple
Howard Nishimura, Past Chair, Tokyo Villas Homeowners Association
Ellen Endo, Little Tokyo Business Association
Goro Endo, Union Church of Los Angeles
Brian Kito, Fugetsu-do and Little Tokyo Public Safety Association
Jeff Liu, Visual Communications
Kei Nagao, J-Town Voice
Tatsushi Nakamura, Japanese Prefectural Association
Mike Okamoto, Asian American Architects & Engineers Association
Wilbur Takashima, Little Tokyo Teramachi Owners Association
Satoru Uyeda, S. K. Uyeda Investments
Hiroshi Yamaguchi, Japanese Pioneer Community Center
Akemi Kikumura Yano, Japanese American National Museum
Evelyn Yoshimura, Little Tokyo Residents Association

cc: Irene Hirano, Past Chair, Japanese American National Museum

-----Original Message-----

From: PJ Costales [mailto:pjcostales@gmail.com]

Sent: Monday, April 27, 2009 12:25 PM

To: Regional Connector

Subject: letter from a new downtown resident

Hello,

I am a new resident of the Higgins that believes in the revitalization of downtown. I think its a great idea to make public transportation a top priority and I applaud the council for looking to all avenues possible to make LA less automobile reliant...

With that said, I do believe that in it's current state, Downtown LA is difficult to navigate with all the one way streets and 2nd street is one of the few 2 way streets in the city. Creating an at-grade connector would severely disrupt traffic flow, divide a neighborhood, and cause that part of the city, with the soon to be added, little tokyo/arts district stop, congested beyond today's standards. Isn't creating public transportation supposed to decrease congestion instead of add to it?

I will be pushing for an underground station; one that would keep the confusing rails, electric lines, and street cars off the streets, and provide a needed safety to drivers, pedestrians and rail commuters. To add, this would be more aesthetically pleasing and would cut down on noise pollution. While I understand that this means would be more expensive, in the long run I believe it would be economical creating something that the city can use for 20+ years in the future... if we're going to do it, lets do it right with the quality. Let's not just create something that would ease the problem now... lets get rid of the problem and let's keep it gone for the future...

I hope someone reads this and a light switch goes off. I hope someone thinks about what downtown could be and how we have the opportunity to do something write for the future and not just for today. Please consider all the above and put yourselves in the shoes of the residents and employees of downtown that see what a great community this can be and the golden future that can take place if things are done right and not just done in haste...

Thank you for your time,

Pamelo E. Costales Jr.

A proud downtown resident

May 11, 2009

Dolores Roybal Saltarelli,
Project Manager
LACMTA
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Comments on the Regional Connector Scoping for EIS/EIR

Thank you for giving me the opportunity to comment on the Scoping Information related to the EIS/EIR for the Regional Connector. I made some oral comments at the public meeting held at JANM on April 1st, but I wanted to follow-up with additional comments about scoping issues on the proposed Regional Connector Alternatives that need to be addressed, as follows:

At-Grade Alternative

The Scoping meetings and the materials did not clarify how the at-grade would be designed and operate along 2nd Street, nor on Main St. and Los Angeles St. There are also several driveways along this alignment that needs to be fully analyzed for safety; these driveways include access to the new LAPD headquarter building, the new LAPD jail, Caltrans building, City Hall, City Hall East, and the Kyoto-Grand Hotel.

The capacity of the intersections along the alignment also need to be carefully analyzed. There will be a significant reduction in street width on 2nd Street, since it's currently only 36 feet to 40 feet wide. The remaining single lane available on 2nd Street may be inadequate to offer the width needed for proper circulation for the area and additional street widening may be needed, or it may also have to operate as one-way, including inside the 2nd Street Tunnel.

Although the split station is offered at the Civic Center next to City Hall, the Little Tokyo community would rather have a station in Little Tokyo, because the City Hall site is too far away. The Civic Center site would only be used during the week days, but would not be used at nights, weekends and on Holidays. Therefore, Metro should consider another station site on 2nd Street that would better serve the residents of Little Tokyo and the customers who come to the Little Tokyo businesses.

At-grade alternative for the Downtown Connector is very problematic because of potential accidents and the lack of operational reliability. Metro should also be aware that LAPD often closes Civic Center area streets due to demonstrations, and Little Tokyo community closes streets for their Annual Nisei Week Grand Parade that affect surrounding streets as well. Since the Parade Route includes Los Angeles Street, where the LRT alignment runs, the Little Tokyo community does not support the at-grade alternative.

Construction impacts are a major concern for the Little Tokyo community. The traffic impacts, and impacts to businesses during construction, noise and dust are all concerns that need to be fully disclosed, analyzed, and fully mitigated.

Subway Alternative

The Scoping meetings also did not clarify the details of the subway alternative as it relates to how it would be designed and operated at the intersection of 1st and Alameda St. It is my understanding that Alameda St. will be grade separated below 1st Street, but that the rail connections will all be at-grade. I suggest that the grade separation project be the first phase of work to minimize the overall impact. Furthermore, it was said that there will be grade separated pedestrian crossing of the tracks, as well as frontage roads along Alameda St. Traffic modeling and simulation of the traffic and trains would be necessary to convince me and the community that the intersection could operate satisfactorily, even with the grade separation. Furthermore, it would be necessary to maintain and allow street level crossings in all directions for pedestrians at the intersection.

There are concerns about the impact of the tunneling work under 2nd Street, particularly if utility relocation work impacts the intersection of 2nd and Central Avenue. The businesses as well as the community have concerns with traffic and parking impact during construction the ability to conduct their businesses.

The owner of the property where Metro intends to stage construction and where the tunnel boring machine will be set is a friend of the Little Tokyo community, so the community is concerned about how Metro will treat the owner. Would it be possible to have the owner partner with Metro for any development project at the site?

Station construction on 2nd Street is another concern to the community, since it involves a cut and cover technique. The Nisei Week Parade is held in August, and that has a Route along 2nd Street, so the community is concerned about not being able to have the Nisei Week Grand Parade, unless construction is coordinated to avoid that disruption. Furthermore, the community would like to see the subway station closer to Little Tokyo, say an entrance at Weller Court, rather than where it's currently proposed behind the Caltrans building. That's because when taking the train from East LA, the station spacing would already be more than a mile at Alameda Street. I believe that there should be two stations on 2nd Street, one closer to Little Tokyo, and second one closer to Hill Street on the east side of Bunker Hill. The community believes that it's important to have the Little Tokyo Station close to 2nd and San Pedro St. for security reasons, and in order to properly serve the residents and the business patrons at nights and weekends.

Thank you for the opportunity to comment on the Scoping for the EIS/EIR for the Regional Connector.

Sincerely Yours,

James M. Okazaki

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Pasadena Scoping Comments on
Metro Regional Connector**
Date: May 7, 2009 3:50:05 PM PDT
To: 'Clarissa Filgioun'
<clarissa@therobertgroup.com>, 'Ginny-Marie
Case' <Ginny@TheRobertGroup.com>, Arcelia
Arce <arcelia@therobertgroup.com>
Cc: "Roybal, Dolores" <ROYBALD@metro.net>
▶ 1 Attachment, 636 KB



Please post to eRoom.

From: Yamarone, Mark [<mailto:MYamarone@cityofpasadena.net>]
Sent: Thursday, May 07, 2009 1:33 PM
To: Regional Connector
Cc: Paige-Saeki, Jennifer; Fuentes, Theresa; Dock, Fred
Subject: Pasadena Scoping Comments on Metro Regional Connector

Dear Ms. Roybal-Saltarelli,

Thank you for the opportunity to provide comments related to the Notice of Preparation and public scoping for the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) for the Metro Regional Connector Project. Based on our review of the scoping documents, we are requesting the following potential project impacts be considered and analyzed in the DEIS/DEIR.

1. Ridership analysis for trips from Pasadena for the alignment that provides the most direct connections to employment centers in Downtown Los Angeles, eliminating the need for Gold Line passengers to transfer to the Red Line.
2. Ridership analysis for trips from Pasadena for the alignment that provides the fastest connection through downtown to promote through trips to/from Pasadena on the Blue and Expo Lines.
3. Comprehensive traffic impact analysis for intersections surrounding the existing Gold Line at-

grade crossings in Pasadena for any project alternative that would result in trains operating in Pasadena at frequencies greater than that "cleared" in the Pasadena Blue Line EIR.

The majority of the project's potential impacts are localized to downtown Los Angeles. However, due to the scale of the project and the potential regional considerations, Pasadena requests to receive future CEQA notices for the project.

The City of Pasadena appreciates the opportunity to comment on the project. Should you have any questions regarding this letter, please do not hesitate to contact me at (626) 744-7474.

Mark Yamarone
Transportation Administrator

Mark Yamarone
City of Pasadena
Dept. of Transportation
626 744-7474



DEPARTMENT OF TRANSPORTATION

May 7, 2009

Ms. Dolores Roybal Saltarelli, Project Manager
Metro
1 Gateway Plaza, MS 99/22/52
Los Angeles, CA 90012

Re: Comments Related to NOP for the Metro Regional Connector Project

Dear Ms. Roybal-Saltarelli,

Thank you for the opportunity to provide comments related to the Notice of Preparation and public scoping for the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) for the Metro Regional Connector Project. Based on our review of the scoping documents, we are requesting the following potential project impacts be considered and analyzed in the DEIS/DEIR.

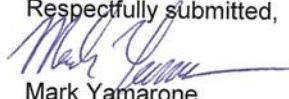
1. Ridership analysis for trips from Pasadena for the alignment that provides the most direct connections to employment centers in Downtown Los Angeles,

- eliminating the need for Gold Line passengers to transfer to the Red Line.
2. Ridership analysis for trips from Pasadena for the alignment that provides the fastest connection through downtown to promote through trips to/from Pasadena on the Blue and Expo Lines.
 3. Comprehensive traffic impact analysis for intersections surrounding the existing Gold Line at-grade crossings in Pasadena for any project alternative that would result in trains operating in Pasadena at frequencies greater than that "cleared" in the Pasadena Blue Line EIR.

The majority of the project's potential impacts are localized to downtown Los Angeles. However, due to the scale of the project and the potential regional considerations, Pasadena requests to receive future CEQA notices for the project.

The City of Pasadena appreciates the opportunity to comment on the project. Should you have any questions regarding this letter, please do not hesitate to contact me at (626) 744-7474.

Respectfully submitted,



Mark Yamarone
Transportation Administrator

*221 East Walnut Street, Room 210 • Pasadena, CA 91101
(626) 744-6470*

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Regional Connector comments.**
Date: May 7, 2009 3:48:33 PM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>,
Arcelia Arce <arcelia@therobertgroup.com>



Please post to eRoom.

-----Original Message-----

From: .mac account [<mailto:erictooley1@mac.com>]
Sent: Thursday, May 07, 2009 2:44 PM
To: Regional Connector
Subject: Regional Connector comments.

I think that the Regional Connector is very much needed in Los Angeles. Once the Gold Line Eastside extension is up and running, and the Expo line - the need for the connector will be even greater. In addition I look forward to the additional connections with the possibled downtown stations. I believe that light rail should be used, entirely grade spearated and underground - following the Underground Emphasis LRT Alternative as presented. Double-tracking the system, if possible, in both directions would seem smart to accomidated the enormous frequency of trains through this vital connection.

I think that the regional connector is possible the most important rail project currently under study for Los Angeles.

Thank

Eric Tooley
1741 Maltman Ave.
Los Angeles, CA 90026

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Metro Connector Comment**
Date: May 11, 2009 9:43:25 AM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>



Please post.
Thanks!

Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net



Please consider the environment before printing this e-mail

From: robert@volk.me [<mailto:robert@volk.me>]
Sent: Monday, May 11, 2009 8:35 AM
To: Regional Connector
Subject: Metro Connector Comment

It was interesting to hear the MTA presentation to the Little Tokyo Community Council on April 28, 2009.

All of the benefits mentioned for connecting the Little Tokyo Gold Line station to the 7th Street station related to MTA riders. There was no mention of how the connector would offer any benefits to Little Tokyo.

The proposed Underground Connector Alternative would have a very negative impact on Little Tokyo. APPROXIMATELY 20 PERCENT OF THE EXISTING COMMERCIAL AREA IN THE LITTLE TOKYO CRA PROJECT AREA AND OVER 200 PARKING SPACES WOULD BE LOST. During construction, 1st and 2nd St will be closed for an extended

time. Many of our small businesses would not be able to survive the disruption of their activities. Moreover, once the project is completed, the constant flow of trains at grade across the intersection of 1st and Alameda will disrupt the eastern portal of Little Tokyo. To have a subway under 2nd St will not bring any more visitors or shoppers to Little Tokyo.

Over the last 25 years, the community and the Los Angeles Community Redevelopment Agency have worked very hard to make Little Tokyo the vital community that it is today. It is not fair to ask that we sacrifice all that we have achieved just to solve a lack of adequate transportation planning by MTA 20 years ago.

I urge MTA to select the No Build Alternative or the At-Grade Alternative along Temple Street.

Robert D. Volk

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Comments from Go For Broke National Education Center**
Date: May 11, 2009 4:42:55 PM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa Filgioun' <clarissa@therobertgroup.com>
▶ 2 Attachments, 491 KB



Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net



Please consider the environment before printing this e-mail

From: Diane Tanaka [<mailto:diane@goforbroke.org>]
Sent: Monday, May 11, 2009 4:41 PM
To: Regional Connector
Subject: Comments from Go For Broke National Education Center

Hello Regional Connector Team,

The Go For Broke National Education Center respectfully submits our concerns and opposition for the Upper Grand Route 1 Alternate (Temple/Alameda at-grade alternative) due to the following: The proposed route will negatively limit the vehicular ingress and egress of the proposed Go For Broke National Education Center project site as it will block the site's only street frontage on Temple Street between Alameda and Judge John Aiso Street. The limited width of Temple Street may also require the widening of the street on the side of our project site creating severe impact to the infrastructure of the building. The proposed

route will also create substantial vibration and acoustical disruptions to the operation of the exhibition facilities housed in the building.

Attached please find a copy of the Go For Broke National Education Center's site plan for your review and consideration of our concerns.

Best regards,
Diane Tanaka

Diane H. Tanaka

Project Manager

Go For Broke National Education Center

310-222-5709 direct

310-328-0907 main

310-962-2698 mobile



Visit Go For Broke National Education Center at www.GoForBroke.org. We must never forget!



[GFB-Drawings.pdf \(487 KB\)](#)

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Regional connector public comments**
Date: May 11, 2009 9:45:26 AM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>



Please post.
Thanks!

Ann Kerman
Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net
P Please consider the environment before printing this e-mail

-----Original Message-----

From: Yuri Popov [<mailto:yopopov@gmail.com>]
Sent: Saturday, May 09, 2009 7:48 PM
To: Regional Connector
Subject: Regional connector public comments

Below is my formal public comments on the regional connector for the record.

I would like to express my strongest support of the Underground Emphasis LRT alternative. This alternative will result in the best performance of the connector among the four alternatives considered. It features the highest ridership, the shortest travel time, the lowest operating costs, and the least traffic impact. These are the most important factors in building the public transit infrastructure in dense urban areas, and all of them are optimized by the Underground Emphasis LRT alternative. While this alternative is slightly more expensive in terms of the construction costs, we are building the future of this city, and we cannot afford to build this project cheaply and badly. Thus, the underground alignment must be chosen.

Sincerely yours,

Yuri Popov, Ph.D.

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: FW: Comments re: regional connector
Date: May 11, 2009 4:38:53 PM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>



Please post.
Thanks!

Ann Kerman
Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net
P Please consider the environment before printing this e-mail

-----Original Message-----
From: dawna nolan [<mailto:dawnanolan@yahoo.com>]
Sent: Monday, May 11, 2009 4:14 PM
To: Regional Connector
Subject: Comments re: regional connector

Dear Metro-

As a long-time resident of downtown, I am pleased and excited about the possibility of the regional connector. However, I feel strongly in favor of the below-grade option, as I believe the at-grade option will contribute to congestion rather than relieve it, and impact area-business negatively during construction in a way that will be mitigated with the below-grade option. I am in support of public transportation, AND a pedestrian-friendly downtown...the below-grade option is far better on both counts.

Thanks for taking my comments.

Best Regards,

Dawna Nolan

dawnanolan@yahoo.com

310-650-8525

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Regional connector scoping comments**
Date: May 11, 2009 4:42:34 PM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa Filgioun' <clarissa@therobertgroup.com>



Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net



Please consider the environment before printing this e-mail

From: Howard Nishimura [<mailto:hinishimura@msn.com>]
Sent: Monday, May 11, 2009 4:24 PM
To: Regional Connector
Cc: June Berk Itcc
Subject: Regional connector scoping comments

From Howard Nishimura, former chairman of the Little Tokyo Community Council and Board member.

The comments that I am presenting do not represent the overall view of the board but my personal opinion only.

The Little Tokyo Community has been reduced time and time again for the expansion and growth of City and federal government buildings and to the extent that this new project will continue to make our overall size much smaller as it is presently configured I would like to have the regional connector consider the following suggestion. The traffic is horrible as it exists today and the benefit of the the regional connector as it is presently

being considered is negligible at the cost of losing another block. My observations are as follows:

1. The route of the regional connector line should be redesigned to have the rail line continue south after crossing the freeway and a portal put on the MTA or RTD site and continue underground and create a station on the Mangrove site and split the Gold line to continue to the Eastside Gold line with the connector to the Blue Line.
2. One benefit of this routing is that the split level traffic on Alameda and First Street would not be necessary. This split level concept would be a disaster without the left turn lanes at that particular intersection. The regional connector could tunnel under the First Street and Alameda Street intersection instead of the cars being subject to this problem.
3. Another benefit would be that the property bordered by 1st Street on the North, Alameda Street on the East, 2nd Street on the South and Central Avenue could hopefully be maintained with the minimum amount of disruption to the tenants who presently are operating a business on the location at the present time.
4. With Little Tokyo only having the one station the Regional connector will have very little benefit to the customers, business owners and residents of the Area. A second station if located on 2nd and Main or Los Angeles would be a greater benefit to Little Tokyo.

As this may create a disagreement with the developers of the Mangrove Site I would propose that the Little Tokyo station if the station does not need the land of the Little Tokyo station that it be given back to the developers for additional development.

This represents my comments and I know how you will probably will not entertain such a radical idea I leave you with my best wishes on a successful project and I hope that Little Tokyo survives whatever you decide on.

Howard Nishimura

From: "Roybal, Dolores" <ROYBALD@metro.net>

Subject: **FW: Environmental Review Process**

Date: May 4, 2009 11:27:38 AM PDT

To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, "'Villalobos,
Monica'" <VillalobosMA@cdm.com>, "Kerman,
Ann" <KERMANA@metro.net>

Roybal, Dolores
[In Address Book](#)

From: Minh-Ha Nguyen [<mailto:MNguyen@css.lacounty.gov>]

Sent: Friday, May 01, 2009 9:54 AM

To: Leahy, Arthur

Cc: Roybal, Dolores

Subject: Environmental Review Process

Dear Sir and Madam,

Based on the April 13, 2009 presentation on the Westside Extension Project (WEP), CSS fully supports the MTA's efforts to increase public transportation in the County of Los Angeles. It is projected that the senior population in L.A. County will grow exponentially over the next 10 years. For this reason, we anticipate many seniors using the WEP rail service. It should be noted that senior safety should be given special consideration, especially during evening hours. In addition, we support the rail transit option that has the highest number of stops near resources and services for seniors.

Should you need additional information, please call me at (213) 738-2645.

Regards,

Minh-Ha Nguyen, Assistant Director
Aging & Adult Services Branch
Community & Senior Services
3333 Wilshire Boulevard, Suite 400

Los Angeles, CA 90010

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Regional Connector - "underground"**
alt. concerns
Date: May 7, 2009 3:51:18 PM PDT
To: 'Clarissa Filgioun'
<clarissa@therobertgroup.com>, 'Ginny-Marie
Case' <Ginny@TheRobertGroup.com>, Arcelia
Arce <arcelia@therobertgroup.com>



Please post to eRoom.

From: Bryant Ng [<mailto:brywng@gmail.com>]
Sent: Wednesday, May 06, 2009 3:14 PM
To: Regional Connector
Subject: Regional Connector - "underground" alt. concerns

To whom it may concern,

I'm writing to voice my concerns about the "underground" alternative to the Regional Connector. While I agree with the benefits of the Regional Connector and believe that it will fulfill an unmet need by connecting the blue and gold lines, my concern is with the "underground" alternative and its negative impact to the Little Tokyo community.

It is my understanding that with the "underground" alternative the properties in the square block bordered by 1st. street and 2nd street on the North and South, and Alameda and Central on the East and West will need to be purchased. I'm concerned that this can have a negative impact on the already tiny community of Little Tokyo. I am a Los Angeles native and currently live near Little Tokyo. My wife and I frequent Little Tokyo on a regular basis and I've been able to observe the dynamics of this community over the years. The square block in question currently houses 2 parking lots, approximately 9 eateries and an Office Depot. With already limited parking options, getting

rid of the 2 parking lots could possibly lead to greater congestion in the area, as well as a decline in overall foot traffic and visits to Little Tokyo due to a decrease in available parking. In addition, the 9 eateries serve as a main traffic generator to Little Tokyo. A simple observation during lunch or dinner can confirm the amount of traffic generated by the businesses and parking lots on that square block. I would argue that the square block alone brings in nearly 50% of the visitors to Little Tokyo, with its businesses and parking lots.

I urge you to strongly consider the "at-grade" alternative to the Regional Connector. I am sure there are pros and cons to both alternatives, but a major con to the "underground" alternative is its obvious negative impact to the Little Tokyo community. Thank you for spending your time reading this and I hope that my comments will be considered when choosing the appropriate scenario.

Thank you,
Bryant Ng
818-593-9082

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Regional Connector CEQA Scoping comments**
Date: May 7, 2009 3:53:39 PM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa Filgioun' <clarissa@therobertgroup.com>, Arcelia Arce <arcelia@therobertgroup.com>



Please post to eRoom.

From: Gunnar Hand [<mailto:gunnarhand@hotmail.com>]
Sent: Tuesday, May 05, 2009 9:31 PM
To: Regional Connector
Subject: Regional Connector CEQA Scoping comments

Metro,

My name is Gunnar Hand, AICP and I am a member of the Downtown Los Angeles Neighborhood Council (DLANC). While my association with DLANC lends some weight to my comments, I want to be clear that this email does not represent the views of DLANC. I am, unfortunately, a lone dissenting voice for this project on my Board. I would like to focus my comments for the Draft Environmental Impact Report on the alignment and station locations for this project proposal. Primarily, this new transit line should connect directly to Union Station. Instead of creating a separate train that would require a transfer at the 7th and Metro Station, the Regional Connector should extend the Blue Line and the Expo Line into Union Station. It has always been the intent of Metro to make Union Station the primary hub for mass transit in the region, and this would help solidify this position. Additionally, if the original intent of the Regional Connector was to provide a link from the 7th and Metro Station to Union Station, I would respond by saying that this connection already exists (the Red/Purple Line), and the entire project is an unnecessary waste of taxpayer money. While your projected ridership numbers are astounding for this Regional Connector, how much of that traffic is new trips as opposed to shifting trips away from the Red and Purple Lines? In regards

to the alignment, this Regional Connector, or extension of the Blue and Expo Line should remain under ground at 7th and Metro and proceed to a new subterranean platform in Union Station. This could create an additional opportunity to create linkages and transfers between the Gold, Red, Purple, Blue, and Expo lines, as well as Metrolink and Amtrak. As the project seems to be heading towards an above ground alignment and a terminus at the Gold Line East extension station at Alameda and 1st Streets, my primary concern here is the required turn around and end of track infrastructure required at this already congested intersection. With proposed development to occur all around this station, where will this infrastructure go? I fear that through this approach of connecting transit lines, we may create a disconnect in the community and an impermeable barrier between Little Tokyo and the Arts District. While most of my comments are directed at the project itself, hopefully this will help guide the EIR in developing project alternatives that not only have less impact, but many more benefits. Thank you for your time,

GUNNAR HAND, AICP
DLANC Public Sector Workforce Director
816.916.6304

Windows Live™: Keep your life in sync. [Check it out.](#)

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Regional Connector Comment**
Date: May 8, 2009 11:31:09 AM PDT
To: 'Clarissa Filgioun'
<clarissa@therobertgroup.com>, 'Ginny-Marie
Case' <Ginny@TheRobertGroup.com>, Arcelia
Arce <arcelia@therobertgroup.com>
Keywords: rc.comment



[Please post to e-Room](#)

From: Matt Gunter [<mailto:fighterjock1000@yahoo.com>]
Sent: Friday, May 08, 2009 8:19 AM
To: Regional Connector
Subject: Regional Connector Comment

Hello, thank you for this opportunity to comment on this transit project. This is, apart from the "Subway to the Sea" Purple line extension, the most important rail project right now. I am for all rail projects that have been proposed under Measure R, and even more than that. Further, any other projects that Metro is undertaking that involves a decision between Rail or "Dedicated Bus lanes", please think to the future, and realize that trains must connect to trains to create not only an organized looking system, but for efficiency's sake. To stick to the point of the Regional Connector and the decision between At-grade or Below-grade, the issue is quite easy. It must be Below-grade. There are many reasons why. First, The Blue Line (and future Expo Line) already terminates at 7th.st./Metro Center which is underground, so it would therefore seem odd for it to emerge from under the ground after that point. Second, I implore you to think of the traffic mess it could create if it were made at street level. The already crowded streets of both cars and (more importantly) pedestrians will make the train run slower, cause traffic instead of solve it, and more dangerous. Third, from a purely cosmetic point of view, it would look completely out of place with wires, rails, crossing signals, and the train its self with its horn. A downtown area, one that is and will continue to grow, is no place for an At-grade train. I also have heard that the price difference between the two choices is within 20% of each other. Given the fact that we now have Measure R, and more importantly the Federal Stimulus Package delivering several hundred million dollars to Metro, the cost difference is negligible. My final point is this; look to the future, does an At-grade rail system make sense? If your goal is to reduce traffic, and increase the speed at which people

commute by rail, then the train must be underground to connect to our already underground stations.

Thank you for your time,
Matthew Gunter

From: "Roybal, Dolores" <ROYBALD@metro.net>
Subject: **FW: Regional Connector Transit Corridor**
Date: May 6, 2009 12:44:45 PM PDT
To: Ginny-Marie Case
<Ginny@TheRobertGroup.com>, "Kerman,
Ann" <KERMANA@metro.net>, "Villalobos,
Monica" <VillalobosMA@cdm.com>

Roybal, Dolores
[In Address Book](#)

From: Bunkado [<mailto:bunkado@sbcglobal.net>]
Sent: Tuesday, April 28, 2009 2:46 PM
To: Roybal, Dolores
Subject: Regional Connector Transit Corridor

April 28, 2009

Ms. Dolores Roybal Saltarelli
LA County MTA
One Gateway Plaza
Los Angeles, CA 90012

Dear Ms. Roybal Saltarelli:

I heard a presentation by MTA staff at the Little Tokyo Community Council Meeting today. Although I applaud the County's work to improve mass transit, I am very concerned about the impact that the project will have on the Little Tokyo community. Given the present economy, I am afraid that the impact will have a severe, and possible permanent negative impact on the already fragile business and cultural community here. I own a retail business that has been in the same location on First Street for over 60 years. I have witnessed a dramatic reduction of family-owned businesses in Little Tokyo, and I feel very protective of this area. I am concerned over the following issues:

1. In the underground scenario, it was not fully clear during the presentation whether or not there would be traffic lanes taken away on 2nd Street. 2nd Street is already slow and congested at any time of day, and any fewer lanes would make its level of service unacceptable, unless it is made a one-way eastbound street.
2. I regret the impact the project will have on business on the block east of Central between First and Second. Perhaps the loss cannot be helped. However, there **MUST BE NO REDUCTION** in the number of public parking spaces. Parking is the single most critical problem this community has. If parking is lost on that block, they should be mitigated at a location within Little Tokyo.
3. I fear the worst regarding the impact on businesses 2nd Street during construction after the experience of the Hollywood line. Would you consider undergrounding at Temple or 3rd Street?

4. I understand there will be 25 trains an hour. How will traffic flow on First Street during rush hour traffic?

Thank you for addressing these issues that are very important to us.

Sincerely,

Irene Tsukada Germain
Bunkado, Inc.
340 E. First Street
Los Angeles, CA 90012
213-625-1122

Mon-Sat: 9:30 am - 6pm
Sun: 10am - 6pm
www.bunkadoonline.com

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Little Tokyo Connector**
Date: May 11, 2009 9:42:30 AM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>



Please post... thanks!

Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net



Please consider the environment before printing this e-mail

From: Darryl Garibay [<mailto:dagaribay@sbcglobal.net>]
Sent: Monday, May 11, 2009 9:00 AM
To: Regional Connector
Subject: Little Tokyo Connector

Dolores Roybal Saltarelli,

Regarding the Metro Connector proposed to connect via through or near to the Little Tokyo community, I am not in favor of the below grade alternative. I believe that there are several factors that may/will have an adverse affect on the Little Tokyo community including but not limited to:

1. Potential negative effect on both JANM and MOCA museums, in terms of available parking for their visitors. The 1st and Alameda/Central parking lot is one of the primary parking areas for these museums.

2. Potential serious negative effect on all Little Tokyo businesses. I believe that not only the obvious businesses would be affected (1st and Central and Office Depot complex), but also adjacent businesses. A long period of construction was stated at the recent Q & A meeting @ the LTCC meeting on 4/28/09. I believe that the reality and the perception of the public could be that of a "hassle" to enter, shop, visit, eat, meet, etc.. in Little Tokyo. That kind of perception can kill businesses in the immediate area and have a negative effect on all businesses--as a customer may never make it to the center or the west side of Little Tokyo.
3. I do not agree with the concept that more visitors will result from the below grade. Actually I think it will be the opposite versus an at grade solution (i.e. Temple Street)
4. General traffic impact due to the probable train frequency and the negative impact that will have on one of the entrances into Little Tokyo.
5. Loss of significant number of surface parking spaces (approximately 200) for general public parking for the area, both on the 1st and Central site as well as the Office Depot site.

As an objective business person, I believe that it takes a long time to cultivate a business/following and a great community. With a severe disruption, failed businesses are probable and it will very likely take a long time to rebuild. To me the question, "is that risk necessary?" needs to be asked. My opinion is that it is not.

I urge the MTA to make a selection of the No Build or Temple Street At-Grade alternative. I believe that the Temple alternative may be able to achieve the best results for all parties--

- a.) Providing the desired connector
- b.) Doing so in a way that would not require significant sacrifices of the Little Tokyo community and its businesses.
- c.) Actually increasing visitors to our community (or adjacent neighborhoods) via riders actually seeing some of the area and perhaps coming back into the Little Tokyo community at a later time.

Sincerely,

Darryl Garibay, President
Advanced Parking Systems
544 Mateo Street, Third Floor
Los Angeles, CA 90013
P: 213-628-9500
F: 213-628-9600

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: comment: stations need many portals**
Date: May 8, 2009 11:32:53 AM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>,
Arcelia Arce <arcelia@therobertgroup.com>
Keywords: rc.comment



Please post to e-Room

-----Original Message-----

From: James Fujita [<mailto:jim61773@yahoo.com>]
Sent: Thursday, May 07, 2009 8:56 PM
To: Regional Connector
Subject: comment: stations need many portals

I'm glad to hear that Metro is moving forward with the Regional Connector project.

I don't know where the stations will be built, but wherever they are built, I hope that they are underground, and I hope that there will be plenty of portals.

The current Red Line stations don't have very many entrances and exits. The big portals are great, but they shouldn't be the only exits.

Other cities with subway systems have stations with lots of portals, entrances, exits and pedestrian tunnels that lead to the stations. This makes it much easier for people to find the stations and get inside.

For the downtown area, it would not be enough to have only one or two entrances.

For example, if there is a station near the Bonaventure Hotel, there ought to be a station entrance that leads directly into the Bonaventure Hotel. There ought to be station entrances that lead directly into downtown office towers. This sort of thing happens all the time in downtown Tokyo.

If it is too hard to have a station entrance lead directly to a building, then the stations ought to have multiple exits.

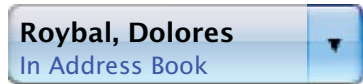
Thanks,

- James Fujita

From: "Roybal, Dolores" <ROYBALD@metro.net>
Subject: **FW: Regional Connector - scoping comments**

Date: May 6, 2009 3:47:36 PM PDT

To: "Kerman, Ann" <KERMANA@metro.net>, Ginny-Marie Case <Ginny@TheRobertGroup.com>, "Villalobos, Monica" <VillalobosMA@cdm.com>



From: Ron Fong [<mailto:rfong@ltsc.org>]
Sent: Wednesday, May 06, 2009 3:46 PM
To: Roybal, Dolores
Subject: Regional Connector - scoping comments

Hello Ms. Saltarelli,

With this email I'm submitting the following comments on the scope of the EIS/EIR to be prepared for the Regional Connector Transit Corridor project.

Regarding the underground alternative:

1. The MTA should consider locating an underground station as close as possible to Little Tokyo, preferably at 2nd and Los Angeles streets. Given the demolition of the "Office Depot block" and 2nd Street underground construction, Little Tokyo could suffer the largest negative impact during construction. In return, Little Tokyo should have a station that serves the community; otherwise neither the at-grade nor underground alternatives would serve Little Tokyo at all.

2. The MTA should consider providing direct assistance to businesses in Little Tokyo that will be negatively impacted by underground construction and its staging. This includes businesses on 2nd Street and those across from the "Office Depot block" on Central, 1st and Alameda streets.

3. The MTA needs to closely study the impact that trains will have on

vehicular and pedestrian traffic at the intersection of 1st and Alameda streets where the trains will cross at grade. 1st Street is heavily used by commuters during rush hour, and we are concerned that frequent delays at this intersection will drive neighborhood users away from the area as well as degrade air quality.

4. Little Tokyo will lose significant amounts of public parking if the "Office Depot block" is demolished and used for staging during the entire construction period of the Regional Connector. This is a significant negative impact on Little Tokyo. The MTA should consider providing replacement public parking nearby during the entire period that the agency occupies the block and to provide replacement public parking on-site after construction is finished.

Regarding both alternatives:

1. The MTA should consider topping or placing a cap on the Alameda underpass as it travels through Little Tokyo. This will provide new open space opportunities and help ease pedestrian access across Alameda to and from the new Gold Line station.

Thank you for your consideration. Please feel free to contact me if you have any questions about these comments.

Ron

Ronald M. Fong, Planning Director
Little Tokyo Service Center (<http://www.ltsc.org/>)
231 East Third Street, Suite G-106, Los Angeles, CA 90013
T: 213-473-3025 / F: 213-473-1681 / E: rfong@ltsc.org

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Regional Connector Comments**
Date: May 11, 2009 9:44:06 AM PDT
To: 'Ginny-Marie Case'
<Ginny@TheRobertGroup.com>, 'Clarissa
Filgioun' <clarissa@therobertgroup.com>



Please post.
Thanks!

Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net



Please consider the environment before printing this e-mail

From: Jeffrey Farrington [mailto:jeffrey.farrington@gmail.com]
Sent: Sunday, May 10, 2009 8:12 PM
To: Regional Connector
Subject: Regional Connector Comments

To Whom It May Concern:

I strongly urge you to adopt the underground LRT alignment. Traffic mitigation, pedestrian safety, and system efficiency make this a superior option. I spend considerable time in the downtown area and ride the metro rail system rather frequently and would appreciate the improvements that would be provided by the underground LRT alignment for the regional connector.

Thank you,
Jeff
Resident of Northridge

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: Supporting underground regional connector**
Date: May 7, 2009 3:52:22 PM PDT
To: 'Clarissa Filgioun'
<clarissa@therobertgroup.com>, 'Ginny-Marie Case' <Ginny@TheRobertGroup.com>, Arcelia Arce <arcelia@therobertgroup.com>



Please post to eRoom.

-----Original Message-----

From: Ian J. Crossfield [<mailto:ian.j.crossfield@gmail.com>]
Sent: Wednesday, May 06, 2009 12:10 PM
To: Regional Connector
Subject: Supporting underground regional connector

Hello,

I am writing to note my support for the underground, fully grade-separated, alternative for the Regional Connector project currently under construction. This alternative has higher ridership projections, faster commute times, and results in less additional congestion in the Downtown environment.

I also urge the project to strongly consider building this underground project with THREE sets of tracks. Once completed, this will be a difficult project to retrofit -- an extra set of tracks will allow for additional capacity, speed, and redundancy as our Light Rail network continues to expand.

Ian J. Crossfield
ian.j.crossfield@gmail.com
3717 Bagley Ave., Apt 203
Los Angeles, CA 90034

From: Regional Connector <RSC_RegionalConnector@metro.net>
Subject: FW: Regional Connector Idea / Other Ideas
Date: May 12, 2009 9:56:44 AM PDT
To: 'Ginny-Marie Case' <Ginny@TheRobertGroup.com>, 'Clarissa Filgioun' <clarissa@therobertgroup.com>
4 Attachments, 235 KB



Made the deadline.....
Please post.
Thanks!

Ann Kerman

Constituent Program Manager
Metro Regional Communications
Central LA/San Fernando Valley/North County
Tel: 213-922-7671 ~ fax: 213-922-8868
Email: KermanA@metro.net



Please consider the environment before printing this e-mail

From: Antonio Allah [<mailto:Antonio.Allah@apollogrp.edu>]
Sent: Monday, May 11, 2009 11:42 PM
To: Regional Connector
Cc: Harborsubdivision; Westside Extension; Starosky, Greg
Subject: Regional Connector Idea / Other Ideas

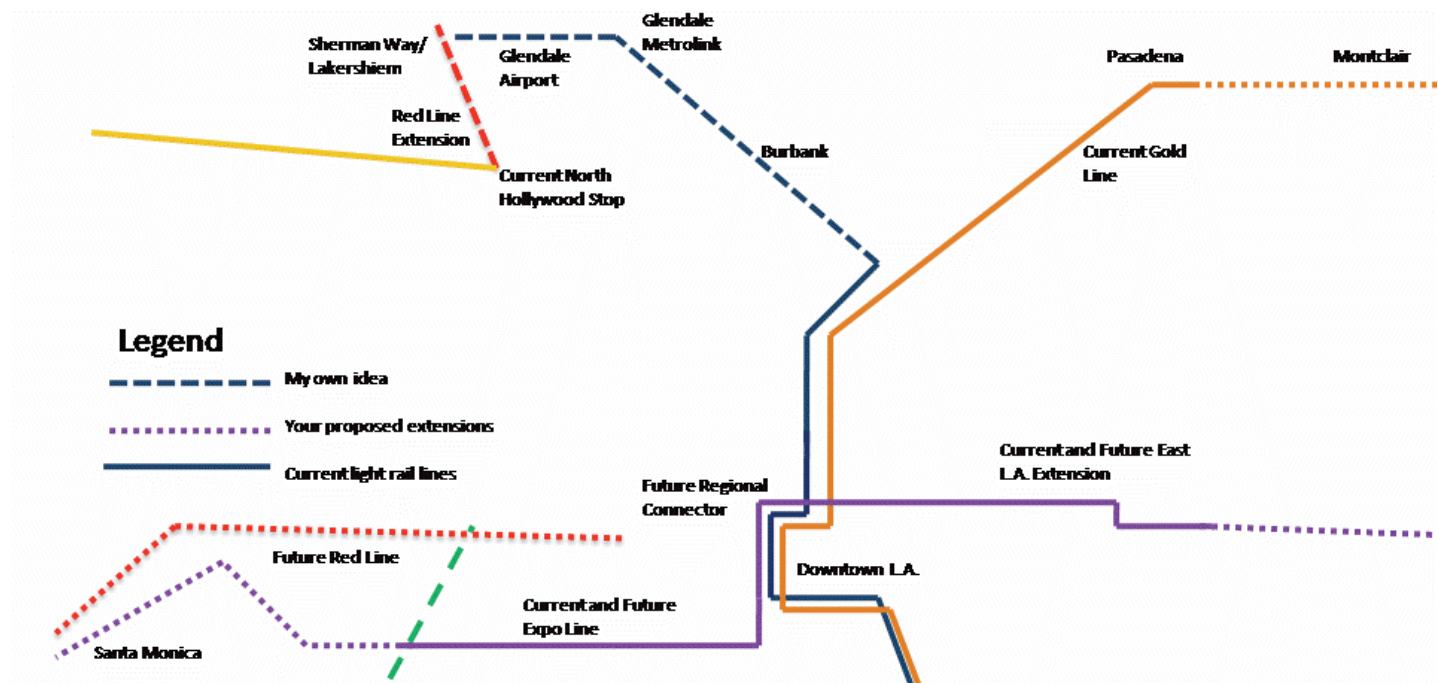
Hello,

I am glad I got this on time. Since the Blue Line is one of your most successful lines, you may not want to take anything away from the Blue Line as far as frequency.

Here is what I propose.

Consider a line that goes from Union Station to Glendale. The stations can match the Metrolink stops along the way. The line will then head West to connect with the Glendale airport. That line will probably be no longer than five miles.

Blue Line – Glendale Airport to Long Beach
Gold Line – Pasadena (Montclair) to Long Beach
Purple Line – Whittier (East L.A.) to Santa Monica (Exposition)





Regards,


Thank you.

Antonio Allah, Information Center Analyst

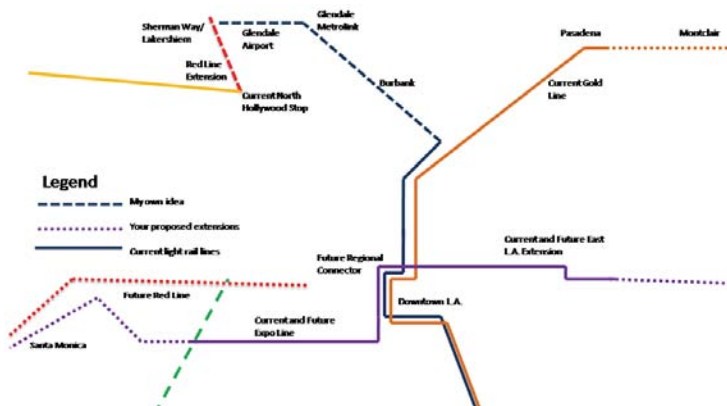
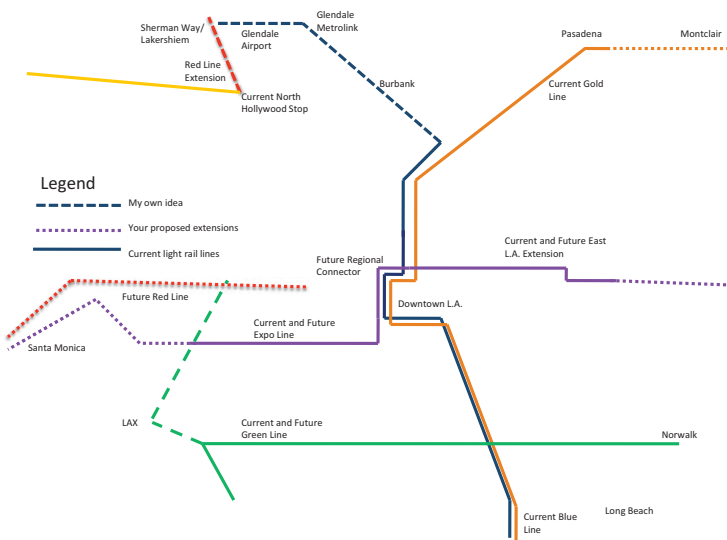
Apollo Group | University of Phoenix

Technical Support | 3157 E Elwood St | CF-A101 | Phoenix, AZ 85034

phone: 602.387.3830 | fax: 602.383.5401 | email: antonio.allah@apollogrp.edu

 **Think Green!** Please consider the environment before printing this email.

This message is private and confidential. If you have received it in error, please notify the sender and remove it from your system.





[lines.pptx \(62.4 KB\)](#)

Date: May 10, 2009

To: Ms. Dolores Roybal Saltarelli, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012
email: RegionalConnector@metro.net

Metro Board of Directors
cc: Ann Kerman
Also: cc: Councilwoman Jan Perry
cc: Mayor Antonio Villaraigosa

From: June Aochi Berk
Home Address: 11338 Sunshine Terrace
Studio City, California 91604
email: juneaochiberk@aol.com

Re: Proposed Metro Regional Connector Transit Corridor

Thank you for the presentation on the Proposed Regional Transit Connector Corridor by Metro at the recent Little Tokyo Community Council meeting which was held at the Japanese American National Museum. We appreciate your outreach to the community and your invitation to receive comments from the community.

I wish to hereby submit my personal comments and concerns regarding the proposed two and the third, "no build," alternatives. I hope that I may be pardoned for my passion for my personal perception of how this proposed project would impact the Little Tokyo community. My concerns are as follows:

1. The impact on the vehicle and pedestrian traffic on the intersection at 1st and Alameda, where the eastbound train will egress from the underground tunnel at the southwest corner and cross diagonally over the intersection to the northeast corner.
2. The safety factor at the 1st & Alameda intersection for both vehicular and pedestrian traffic
3. Impact on the traffic flow on 1st Street - eastbound and westbound - the main artery of Little TokyoThe impact this intersection has on the Little Tokyo community. It would split the community, as we know it now, in half.
4. The impact this project would have on the Little Tokyo community, both physically as well as environmentally and threaten the quality of life in Little Tokyo

5. According to the Metro Overview on the website, the following Benefits of the Regional Connector are listed:

- ** The Regional Connector benefits the entire Los Angeles County region - not just Downtown.*
- * The Regional Connector will enhance Metro Rail service by providing one continuous trip between the Pasadena Gold Line and Blue Line, and between the Eastside Gold Line and Expo Line.*
 - * The Regional Connector will minimize the need for transfers, reducing one-way light rail trips across the County by 10 - 30 minutes or more.*
 - * The Regional Connector will reduce station crowding, especially at peak hours.*
 - * The Regional Connector will provide new access to Downtown attractions as well as regional destinations.*
 - * The Regional Connector will increase regional mobility.*

The Regional Connector will enable all Los Angeles County rail and bus transit as well as all intercity transit service to operate more efficiently and attract higher ridership, thus reducing roadway congestion, improving regional air quality and reducing the region's carbon footprint

Nowhere in this overview does it state what, if any, impact this project would have on the Little Tokyo community. I submit herewith the concerns I have with this proposed project:

As I understand it, the following train lines would connect at 1st and Alameda through Little Tokyo by providing continuous through service between the destinations served by the Gold, Blue and Purple Light Rail Train lines:

Gold Line - Presently from Pasadena to East Los Angeles (Monterey Park) - opens 2009. Westbound trains from Monterey Park would turn right and stop at Little Tokyo/Arts District, on Alameda Street, northeast corner, travel northbound to Union Station for connecting trains, and travel on through Chinatown and then to Pasadena.

Propose that

- Gold Line Train 1 - Coming from ELA would turn right, then travel northbound to Union Station and Pasadena
- Gold Line Train 2 - Coming from ELA would travel directly through Alameda intersection at Street Level through Little Tokyo and travel westbound and southbound to Long Beach
- Gold Line Train 3 - from ELA would travel directly through 1st & Alameda in Little Tokyo on street level and travel westbound to Culver City

Blue Line - Propose that:

- Blue Line Train 1 - From Long Beach, now ending at 7th St. Metro, would continue to travel through to Little Tokyo, then egress to street level at 1st & Alameda, stop at Little Tokyo/Arts District Station - then travel northbound to Pasadena

- Blue Line Train 2 - From Culver City/ Westside LA to continue through Little Tokyo, egress to street level on 1st & Alameda and travel eastbound to East LA / Monterey Park

Purple Line - Propose that:

- Purple Line Expo Line (1) from Westside (Culver City) go through Little Tokyo, subway and egress at 1st & Alameda to street level, then travel eastbound at street level to East LA
- Purple Line Expo Line (2) from Westside (Culver City) go through Little Tokyo, egress to street level to 1st and Alameda and then stop at a platform for passengers, then travel eastbound to Pasadena

All of the above 7 train lines (14-both ways) with different destinations would cross over diagonally, both eastbound and westbound, at street level, at the intersection at 1st & Alameda. We were told that the trains would cross over the Alameda and 1st Street intersection approximately every 2- 1/2 minutes both ways, or 25 trains in one hour (2.25 minutes).

If the above is true, 1st & Alameda would then be known as a major street level "hub" for Metro Trains, and not known as an intersection of Little Tokyo. It would, in effect, be an area that people would avoid, whether driving or walking, because it will be considered dangerous and too busy with train traffic. The Historic Little Tokyo would be divided in half, and split from each other at this vital intersection.

1. Impact / Concerns / Questions - on the 1st & Alameda Intersection

The intersection at 1st and Alameda is the key intersections of Little Tokyo, and it is vital to the economic and, even to a great degree, to the spiritual life of Little Tokyo. All traffic entering Little Tokyo would be interrupted on 1st Street at Alameda Street if the Metro trains were to cut diagonally across this intersection every 2-1/2 minutes.

I am concerned that there would be no benefit to Little Tokyo Community, with the trains egressing to street level to cross diagonally of 1st And Alameda every 2-1/2 minutes, and also with the westbound trains crossing over to enter the tunnel. The environmental impact on the noise for this intersection would negatively affect the residents living on the southeast corner of the intersection, as well as disrupt pedestrian and vehicle traffic tremendously.

I would imagine, in my opinion, that if this were to be proposed at any downtown street intersection, i.e. 7th & Flower, the hue and cry of objections by the businesses affected would be loud and immediate to such a hub at a street-level intersection. I cannot imagine that such an intersection would be acceptable in Downtown Los Angeles.

At least at the 7th & Metro hub, as it operates now, the Red Line and Blue Line meet underground, on two (or three?) different levels, and transfers occur below street level for the connecting trains. Although I have seen how busy it gets with people transferring to connecting trains, the intersection above on 7th & Flower is not adversely affected by the hub below. This would not be the case at 1st & Alameda.

It is hard to imagine how a tri-level underground situation at 7th & Flower can be transferred to a street level (one level) to handle all of the trains coming through. It sounds impractical, and would also be confusing for the riders who want to transfer at 1st and Alameda at the Little Tokyo / Arts District Station, to get off and find the trains that they want to transfer to. And also to connecting buses and the DASH. The 7th and Metro underground platform is very crowded with hundreds of passengers transferring connections. How can this large amount of riders be accommodated on the small platforms designed for the Little Tokyo / Arts District Station?

- How would a person, for example, coming from Long Beach on the Blue Line, go to East LA? Will there be a platform for eastbound trains across 1st Street (will there be another platform built?) for riders to get off or on to the Blue Line? Where will the platform be built for westbound riders on Blue Line and Purple Line? Will there be additional tracks built to service these lines at the intersection?
- If the trains egress from the Office Depot area, how much room will the trains need to make that turn and stop at the Little Tokyo / Arts District Station?
 - How slow or fast will the trains be traveling as they approach the Little Tokyo/Arts District station?
 - How many segments in one train? How long will it take the train to pass through the intersection?
 - Will more property need to be acquired to handle the "hub" of trains coming from all the different directions traveling to so many different destinations?
- With a train count of 2.25 headway on 4 lines going through the intersection, how was the headcount determined?
- Will the train run on 2 tracks across 1st and Alameda at street level for all of the projected trains coming through the intersection? Or will more tracks be added?
- The auto /bus traffic on surface street crossing East / West on 1st Street at Alameda would be extremely slow, if at all possible, with a very heavy back-up on 1st Street, a major thoroughfare and entrance into Little Tokyo.

- It would be extremely difficult, and a tremendous liability to allow pedestrians to cross over 1st Streets and Alameda Street, east/west and north/south.
- How much time will pedestrians have to cross in any direction?
- If you are bringing in more trains, you will need more switches and more room to accommodate those switches (at least 2 switches for each train you intend to run in each direction) which means it will take more room for the extra switches. Would this also mean more maintenance for the tracks?
- You will need more room for transfer of passengers at this intersection. Will you build more platforms? Where ?
- How does one get across the tracks to gain access to train on next track? Will trains heading to East LA, be able to leave passengers on platforms at 1st and Alameda? Where?
- With all of the connector trains, and with so many transferring passengers, would it not be detrimental to passengers changing trains, not knowing where to transfer or where to catch the next train of their choice; creating confusion on the platforms. I envision a very crowded, chaotic situation at this transfer / loading / unloading point.
- How high will the electric lines be above the trains coming out of the tunnel crossing over 1st & Alameda at street level ? How will Metro be able to build a pedestrian cross-over bridge if the electric lines are so high above the trains? Will this bridge be covered to protect pedestrians from rain? Will it be earthquake safe?
- The main concern here is how can pedestrians get from one side of 1st Street to the other side? Will one have to walk to 2nd Street - or Temple Street to cross over Alameda?
- How will a person cross parallel across Alameda - from the southeast corner to the northeast corner? Will they have to cross over the tracks? The same goes for pedestrians from the northeast corner to the northwest corner. How many tracks would pedestrians cross over?
- Will the train come at the same speed out the tunnel, or will the train first stop underground, in the tunnel, before climbing to the street level to egress out of the tunnel. Will the engineer be able to see the cross traffic ahead from a monitor ? Will the train stop before entering the intersection? Will it have traffic lights?

- What if a pedestrian - a child or elderly citizen - stumbles and falls on the tracks. With 2-1/2 minutes between trains, I would imagine a person becoming frozen and panicky. Will the engineer be able to stop in time and avoid a collision with the pedestrian?
- The pedestrian cannot see any train in the tunnel and coming out of the tunnel and how soon a train is arriving. What safeguards will there be to make sure that no one is in the crosswalk? What if someone tries to "beat the train" and doesn't see the oncoming train? Will the engineer be able to stop in time?

I would prefer to see a plot plan, or preferably a model to see what would happen at that intersection

2. Safety Factor

Even as I am concerned about the preservation of the quality of life of Little Tokyo, I am even more concerned for the safety factor for pedestrians at this intersection:

- Would the Board of Directors of the Los Angeles County Metropolitan Transit Authority be able to assure 100% safety of pedestrians at this busy intersection?
- What would happen if a child, distracted by noise or something shiny on the ground, or an elderly person who cannot see or hear too well, or an indigent person crossing against the light, suddenly looks up to see a train coming out of the tunnel, a few feet away, and coming towards them? Would the train engineer be able to stop in time?

I fear for these very vulnerable people - the children, the seniors who are often handicapped and elderly, the indigent person who crosses the street at 1st and Alameda at all hours of the day and night. They would not be able to see the trains approaching out of the tunnel. The train would suddenly appear as it comes out of the tunnel only a few feet away, and people would be unable to react and move of the way in time.

I believe that people will be hesitant to bring their children, older seniors on trains because of the danger of so much train traffic coming through the center of Little Tokyo's busiest intersection.

3. **Impact on the Traffic on 1st Street, and 2nd Street**

- **First Street is the main artery for Little Tokyo.** 2nd Street is also another busy artery, and on Third Street there are many residential complexes both for seniors and non-seniors. There is also a large medical complex on Third Street with the Pacific Commerce Bank at street level.

Little Tokyo on the eastside of Alameda houses the following:

- Los Angeles Betsuin (Nishi) Buddhist Temple
- Zenshuji Buddhist Temple
- Maryknoll Japanese Catholic Church
- Japanese restaurants and businesses
- Large residential complexes
- The Nikkei Center, a proposed 360-unit mixed-use development, is planned for the northeast corner of 1st and Alameda.

Little Tokyo on the westside of Alameda, north of 1st Street

- The Japanese American National Museum
- The MOCA Geffen Contemporary Museum
- The East West Theatre and Union Arts Building
- Many restaurants, businesses, galleries, hotels and residential housing (mostly for seniors)

Little Tokyo on the westside of Alameda, south of 1st Street

- The Japanese American Cultural & Community Center & Plaza
- The Japan America Theatre
- A large medical building
- The Japanese Village Plaza
- Centenary Methodist Church
- Union Church of Los Angeles
- Zenshuji Buddhist Temple
- Little Tokyo Branch City Library
- Casa Heiwa, the Little Tokyo Towers, Miyako Gardens, Little Tokyo Villa, Teramachi Condominiums and many other senior housing residences.
- Many restaurants, offices, businesses and government offices
- Soon to be built mixed use residential and business complex on "Block 8" (2nd/3rd/San Pedro/Los Angeles Street)
- Also in planning stages: Little Tokyo Recreation Center for youth, seniors and Little Tokyo community residents

As noted, the trains at the intersection of 1st and Alameda would split the Little Tokyo community in half. Little Tokyo is a walking community and many of Little Tokyo's residents are elderly and handicapped eyesight and hearing, and it would be difficult for pedestrians to cross over the 1st and Alameda intersection with trains crossing every 2.25 minutes.

- How would traffic flow on 1st Street, either / or / both eastbound and westbound? Will vehicular traffic be re-routed to 2nd Street or Temple Street to cross over 1st Street? Or, if it is allowed, will there be rail traffic gates going up and down? Would eastbound traffic on 1st Street be allowed to turn right?
- The bus traffic on 1st Street would also add to the tremendous back-up on 1st Street at this 1st & Alameda intersection. Overflow traffic on 2nd Street would also be heavy, and traffic would clog intersections and streets around Little Tokyo.

4. Lack of Available Parking Spaces Would Become Even More Critical

The 200-space parking lot on 1st and Alameda and Central Avenue is vital for the economic life of the Little Tokyo community. At the present time, there is already a parking space availability crisis in Little Tokyo. If this parking lot were to be taken away by Metro for the tunnel egress site, Little Tokyo would lose 200 more parking spaces.

This long-standing parking lot is important to sustain the economy that is once again beginning to improve in Little Tokyo with events at the Japan America Theater at the Japanese American Cultural and Community Center, on the south side of 2nd Street, and on the north side of 2nd Street, the East West Theater and the Japanese American National Museum, MOCA Geffen Contemporary are major attractions in Little Tokyo. These institutions and the many Buddhist Temples and Christian Churches in the area once again are thriving with people from all areas of the Greater Los Angeles County, and from Southern California coming to Little Tokyo. This is a place that welcomes visitors from all over the world who come to Little Tokyo for events/weddings and funerals, and celebratory yearly events such as Nisei Week, the Obon Festivals and Children's Day activities.

All of these events, institutions and businesses would suffer from a lack of available parking spaces.

5. Background / History / Effect on Future of Little Tokyo

Little Tokyo has been located in this same area since the first businesses opened in the late 1800s. It has grown physically and economically, and survived through a series of events that threatened the existence of Little Tokyo.

From the time my parents arrived in the United States in 1900 and settled in Los Angeles, and as a child growing up in Little Tokyo before WWII, Little Tokyo has served as a very special cultural and historical and educational place for many like myself, who grew up learning the traditions and culture of Japan.

Then, owing to the special provisions of the now infamous Executive Order 9066, Little Tokyo was disseminated and demolished during World War II as the Japanese and Japanese Americans were forcibly moved out in the mass evacuation in 1942. Businesses were closed down, and residents lost their civil rights, and against their will, sent to live in America's Concentration Camps. (In fact, the corner of 1st and Central, one block west of 1st and Alameda, was the gathering / departing point for hundreds and thousands of Japanese families (our family was among those families) being sent by bus to Santa Anita and Pomona Assembly Centers.

After the end of WWII, the Japanese / Japanese Americans were allowed back into California, and many resettled in what was once Little Tokyo, and again they invested their time and money and were determined to rebuild Little Tokyo. It took a lot of sweat and endless hours of back-breaking effort to bring the community back to a successful and thriving community.

Then, again, around 1947-50 the City of Los Angeles took away a large portion of Little Tokyo to build the City's Police Headquarters at Parker Center. Again, businesses and buildings were demolished or displaced, closed and or moved to other areas in Los Angeles, Gardena, East Los Angeles and San Fernando Valley. Much of Little Tokyo was lost to the City.

Little Tokyo survived, and is now coming back again to thrive once more as a vibrant community. There are new businesses and restaurants along Central Avenue, 2nd Street, and 1st Street. This vibrant street of businesses and restaurants would be demolished with the proposed Underground Tunnel Exit on the block bounded by 1st & 2nd, Alameda and Central Avenue. Many small businesses and restaurants on 2nd Street would be unable to survive the many years of construction, traffic obstacles, noise and air pollution.

6. Future of Little Tokyo

In 2007, Little Tokyo was officially designated by the State of California as one of the three remaining Japantowns in California. (San Francisco and San Jose and Los Angeles). There have been capital improvements and many new residents moving in, and discussions were held in the Community for planning and design guidelines. The discussions continue today as the LTCC Planning and Cultural Preservation Committee meet with the City Planners for the design and planning guidelines for the future Little Tokyo and Downtown Los Angeles.

The week-long Nisei Week Japanese Festival, held in August each year, celebrates the businesses, people and culture of Japan. Nisei Week began in the mid-1930s and with the absence in the War years, it has continued to bring thousands of visitors to Little Tokyo, and this year will celebrate its 69th year. Thousands of visitors come to Little Tokyo each year to celebrate Nisei Week, as well as the Buddhist Temples' "Obon" Festivals and other special events all year around.

Many have continued to bring their children and grandchildren to shop, eat and play and work in Little Tokyo. In the near future, the Little Tokyo Recreation Center, which will be built soon, will become the center of Japanese American youth activities.

Now, once again, the quality of life in this quaint Historic Little Tokyo in Downtown Los Angeles is being threatened.

Because of the uncertainty of the conditions caused by construction, the proposed project would keep people from coming to Little Tokyo during and after construction, and the economy and the vibrancy of Little Tokyo would suffer greatly. Many of the Little Tokyo small businesses would be devastated, and unable to survive the long period of construction.

The Little Tokyo community is very small in area and very fragile. It is vulnerable to any sudden changes and long-term construction such as for the Transit Corridor Connector.

What a shame it would be for the City of Los Angeles to lose the vibrancy and the economic vitality and the cultural quaintness of Little Tokyo.

And what a tragedy it would be for a pedestrian to suffer the tragic consequences of an ill-designed, unsafe planned intersection.

Therefore, I would respectfully urge that the Metro Board vote "No" on Metro Transit Regional Corridor Connector Underground Alternative - and urge the Metro Board to not build an underground emphasis with trains coming out of a tunnel on the southwest corner of 1st and Alameda to cross diagonally for eastbound and westbound trains at street-level at this busy vehicular and pedestrian intersection in the middle of Little Tokyo.

I would urge that the Metro Board consider the either the "no build" alternative and have the trains meet at the hub in Union Station, and use shuttle buses or DASH to connect passengers for transfers.

Or, I would urge the Metro Board to vote for the At-Grade Alternative to travel along Temple Street which is the northern edge of Little Tokyo. The employees in the government offices, or visitors that have business at government offices on Temple Street and Civic Center area, could potentially leave their cars at home and travel through the Metro system and arrive at their destinations in the Civic Center area and Temple Street offices; thus, saving the environment from more cars traveling to daily destinations. This would leave more parking spaces available for customers of businesses in Little Tokyo and downtown area. This would also leave Little Tokyo area intact from being split in half.

As one travels through Civic Center and Little Tokyo, at street level, the life of the City can be seen on Temple Street; and in Little Tokyo, the East West Theatre, the Union Arts Center, the Go For Broke 442nd Memorial Monument and National Education Center, MOCA Geffen Contemporary and the Japanese American National Museum and the National Center for the Preservation of Democracy would be seen from Temple Street.. If the hoped for Art Park is built, the many travelers on the Metro trains at street level on Temple Street would pass by this park.

When I ride the subway (Red Line) from the Universal City Station to Union Station, I do not see any of the City above ground. I miss seeing the different neighborhoods. Subway is a good way to get around quickly, but you lose the connection to the various diverse neighborhoods in Los Angeles.

And Los Angeles is a beautiful City; a beautiful patchwork quilt of diverse neighborhoods. We should preserve and protect all of these neighborhoods.

Thank you again for inviting our comments and considering our concerns.

Respectfully submitted

s/June Berk

Email: juneaochiberk@aol.com

Secretary and Contact Person, Little Tokyo Community Council

(Member of the LTCC ad hoc committee working with Metro Planners of the Transit Corridor Connector Project)

Secretary, Leadership Education for Asian Pacifics, Board of Directors, Little Tokyo

Secretary, L.A. Artcore, Board of Trustees, Little Tokyo

Arcelia Arce

From: Kerman, Ann [KERMANA@metro.net]
Sent: Wednesday, May 06, 2009 9:08 AM
To: Clarissa Filgioun; Ginny-Marie Case; Arcelia Arce
Subject: Scoping Comment

Scoping Comment:
Please post to eRoom.
Thanks!

From: webmasters@metro.net [mailto:webmasters@metro.net]
Sent: Tuesday, May 05, 2009 6:49 PM
To: Kerman, Ann
Subject: I have a question/comment about the Regional Connector Transit Corridor Study

firstName: MARTHA
lastName: PORTER
organization: USC
emailAddress: mporter_6@yahoo.com
streetAddress: 3467 W 71st Street
city: LA
state: CA
zipCode: 90043
Date: Tuesday, May 05, 2009
Time: 06:49:16 PM

comments:

I like the details and strategic location of the Regional Connector-Downtown. Many passengers can ride it, because it connects to the Tokyo Arts District, the Red/ Purple, and Expo Lines. All in all, it can be named the "L" (aka. The LA Loop).

*Martha Porter

Arcelia Arce

From: Kerman, Ann [KERMANA@metro.net]
Sent: Tuesday, May 05, 2009 3:21 PM
To: Clarissa Filgioun; Ginny-Marie Case; Arcelia Arce
Subject: Scoping Comment

Please post to eRoom
Thanks!!

From: webmasters@metro.net [mailto:webmasters@metro.net]
Sent: Tuesday, May 05, 2009 1:36 PM
To: Kerman, Ann
Subject: I have a question/comment about the Regional Connector Transit Corridor Study

firstName: Daniel
lastName: Walker
organization:
emailAddress: milowalker@ca.rr.com
streetAddress: 7416 West 82nd Street
city: Los Angeles
state: CA
zipCode: 90045
Date: Tuesday, May 05, 2009
Time: 01:36:16 PM

comments:

We support the Regional Connector project. We urge Metro to move forward with final environmental clearance and build this proposed Light Rail project mostly underground from 7th/Metro to Little Tokyo ASAP. The Regional Connector will have high initial traffic because it will link passengers from the Expo Santa Monica / Long Beach Blue Lines under downtown LA to the Pasadena Gold and East LA lines. We support the "Underground Emphasis LRT" option over the proposed surface alternatives. The underground option will be safer and quicker and impact downtown traffic less during construction. The Regional Connector should be a key project in the funded category of the upcoming MTA/SCAG Long Range Transportation Plan for LA county. Building a vehicular tunnel for Alameda St. would improve safety for pedestrians, trains, trucks, and cars near 1st St / Little Tokyo Metro station. We believe this project is worth the estimated AA report cost (about \$900M). Modern deep bore tunneling equipment/techniques should reduce actual total costs if construction can be initiated ASAP. Convenient links at each proposed new station should be provided for pedestrians, bikes, and bus transfers to LRT.

Thanks and good luck!

Arcelia Arce

From: Regional Connector [RSC_RegionalConnector@metro.net]
Sent: Tuesday, May 05, 2009 3:15 PM
To: Ginny-Marie Case; Clarissa Filgioun; Arcelia Arce
Subject: Scoping Comment

Please post to eRoom.
Thanks!

-----Original Message-----

From: akumamoto@aol.com [mailto:akumamoto@aol.com]
Sent: Tuesday, May 05, 2009 12:02 PM
To: Regional Connector
Subject: Little Tokyo

Please include a Little Tokyo stop if underground between Los Angeles and San Pedro on second (1st choice) and at least Temple and Judge Aiso if Temple surface is selected (the stops along this route are not convenient to Little Tokyo)

A KUMAMOTO
323 223 6473 X18

From: [Kerman, Ann](#)
To: [Clarissa Filgioun; Arcelia Arce;](#)
Subject: FW: Regional Connector
Date: Monday, May 04, 2009 11:30:44 AM

Please post to eroom...
Thanks!!

-----Original Message-----

From: Roybal, Dolores
Sent: Monday, May 04, 2009 10:41 AM
To: 'Ginny-Marie Case'; 'Villalobos, Monica'; Kerman, Ann
Subject: FW: Regional Connector

-----Original Message-----

From: Garrett Sergeant [<mailto:scythefalcon@mac.com>]
Sent: Friday, May 01, 2009 12:57 PM
To: Roybal, Dolores
Subject: Regional Connector

Greetings-

I wanted to quickly add my two cents regarding the downtown connector project.

This project MUST be placed underground.

Downtown is already a vortex of traffic congestion and an on-grade train will only hinder that more.

We've also already seen what on-grade rail does to slow rail traffic flow with the gold line. This connector will be among the most heavily trafficked rail passages in the county if completed. This project is all about speed and fluidity, which will go out the window if implemented in such a way.

In addition, this project is about a much grander scheme in which Los Angeles is trying to build a world class rail system capable of meeting the demands that will be placed on the city in the coming decades. Anything running above ground through downtown will not stand to meet these demands. Do it right the first time and don't regret it later.

-Garrett Sergeant

From: Regional Connector <RSC_RegionalConnector@metro.net>

Subject: FW: Regional Connector DEIS/EIR comment

Date: April 17, 2009 2:41:17 PM PDT

To: 'Ginny-Marie Case' <ginny@therobertgroup.com>, 'Ginny-Marie Case' <ginncase@gmail.com>

Cc: Clarissa Filgioun <Clarissa@TheRobertGroup.com>



fyi

Ann Kerman

Constituent Program Manager

Metro Regional Communications

Central LA/San Fernando Valley/North County

Tel: 213-922-7671 ~ fax: 213-922-8868

Email: KermanA@metro.net

P Please consider the environment before printing this e-mail

-----Original Message-----

From: richard schumacher [<mailto:schumach@hp.com>]

Sent: Friday, April 10, 2009 2:38 PM

To: Regional Connector

Subject: Regional Connector DEIS/EIR comment

The Underground Emphasis LRT alternative is vastly superior and well worth the additional cost:

- the wye connection at the Gold Line maximizes operational flexibility
- the lack of traffic and pedestrian conflicts allows minimal headways and travel times

Both of these features would greatly increase the utility of the existing Blue, Gold and Red lines, much more than would the No Build, TSM, or At-Grade Emphasis LRT alternatives.

regards,

Richard Schumacher

From: Satenique Squires [<mailto:satenique@sbcglobal.net>]

Sent: Tuesday, March 31, 2009 8:33 PM

To: Regional Connector

Subject: Regional Connector Transit Corridor

As I am unable to attend the numerous "public scoping" meetings to give input on the proposed Corridor, there is one very important point I'd like to make.

Please put me on record as a resident of Los Angeles County who opposes any surface transportation being added to our already congested streets.

The corridor is not only essential, it is most welcome, and long overdue!

However, let's keep in mind that our already overstressed streets and freeways cannot support any added transportation and that includes the Connector.

The Connector must be built underground.

Let's keep the noise, the congestion away from our already congested streets and freeways.

Thanks for your careful attention to my input.

Sincerely,



Satenique "Nikki" Squires, REALTOR

Prudential California Realty

1625 W. Glenoaks Boulevard

Glendale, CA 91201

(818) 414-7929 - Cell

(818) 476-3093 - Office

satenique@sbcglobal.net

From: webmasters@metro.net [<mailto:webmasters@metro.net>]

Sent: Tuesday, March 24, 2009 11:27 AM

To: Kerman, Ann

Subject: I have a question/comment about the Regional Connector Transit Corridor Study

firstName: Marcie
lastName: Rozalsky
organization:
emailAddress: marcie@rozegraphics.com
streetAddress: 13173 Pacific Promenade #217
city: LA
state: CA
zipCode: 90094
Date: Tuesday, March 24, 2009
Time: 10:27:00 AM

comments:

My daughter currently goes to school at Robertson/National in Culver City. I am wondering about the construction and completion of the project at that intersection. Where can I learn more about its impact, layout and completion date? Thank you.

From: Regional Connector <RSC_RegionalConnector@metro.net>
Subject: **FW: Public Comment - Regional Connector Transit Corridor**
Date: April 7, 2009 9:37:50 AM PDT
To: 'Ginny-Marie Case' <ginny@therobertgroup.com>, Clarissa Filgioun
<clarissa@therobertgroup.com>



-----Original Message-----

From: John A. Mozzer [<mailto:jamworks@earthlink.net>]
Sent: Sunday, April 05, 2009 10:39 PM
To: Regional Connector
Cc: HCNCXC@ONEBOX.COM
Subject: Public Comment - Regional Connector Transit Corridor

To:
Los Angeles County Metropolitan Transportation Authority
Attn:
Ms. Dolores Roybal Saltarelli, Project Manager

From:
John A. Mozzer
4137 Perlita Avenue, Unit A
Los Angeles, CA 90039-1333
323-660-0335

Re:
Regional Connector Transit Corridor Project
Underground Emphasis LRT Alternative

I attended the community meeting at the Japanese American National Museum on Wednesday, April 1, 2009, and submitted a comment. This is an additional comment.

Please consider the feasibility of adding a station in the middle of 1st Street, between Alameda Street and the 1st Street Bridge, adjacent to the Little Tokyo/Arts District Station that will soon open. Thus, the East L.A./Culver City line would not bypass this Little Tokyo/Arts District intersection.

Possibly, the station would be similar to Blue Line stations along Washington Blvd., where passengers walk across half the street to access the platform. Transfers would be possible between the East L.A./Culver City line and the Pasadena/Long Beach line by walking across half of 1st Street.

From: David Barboza [mailto:dejaybe@gmail.com]
Sent: Sunday, March 29, 2009 8:53 AM
To: Customer Relations
Subject: Comments About Metro: Regional Connector

Hello,

I strongly support a grade-separated (underground) alignment of the regional connector project. At-grade rail in downtown Los Angeles was a factor in the original decline of the LA streetcar system. At-grade rail may be cheaper, but it is slower, more dangerous, causes delays for motorists, and causes trains to honk at intersections, creating unnecessary noise pollution.

While I am aware that Metro operates under budget constraints I often feel like you pursue maximum rail system miles at the expense of system quality. I would prefer to see an exclusively grade-separated rail system going forward, even if it is less extensive. Only by focusing on system quality can you hope to attract a broader base of riders.

The system already has a broad scope through busses, the issue is quality. Rail should be the freeway of transit.

--

David J. Barboza
Los Angeles

From: Rich Alossi [<mailto:alossix@gmail.com>]
Sent: Wednesday, April 15, 2009 4:09 PM
To: Regional Connector
Subject: Regional Connector

Metro:

My name is Rich Alossi, a resident and worker in Downtown LA, and I wanted to voice my support for the Project.

I also support the UNDERGROUND/BELOW GRADE alternative above all else, as this is the only way to ensure speedy, safe connectivity with the rest of the Metro Rail system and plan for long-term transit alternative planning.

Thank you for your consistent leadership in building up the future of LA!

Rich Alossi
213-235-7968

121 E 6th Street, #104
Los Angeles, CA 90014

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: goldline connector comments**
Date: April 29, 2009 4:21:02 PM PDT
To: 'Clarissa Filgioun'
<Clarissa@TheRobertGroup.com>, 'Ginny-
Marie Case' <Ginny@TheRobertGroup.com>,
Arcelia Arce <arcelia@therobertgroup.com>



[Please post to e-Room](#)

From: Paul Yeh [<mailto:paulsehster@gmail.com>]
Sent: Tuesday, April 28, 2009 2:56 PM
To: Regional Connector
Subject: goldline connector comments

To the MTA:

I've been a resident of Little Tokyo at the Savoy on Alameda and 1st for the last 3 years. I'd like to express deep concerns with both of your rail connector proposals (at-grade and below-grade). The biggest concern is with the underground rail proposal which would surface across the street from my building. Construction would wipe out 7 businesses that I frequent (particularly Starbucks, Yogurtland, Office Depot, Weiland's Brewery, and Senior Fish). The block is a hub of activity right now even into the midnight hour on weekdays and removing those stores will be a detriment to the community. Replacing successful businesses with a staging ground/construction site for 3 years (at least) does not in the least appeal to me especially when there is no guarantee that when MTA is done that those stores and that hub of activity will return. I am aware that MTA Rail projects have improved sites with rail stations and development to better the community- but I would argue that this is not a run-down block that is easily made better. On the contrary, tearing this block out represents tremendous loss of business and local community and culture in Little Tokyo, both in the

short-term and long-term. Traffic is another huge concern. Alameda is a heavily trafficked corridor with stop and go traffic at rush hour. How does it make sense to have trains crossing the intersection at 1st and Alameda to add to that? To me, it represents a traffic nightmare not only during construction, but after it is finished as well when trains will be added into the mix.

The above-ground option is not much better although it is not as disruptive to the community in Little Tokyo. Adding rail on Temple St. will significantly impact commuter traffic (downtown workers trying to reach the freeway onramps on Alameda).

I really am pro-public transit and supportive of MTA's efforts. However, I cannot support these proposals in their current form and without promise of extensive mitigation. I feel like these solutions are compromising to the existing local community and need more thought or ideas in terms of design and planning.

Thanks,

Paul Yeh
Resident of Little Tokyo

--

Paul Yeh Design Inc.
100 s alameda st unit 203
los angeles, ca 90012

714.458.9728

paul@pyehdesign.com
<http://www.pyehdesign.com>

Comment Cards

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: CRAIG F. THOMPSON	
Organization/ Organización/団体名: CITIZENS FOR BETTER MOBILITY	
Address/Dirección/住所・所在地: 3741 NORTH EL SERENO AVENUE ALTADENA CA 91001	
Telephone/Teléfono/電話: 909.973.0935 c / 626.398.09884	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

THE CONNECTOR IS BEING PLACED/PLANNED IN THE
WRONG AREA!! MILLIONS OF DOLLARS
 WOULD BE SAVED IF THE LINE WERE TAKEN STRAIGHT DOWN
 ALAMEDA STREET TO WASHINGTON BLVD., HEADING WEST ON
 WASHINGTON WITH A WYE CONNECTION TO THE
 BLUE LINE to LONG BEACH AND 7TH &
 METRO CENTER! ANOTHER WYE CONNECTION COULD
 CONNECT WITH THE EXPO LINE TO SANTA MONICA!!
 TWO STATIONS COULD BE PLACED @ 7TH STREET AND
 OLYMPIC BLVD. AND THERE WOULD BE NO
 EXPENSIVE TUNNELING INVOLVED!?!

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
 Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
 Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro



Metro

James

alternative would have a single at-grade crossing at the intersection of 1st and Alameda Streets. The rest of the route would be underground. The length of this proposed route would be 1.6 miles.

Station locations for this alternative would all be underground and include the area north of 5th Street on Flower Street, adjacent to Bunker Hill just south of 2nd Street and 2nd Street between Los Angeles and Main Streets.

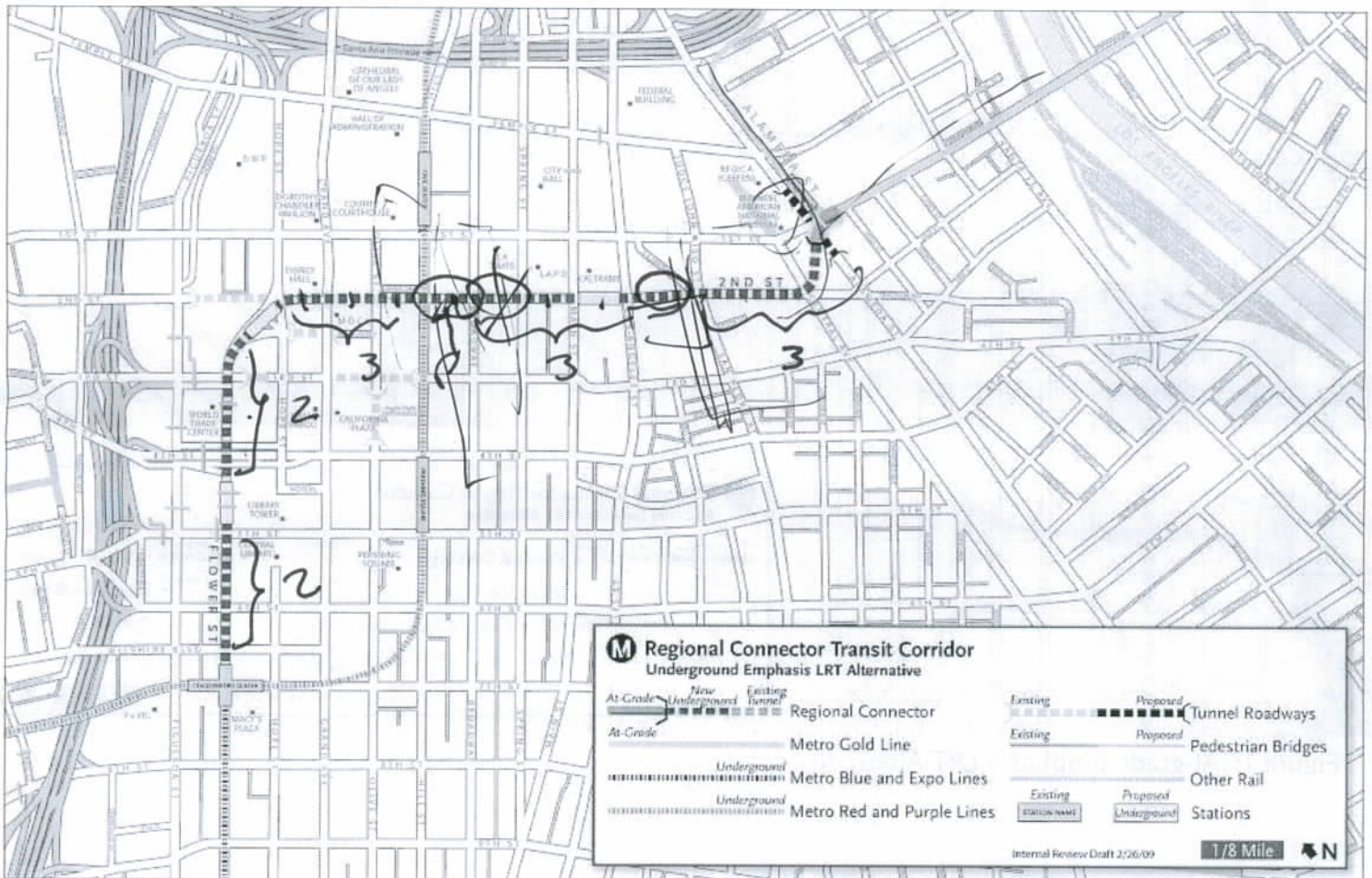


Figure 2: Underground Emphasis LRT Alternative

Preliminary Schedule

The preliminary schedule is provided below for discussion at the agency scoping meeting.

Written comments will be accepted until May 11, 2009. Comments may also be submitted at the scoping meetings, sent via email to regionalconnector@metro.net, or mailed to:

Ms. Dolores Roybal Saltarelli, AICP, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Los Angeles, CA 90012

Project Information

Additional information may be found on the project website at:
http://www.metro.net/projects_studies/connector

ISSUES

- Favor subway alignment
- Traffic analysis of intersections
 - ① safety
 - ② schedule reliability / performance
 - ③ less disruptive
- L. Tokyo 1st / Vigne Alameda
- Station bet. LA & San Pedro
- Concern with construction impact:
 - tunnel work
 - station
 - Mitigate it
- Want to keep 2nd St open during construction. (summer - April & August)
- site of "related project"
- at-grade

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>MIKE METCALFE</i>	
Organization/ Organización/ 団体名: <i>METCALFE ASSOCIATES</i>	
Address/Dirección/住所・所在地: <i>1421 PANDORA AVE.</i>	
Telephone/Teléfono/電話: <i>(310) 474-6418</i>	Fax: <i>SAME</i>
Email/電子メール: <i>m.metcalf@verizon.net</i>	

Comments/Comentarios/コメント:

THE UNDERGROUND ALTERNATIVE IS PREFERRED BECAUSE IT WILL MINIMIZE LONG-TERM IMPACTS ON DOWNTOWN LAND USE AND SURFACE STREET CIRCULATION AND WILL GENERATE GREAT POTENTIAL FOR SEVERAL PUBLIC/PRIVATE JOINT DEVELOPMENT PROJECTS, INCLUDING BUNKER HILL/DISNEY HALL/GRAND AVE., THE SOUTH-WEST AND NORTH-EAST CITY BLOCKS AT 1ST & AVALONDA'S LITTLE TOKYO/ARTS DISTRICT WHICH WILL ALL GENERATE FISCAL REVENUES TO HELP PAY FOR CONSTRUCTION COSTS DEBT SERVICE OVER TIME.

THANK YOU! *[Signature]*

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

Expo line approval: A license to kill?

By Najmedin Meshkati and Robert "BJ" Takushi

Updated: 01/26/2009 05:23:37 PM PST

The Metrolink crash in Chatsworth on Sept. 12, which killed 25 and injured more than 135 innocent people, highlighted the need for much more rigorous government scrutiny of rail safety in the country and especially in Southern California. It is against this sober backdrop that we -- the badly hit Southlanders -- are pleading and looking up to the north for a protector from future rail carnages.

This Thursday, Jan. 29, the five commissioners of the California Public Utilities Commission are expected to vote on and announce their final decision concerning the design of key street crossings in phase 1 of the Exposition Light Rail, or Expo Line, project planned from downtown Los Angeles to Culver City. It will cross major busy city streets such as Vermont, Western, Farmdale and Crenshaw.

There are rare occasions that a San Francisco-based state agency's decision can determine the risk to life and safety of millions school children in Los Angeles for the next 75 to 100 years. However, this CPUC's decision will be a precedent-setting case and there certainly will be future similar cases elsewhere in California, and as such, many more lives will be at risk.

In fact, the term "light rail" is a bit of a misnomer. Each of the three-coupled 225-ton train cars will operate at speeds of up to 55 miles per hour. Expo Line trains will run every 2 to 2.5 minutes, 22 hours a day, in opposite directions on parallel sets of dual tracks and will cross Farmdale Avenue at street level (at-grade), within 10 feet of Dorsey High School, which has 2,100 students, and will cross Western Avenue and Harvard Blvd., also at street level, within 50 feet of the Foshay Learning Center, which is a K-12 Multi-Track School with 3,400 students.

The L.A. County Metropolitan Transportation Authority and its Exposition Light Rail Construction Authority with their army of lawyers, consultants, lobbyists and PR agencies, which are all paid from our tax money, are vigorously pushing and asking for CPUC approval of their at-grade crossings near the two schools. However, the local community organizations and the Los Angeles Unified School District are opposing such at-grade design of intersections. The public's distrust of MTA is rooted in its dismal safety record. Ninety people have died on the MTA's 22-mile L.A.-Long Beach Blue Line, which has had more than 821 recorded incidents since its inception in July 1990 to July 2008. These numbers, which are significantly higher than national average rates of accidents and fatalities along the MTA rail network, attest to the dire state of rail safety in LA, which is primarily caused by MTA's outdated and messy safety-related policies, procedures and practices.

If the CPUC has not learned its lessons about the human factors-related root-causes of past rail

accidents, and does not fully scrutinize MTA's proposed crossings' risk and hazard analyses, then CPUC's "easy" approval will be tantamount to granting MTA and its Expo Line Construction Authority a license to kill and maim school children and adults on the Expo Line for the next decades to come, as approximately 72 million Dorsey students who will use the Farmdale Avenue crossing during the expect life of operation of this line. The CPUC's approval would provide MTA with the alibi - the "design immunity" in legalese - for so doing.

The concept of "design immunity," which is based upon an otherwise obscure California Government Code § 830.6, would potentially entitle MTA to avoid liability for dangerous condition of its designs and grant MTA with complete immunity against any type of claim arising out of its design defect. It was precisely the CPUC's lax approval of the Blue Line's more than 100 crossings back in late 1980s that left us to live with the persistent dangerous condition which is a major root-cause of its many fatalities and accidents (the last two accidents happened just in one day, on Thursday, Nov. 20.)

Moreover, the automatic "design immunity" entitlement of MTA has also been responsible for the status quo, as well as stifling any motivation and imputes within this agency for any fundamental change and systematic safety improvement. Neither numerous deaths and the resulting protracted litigations, nor trial or appeal court's affirmative rulings against MTA in favor of the rail accident's victim (plaintiff), have been able to make a dent in the MTA's dismal safety practices.

This time around, the CPUC approval of MTA's requests for the Expo Line would do the same. It will not only continue to shield MTA's unsafe crossings and operation against any future lawsuits stemming from accidents and resultant injuries and deaths caused by design-induced errors of pedestrians and drivers on the Expo Line, but also will further hardened MTA's entrenched archaic safety culture.

It is truly perplexing that the Exposition Light Rail Construction Authority, even in this dismal state economy, is still continuing to squander millions of dollars of precious taxpayers' money by lavishly paying for thousands of pages of legal briefs, stubbornly fighting neighborhood community organizations, and recklessly disparaging scientific facts which justifiably question and refute its proposed designs. This is the money that should have been spent on making the Expo Line safer and our hope is that the CPUC puts an end to this vicious cycle.

The CPUC of today has much greater competent technical resources and it can (and should) learn from other agencies such as the National Transportation Safety Board and do much better job than what it did some 30 years ago and consequently we are stuck with the Blue Line's unsafe intersections. We can only hope that what the American philosopher William James said, "great emergencies and crises show us how much greater our vital resources are than we had supposed," also applies to California and its PUC.

Najmedin Meshkati is a professor at the Sonny Astani Department of Civil/Environmental and a professor at the Daniel J. Epstein Department of Industrial & Systems Engineering (ISE) at the Viterbi School of Engineering, University of Southern California. He teaches and conducts research on the safety of technological systems and created USC's Transportation Safety Program in 1992. Robert "BJ" Takushi, a recent graduate of the Epstein ISE Department, received a grant from the Rose Hill Foundation to study the Expo Light Rail safety.

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <u>HAROLD LEACOCK</u>	
Organization/ Organización/ 団体名: <u>Citizens for Better Mobility</u>	
Address/Dirección/住所・所在地: <u>Box 1232 Pomona, Calif 91769</u>	
Telephone/Teléfono/電話: <u>909-229-2130</u>	Fax:
Email/電子メール: <u>Harold-450@hotmail.com</u>	

Comments/Comentarios/コメント:

Would like to say as I always hope to have is a better connection for the entire light rail system, similar to San Diego. where you could travel all over the LA basin on one pass-or ticket.

Connect the dots - Hello.

HAROLD

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: MARK R. JOHNSTON	
Organization/ Organización/ 団体名: TRAC - NARP - PRS	
Address/Dirección/住所・所在地: 4185 Van Buuren Street, Chino, CA 91710	
Telephone/Teléfono/電話: 909-591-6691	Fax:
Email/電子メール: Canamnj@yahoo.com	

Comments/Comentarios/コメント:

- ✓ Entire Route Underground (rest of system is too slow Don't make slower)
- ✓ Build faster than 8-10 yrs! (Too Long)
- ✓ Consider Knock-out panels (over)
 - ⓐ 2nd & Central (Future Route Down Central To Washington Blvd) create a "wye"
 - ⓑ New Buena Vista station, create Another "wye"
 - For Future Route up Temple to Silver Lake/Glendale
- ✓ The Los Angeles St. station needs to consider
 - a Connection to Broadway Street car
 - (or make Broadway connector East for 2 blocks)

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
 Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
 Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>LAWRENCE ALDABA</i>	
Organization/ Organización/団体名:	
Address/Dirección/住所・所在地: <i>14 N. FAIR OAKS AVENUE #3400 PASADENA, CA 91103</i>	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: <i>LAWRENCE.ALDABA@GMAIL.COM</i>	

Comments/Comentarios/コメント:

*I FEEL THAT THE REGIONAL CONNECTOR IS ONE OF THE MOST
IMPORTANT PROPOSED LINES. IT WOULD INCREASE RIDERSHIP DRAMATICALLY
AND WOULD CREATE A CONNECTED REGIONAL SYSTEM. I THINK ITS
IMPERATIVE THAT THIS LINE BE BUILT BELOW GROUND. GIVEN THE
DENSE NATURE OF DOWNTOWN L.A., GRADE SEPARATION WILL
HAVE LESS IMPACT ON THE REVITALIZING NEIGHBORHOODS IN THE
ARBA. I HOPE WE CAN BUILD THIS LINE SOONER RATHER THAN
LATER.*

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:

Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012

Email: regionalconnector@metro.net

Website: www.metro.net/regionalconnector



Metro



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: Edward King	
Organization/ Organización/団体名:	
Address/Dirección/住所・所在地: 7913 1/2 AVALON BL.	
Telephone/Teléfono/電話: (323) 759-9652	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins or other markings visible.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>Greg Kay</i>	
Organization/ Organización/団体名:	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: <i>gkay@usc.edu</i>	

Comments/Comentarios/コメント:

I support this project. It would greatly improve mobility Downtown. The underground alternative is a must! Otherwise it would interrupt the street scene too much.

Metro should consider double tracking b/c the Blue Line is already at capacity. When the Expo Line opens, it would be a shame to have a low level of service b/c of bottlenecks downtown.

The Bunker Hill station should be moved to be centered at the Grand Ave/2nd St station. This will make it

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro



closer to the Music Center, Courthouse, & Grand Avenue Project
& Grand Ave office buildings. The current location favors
the Bunker Hill Towers - which are not strong source of
riders.



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <u>Mizue Katayama</u>	
Organization/ Organización/ 団体名: <u>Little Tokyo Senior Residents Assc. (LT Service Center)</u>	
Address/Dirección/住所・所在地: <u>231 E. 3rd St. Suite G/06 LA, CA 90013</u>	
Telephone/Teléfono/電話: <u>(213) 473-1649</u>	Fax:
Email/電子メール: <u>m.katayama@ltsc.org</u>	

Comments/Comentarios/コメント: * I'm representing senior residents' opinions.

- I vote for shuttle bus (TSM) alternative ^① because it's more accessible with more frequent stops.

② mdy senior housings are on/near 3rd st. (Casa Heiwa, Teramachi, LT Towers, Miyako Gardens, & Tokyo Villa) where shuttle bus runs.

③ after Metro bus #16 (run on 3rd st.) got cancelled, seniors have been complaining how inconvenient it is for them to go to St. Vincent Hospital. This shuttle bus may be a solution?

④ seniors aren't into ~~public~~ LRT alternatives. They think they won't be around by the time it's completed.

they can only attend daytime meetings.

None of seniors attended today's mtg because it was too late in the evening for them.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:

Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012

Email: regionalconnector@metro.net

Website: www.metro.net/regionalconnector



Metro



Continue

⑤ In order to access to either of LRT alternatives,
LT Seniors would have to take buses to get to the stations
anyway.

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <u>RON FRESCAS</u>	
Organization/ Organización/ 団体名: <u>student</u>	
Address/Dirección/住所・所在地: <u>3436 Ivar Avenue, Rosemead, CA 91770</u>	
Telephone/Teléfono/電話: <u>(626) 255-1490</u>	Fax: <u>(626) 571-1404</u>
Email/電子メール: <u>rfrescas@alumani.usc.edu</u>	

Comments/Comentarios/コメント:

I am extremely pleased that Metro has considered the public's opinion about future projects. Since January of this year, I have been using public transportation, and I have to say it has made me happier. It is because of the cost and the reduced stress of driving. I am in favor of any extension project. If the project may consist of an underground emphasis or an at-grade. You would probably have to consider people who live and/or work in downtown Los Angeles.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:

Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012

Email: regionalconnector@metro.net

Website: www.metro.net/regionalconnector



Metro

I do have to say this, and I think it is because of my age and marital status, but I feel the light rail system in Los Angeles County and downtown should run 24 hours a day. I am in college and I enjoy going out and staying out late. I noticed that the light rails run up to mid-night or 1 A.M. In some areas of the city, buses do not run late as ~~well~~ well. So, I will not be able to get home until 5 A.M. or well or not enjoying my night out because I will be too concerned ^{about} missing the train. I am only speaking for myself, not all college students. I would like to thank you for your time and patience with all the speakers here today (3/31/09), and to all the representatives of Metro.

Respectfully,

Aaron



Metro

THE HIGGINS BUILDING at 2nd and Main since 1910

April 1, 2009

From: Higgins Building Homeowners Association

Re: Comments on proposed Downtown Regional Connector

The Higgins Building Homeowners Association would like to join our many neighborhood residents, business leaders and stakeholders to reiterate, in the strongest of terms, our support to the responsible building of the Regional Connector as a below-grade project, and our categorical objection to building it as an at-grade project.

As you consider the proposal before you, we ask that you dutifully consider the many benefits of the below-grade project over the at-grade option:

- The below-grade option will allow for greater efficiency of the regional transit system.** Trains will be allowed to travel at much higher speeds underground, significantly reducing route times and allowing for more frequent trips, maximizing the efficiency of the system, allowing the MTA to better service the community and the region as a whole. In addition, it will avoid disruption of existing MTA and Dash bus routes in the area, many of which use Broadway as a key artery.
- The below-grade option will be safer.** It will avoid the congestion of at-grade trains that will endanger the lives of thousands of pedestrians and motorists who cross Second Street each day. This will save the MTA and the City millions of dollars in potential legal fees and settlements over injury cases by eliminating the risk altogether. It will also be safer for residents of the area, specifically the Higgins Building. An at-grade train system will significantly compromise access by emergency vehicles to the building.
- The below-grade option will be less disruptive.** An above-grade train will avoid the total conversion of 2nd Street to railroad tracks, eliminating a key east-west thoroughfare through downtown, and causing potential gridlock on adjacent east-west thoroughfares (1st Street, 3rd Street & 4th Street). It will avoid traffic gridlock on north-south streets through the area, including the major thoroughfares of Hill, Broadway, Spring, Main and Los Angeles Streets. The City stands to save hundreds of thousands of dollars on studying the retiming of traffic for this area alone. In addition it will avoid potential disruption with security operations at the new LAPD headquarters, and will cause far less noise disruption to the hundreds of new residents of the area.
- The below-grade option will encourage a pedestrian-friendly downtown.** Second Street is a key pedestrian connection link between the burgeoning residential neighborhoods of the Historic Bank District, Little Tokyo and the Civic Center. The below grade option will preserve that pedestrian connection. An above-grade option would destroy that connection, especially during peak morning and evening hours by running trains – and impeding pedestrian crossings – every 2-5 minutes.

-- The below-grade option will cost the City less in the long run. A below-grade option will allow current and planned businesses along 2nd Street to operate and thrive, generating hundreds of thousands of tax dollars annually for the City and County. An above-ground option will completely cut off vehicular access (for both customers and supplies) to many existing businesses in Little Tokyo and the Higgins Building, potentially starving the City of much-needed, existing tax revenue. In addition, it will completely eliminate film revenue from the historic 2nd Street tunnel, one of the most filmed locations in the County of Los Angeles. Altogether, building the at-grade option may very well end up costing the City and County more over 20 or so years than building at below-grade.

-- Finally the below-grade option will improve quality of life for existing and future residents. A below-grade option allows the hard work and considerable investment that has already been put into the neighborhood to continue to grow and contribute to the community. The Higgins Building – a Historic-Cultural Monument – will not become isolated by elimination of critical loading lanes and the laying of tracks mere yards from the building entrance and existing thriving businesses. It will allow continued development of properties along 2nd Street, including planned restaurants on the Vibiana's property and retail on Little Tokyo's Block 8.

When considering the options, it is abundantly clear that the below-grade option is a far superior option for the downtown community and the Los Angeles region as a whole – operationally, financially, and pragmatically. Saving 13% up front to build the at-grade option would not only be incredibly short-sighted, but it may end up costing the City far more in the long-run than any savings achieved up front.

There continues to be overwhelming support for the below-grade option of the Regional Connector project, from the thousands of new residents, to business and community leaders. As residents and community leaders, we at the Higgins join in that support.

Second Street is a part of the functional, historic and lively fabric of downtown. Converting it into a rail corridor would be devastating. While building this project below-grade will also create significant disruptions, we believe many of those can be mitigated. If built responsibly, this project can be an asset for downtown residents, workers and businesses as well as for cross-county travelers.

Thank you for your consideration.

Coleman Engellenner
HOA President

'PRICEY THE PUMP' SAYS... 'PUMP'!!!

**BUILD THE DOWNTOWN LOS ANGELES STREETCAR QUICKLY - N.O.W.
WHILE WE STILL CAN!!!**

SUPPORT YOUR VERY OWN P.E.T.T. PROJECT IN
HALLS AROUND YOUR
HISTORY-BOSS PACIFIC ELECTRIC JOHNSON TOWNS:
"THE BIG RED CARS" !!!



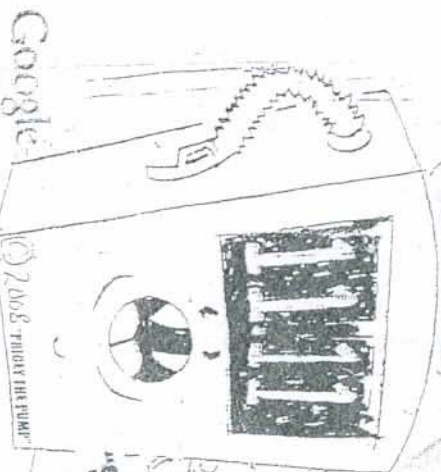
**BUILD THE "WASHINGTON PLAN" --
FROM THE BLUE LINE TO THE GOLD LINE,
PICO - BROADWAY - FIRST
YOUR INITIAL REGIONAL CONNECTOR!!!**

"PUMP TALK"
WELL, WHAT ARE YOU WAITING FOR?...

THE ELEVENTH DOLLAR ???!!!

FOR BETTER TRANSPORTATION AND MORE OF IT !!!
THE ELEVEN ELEVEN EMERGENCY RAIL TRANSPORTATION IMPLEMENTATION COMMITTEE

**FIRST "STREETCAR" SERVICE
WILL BE FROM CHINATOWN TO USC/ EXPOSITION PARK
VIA GOLD LINE- INITIAL "REGIONAL CONNECTOR" - BLUE LINE - EXPO 13A
FURNISH FROM EXPO AND GOLD LINES !!!**



**"STREETCAR" !!!
"STREETCAR" !!!
"STREETCAR" !!!**

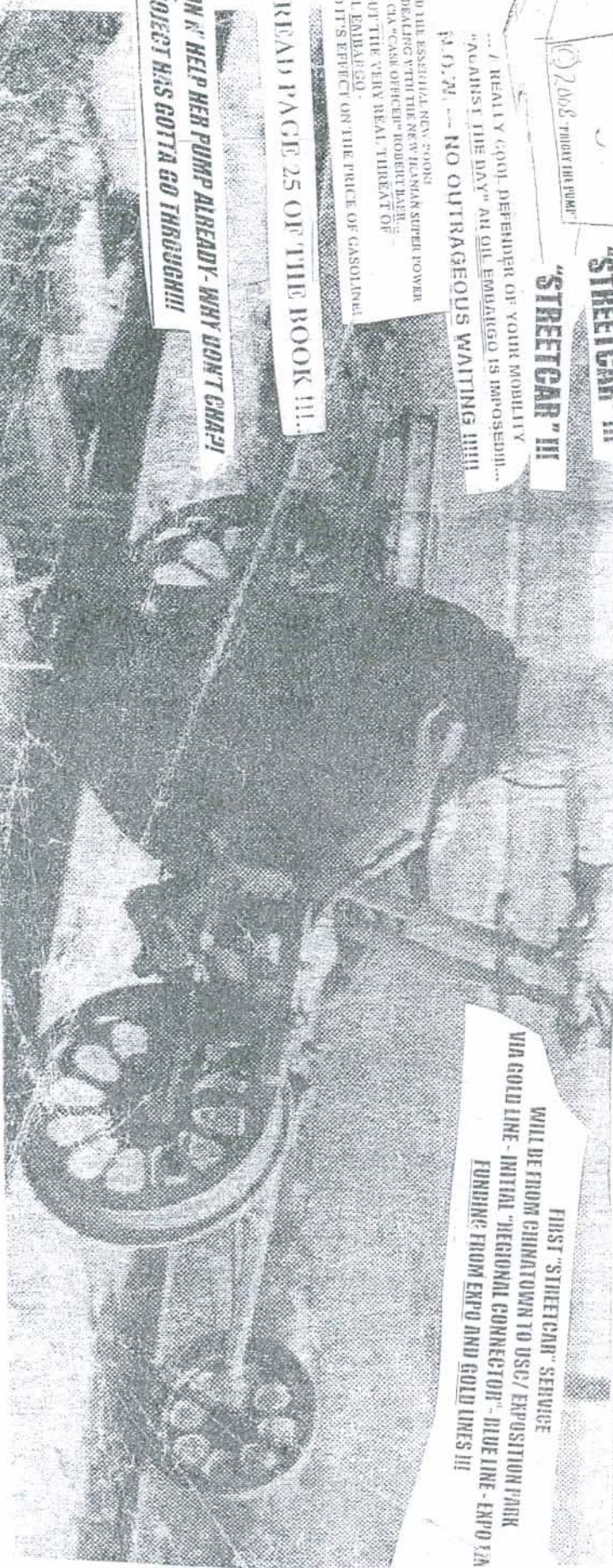
**Build the Streetcar
Let's Connect**

**"I REALLY GOOD DEFENDER OF YOUR MOBILITY
"AGAINST THE DAY" AN OIL EMBARGO IS IMPOSED!!!
A.D. M. -- NO OUTRAGEOUS WAITING !!!!!!**

**READ THE ESSENTIAL NEW 2008
THE DEVEL WE KNOW DEALING WITH THE NEW HAZARD SUPER POWER
BY FOUNDED CIA "CASH OFFICER" HODGET DARE...
READ ABOUT THE VERY REAL THREAT OF
A CHIEF OIL EMBARGO 200 -
- AND ITS EFFECT ON THE PRICE OF GASOLINE !!!**

PLEASE READ PAGE 25 OF THE BOOK !!!.

**SO CHRON N' HELP HER PUMP ALREADY- WHY DON'T CHAZI
THIS PROJECT HAS GOTTA GO THROUGH!!!**



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>Philip E. Laventure</i>	
Organization/Organización/団体名: <i>C.E.R.T.</i>	
Address/Dirección/住所・所在地: <i>725 S. Wilmer 203 LA CA 90017</i>	
Telephone/Teléfono/電話: <i>213 413 3422</i>	Fax: <i>N/A</i>
Email/電子メール: <i>philipclaventure@yahoo.com</i>	

Comments/Comentarios/コメント:

*SCREECHING ENGINES
HEALTH ISSUES DUE
TO R22+64 BUSES.*

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: ROGER CHRISTENSEN	
Organization/ Organización/ 団体名: Metro Citizens Advisory Council	
Address/Dirección/住所・所在地: 14335 Hubston St #205 Sherman Oaks 91423	
Telephone/Teléfono/電話: 818 995-4859	Fax: _____
Email/電子メール: rog4rail@aol.com	

Comments/Comentarios/コメント:

The Regional Connector has been rated as Metro's most^{cost} effective future project.

The underground ~~about~~ option is the far superior one. If one train is stalled with a surface fender project, the entire light rail system would be halted.

Running at 2.5 minute headways, underground is safest, most efficient, and fastest.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名:	
Organization/ Organización/団体名:	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

Brian Abbott 81@yahoo.com
(Please E-mail me Re: Powerpoint)

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: G REILLY	
Organization/ Organización/ 団体名: LOS ANGELES NATIVE	
Address/Dirección/住所・所在地: 447 S. GRAND VIEW ST.	
Telephone/Teléfono/電話: (213) 448-6882	Fax:
Email/電子メール: DEZINER213@GMAIL.COM	

Comments/Comentarios/コメント:

IN REGARDS TO EFFICIENCY AND TRAFFIC CONTROL; THE ABOVE GROUND ALTERNATIVE NOT ONLY CAN BE DISRUPTED BY ~~SEMI~~ SURFACE TRAFFIC, BUT HAS A SPLIT STATION AT SECOND STREET. THIS SPLIT STATION CAN LEAVE ONE STRANDED IF SOMEONE WERE TO MISS THEIR TRAIN. THIS TYPE OF OPERATION WILL CONFUSED TOURISTS AND MANY UNFAMILIAR WITH DOWNTOWN LOS ANGELES.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名:	
Organization/ Organización/団体名:	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

Thurs 4/23 8:00 am.

Westside Subway

TRACEY CHANIKAT

CCA - Presentation

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: Dan Witzling	
Organization/ Organización/団体名: Breathe LA	
Address/Dirección/住所・所在地: 888 5858 Wilshire Blvd, Suite 300 Los Angeles CA 90036	
Telephone/Teléfono/電話: 323 935 8050 x288	Fax: 323 935 1873
Email/電子メール: dwitzling@breathe-la.org	

Comments/Comentarios/コメント:

Breathe LA supports Metro's efforts to improve our subway system in order to mitigate air quality concerns through reduced traffic congestion. We appreciate consideration in the EIR to indicate projected smog reductions from the Underground and other proposed alternatives. Mobile air sources have been a major influence on asthma in the Los Angeles County region and this METRO project has great potential to help alleviate harmful emissions.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名:

Frank Kortum

Organization/ Organización/団体名:

Address/Dirección/住所・所在地:

312 N. Spring St. #1400 Los Angeles 90012

Telephone/Teléfono/電話:

213.894.5710

Fax:

213.894.7177

Email/電子メール:

fkortum@gmail.com

Comments/Comentarios/コメント:

I support the Underground
Emphasis alternative because
the At-Grade alternative
seems like it would contribute
to surface street congestion
in the downtown area.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <u>Scott Bytof</u>	
Organization/ Organización/ 団体名: <u>DLANC/ RESIDENT</u>	
Address/Dirección/住所・所在地: <u>330 W 11th St #309 Los Angeles, CA 90015</u>	
Telephone/Teléfono/電話: <u>213-749-1365</u>	Fax: <u>same</u>
Email/電子メール: <u>scottbytof@ca.rr.com</u>	

Comments/Comentarios/コメント: I prefer below grade option.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: MIYOKO OSHIMA	
Organization/ Organización/団体名: Japanese American National Museum (JANM)	
Address/Dirección/住所・所在地: 369 E. First St, Los Angeles, CA 90012	
Telephone/Teléfono/電話: 213-830-5655	Fax: 213-625-1770
Email/電子メール: moshima@janm.org	

Comments/Comentarios/コメント:

Alameda Street is a critical access route for JANM. The parking garage entrance is on Alameda, as is the loading dock for the Museum. (Large trucks use this for transporting exhibitions.) Therefore any construction on Alameda needs to ensure adequate open access for both JANM and MoCA. Otherwise operations would be impacted.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: GERALD J. PASS	
Organization/ Organización/団体名: FRIENDS 4 EXPO RAIL	
Address/Dirección/住所・所在地: P. O. BOX 572483, TARZANA, CAL. 91357	
Telephone/Teléfono/電話: (213) 884-3548	Fax:
Email/電子メール: proofgeog@yahoo.com	

Comments/Comentarios/コメント:

I DID HAVE A PREFERENCE FOR A 3RD ST.
ALIGNMENT. NOW THAT IT ISNT AN OPTION
PRESENTLY, I WOULD LIKE TO EXPRESS MY
PREFERENCE FOR THE 2ND ST. UNDERGROUND
ROUTE.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: B H Allen	
Organization/ Organización/団体名:	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: BHA_in_LA@yahoo.com	

Comments/Comentarios/コメント:

I Aerate:

1. I request that the FTA and the LACMTA prepare earnest, thoughtful, respectful, robust responses to ^{all substantive} the "non-environmental" comments received on this project during the scoping process, notwithstanding that CEQA and NEPA do not require this.

This may be done as a chapter or as an appendix to the scoping report.

2. I request that the internal draft scoping report be subjected to a vigorous, internal, critical adversarial review, to ensure the utter robustness of all responses to all issues and the utter robustness of the E.D.'s scope. The E.D.'s scope must not satisfy the bureaucratic interests but the interests of all the affected people and excellent public policy, free from self-complacency and self-delusion.

Benjamin H. Allen

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名:

JOHN A. MOZZER

Organization/ Organización/団体名:

SELF

Address/Dirección/住所・所在地:

4137 PERLITA AVENUE, UNIT A, LOS ANGELES, CA 90039-1333

Telephone/Teléfono/電話:

323-660-0335

Fax:

Email/電子メール:

jamworks@earthlink.net

Comments/Comentarios/コメント:

IN SUPPORT OF UNDERGROUND EMPHASIS

LRT ALTERNATIVE.

LOOK INTO ESCALATORS AT CITIGROUP CENTER

PLAZA (5TH STREET AND FLOWER STREET) TO

ACCESS STATION

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:

Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012

Email: regionalconnector@metro.net

Website: www.metro.net/regionalconnector



Metro



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: THOMAS K NAGANO 1ST VP	
Organization/ Organización/ 団体名: FRIENDS OF LITTLE TOKYO LIBRARY	
Address/Dirección/住所・所在地: 2ND & LOS ANGELES	
Telephone/Teléfono/電話: (213) 621-7665	Fax:
Email/電子メール: MRDOWNTOWNCA@YAHOO.COM	

Comments/Comentarios/コメント:

FRIENDS GROUP IS IN FAVOR

OF AN UNDERGROUND STATION

DIRECTLY ADJACENT TO LITTLE

TOKYO LIBRARY LAPL - WITH
A MAJOR PORTION OF LINK SERVICING LITTLE TOKYO.

ADDITIONAL SECURITY AROUND THE

2ND/LOS ANGELES STATION NEXT TO STATE

VIBRANA'S. IS A CONSIDERATION FOR
LIBRARY'S

SAFETY OF PATRONS AND THE BOOK COLLECTION.

FRIENDS GROUP WOULD LIKE INPUT IN THE
SELECTION OF THE ARTWORK.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: Evelyn Yoshimura	
Organization/ Organización/団体名: Little Tokyo Community Council, LT Service Center	
Address/Dirección/住所・所在地: 231 E. 3rd St., #G106, LA 90013	
Telephone/Teléfono/電話: 213-473-1690	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

Underground alternative seems best, but as a LT stakeholder, am concerned about impact on businesses along 2nd St. ~~in~~ between Los Angeles St. and Alameda during construction. These mainly mom-&pop business can't absorb severe traffic congestion and construction. Every effort should be made to minimize this impact.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>Paul Lipson</i>	
Organization/ Organización/団体名:	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

Sounds great.

Go with UNDERGROUND.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <u>Bing Hsu</u>	
Organization/ Organización/ 団体名: <u>—</u>	
Address/Dirección/住所・所在地: <u>748 E Locust St. # 303 Pasadena 91101</u>	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: <u>bchsu@earthlink.net</u>	

Comments/Comentarios/コメント:

① Of the two LRT alternative, I would prefer the underground ~~alt~~ alignment.

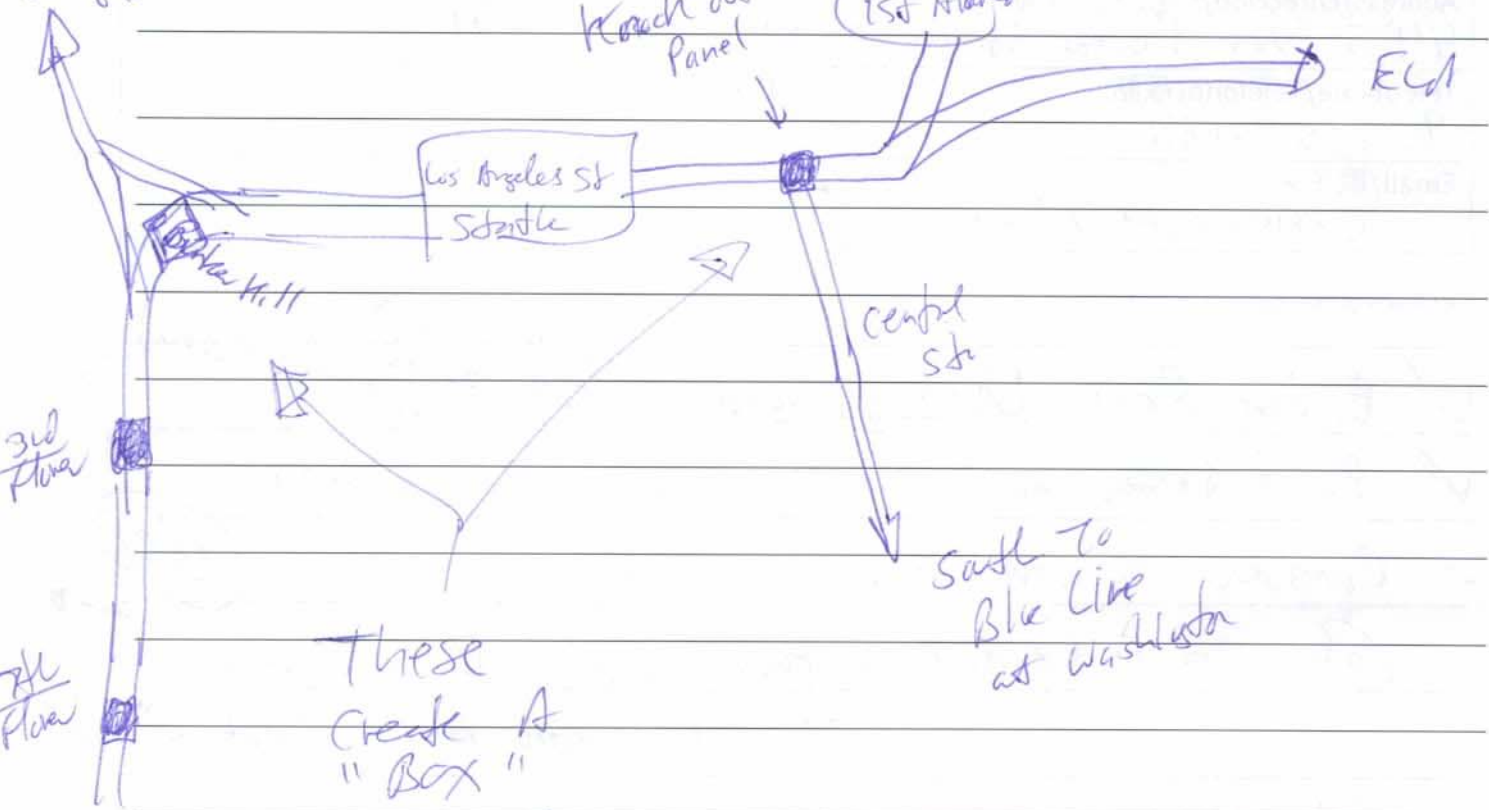
② One concern I have is the need ~~to~~ to transfer while traveling from Pasadena to B 2A. I would like Metro to consider keeping some trains travelling directly from Pasadena to B 2A even after the Regional Connector is for built. (BTW, the need to go to a different station to transfer is one reason I dislike the at grade route.)

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

To Silver Lake
Glendale



Around LA
multiple direction



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: KATHLEEN SWEET	
Organization/ Organización/ 団体名: ALTADENA RESIDENT	
Address/Dirección/住所・所在地: 3067 EWING AVE. ALTADENA 91001	
Telephone/Teléfono/電話: 626 498-5896	Fax: —
Email/電子メール: Kathleen.Sweet@CBCGlobal.NET	

Comments/Comentarios/コメント:

Any alignment - please put it underground !

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:

Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012

Email: regionalconnector@metro.net

Website: www.metro.net/regionalconnector



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <u>Brigham Yen</u>	
Organization/ Organización/ 団体名:	
Address/Dirección/住所・所在地: <u>14 N. Fair Oaks Ave #400</u> <u>Pasadena, CA 91103</u>	
Telephone/Teléfono/電話: <u>626 590 9105</u>	Fax:
Email/電子メール: <u>da177atrix@netzero.net</u>	

Comments/Comentarios/コメント: LA needs more strategically
Smart rail lines built and the Regional
Downtown Connector needs to be
UNDERGROUND! Being underground means
being faster and higher ridership numbers.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: CRAIG F. THOMPSON	
Organization/ Organización/ 団体名: CITIZENS FOR BETTER MOBILITY	
Address/Dirección/住所・所在地: 3741 NORTH EL SERENO AVENUE ALTADENA CA 91001	
Telephone/Teléfono/電話: 909-273-0936 C 626-398-0988	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

THE FINAL PLANS ARE WAY OFF BASE!! A BETTER ROUTE WOULD HAVE BEEN: SOUTH ON ALAMEDA FROM FIRST STREET, WITH STATIONS @ 7TH STREET & OLYMPIC BLVD. CONTINUE SOUTH ON ALAMEDA TO WASHINGTON BLVD, WEST ON WASHINGTON TO PRE-EXISTING BLUE LINE WITH A DOUBLE-TRACK WYE @ WASHINGTON BLVD. & LONG BEACH AVENUE. ANOTHER DOUBLE-TRACK WYE WOULD BE INSTALLED @ WASHINGTON BLVD. & FLOWER STREET. THIS WOULD BE THE ULTIMATE CONNECTOR, BECAUSE TENS OF MILLIONS OF DOLLARS WOULD BE SAVED,

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

(CONT'D.)
OVER →

2010-05-10

alternative would have a single at-grade crossing at the intersection of 1st and Alameda Streets. The rest of the route would be underground. The length of this proposed route would be 1.6 miles.

Station locations for this alternative would all be underground and include the area north of 5th Street on Flower Street, adjacent to Bunker Hill just south of 2nd Street and 2nd Street between Los Angeles and Main Streets.

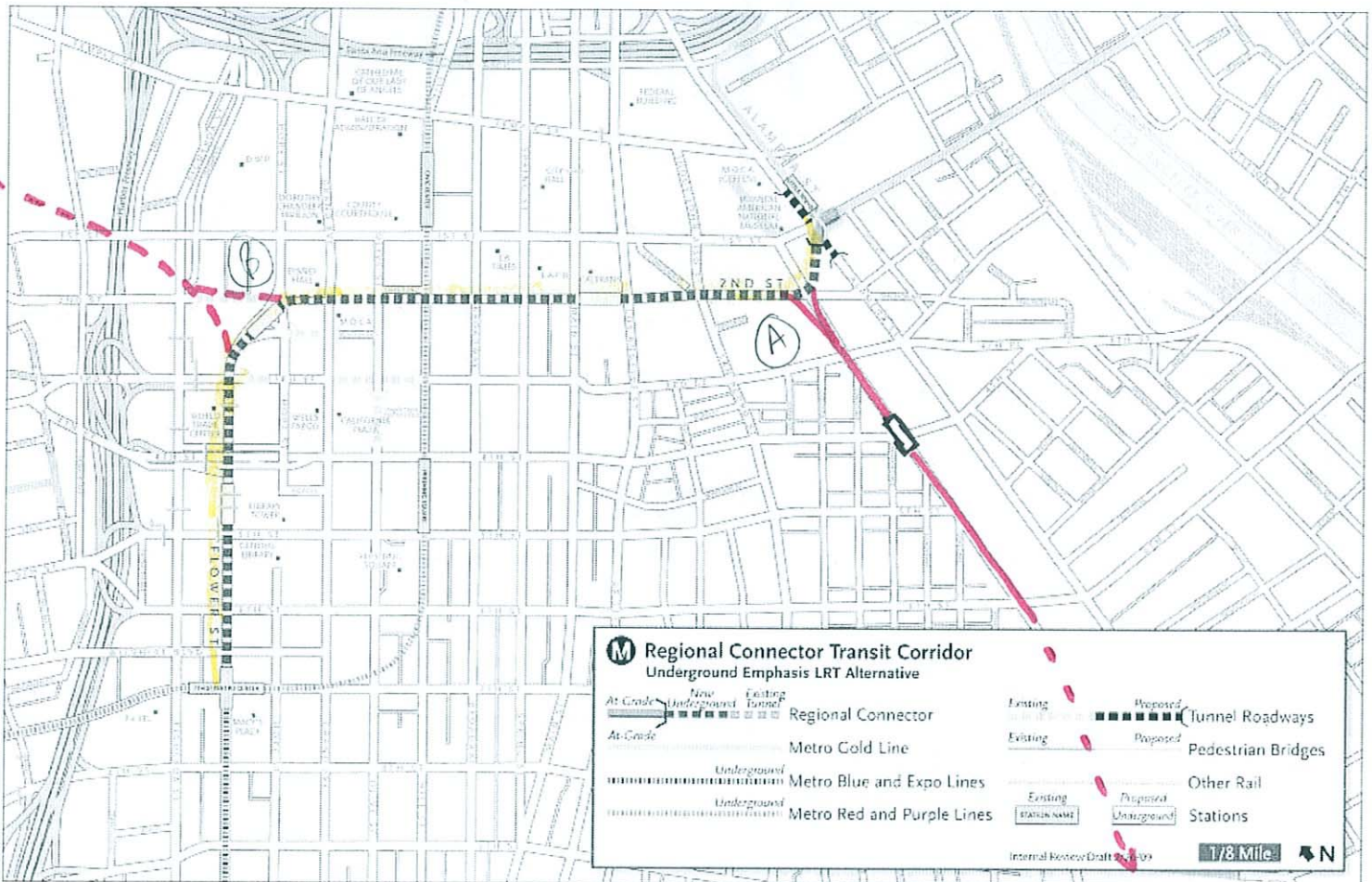


Figure 2: Underground Emphasis LRT Alternative

Preliminary Schedule

The preliminary schedule is provided below for discussion at the agency scoping meeting.

Web Based Comments

From: webmasters@metro.net [<mailto:webmasters@metro.net>]

Sent: Friday, March 27, 2009 3:04 PM

To: Kerman, Ann

Subject: I have a question/comment about the Regional Connector Transit Corridor Study

firstName: Kenneth
lastName: Sterling
organization: retired coach operator
emailAddress: silverbox46@yahoo.com
streetAddress:
city: Pasadena
state: CA
zipCode: 91101
Date: Friday, March 27, 2009
Time: 02:03:34 PM

comments:

I think the underground option is a no-brainer. There is no way you could safely run 3 car light rail trains through downtown on the surface and NOT expect to hit or be hit by other vehicles. (What is the body count now for the Blue line?) That said, the only problem I see with pairing the legs of the Gold line with the Blue line and the Expo line is a logistical one. Folks wanting to stay ON the Gold line in either direction will have to go PAST the new Y connection to the next station before they can transfer to a train going in the direction they really want. But I'll bet you already know that. Can't wait to see what your solution is.

firstName: Genevieve
lastName: Liang
organization:
emailAddress: genevieve.liang@gmail.com
streetAddress:
city:
state:
zipCode: 90013
Date: Tuesday, March 24, 2009
Time: 07:58:56 PM

comments:

RE: Regional Connector Transit Corridor project

I'm a downtown resident, and unfortunately I cannot make it to the scoping meetings that you've scheduled, but I'd like to put forth some comment here. I think it's a great idea to make the subway system connect better through downtown. It will make not only the people who live and/or work here use public transit more to go across downtown or to parts farther away, but I strongly believe it will also make downtown a livelier, more accessible place for people from other LA neighborhoods that will be served by the new subway line extensions to come partake in our numerous entertainment and other cultural offerings.

I would opt for the underground emphasis alternative via 2nd and Flower Streets, because I think to have any at-grade lines would cause more gridlock on those streets around the Civic Center than what is already present there today. I would ask, though, that considerations for a station be made for somewhere like 2nd/Spring, so that those of us who live in the Old Bank District can access the line fairly easily. Ultimately, I'm sure the decision to build at-grade or underground will depend on the cost differences, but if going underground would speed up the transit, I think that's another benefit that all riders/commuters would all appreciate.

Thanks.

firstName: eden
lastName: stewart
organization:
emailAddress: estewart@yulagirls.com
streetAddress: 339 n. detroit st.
city: Los Angeles
state: ca
zipCode: 90036
Date: Wednesday, April 01, 2009
Time: 07:53:12 AM

comments:

the regional connector is a vital link in our system. it will increase ridership dramatically because of the ease in using 1 continuous line or easy transfers. with tap technology, I suggest we reinstitute transfers and make a policy of free transfers between all rail lines! the connector must be in sub way to facilitate speed. thank you