

# WESTSIDE SUBWAY EXTENSION

## Public Participation & Community Outreach Report Appendix A – Scoping Report Part 2



August 2010

# Full Length Alternative: Wilshire Subway



# Full Length Alternative: Wilshire/West Hollywood Subway



Please let us know what you think!

# Define Locally Preferred Alternative

- Define initial Wilshire segment(s)
- Define future segment(s)
- Specify stations and alignments details
- Identify cost-effectiveness of segments
- Propose implementation plan
  - Funding
  - Timing



# Opportunities for “Formal” Public Involvement

- **Quarterly public update meetings**
  - Results from previous meetings
  - Report on additional refinements and analysis
- **First update (summer)**
  - What we heard in Scoping
  - Construction
  - Refinement of alternatives
- **Summer 2010: Public Hearings on Draft EIS/EIR**
  - Study recommendations
- **Station area planning meetings**
  - Focused meetings
  - Schedule to be determined
  - Watch for meeting notices

**Scoping – April '09**

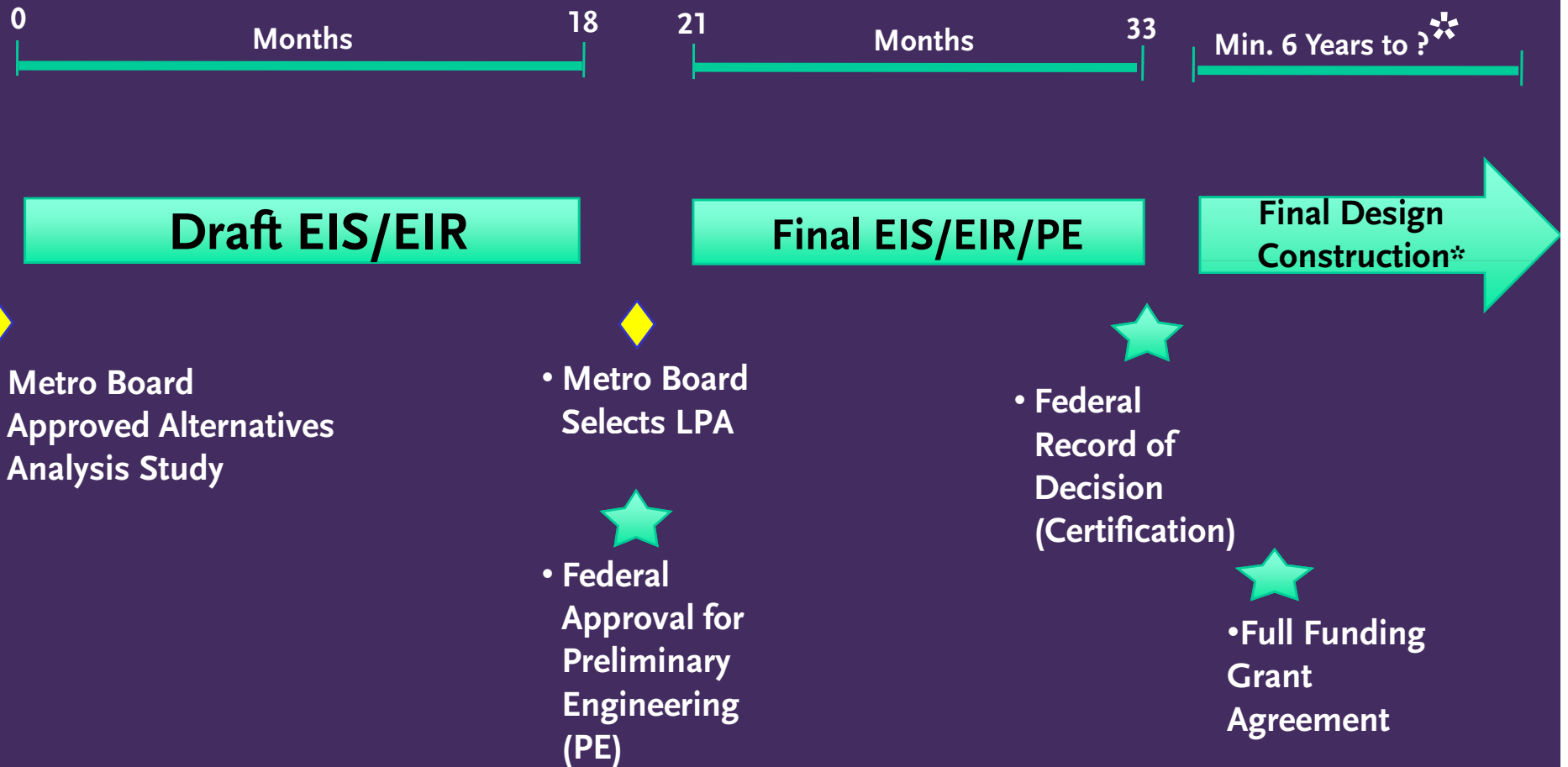
**Update – Summer**

**Update – Fall/Winter**

**Update – Winter/Spring**

**Public Hearings – Summer '10**

# Possible Schedule for EIS/EIR & Beyond



\* Depends on Funding Availability

# Work You May Start Seeing

- **Metro contractors beginning soil boring operations**
  - To determine soil and geological conditions
  - Soil samples will be sent to lab for testing and analysis
- **Samples will be gathered at about 70 locations throughout study area**
  - 1-3 days at any single location
  - 8-10 weeks for entire effort
- **Communities will be notified of activities in their area**



# Upcoming Scoping Meeting Dates

- Monday, April 13: LACMA West
- Tuesday, April 14: West Hollywood Plummer Park
- Thursday, April 16: Beverly Hills Public Library
- Monday, April 20: Westwood Presbyterian Church
- Wednesday April 22: Wilshire United Methodist Church
- Thursday, April 23: Santa Monica Public Library

**Meetings 6:00-8:00 pm except for  
April 22, it is from 5:00-7:00 pm  
Same format and materials**





# Public Scoping Comments

- **Scoping Comments Due by May 7, 2009**
- **How to comment during scoping process:**
  - Verbally at tonight's meeting (via court reporter)
  - Hand in written comment form tonight
  - Mail in comment form or letter to:  
David Mieger, AICP  
Metro  
1 Gateway Plaza, MS 99/2/5  
Los Angeles, CA 90012
  - Comment on-line: [metro.net/westside](http://metro.net/westside)
  - Email to [WestsideExtension@metro.net](mailto:WestsideExtension@metro.net)



# Staying Involved

[www.metro.net/westside](http://www.metro.net/westside)

Jody Litvak, Regional Communications

[litvakj@metro.net](mailto:litvakj@metro.net)

213.922.1240

David Mieger, Project Director

[miegerd@metro.net](mailto:miegerd@metro.net)

213.922.3040

Information line: 213.922.6934

Find us on Facebook: Metro Westside Subway Extension



# What We Want To Hear From You

- Especially want your feedback on issues such as:
  - Alternatives to be studied
  - Minimum Operable Segments (MOS)
  - Environmental issues
    - For the corridor
    - In & around stations
  - Issues related to “terminus” stations
    - Fairfax
    - Century City
    - Westwood or 1 Station Past I-405
  - Mitigations for construction & operations



**Appendix H**

**Direct Mailer**

## You are invited

You are invited to a public scoping meeting to initiate the Westside Subway Extension project, the next phase of Metro's study evaluating ways to improve mobility on the Westside of Los Angeles.

These meetings start the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) process. Moving forward for analysis in the Draft EIS/EIR are two Build Alternatives – a Wilshire Subway (Alternative 1) and a Wilshire/West Hollywood Subway (Alternative 11) — as well as a No Build Alternative and a Transportation Systems Management Alternative.

The Draft EIS/EIR for the Westside Subway Extension follows the 18-month Alternatives Analysis Study (AA) of the Westside Extension Transit Corridor. The AA looked at whether a transit improvement was needed in the area, and evaluated a variety of transit improvements and alignments. The AA included extensive public input and recommended the two Build alternatives for further evaluation in the Draft EIS/EIR. In January 2009, the Metro Board approved the AA and authorized the Draft EIS/EIR.

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## Agenda

**Open House 6 – 6:30pm**

**Project Update Presentation 6:30 – 7:15pm**

**Question & Answer Session 7:15 – 8pm**

We want to hear your thoughts on this next phase of the study. Please join us at a public scoping meeting to provide your suggestions about what you would like Metro to study in the Draft EIS/EIR. Content presented at these meetings will be identical, so make sure to attend at the time and location most convenient for you.

For additional information or questions, please visit the Westside Subway Extension project website at [metro.net/westside](http://metro.net/westside) or contact the project information line at 213.922.6934. You can also find us on Facebook.

## Está invitado

Está invitado a una reunión de alcance público para iniciar el proyecto de la Extensión del Subterráneo hacia el Oeste, la siguiente fase del estudio de Metro para evaluar maneras de mejorar la movilidad en el Westside de Los Angeles.

Estas reuniones dan inicio al proceso del Borrador de la Declaración de Impacto Ambiental/Reporte del Impacto Ambiental (Borrador EIS/EIR). Hay dos Alternativas de Construcción que serán analizadas en el Borrador EIS/EIR – un Subterráneo Wilshire (Alternativa 1) y un Subterráneo Wilshire/Hollywood (Alternativa 11) – así como también una alternativa de No Construcción y una alternativa de Administración de Sistemas de Transporte.

El Borrador EIS/EIR para la Extensión del Subterráneo hacia el Oeste sigue el Estudio de Análisis de Alternativas (AA) de 18 meses del Corredor de Transporte de la Extensión hacia el Oeste. EL AA estudió si se necesitaba o no un mejoramiento de transporte en el área y evaluó una variedad de mejoramientos y alineamientos de transporte. El AA incluyó extensas sugerencias del público y recomendó las dos alternativas de Construcción para que sean estudiadas más a fondo en el Borrador EIS/EIR. En enero de 2009, la Junta Directiva de Metro aprobó el AA y autorizó el Borrador EIS/EIR.

Las reuniones de alcance público proporcionan al público una oportunidad para comentar sobre el propósito, las alternativas y los efectos potenciales de la construcción y operación que deben ser considerados en el Borrador EIS/EIR. Metro y la Federal Transit Administration (FTA) estarán preparando un documento conjunto que satisfice los requerimientos de la National Environmental Policy Act (NEPA) y la California Environmental Quality Act (CEQA).

## Orden del día

**Exhibición abierta al público  
6 – 6:30pm**

**Presentación sobre la actualización del proyecto  
6:30 – 7:15pm**

**Sesión de preguntas y respuestas  
7:15 – 8pm**

Queremos escuchar sus opiniones sobre esta siguiente fase del estudio. Por favor asista a una reunión de alcance público para darnos sus sugerencias acerca de lo que quiere que Metro estudie en este Borrador EIS/EIR. El contenido que se presenta en estas reuniones será el mismo, por lo tanto, asegúrese de asistir a la hora y en el lugar más conveniente para usted.

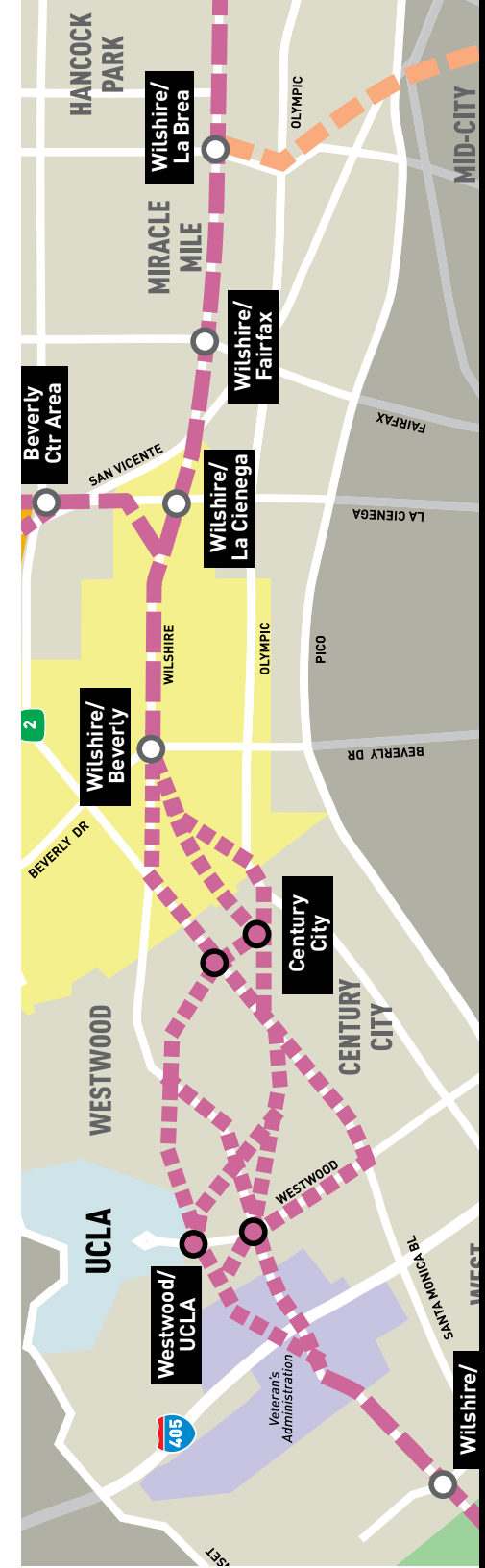
Si tiene preguntas o requiere información adicional, por favor visite el sitio Web del proyecto de la Extensión del Subterráneo hacia el Oeste en [metro.net/westside](http://metro.net/westside) o llame a la línea de información sobre el proyecto al 213.922.6934. También nos puede encontrar en Facebook.

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**Metro**

One Gateway Plaza  
99-7-2  
Los Angeles, CA 90012



**Westside Subway Extension Public Meetings – April 13, 14, 16, 20 & 23, 2009**

Reuniones Públicas de la Extensión del Subterráneo hacia el Oeste  
13, 14, 16, 20 y 23 de abril de 2009

[metro.net](http://metro.net)

# Westside Subway Extension/Extensión del Subterráneo hacia el Oeste

Please join us

	Alignment Alternatives		Metro Rail & Station
	Proposed Station		Transfer Station
	Optional Station		Expo Line Phase 1 & Station (under construction)
	Proposed Transfer		Expo Line Phase 2 Options (under study)
	Alternative Sites for Single Station		Crenshaw Transit Corridor Options (under study)
	Single Alignment to be Selected		Other Crenshaw Connections

Subject to Change



**Wilshire/Fairfax area: Monday, April 13, 6 – 8pm**  
 Los Angeles County Museum of Art, West, Terrace Room, 5th Fl  
 5905 Wilshire Bl, Los Angeles  
 Served by Metro lines 20, 720, 920, 217 and 780. Validated parking is available in the Museum's underground structure located at Sixth St and Ogden Dr.

**City of West Hollywood: Tuesday, April 14, 6 – 8pm**  
 Plummer Park  
 7377 Santa Monica Bl (at Plummer Pl), West Hollywood  
 Served by Metro Line 4. Free vehicle and bike parking is available.

**City of Beverly Hills: Thursday, April 16, 6 – 8pm**  
 Beverly Hills Public Library, Auditorium, 2nd Fl  
 444 N Rexford Drive, Beverly Hills  
 Served by Metro Line 4, 14, 16, 704. Free 2-hour parking is available in the adjacent structure.

**Westwood area: Monday, April 20, 6–8pm**  
 Westwood Presbyterian Church  
 10822 Wilshire Bl, Los Angeles  
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**City of Santa Monica: Thursday, April 23, 6 – 8pm**  
 Santa Monica Public Library  
 601 Santa Monica Bl, Santa Monica  
 Served by Metro Lines 4, 20, 33, 333, and 720 and Santa Monica Big Blue Bus Lines 1, 2, 3, 7, 8, 9, and 10. Validated vehicle and bike parking is available.

## Por favor asista a una reunión

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 Los Angeles County Museum of Art, Terrace Room, 5º piso  
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 Las líneas 20, 720, 920, 217 y 780 de Metro llegan a este lugar. Estacionamiento validado para vehículos está disponible en la estructura subterránea ubicada en Sixth Street y Ogden Drive.

**Ciudad de West Hollywood: martes, 14 de abril, 6 – 8 pm**  
 Plummer Park  
 7377 Santa Monica Bl (en Plummer Pl), West Hollywood  
 Se llega con la Línea 4 de Metro. Hay estacionamiento gratuito para vehículos y bicicletas en este lugar.

**Ciudad de Beverly Hills: jueves, 16 de abril, 6 – 8 pm**  
 Beverly Hills Public Library – Auditorium, 2º piso  
 444 N Rexford Dr, Beverly Hills  
 Las líneas 4, 14, 16 y 704 de Metro llegan a este lugar. Estacionamiento gratuito disponible por dos horas en la estructura adyacente.

**Area de Westwood: lunes, 20 de abril, 6 – 8 pm**  
 Westwood Presbyterian Church  
 10822 Wilshire Bl, Los Angeles  
 Las líneas 20, 720 y 920 de Metro llegan a este lugar. Hay estacionamiento gratuito en este lugar.

**Ciudad de Santa Monica: jueves, 23 de abril, 6 – 8 pm**  
 Santa Monica Public Library  
 601 Santa Monica Bl, Santa Monica  
 Las líneas 4, 20, 33, 333 y 720 de Metro y las líneas 1, 2, 3, 7, 8, 9 y 10 de Big Blue Bus de Santa Monica llegan a este lugar. Estacionamiento validado está disponible para vehículos y bicicletas.



**Appendix I**

**Take-Ones**



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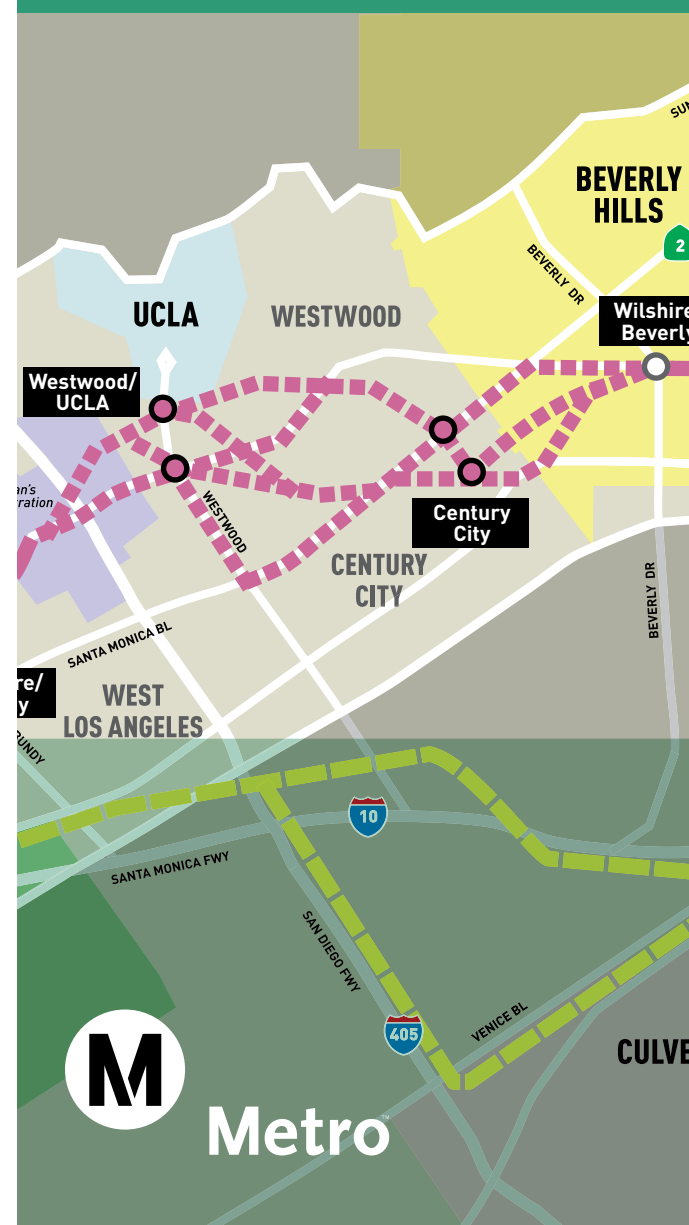
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Westside Subway Extension Public Meetings

April 13, 14, 16, 20 & 23, 2009







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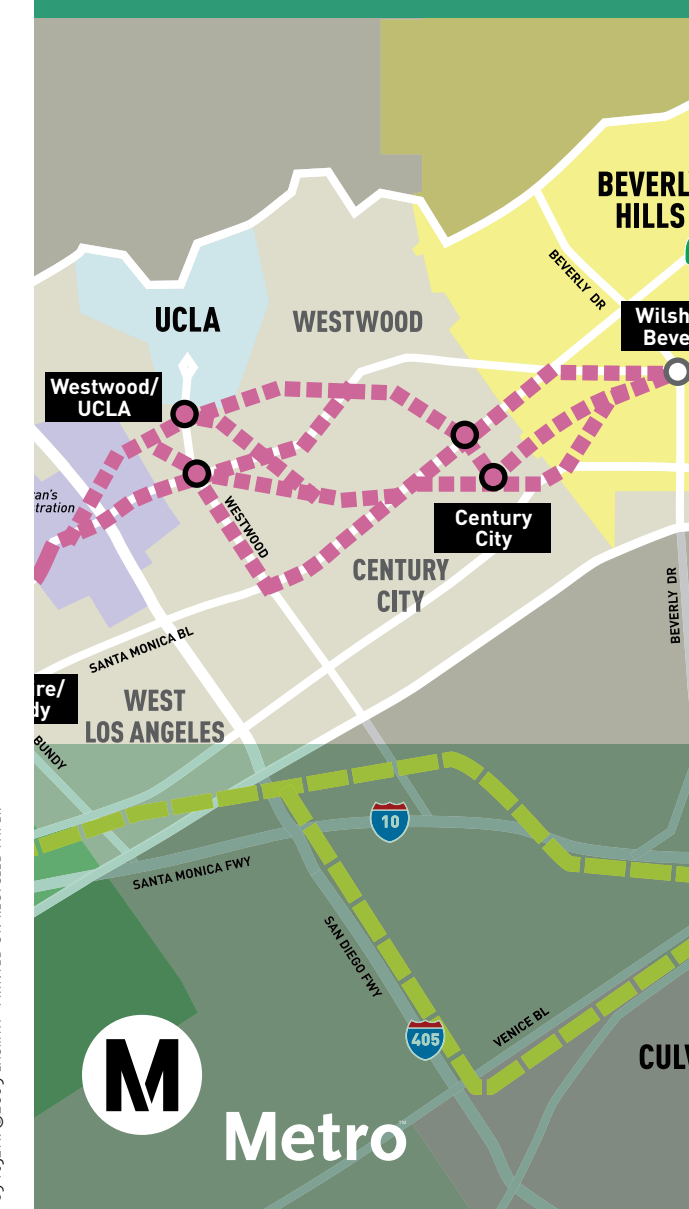
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Reuniones públicas de la Extensión del Subterráneo hacia el Oeste

13, 14, 16, 20 y 23 de abril de 2009



**Appendix J**

**Email Blast**

PDA/HANDHELD DEVICES - TO VIEW WITH GRAPHICS CLICK [HERE](#)



## Westside Subway Extension



# Upcoming Meeting Announcement

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Los Angeles, CA 90012  
(213) 922-6934

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## **Appendix K**

### **Newspaper Ads**



## Extensión del Subterráneo hacia el Oeste

### Reuniones de Alcance Público

#### **Borrador del Estudio de Impacto Ambiental/Reporte del Impacto Ambiental (Borrador EIS/EIR)**

Está invitado a una reunión de alcance público para iniciar el proyecto de la Extensión del Subterráneo hacia el Oeste, la siguiente fase del estudio de Metro para evaluar las maneras de mejorar la movilidad en el lado Oeste de Los Angeles. Estas reuniones dan inicio al proceso del Borrador EIS/EIR. Hay dos Alternativas de Construcción que serán analizadas en el Borrador EIS/EIR, un Subterráneo Wilshire (Alternativa 1) y un Subterráneo Wilshire/West Hollywood (Alternativa 11) así como también una Alternativa de No Construcción y una Alternativa de Administración de Sistemas de Transporte. Las reuniones de alcance público proporcionan al público una oportunidad para comentar sobre el propósito del proyecto, las alternativas y los efectos potenciales de la construcción y operación que deben ser considerados en el Borrador EIS/EIR.



**Los Angeles County Museum of Art, West**  
lunes, 13 de abril

**West Hollywood Plummer Park**  
martes, 14 de abril

**Beverly Hills Public Library,**  
jueves, 16 de abril

**Westwood Presbyterian Church**  
lunes, 20 de abril

**Santa Monica Public Library**  
jueves, 23 de abril

Todas las reuniones son de 6 a 8 de la noche. El contenido de las reuniones será idéntico.

Para información adicional o si tiene alguna pregunta, por favor visite el sitio Web del proyecto de la Extensión del Subterráneo hacia el Oeste en [metro.net/westside](http://metro.net/westside) o llame a la línea de información sobre el proyecto al 213.922.6934.

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# 서부지역 전철 확대 공사 공개회의 스케줄

Draft Environmental Impact Study/  
Environmental Impact Report  
(Draft EIS/EIR) (환경 영향 연구/리포트)

Los Angeles County  
Museum of Art, West  
4월 13일 월요일

서부지역의 교통 효율화를 촉진시키기 위하여  
Metro가 서부지역 전철 확대 공사에 대한  
공개회의를 갖습니다.

West Hollywood Plummer Park  
4월 14일 화요일

이번 공개회의에 오셔서 Draft EIS/EIR  
환경 영향 연구/리포트에 참여하세요.

Beverly Hills Public Library  
4월 16일 목요일

이번 연구/리포트에는 두가지 건축 안  
- Wilshire Subway (첫번째 대안)

Westwood Presbyterian Church  
4월 20일 월요일

그리고 Wilshire/West Hollywood  
Subway (두번째 대안) 및 무건축 안과  
교통운영 체계관리안이 있습니다.

Santa Monica Public Library  
4월 23일 목요일

공개회의에 오셔서 Metro 프로젝트에 관한  
모든 질문과 목적 및 건축 영향 등등  
Draft EIS/EIR 환경 영향 연구/리포트에  
들어갈 의견들을 제시하세요.

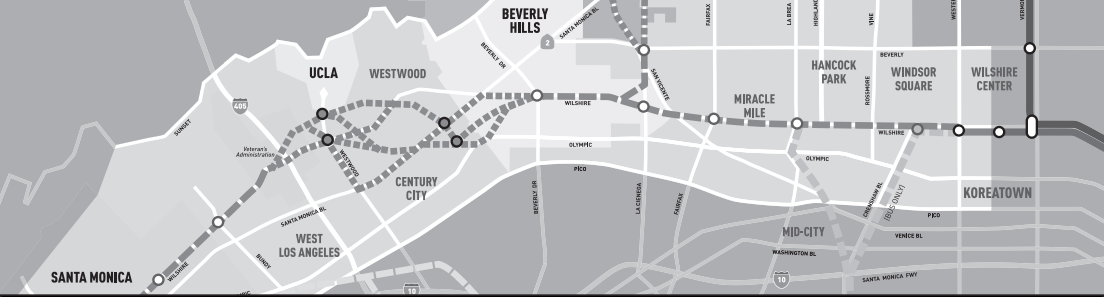
모든 회의는 오후 6시에서 8시까지입니다.  
회의 내용은 모두 같습니다.

더 자세한 내용과 질문은 서부지역 전철  
확대 공사 웹사이트인  
[metro.net/westside](http://metro.net/westside)를 방문하시던가  
프로젝트 정보센터를 문의하세요.  
213.922.6934

*Metro and the Federal Transit Administration (FTA) will be preparing a joint document that meets the requirements of both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).*



**Metro**



# Westside Subway Extension Public Scoping Meetings

## Draft Environmental Impact Study/ Environmental Impact Report (Draft EIS/EIR)

You are invited to a public scoping meeting to initiate the Westside Subway Extension project, the next phase of Metro's study evaluating ways to improve mobility on the Westside of Los Angeles. These meetings start the Draft EIS/EIR process. Moving forward for analysis in the Draft EIS/EIR are two Build alternatives – a Wilshire Subway (Alternative 1) and a Wilshire/West Hollywood Subway (Alternative 11) – as well as a No Build alternative and a Transportation Systems Management alternative. The public scoping meetings will provide the public an opportunity to comment on the project purpose, alternatives, and the potential effects of construction and operation that should be considered in the Draft EIS/EIR.

**Los Angeles County Museum of Art, West**  
Monday, April 13

**West Hollywood Plummer Park**  
Tuesday, April 14

**Beverly Hills Public Library**  
Thursday, April 16

**Westwood Presbyterian Church**  
Monday, April 20

**Santa Monica Public Library**  
Thursday, April 23

All meetings are 6 – 8pm.  
Content at each meeting will be identical.

For additional information or questions, please visit the Westside Subway Extension project website at [metro.net/westside](http://metro.net/westside) or contact the project information line at 213.922.6934.

*Metro and the Federal Transit Administration (FTA) will be preparing a joint document that meets the requirements of both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).*



**Metro**



**Appendix L**  
**Project Fact Sheet**



## WESTSIDE SUBWAY EXTENSION

### FACT SHEET #1:

### Metro Initiates the Environmental Analysis Phase of Westside Subway Planning

#### Background

Over the past 30 years, tremendous population and employment growth, worsening congestion, changing land uses and traffic patterns, as well as Metro's challenge to meet transit demand, have led to the need to improve mobility on the Westside. Serving as the region's "second" downtown, more people commute into the Westside to work each day than leave the area or commute within its boundaries. Many areas of the Westside have densities that approach or meet those of downtown Los Angeles.

In fall 2007, Metro began an Alternatives Analysis (AA) study to look at whether a transit improvement was needed in the area, and to evaluate a variety of transit improvements and alignments. The goal for a new transportation alternative would be to improve mobility for residents, employees and visitors traveling to and around this heavily congested area. It would also strengthen regional access by connecting bus and rail service throughout the County with a high capacity, reliable means of transit. The AA included extensive technical evaluation and public input.

#### What Has Been Accomplished So Far

On January 22, 2009, the Metro Board approved the AA Study and voted in favor of authorizing Metro staff to proceed with the next phase of the project — preparing a Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) for the Westside Subway Extension. Based on the Alternatives Analysis, the Board approved analyzing two recommended Build alternatives, as well as a No Build alternative and a Transportation Systems Management (TSM) alternative. The two build alternatives for further analysis during the environmental phase are:

- Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica ("Wilshire Subway" or Alternative 1); and,
- Metro Purple Line Subway Extension via Wilshire Boulevard to Santa Monica plus Subway Extension from Metro Red Line Hollywood/Highland Station via Santa Monica Boulevard ("Wilshire/West Hollywood Subway" or Alternative 11).

The required "No Build" Alternative includes all existing highway and transit services, along with the planned highway and transit projects for which funding has been identified through 2030. The Draft EIS/EIR must also consider the TSM Alternative which enhances the No Build Alternative and improves upon existing Metro Rapid Bus service and local bus service in the Westside Subway Extension study area.

Recent passage of Measure R provided a funding source for at least a portion of the Westside Subway Extension.

#### What Happens During the Draft EIS/EIR Phase?

The purpose of the Draft EIS/EIR is to study the potential effects of construction & operation, and evaluate measures to avoid, minimize & mitigate adverse impacts of the project. As a part of this effort, Metro will

further refine the project alternatives, define initial Wilshire Boulevard segment(s) as well as future segment(s), specify station details, examine the cost effectiveness of various segments, and evaluate the timing and funding for a future project. In addition to analyzing both project alternatives for the full extension to Santa Monica, the study must also evaluate Minimum Operable Segments. The Minimum Operable Segments proposed for evaluation are extensions from Wilshire/Western to: 1) Fairfax, 2) Century City, 3) Near the I-405, and 4) Near the I-405 plus the West Hollywood Connection from Hollywood/Highland to the Wilshire Boulevard alignment. At the conclusion of the Draft EIS/EIR process, the Metro Board will be asked to approve a recommended Locally Preferred Alternative (LPA) defining the project that will move forward into the Final EIS/EIR process.

The Draft EIS/EIR community outreach begins in April 2009 with public scoping meetings that provide the public an opportunity to comment on the project purpose, alternatives, and the potential effects of construction and operation that should be considered in the Draft EIS/EIR. Metro and the Federal Transit Administration (FTA) will be preparing a joint document that meets the requirements of both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

### What's Next?

After the scoping meetings are complete, Metro plans to continue the high level of public engagement that took place during the Alternatives Analysis. During the next 18 months, Metro will:

- Conduct public meetings, approximately quarterly, to present the results from the previous meetings and report updates on the additional refinements and analysis
- Schedule station area meetings to focus on planning and urban design around the stations
- Schedule public hearings on the Draft EIS/EIR to present the study conclusions including the recommended LPA

The Draft EIS/EIR is scheduled to be released for public review in mid-2010 and, if an LPA is adopted, will be followed by a 13-month Final EIS/EIR phase.

### How to Stay Involved

- Write to:  
David Mieger  
Metro  
1 Gateway Plaza  
Mailstop 99/22/5  
Los Angeles, CA 90012
- Comment on-line: [metro.net/Westside](http://metro.net/Westside)
- Email to [WestsideExtension@metro.net](mailto:WestsideExtension@metro.net)

For additional information, to be added to our project mailing list, or to schedule a meeting, please go to "Contact Us" on the study web site or call our Information Line at 213.922.6934.

Find us on Facebook: Metro Westside Subway Extension



**Appendix M**

**Public Scoping Meeting Invitation Flyer**

## You are invited

You are invited to a public scoping meeting to initiate the Westside Subway Extension project, the next phase of Metro's study evaluating ways to improve mobility on the Westside of Los Angeles.

These meetings start the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) process. Moving forward for analysis in the Draft EIS/EIR are two Build Alternatives – a Wilshire Subway (Alternative 1) and a Wilshire/West Hollywood Subway (Alternative 11) — as well as a No Build Alternative and a Transportation Systems Management Alternative.

The Draft EIS/EIR for the Westside Subway Extension follows the 18-month Alternatives Analysis Study (AA) of the Westside Extension Transit Corridor. The AA looked at whether a transit improvement was needed in the area, and evaluated a variety of transit improvements and alignments. The AA included extensive public input and recommended the two Build alternatives for further evaluation in the Draft EIS/EIR. In January 2009, the Metro Board approved the AA and authorized the Draft EIS/EIR.

The public scoping meetings provide the public an opportunity to comment on the project purpose, alternatives, and the potential effects of construction and operation that should be considered in the Draft EIS/EIR. Metro and the Federal Transit Administration (FTA) will be preparing a joint document that meets the requirements of both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA).

## Agenda

**Open House 6 – 6:30pm**

**Project Update Presentation 6:30 – 7:15pm**

**Question & Answer Session 7:15 – 8pm**

We want to hear your thoughts on this next phase of the study. Please join us at a public scoping meeting to provide your suggestions about what you would like Metro to study in the Draft EIS/EIR. Content presented at these meetings will be identical, so make sure to attend at the time and location most convenient for you.

For additional information or questions, please visit the Westside Subway Extension project website at [metro.net/westside](http://metro.net/westside) or contact the project information line at 213.922.6934. You can also find us on Facebook.

## Está invitado

Está invitado a una reunión de alcance público para iniciar el proyecto de la Extensión del Subterráneo hacia el Oeste, la siguiente fase del estudio de Metro para evaluar maneras de mejorar la movilidad en el Westside de Los Angeles.

Estas reuniones dan inicio al proceso del Borrador de la Declaración de Impacto Ambiental/Reporte del Impacto Ambiental (Borrador EIS/EIR). Hay dos Alternativas de Construcción que serán analizadas en el Borrador EIS/EIR – un Subterráneo Wilshire (Alternativa 1) y un Subterráneo Wilshire/Hollywood (Alternativa 11) – así como también una alternativa de No Construcción y una alternativa de Administración de Sistemas de Transporte.

El Borrador EIS/EIR para la Extensión del Subterráneo hacia el Oeste sigue el Estudio de Análisis de Alternativas (AA) de 18 meses del Corredor de Transporte de la Extensión hacia el Oeste. EL AA estudió si se necesitaba o no un mejoramiento de transporte en el área y evaluó una variedad de mejoramientos y alineamientos de transporte. El AA incluyó extensas sugerencias del público y recomendó las dos alternativas de Construcción para que sean estudiadas más a fondo en el Borrador EIS/EIR. En enero de 2009, la Junta Directiva de Metro aprobó el AA y autorizó el Borrador EIS/EIR.

Las reuniones de alcance público proporcionan al público una oportunidad para comentar sobre el propósito, las alternativas y los efectos potenciales de la construcción y operación que deben ser considerados en el Borrador EIS/EIR. Metro y la Federal Transit Administration (FTA) estarán preparando un documento conjunto que satisfice los requerimientos de la National Environmental Policy Act (NEPA) y la California Environmental Quality Act (CEQA).

## Orden del día

**Exhibición abierta al público  
6 – 6:30pm**

**Presentación sobre la actualización del proyecto  
6:30 – 7:15pm**

**Sesión de preguntas y respuestas  
7:15 – 8pm**

Queremos escuchar sus opiniones sobre esta siguiente fase del estudio. Por favor asista a una reunión de alcance público para darnos sus sugerencias acerca de lo que quiere que Metro estudie en este Borrador EIS/EIR. El contenido que se presenta en estas reuniones será el mismo, por lo tanto, asegúrese de asistir a la hora y en el lugar más conveniente para usted.

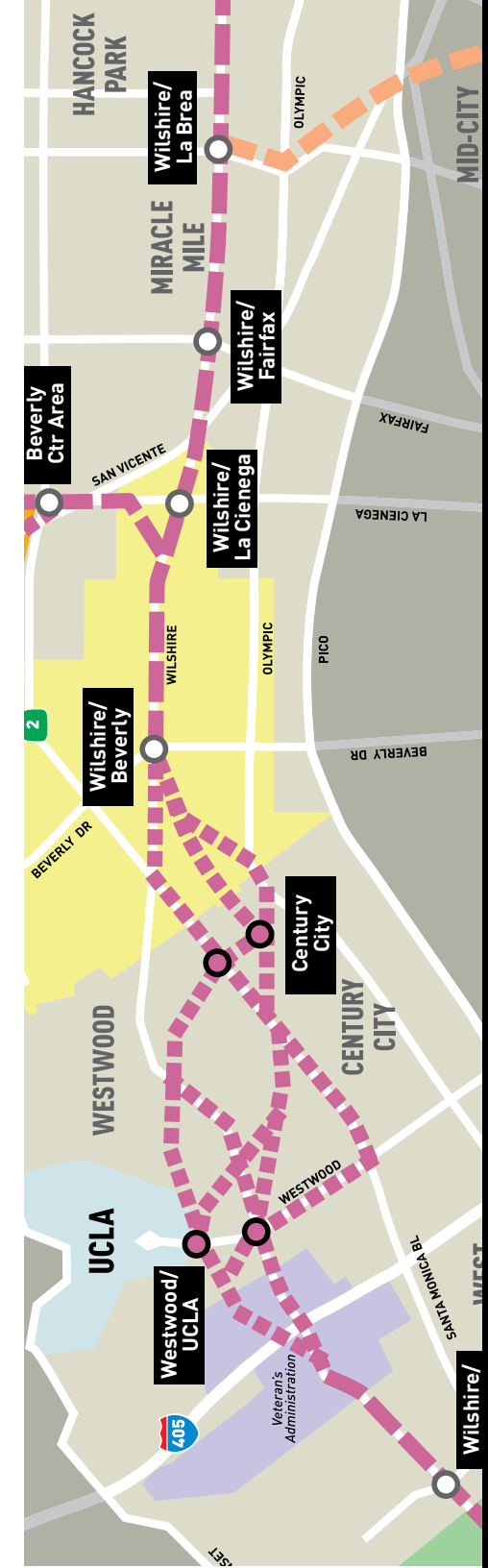
Si tiene preguntas o requiere información adicional, por favor visite el sitio Web del proyecto de la Extensión del Subterráneo hacia el Oeste en [metro.net/westside](http://metro.net/westside) o llame a la línea de información sobre el proyecto al 213.922.6934. También nos puede encontrar en Facebook.

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**Metro**

One Gateway Plaza  
99-7-2  
Los Angeles, CA 90012



**Westside Subway Extension Public Meetings – April 13, 14, 16, 20 & 23, 2009**

Reuniones Públicas de la Extensión del Subterráneo hacia el Oeste  
13, 14, 16, 20 y 23 de abril de 2009

[metro.net](http://metro.net)

# Westside Subway Extension/Extensión del Subterráneo hacia el Oeste

Please join us

	Alignment Alternatives		Metro Rail & Station
	Proposed Station		Transfer Station
	Optional Station		Expo Line Phase 1 & Station (under construction)
	Proposed Transfer		Expo Line Phase 2 Options (under study)
	Alternative Sites for Single Station		Crenshaw Transit Corridor Options (under study)
	Single Alignment to be Selected		Other Crenshaw Connections

Subject to Change



**Wilshire/Fairfax area: Monday, April 13, 6 – 8pm**  
 Los Angeles County Museum of Art, West, Terrace Room, 5th Fl  
 5905 Wilshire Bl, Los Angeles  
 Served by Metro lines 20, 720, 920, 217 and 780. Validated parking is available in the Museum's underground structure located at Sixth St and Ogden Dr.

**City of West Hollywood: Tuesday, April 14, 6 – 8pm**  
 Plummer Park  
 7377 Santa Monica Bl (at Plummer Pl), West Hollywood  
 Served by Metro Line 4. Free vehicle and bike parking is available.

**City of Beverly Hills: Thursday, April 16, 6 – 8pm**  
 Beverly Hills Public Library, Auditorium, 2nd Fl  
 444 N Rexford Drive, Beverly Hills  
 Served by Metro Line 4, 14, 16, 704. Free 2-hour parking is available in the adjacent structure.

**Westwood area: Monday, April 20, 6–8pm**  
 Westwood Presbyterian Church  
 10822 Wilshire Bl, Los Angeles  
 Served by Metro lines 20, 720 and 920. Free parking is available.

**City of Santa Monica: Thursday, April 23, 6 – 8pm**  
 Santa Monica Public Library  
 601 Santa Monica Bl, Santa Monica  
 Served by Metro Lines 4, 20, 33, 333, and 720 and Santa Monica Big Blue Bus Lines 1, 2, 3, 7, 8, 9, and 10. Validated vehicle and bike parking is available.

## Por favor asista a una reunión

**Area de Wilshire/Fairfax: lunes, 13 de abril, 6 – 8 pm**  
 Los Angeles County Museum of Art, Terrace Room, 5º piso  
 5905 Wilshire Bl, Los Angeles  
 Las líneas 20, 720, 920, 217 y 780 de Metro llegan a este lugar. Estacionamiento validado para vehículos está disponible en la estructura subterránea ubicada en Sixth Street y Ogden Drive.

**Ciudad de West Hollywood: martes, 14 de abril, 6 – 8 pm**  
 Plummer Park  
 7377 Santa Monica Bl (en Plummer Pl), West Hollywood  
 Se llega con la Línea 4 de Metro. Hay estacionamiento gratuito para vehículos y bicicletas en este lugar.

**Ciudad de Beverly Hills: jueves, 16 de abril, 6 – 8 pm**  
 Beverly Hills Public Library – Auditorium, 2º piso  
 444 N Rexford Dr, Beverly Hills  
 Las líneas 4, 14, 16 y 704 de Metro llegan a este lugar. Estacionamiento gratuito disponible por dos horas en la estructura adyacente.

**Area de Westwood: lunes, 20 de abril, 6 – 8 pm**  
 Westwood Presbyterian Church  
 10822 Wilshire Bl, Los Angeles  
 Las líneas 20, 720 y 920 de Metro llegan a este lugar. Hay estacionamiento gratuito en este lugar.

**Ciudad de Santa Monica: jueves, 23 de abril, 6 – 8 pm**  
 Santa Monica Public Library  
 601 Santa Monica Bl, Santa Monica  
 Las líneas 4, 20, 33, 333 y 720 de Metro y las líneas 1, 2, 3, 7, 8, 9 y 10 de Big Blue Bus de Santa Monica llegan a este lugar. Estacionamiento validado está disponible para vehículos y bicicletas.



**Appendix N**

**Public Scoping Meeting – April 13, 2009**



1 BEFORE METRO WESTSIDE SUBWAY EXTENSION

2 METRO WESTSIDE EXTENSION PROJECT TEAM

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6 Public Hearing in the Matter of: )

7 METRO WESTSIDE EXTENSION )

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15 TRANSCRIPT OF PROCEEDINGS

16 Los Angeles, California

17 Monday, April 13, 2009

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22 Reported by:

23 MELISSA TRESSEN  
24 CSR No. 13367

24

25 Job No:  
B1471NCO

1 BEFORE THE METRO WESTSIDE EXTENSION

2 METRO WESTSIDE EXTENSION PROJECT TEAM

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6 Public Hearing in the Matter of: )

7 METRO WESTSIDE EXTENSION )

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TRANSCRIPT OF PROCEEDINGS, taken at  
5905 Wilshire Boulevard, 5th Floor, Terrace Room,  
Los Angeles, California, commencing at  
6:00 p.m., on Monday, April 13, 2009,  
heard before the METRO WESTSIDE SUBWAY EXTENSION  
PROJECT TEAM, reported by MELISSA TRESSEN,  
CSR No. 13367, a Certified Shorthand Reporter  
in and for the State of California, pursuant  
to Notice.

1 APPEARANCES:

2 METRO PANEL JODY LITVAK  
MEMBERS: DAVID MIEGER

3

FACILITATOR:

KRISTINE GRILLO  
THE ROBERT GROUP

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1	I N D E X	
2	SPEAKERS:	PAGE
3	IKE CHANG	5
4	ZACH HERRIES	6
5	ERIC SIEVERING	7
6	DARICE COOPER	9
7	DANA GABBARD	10
8	DOUG SHORT	12
9	JOHN VON KERCZEK	13
10	DANIEL KEGEL	14
11	JOHN WALSH	16
12	OWEN SMITH	17
13	SCOTT SOOKMAN	19
14	ANDREW DADOUR	20
15	CHRISTIAN LYNCH	22
16	PHIL BROWN	23
17	DAVID DONLEY	24

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1 Los Angeles, California, Monday, April 13, 2009

2 6:00 p.m.

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5 MS. LITVAK: Ike Chang, you're up, and then  
6 Zach Herries -- and let me just say, if I mispronounce  
7 your name, I so apologize -- and then Eric Sievering.

8 Mr. Chang, go right ahead.

9 MR. CHANG: Good evening. My name is Ike Chang.

10 Since I retired 11 years ago, always I use bus and  
11 train. My house is near Western and Wilshire. So when  
12 I get the Purple Line, destination west town. So every  
13 time I think about the extension to Santa Monica  
14 Beach -- just yesterday I take 720 -- no space.

15 Thinking, comparing -- to New York City,  
16 Los Angeles City is in too much -- we need the subway.  
17 So please, the leaders of the -- please build this  
18 station as soon as you can. Also, there is really a  
19 need. I am thanking you guys -- thank you.

20 MS. LITVAK: Thank you.

21 Zach Herries, come on up.

22 Eric Sievering, if you could get ready.

23 Perfect. Very good.

24 After Eric will be Darice Richman Cooper.

25 Mr. Herries, go right ahead.

1 MR. HERRIES: My name is Zach Herries. I sold my  
2 car about a year ago because it saves me about \$600  
3 a month. Learning the public transportation system,  
4 wishing there were better options just like Ike said.  
5 L.A. is behind. I beg you, any way that we can make this  
6 happen faster, please, let's do it. Make this happen  
7 faster.

8 Three years to get this started seems like an  
9 awfully long time. I realize we have to get through the  
10 paperwork and the red tape that we have to get through,  
11 but if there's any way we can cut that down, that would  
12 be great.

13 In regards to the West Hollywood Alternative,  
14 I prefer the San Vicente option since it's closer to the  
15 surfaces that exist in that area. La Cienega doesn't  
16 seem like -- you know, what's there? We have 24 Hour  
17 Fitness and a bank. Something like that. But anyway,  
18 San Vicente is a better option there.

19 I really hope that -- you know,  
20 West Hollywood, Beverly Hills, I think are some of the  
21 most inaccessible areas in the whole city. So please  
22 include that in -- I think Alternative 1 is thoroughly  
23 incomplete. We need that alternative.



24                   Regarding the Westwood, I think probably  
25 closer to U.C.L.A. since a lot of its students use the

7

1 public transportation. The one closer to the campus  
2 would be better in that regard.

3                   I think that's all I need to say. Thank you.

4           MS. LITVAK: Great. Thank you.

5                   Mr. Sievering, come on up.

6                   Darice Richman Cooper, you're after this, and  
7 then comes Dana Gabbard, which reminds me to let you  
8 know that in addition to saying your name, if you're  
9 speaking on behalf of an organization, let us know that  
10 as well.

11                   Mr. Sievering, go right ahead.

12           MR. SIEVERING: Thank you very much. Thank you for  
13 doing these meetings. I guess my comment first would be  
14 I really support your first three phases that you had  
15 earlier. The one that was to Fairfax, and then the

16 second one to Century City, and the next one to Westwood  
17 after that. Although, I would say a fourth one after  
18 that should be through Hollywood.

19           And then the last phase, I think, would be all  
20 the way to Santa Monica. I would support either  
21 Barrington or Bundy, and I see the need for that. I  
22 actually used to live over just at Wilshire and  
23 Barrington. I used to take the 720 all the time. And I  
24 think either Barrington or Bundy would be good.

25           As far as stops in Century City goes, I would

8

1 support the one that's most central in Century City.  
2 And then I think you're talking about probably a stop, I  
3 would guess, maybe at Le Conte in Westwood or -- you  
4 were talking about being specific. Maybe the north side  
5 of the street. It looks like there's not a lot going on  
6 there across from that Burger King.

7                   I wanted to echo what Zach said about trying  
8 to speed up the process as much as possible. I know you  
9 might have heard this before, but if you're going to  
10 build this in segments, I guess my overall thrust of  
11 that would be if there's any way to -- it looks like  
12 there's not a lot of disagreement on the first phase and  
13 what that should be. I think pretty much everyone  
14 agrees.

15                   And I think to build this whole system up,  
16 eventually it will be great, but it's going to take so  
17 long. If there's any way to just focus just on that  
18 first segment mid-split, different E.I.R., or a  
19 different something because that one seems pretty clear.

20                   And then, also, my last statement would be  
21 that if you're going to segment even within that  
22 segment, if there's any way to do it one subway stop at  
23 a time, I think that if there's any way you can show to  
24 people within three or four years, look, we got one, and  
25 then we got another one two years after that, two years

1 after that, two years after that, that would be great.

2 Thank you very much. I appreciate the time.

3 MS. LITVAK: Thank you.

4 Darice Cooper, followed by Dana Gabbard, and  
5 then Doug Short.

6 Ms. Cooper, go right ahead.

7 MS. COOPER: Hi. My name is Darice Richman Cooper,  
8 and I was formally with the L.A. Urban Wilderness  
9 Coalition, which was involved with helping us save 63  
10 acres of the Runyon Canyon. So I've had  
11 experience of dealing these kinds of issues.

12 I am -- and I'm sorry that I wasn't involved  
13 with the early-on discussions. I am very much in favor  
14 of a monorail. And the reason being -- and I'm not the  
15 only one. I brought papers of an editorial that  
16 Ray Bradbury wrote years ago, and he's been fighting for  
17 years on this.

18 And I recently met him and discussed it with  
19 him, and he said, "Have you gotten it done yet?"

20 The monorail is -- we already have the  
21 existing routes. We would be the most forward city in

22 our country. We are always ahead of the times in  
23 Los Angeles and in California.

24 And the impacts of this subway, as we have  
25 seen from previous, when it was first being built, with

10

1 the gas explosions, with the problems, with the expense,  
2 are traumatic. And being that we are an earthquake  
3 community and aware of that, the monorail could go from  
4 Santa Clarita out to the airport. I mean, it runs along  
5 the freeway systems which already exist. That is my  
6 proposal. That is my feeling.

7 And I had the opportunity, also, to meet  
8 Frank Gehry within the last year. And he discussed about  
9 how important he has felt that Wilshire Boulevard is.  
10 That Wilshire to him is where he takes everybody who  
11 comes into this city for the first time. He goes from  
12 Downtown L.A. on Wilshire and one block off from both

13 sides and all the way out to Santa Monica. And he is --

14 MS. LITVAK: Your two minutes is up.

15 MS. COOPER: All right. Okay. Thank you very  
16 much.

17 MS. LITVAK: You can turn in your written comments.  
18 Thank you.

19 Dana Gabbard, followed by Doug Short, and then  
20 John von Kerczek.

21 MR. GABBARD: Hello. My name is Dana Gabbard.  
22 Thank you. My name is Dana Gabbard. I'm here on behalf  
23 of Southern California Transit Advocates and that's the  
24 group that these little brochures are about  
25 (indicating). I live on Wilshire, I work on Wilshire.

11

1 I live next to McArthur Park. So I lived through the  
2 construction of the first phase of the subway. So we  
3 know it all.

4 I'm trying to brag, but oh, well. It takes

5 time to build a subway system that is going to cost  
6 \$5 or \$6 million, but we're a long way along.  
7 Mayor Bradley talked about building the original subway  
8 in 18 months. It actually took 18 years.

9           We're really doing pretty well. Now we're  
10 looking seriously at really building it. We feel that  
11 Alternative 1 is the best, most cost-effective thing to  
12 do. For the federal funding, you need to go for  
13 cost-effectiveness.

14           We do ask that the La Cienega Station provide  
15 for the future extension spread out to West Hollywood to  
16 whatever, but we do think that we need to focus on  
17 Wilshire.

18           Now, the important thing is you being  
19 involved. And I know that you're feeling like, I went  
20 to a meeting. Isn't that enough?

21           No. We're going to need to be involved many  
22 years in order to make it happen. Because if you just  
23 sit back, Dallas and Seattle or whatever other city, is  
24 going to steal our money.

25           Now, this is a brochure about lobbying. It's

1 important. We have a website listed on the back. You  
2 can go to our website, and we have search engines and  
3 you can find your electives. You need to talk to your  
4 electives. They respond to public pressure.

5 All you have to do is look what happened in  
6 Orange County with the Center Line Project. Didn't have  
7 buy-in from the electives, died on the vine. So we need  
8 you to be involved. I'll be sitting in the back if you  
9 want a brochure.

10 MS. LITVAK: Dana, you get two minutes like  
11 everyone else. Your time is up.

12 MR. GABBARD: I know. Go forward.

13 MS. LITVAK: Doug Short, followed by  
14 John von Kerczek, and then Daniel Kegel.

15 MR. SHORT: Hello. I think I was confused about  
16 the format. I thought it was a question and answer sort  
17 of thing. So my first question -- maybe you addressed  
18 it or not -- but I was under the impression that a lot



19 of the Measure R funds were taken out of the fund for  
20 transportation and put into the general fund for the  
21 local transit.

22           The government took it out of the fund because  
23 obviously, the State's having a crisis, and the money  
24 that we were planning all the subways for is not really  
25 available. So that was my understanding based on recent

13

1 reports. So maybe you can clarify that.

2           And second of all, I'm wondering why  
3 Santa Monica gets two rail lines. They get a heavy rail  
4 and a light rail in one community where there's other  
5 communities in Los Angeles where there's either bus  
6 lines or no transportation and no plans for  
7 transportation in the near future.

8           So why does Santa Monica get two lines when  
9 much of the other city has nothing and there are no  
10 plans for those?

11 I guess they're questions and not really  
12 comments. I guess since we are making recommendations,  
13 I think the Pink Line is a great idea. Is that okay to  
14 call it that? I don't know what we're calling it. It's  
15 the Line from Hollywood to West Hollywood. I think it's  
16 a great idea. Obviously, it would be more  
17 transportation for more communities. So I am very much  
18 in support of that.

19 That's it.

20 MS. LITVAK: Thank you. Hang out and we'll try and  
21 talk to you afterwards.

22 John von Kerczek, Daniel Kegel, followed by  
23 John Walsh.

24 MR. VON KERCZEK: My name is John von Kerczek, and  
25 I actually don't have much to say other than I think the

1 segmenting seems pretty logical. I definitely think

2 adding to Bundy or Barrington would be a wise move. I  
3 think the closer to the center of Century City away from  
4 Santa Monica Boulevard -- I forget the name of the  
5 street.

6 And actually, I'd like to concur with the past  
7 two speakers about the priority of the Wilshire Subway  
8 Line. Even though I live in West Hollywood, I'd love to  
9 see it. I think it definitely should -- the Wilshire  
10 needs to be fast-tracked, and I do think the -- having  
11 to go all the way out to Santa Monica isn't as vital as  
12 getting into -- basically, into Westwood.

13 So thank you.

14 MS. LITVAK: Thank you.

15 Daniel Kegel, followed by John Walsh, and  
16 then -- one second -- and then Owen Smith.

17 MR. KEGEL: Hi. My name is Daniel Kegel. I live  
18 near Wilshire and La Brea. I used to live near  
19 Barrington and Wilshire, and I work near 6th and  
20 Wilshire. So I love the idea of the subway -- oh, and  
21 I often go to the downtown library in Pasadena on the  
22 Blue Line -- or the Gold Line.

23 I think that Wilshire is truly the key. This  
24 first segment proposed is great, and even though it ends

25 pretty close to my neighborhood, I don't mind the

15

1 traffic. I don't think we need any parking at any of  
2 the proposed stations. They are urban enough. There  
3 are enough sources for trips really close to the  
4 station. So we don't need parking.

5 I don't think we need the Crenshaw Stop. It  
6 would generate opposition, and it is pretty close to  
7 that other one. I think that the key -- one of the key  
8 things we should preserve is the speed of the crosstown  
9 run and the smoothness. So minimizing turns away from  
10 the straight shot across town seems important to me.

11 In the case of the two places where they are  
12 attempted to merge, Century City and Westwood, I think  
13 that they should stick closer to the straight line. And  
14 in the case of Westwood, use something like a Dash Bus  
15 to circulate to U.C.L.A., maybe with a bus lane.

16 Also, I'm fine with either Barrington or Bundy

17 or even San Vicente as the stop just west of the 405.

18 And I do think it should go west of the 405 in that  
19 segment.

20 And finally, I'd like to make a plea for  
21 actually using nuclear powered originals (phonetic)  
22 instead of the subway. I think that would be practical.

23 Thank you.

24 MS. LITVAK: While John is coming up -- after  
25 John Walsh would be Owen Smith and then Scott Sookman.

16

1 MR. WALSH: John Walsh. I was on United  
2 Riders of Los Angeles. I was on the subway at 6:30 in  
3 the morning. Raise your hand if you are on there at  
4 6:30 in the morning everyday. It's always half empty.  
5 I've ridden there for 14 years. I had to stand up twice  
6 in 14 years.

7 They predicted 298,000 boardings 29 years ago

8 at the U.S.O. in Hollywood. They sat there and told us  
9 298,000. Do you know what it is now? 140,000  
10 boardings. Do you know what that is? 70,000 people.  
11 Do you know how many of those people are  
12 trans-independent who don't own cars? 60,000 of them.  
13 Nobody uses the subway.

14 Let me tell you, the dream of a bus rider is  
15 not the subway. The dream of a bus rider is a car.  
16 Okay? And it's good subway service. Look out here.  
17 You know what's out here? The La Brea Tar Pits. And  
18 you can do any kind of studies out here.

19 You're not tunneling through the La Brea  
20 Tar Pits. You can't do it. These are unique geological  
21 situations -- nothing -- nothing in the world can pass  
22 through the La Brea Tar Pits. Do you want an explosion  
23 a mile from the La Brea Tar Pits? I'm telling you, you  
24 can sit here and give a talk --

25 Do you want crime in your neighborhood? I

1 live a block from Hollywood and Vine. Did you see the  
2 L.A. Times recently? Crime, down in the entire city.  
3 Only one division is up -- crime is up in Hollywood  
4 because the Rainbow Crips have moved into Hollywood and  
5 they are selling narcotics at Hollywood and Highland.

6 No problems with the subway? Come out to  
7 Hollywood and Vine. Come out right now to Hollywood and  
8 Vine. The sidewalk is collapsing still. You want a  
9 tour of the subway? Come with me any Saturday, and I'll  
10 show you the subway from hell. No one uses it. And I  
11 tell you, take a gas mask from the hydrogen sulfer.  
12 Build all you want. When this subway is finished it  
13 will cost \$1 billion --

14 MS. LITVAK: Thank you John. Time is up.

15 Okay. Owen Smith, followed by Scott Sookman,  
16 and then Andrew Dadour.

17 Just a minute, Mr. Smith.

18 Does anybody else -- we're getting near the  
19 end. I have a handful more to go, but if you want to  
20 comment, someone can bring you a form, or if you filled  
21 out a form and it hasn't been collected, wave it  
22 around and we'll come and get that from you.

23 Mr. Smith, go right ahead.

24 MR. SMITH: My name is Owen Smith. I'm the  
25 president of the Brookside Homeowners Association. I'm

18

1 not speaking for my association because I haven't really  
2 asked them how they feel about it. I favor in the  
3 Alternative 11 because I basically think it's as much as  
4 we can get.

5 I'm opposed to the station at Crenshaw. It  
6 just makes no sense. You can take that money and spend  
7 it elsewhere. Not that there is anything at that  
8 corner. Tide Water Lagoon, they went out of business.  
9 There was a restaurant there, and it went out. There's  
10 just nothing there. So it would be a waste of money.  
11 Put that money elsewhere.

12 I think that probably Barrington is a good  
13 place for a station. U.C.L.A., they have a lot of



14 riders. My grandson goes to Berkley, and, you know, you  
15 got a station really close there. Other than that, I'm  
16 really for the station -- the Line.

17 All these other things you guys talk about --  
18 I was one of the subcontractors for the Red Line and the  
19 Green Line, the stuff that is going up the freeway. All  
20 the funds are just on the --

21 MS. LITVAK: Thank you, Mr. Smith.

22 Mr. Sookman, followed by Andrew Dadour, and  
23 then Christian Lynch.

24 Get your cards in.

25 Go right ahead.

19

1 MR. SOOKMAN: Hi. Scott Sookman here. About  
2 ten years ago I attended one of these meetings, which was  
3 across the street at the Peterson Museum in a room very  
4 much like this one. And I believe that meeting at that  
5 time was about the Expo Line, and I got up, and I

6 said -- promoting that Line and advocating for it. And  
7 now it's being built. So I'm glad you took my advice.

8           Also, on that day I said something about --  
9 you know, while we're doing this, we're sitting here at  
10 Wilshire Boulevard. Let's get moving. Let's get going.  
11 Let's build a Wilshire Boulevard subway. Let's not  
12 being sitting in another room 10 years from now and  
13 talking about it still.

14           Well, here we are, 10 years older, still  
15 talking about it, but at least we're moving forward with  
16 it now. My main thing I want to advocate right now at  
17 the risk of being scoffed at by flight and transit here,  
18 I think what we need is using the system is to have  
19 different services on one line as much as it is  
20 practicable.

21           Different train services. This is a lot  
22 easier to do on the Light Rail, and it will be a lot  
23 easier once we have the Regional Connector built, but  
24 there is one thing I'd like to recommend for the heavy  
25 rail, which is the Red and Purple Line or the Pink Line,

1 if Alternative 11 does get built, which I do advocate.

2           What I would advocate is there is a loop --  
3 there's a circle -- if you build Alternative 11, there's  
4 a circle. And I want to advocate running the Circle  
5 Line in a clockwise manner, and you can't do it  
6 counterclockwise because of the way the Wilshire/Vermont  
7 Station is built.

8           But I would advocate running a loop -- train  
9 around the loop in a clockwise fashion. And the trains  
10 that go out on sort of onto the spurs will run at a  
11 slightly less interval. And by having a train running  
12 around this loop, you can have more frequent service in  
13 the inner city. So -- in the inner --

14           MS. LITVAK: Thank you.

15           MR. SOOKMAN: I hope you could study that.

16           Thank you.

17           MS. LITVAK: Thank you.

18           Okay. Andrew Dadour, followed by  
19 Christian Lynch, and then, at the moment, the last card

20 I have is for Phil Brown, but keep coming in. We want  
21 to hear from you.

22 All right. Go right ahead.

23 MR. DADOUR: Hi. I'm Andrew Dadour. I'm a student  
24 at U.C.L.A., and I've been following this since I moved  
25 here. I'm a freshman there. I really think it's a

21

1 great idea, especially having a U.C.L.A. Station on the  
2 campus. Someone mentioned it before having it at that  
3 uninhabited area where just, like, that ugly sign of our  
4 school -- that can go.

5 And then I don't think the Crenshaw Station is  
6 very necessary. I think, like he said, the money can go  
7 towards something else. Between Alternate 1 and 11, I'm  
8 happy that they both include Wilshire, but I think  
9 Alternate 1 is kind of a little bit more important.

10 I love West Hollywood and everything, but I  
11 think that we need to get down Wilshire faster. The

12 M.O.S.'s are good how they are, and it should definitely  
13 end west of the 405 because having it end at U.C.L.A. is  
14 really tight. I don't think that's going to work very  
15 well.

16                   That's pretty much all I had to say. Oh,  
17 also, I know all the technology end of this is very time  
18 consuming and all that, but seeing it go a lot faster  
19 would be, like, awesome. If it got built in less than  
20 ten years, but then again, we don't want to speed it up  
21 too much and have faulty construction and have it break,  
22 but I'm happy to have it. It's good.

23                   MS. LITVAK: Thank you very much.

24                   Christian Lynch.

25                   Last card I have is from Phil Brown. Raise

22

1 your hands. See. Look. Somebody else wants to speak.

2 We're so glad for that.

3 All right, Mr. Lynch, go right ahead.

4 MR. LYNCH: I'm Christian Lynch. I'm a school bus  
5 driver. I'm not here to represent them or anything, but  
6 anyway, I just had a couple of comments.

7 I think it's a great idea for the subway going  
8 down Wilshire Boulevard. I think Westwood and Wilshire,  
9 that corner, would be an ideal spot for a station right  
10 there. I'm looking at the Thomas Guide, and it's just,  
11 like, a block right away from the U.C.L.A. I don't know  
12 how that's going to work. That would be a better  
13 alternative.

14 Also, I think after we finish -- this is kind  
15 of a growing stage -- but after we finish the whole  
16 system -- having built the whole Purple, Pink, and all  
17 that, I think after that we should probably eliminate  
18 the Rapid buses. It's kind of early for that, and  
19 that's why I didn't -- but you still have the local  
20 buses.

21 That's just cost-effective, you know, reduce  
22 some of the costs that we have. We really don't need  
23 the Rapid buses.

24 And that's pretty much all I have to say.

25 MS. LITVAK: Thank you.

1 All right. Phil Brown, who will be followed  
2 by David Donley. And after David Donley will be anybody  
3 else who turns a card in. So let Rebekah know.

4 Go ahead.

5 MR. BROWN: Hi. I'm Phil Brown. I'm an architect,  
6 and I'm very much concerned with traffic -- vehicular  
7 traffic impacts and land-use impacts. And John Walsh  
8 brought up a good point that there's not much ridership  
9 on the subway.

10 And you'll have more cars coming down Wilshire  
11 Boulevard than you will passengers on the subway. This  
12 has tremendous impacts overtime. The 6th and Wilshire  
13 would become a full boulevard with repair. And that  
14 will end up in a bottleneck in Beverly Hills.

15 That is unsolvable unless you consider  
16 another -- a third alternative, and that's what I would  
17 really advocate, going for a third alternative for the

18 subway route, which is a stand-alone Santa Monica  
19 Boulevard emanating from the Hollywood and Highland  
20 Station and going down Santa Monica Boulevard. That is  
21 a solvable traffic situation in Beverly Hills.

22           And the other aspect about the impacts is with  
23 all this traffic and bottleneck in Beverly Hills, then  
24 you give a bypass of bottleneck by having to institute  
25 another full boulevard on Pico and Olympic. So now

24

1 you've introduced by just this four-and-a-half miles of  
2 Western and Beverly Hills an incredible amount of  
3 traffic into the center of what is essentially  
4 residential communities.

5           The impact that's gone for years and years and  
6 years, and they haven't thought it through. They think  
7 about construction, but not land use and planning. It's  
8 a terrible mistake.



9 MS. LITVAK: Your time is up. Thank you so much.

10 Thank you. He can make those available to you.

11 Mr. Donley, come on up. Go ahead.

12 MR. DONLEY: Hello. My name is David Donley. I am  
13 the president of the Wilshire Park Association, and I am  
14 not speaking for them, but as a resident that lives at,  
15 basically, Wilshire and Crenshaw.

16 My wife takes the subway everyday to work and  
17 back. It is very populated, and it is being used. I  
18 have been the -- my biggest concern would be, after it's  
19 all said and done, which I very much hope that it will  
20 be, that the outside -- the entrances -- what the person  
21 sees on the street as they go by is attractive. Many of  
22 the stations are.

23 The one at Western and Wilshire is not the  
24 most attractive. So green would be great. A tree, a  
25 cactus, a flower, that would be terrific. I know that's

1 a long way down the line, but that's what I think.

2 Thank you.

3 MS. LITVAK: So Mr. Donley will be coming to our  
4 stationery planning meeting.

5 Any more cards?

6 Okay. So first of all, thank you very much  
7 for coming. If you want to turn in written comments  
8 tonight, please fill them out here or any other piece of  
9 paper. Turn them in at the back. Please get your  
10 comments to us by May 7th. Lots of ways you can comment  
11 here. Thank you all for coming.

12 Staff and consultants, we'll hang for a little  
13 bit, and we'll try and answer your questions. Come to  
14 our other meetings.

15 Mr. Chang, who spoke first, would you please  
16 come to our meeting that we're having next Wednesday at  
17 the Presbyterian Church. We're going to have a Korean  
18 interpreter there, and I'd really like to get your  
19 comments so that we can understand them better.

20 Okay. Thank you so much.

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

22

23



**Appendix O**

**Public Scoping Meeting - April 14, 2009**

1 BEFORE METRO WESTSIDE SUBWAY EXTENSION

2 METRO WESTSIDE SUBWAY EXTENSION PROJECT TEAM

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6 Public Hearing in the Matter of: )

7 METRO WESTSIDE SUBWAY EXTENSION )

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15 TRANSCRIPT OF PROCEEDINGS

16 West Hollywood, California

17 Tuesday, April 14, 2009

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22 Reported by:

23 MELISSA TRESSEN  
24 CSR No. 13367

24

25 Job No:  
B1480NCO

1

2 BEFORE THE METRO WESTSIDE SUBWAY EXTENSION

3 METRO WESTSIDE SUBWAY EXTENSION PROJECT TEAM

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6 Public Hearing in the Matter of: )  
7 METRO WESTSIDE SUBWAY EXTENSION )  
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TRANSCRIPT OF PROCEEDINGS, taken at  
7377 Santa Monica Boulevard, West Hollywood,  
California, commencing at 6:00 p.m.,  
on Tuesday, April 14, 2009, heard before  
the METRO WESTSIDE EXTENSION PROJECT TEAM,  
reported by MELISSA TRESSEN, CSR No. 13367,  
a Certified Shorthand Reporter in and for  
the State of California, pursuant to Notice.

1 APPEARANCES:

2 METRO PANEL JODY LITVAK  
MEMBERS: DAVID MIEGER  
3 KRIS ROBERT

4 FACILITATOR: KRISTINE GRILLO  
THE ROBERT GROUP

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1	I N D E X	
2	SPEAKERS:	PAGE
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4	RICK WATTS	7
5	NATE ZABLEN	8
6	ALEXANDER FREEDMAN	9
7	DANA GABBARD	10
8	STEVEN LEVIN	12
9	SCOTT HUTTON	14
10	PHIL BROWN	16
11	GARY DRUCKER	17
12	DARIN WEEKS	19
13	GEM CETINDIS	21
14	MOONEY STARR	23
15	ANTHONY MALDONADO	25
16	CHARLES ADELMAN	26
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1 West Hollywood, California, Tuesday, April 14, 2009

2 6:00 p.m.

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5 MS. ROBERT: Good evening. My name is Kris Robert.

6 I'm part of the Westside Extension Subway Project Team.

7 I think I can do this. For those of you who have been

8 to our meetings before, I'm going to call three names at

9 a time. Apologies in advance if I mess up on your name,

10 but I really think you ought of -- sort of, one point if I  
11 mess up your last name, and 20 points if I don't get the  
12 first name right.

13                   So with that, I'd like to start with  
14 Joseph Dunn, followed by Rick Watts, followed by  
15 Nate Zablen.

16           MR. DUNN: Okay. My name is Joseph Dunn. I'm a  
17 member of -- I'm a resident of the America -- the thing  
18 I would like to talk about is the alignment between  
19 Westwood and the beach and all that. I don't like the  
20 idea that you have a stop at 26th Street. There's  
21 nothing there on 26th Street.

22                   I suggest you bring the stop to 20th Street  
23 where Saint John's Hospital is, and I would like to make  
24 a cost-effect idea there also. Get the alignment of the  
25 train -- go between Wilshire and Santa Monica. And

1 those common stops that you would have there, you have  
2 on the Mezzanine Level moving sidewalks to the other  
3 places.

4           That way you will not need to build another  
5 rail line down Santa Monica in the future because  
6 everybody would be served on that. If you did that,  
7 also -- and also, I do approve the idea that in Westwood  
8 that you should have the stop at the federal building  
9 there and have some sort of scope idea to have, like, a  
10 little people mover that would serve U.C.L.A.

11           And then have all the buses come through that  
12 stop as opposed to Acmen (phonetic) Union and all that.  
13 I would like to also suggest that the alignment of when  
14 the train from West Hollywood -- from the Hollywood  
15 Station, I like the idea that goes through San Vicente  
16 and Santa Monica because if it's on -- and you guys own  
17 the lot there.

18           The station should be right there. And then  
19 furthermore, that -- when it comes down towards  
20 Wilshire, let's have it stop at Wilshire and La Cienega  
21 there. Kind of like the Wilshire/Vermont Station there.  
22 Both lines can go on the same station.

23           And I'd like everybody to join our group that

24 I belong to, Southern California Transit Advocates at  
25 socata.net, and all that. We're there for you.

7

1 Thank you.

2 MS. ROBERT: Thank you, Mr. Dunn.

3 Mr. Watts.

4 MR. WATTS: Hi. My name is Rick Watts. I'm with  
5 the West Hollywood Disabilities Advisory Board and  
6 Hollywood United Methodist Church. I'd like to speak in  
7 favor of trying to do Option 11. That is the combined  
8 phase of the so-called Pink and Purple Lines together.

9 I think it has a number of advantages by doing  
10 both of those at the same time if planning can be  
11 secured.

12 For one, we do have a friendly administration,  
13 which I think would be more likely to get the kind of  
14 funding together for that, but by getting that entire  
15 segment online earlier, the synergies that come about of

16 having all those individual systems come into play --  
17 and I think would help to justify the requirements that  
18 Dave spoke of earlier in terms of getting the federal  
19 funding for individual segments.

20 I'd like to also suggest having one stop  
21 rather than at Bundy, instead having that last Wilshire  
22 stop just west of the 405 at the V.A. Complex. I think  
23 you could draw in a lot of additional ridership there.

24 And if it's properly constructed, it could  
25 eventually tie in with a future, yet to be designed, a

8

1 405 paralleling line linking the Valley and going on  
2 down through the coast cities. And by doing --  
3 attempting to do all three -- do all of Option 11 at the  
4 same time because the M.T.A. already does own property  
5 at San Vicente and Santa Monica as the previous  
6 gentleman pointed out.

7                   And there is also federally owned  
8 government -- publicly owned property at the  
9 V.A. Complex. Construction could begin at three or four  
10 points at once, which would also help get the entire  
11 project online much sooner than would otherwise be the  
12 case if you tried to do it one step at a time.

13                   Thank you.

14                   MS. ROBERT: Thank you, Mr. Watts.

15                   Before Mr. Zablen comes up, if we could have  
16 Alexander Freedman, Dana Gabbard, and Steven Levin,  
17 please.

18                   MR. ZABLEN: My name is Nate Zablen. I live in the  
19 Valley, basically Sherman Oaks, but I like to commute to  
20 Los Angeles, West Los Angeles, and I find driving --  
21 it's very difficult. It's almost impossible because of  
22 the traffic, and I think the subway is the answer.

23                   I generally favor Alternative 11. I know it's  
24 going to take a long time, but I think we should start  
25 on the Wilshire segment, and I think it's important to

1 complete the first segment of the Wilshire subway to  
2 Fairfax as soon as possible because many of us are  
3 getting on in years, and we want to at least see one  
4 portion of the subway built so we can enjoy it as long  
5 as we're alive.

6           So I would get that Wilshire segment to  
7 Fairfax, and then we can plan on getting it to  
8 La Cienega, and then getting the Santa Monica or the  
9 West Hollywood segment into La Cienega. That way I  
10 think it would give all of us a break as far as  
11 commuting, and give us more options.

12           And I think with the -- in a city of this  
13 density, with the traffic increasing, I think it's the  
14 only answer. Of course we need buses and Rapid buses,  
15 but with the urban density we have in Los Angeles,  
16 especially West Hollywood and West L.A., I think we need  
17 the subway as soon as possible.

18           Thank you very much.

19           MS. ROBERT: Thank you Mr. Zablen.

20           Alexander Freedman, followed by Dana Gabbard.

21           MR. FREEDMAN: Yes. Good evening. I'm



22 Alexander Freedman. I'm a member of S.O.C.A.T.A. and  
23 the Transit Coalition and a few other groups. First, I  
24 want to thank M.T.A. and to David and to Jody and to  
25 everybody for starting this project. This is really

10

1 what we need, and I want to thank you guys for all your  
2 efforts.

3 As far as the alternatives, I strongly support  
4 Alternative 11 not only because two lines is always  
5 better than one, especially for a dense city like L.A.  
6 because Hollywood and Highland is one of densest places  
7 in the city, if not the nation.

8 If you get off at Hollywood and Highland, you  
9 have, like, New York City kind of atmosphere. It's a  
10 very dense area. So I think connection from the west is  
11 as important as connection from the east.

12 As you guys were showing the maps, I was just

13 visualizing how nice it would be to get out to the beach  
14 from Hollywood/Highland without a transfer, or to West  
15 L.A. or to Century City. So Alternative 11, I think, is  
16 the right way to go.

17 Thank you very much.

18 MS. ROBERT: Thank you.

19 Another call for cards for those who want to  
20 make public comment.

21 After -- we've got Dana Gabbard, and then  
22 Steven Levin, then Scott Hutton, Phil Brown, and  
23 Gary Drucker.

24 MR. GABBARD: Good evening. My name is  
25 Dana Gabbard, and I'm executive secretary for Southern

11

1 California Transit Advocates, which is what these  
2 brochures are about (indicating). We're here to  
3 especially talk about Alternative 1.

4 The Wilshire monument, in terms of federal

5 funding, gives you the biggest bang for the buck, and we  
6 really emphasize that what we believe is, at the very  
7 least, it's very important that La Cienega Station will  
8 facilitate the eventual spur up to Hollywood, that might  
9 not happen, and West Hollywood, that might not happen  
10 for quite a few years.

11           You look at the way these funding things go,  
12 an extra three million dollars, that's pretty iffy in  
13 my opinion. And also, when you look at Westwood, as the  
14 gentleman pointed out, we want to be taking into account  
15 the 405 corridor. Measure R does include a very vaguely  
16 defined 405 Project.

17           So what it's going to be is not very sure, but  
18 it is going to be possibly a rail linkage underneath the  
19 pass. We want to facilitate that in the design of the  
20 Westwood sign. And the important thing is you folks  
21 because we're just at the beginning of a long journey.

22           Our ancestors, when they crossed this  
23 continent, they didn't just, you know, get in that wagon  
24 and in ten minutes they whisked across the nation in an  
25 hour or two. I mean, they went through a shlaw

1 (phonetic) because they knew where they were going was  
2 worth getting to, and that's what we're doing.

3           What I need you to do, if you're interested,  
4 after the meeting or during it, run over and grab from  
5 me these lobbying brochures. Talk to your electives  
6 because we're going to need buy-in.

7           I'll just conclude by pointing out something.  
8 They didn't get buy-in for the Light Rail Line in Orange  
9 County. You'll say right now, what Light Rail Line in  
10 Orange County? That's the message. It didn't happen.

11           We didn't get the electives -- we need our  
12 electives, and you can make that happen. So please  
13 don't be disheartened. I'm hoping before I get my  
14 Social Security, I'll be sitting in that Westwood  
15 Station. And I'm only 47.

16           MS. ROBERT: Thank you, Mr. Gabbard.

17           Steven Levin, followed by Scott Hutton,  
18 followed by Phil Brown.

19 MR. LEVIN: Thanks. I have Jody's voice. So  
20 pardon me. I'm kind of throwing out my notes because I  
21 was getting a little frustrated during the presentation.  
22 The reason I'm frustrated is while I certainly  
23 appreciate the M.T.A. including West Hollywood with this  
24 from two years ago when this all kind of started, and I  
25 think it's fantastic, I still am not convinced that

13

1 we're -- this is a viable real line that you guys are  
2 actually considering this.

3 It blows me away that you're not. There's  
4 such a unique opportunity right now between federal  
5 stimulus funds, Measure R funds, and the mere fact that  
6 this area between Hollywood and Highland going west is  
7 one of densest areas in the -- west of the Mississippi  
8 through West Hollywood and that whole area.

9 Not to mention, you have a group of people  
10 who are desperate to have this done. There will be far

11 fewer problems as far as dealing with the neighborhoods  
12 and things like that. The Wilshire Corridor -- of  
13 course it's going to happen, and it needs to happen.

14           But the Wilshire Corridor, it is what it is.  
15 It's built, it's not evolving a whole lot, it's going to  
16 be what it is. The West Hollywood Line -- the opportunity  
17 for development along that entire route is phenomenal.

18           You are going to have such built-in new  
19 customers who will never use the system otherwise, but  
20 if you put it through here, oh, my God. Not to mention  
21 the fact that you will be getting the tourists who  
22 are -- Hollywood and Highland, that's a lot of tourists.

23           I mean, Hollywood and Vine, all that stuff.  
24 They're going to be coming west, and they're going to be  
25 using the system like they wouldn't have formerly. They

14

1 wouldn't necessarily use the Wilshire Line, but if they

2 know they can stop through West Hollywood and things  
3 like that, they're going to do it.

4 Like I said, I threw out all my notes.

5 Obviously, I'm for number 11. I would love to see the  
6 bus terminal at San Vicente be used, and -- move those  
7 buses somewhere else and make that another development  
8 opportunity. What an amazing thing.

9 Thank you and please, really consider it.

10 MS. ROBERT: Thank you.

11 Okay. Scott Hutton, Phil Brown, followed by  
12 Gary Drucker, who will then be followed by Darin Weeks,  
13 please.

14 MR. HUTTON: I'm Scott Hutton. I'm supporting  
15 Option 11 with a couple modifications or at least  
16 suggestions. One would be at the Hollywood end, I  
17 suggest an additional station or modification to bring  
18 the line all the way out to the Hollywood Bowl.

19 To number one, serve the Hollywood Bowl.  
20 To number two, because it's got such a large parking  
21 facility allowing that much more parking access for  
22 drivers to both the Pink Line -- I think I called it  
23 the last time -- and also the Red Line, and provide a  
24 supplement for parking that's currently pretty loaded

25 in the Valley.

15

1           Also, I really encourage routing the Line due  
2 west on Santa Monica Boulevard to Century City.  
3 Personally, I feel what this line really serves is not  
4 us locally as much as it serves the major region of the  
5 eastern San Fernando Valley, Burbank, and other areas  
6 that are looking to get to the Westside.

7           And if we could get those folks on the subway,  
8 it would ease some of the traffic concerns we have  
9 locally. And I think that direct line would provide  
10 that much more ridership and more competition for,  
11 basically, the time it takes to drive over there.

12           And beyond that -- let's see. I support the  
13 San Vicente Station over La Cienega because San Vicente  
14 Station simply has more connections with existing bus  
15 lines, and the San Vicente is a slightly less busy road  
16 compared to La Cienega.



17                   And last, but not least, west of the 405, the  
18 biggest issue I have with putting a station there is:  
19 While it makes it more accessible -- more people to get  
20 to -- the problem is: Well, how do they get to that  
21 station? Because there aren't any big areas that you're  
22 looking to service there.

23                   So locating the station west of the 405 makes  
24 some sense. The question is: How do people get there?  
25 And that's pretty much everything I had to say.

16

1                   Thank you.

2                   MS. ROBERT: Thank you, Mr. Hutton.

3                   I've got next up Phil Brown, Gary Drucker, and  
4 Darin Weeks.

5                   MR. BROWN: My name is Phil Brown. Subject is  
6 traffic. The subway should work with the vehicular  
7 travel and to the objective of solving congestion in

8 L.A. for the L.A. basin residents.

9                   So my comment is to have the Santa Monica  
10 Boulevard corridor become the third build alternative, a  
11 stand alone subway extension without a Wilshire subway.  
12 The Wilshire subway develops unacceptable land use  
13 impacts and unsolvable vehicular traffic bottleneck in  
14 Beverly Hills.

15                   The Santa Monica Boulevard corridor is the  
16 dominant travel demand corridor and will increase some  
17 90,000 person trips of new demand in the next 25 years.  
18 Santa Monica Boulevard alone was an alternative to be  
19 studied, but was dropped when it did not show early  
20 ridership to justify a subway.

21                   But the ways to resolve that is to start  
22 solving the traffic congestion problem and along with  
23 it, develop more housing near work centers as Senate  
24 Bill 375 demands. A subway will attract more vehicular  
25 person trips in cars, trucks, and buses than riders will

1 be accommodated on the subway.

2           So the realistic problem to be solved  
3 first is how to provide for vehicular travel.  
4 Otherwise, you will have constant congestion and  
5 gridlock. With those problems being solved, then the  
6 subway can be brought in, and by that time, adequate  
7 ridership can justify a subway.

8           So the major point here is to respect the  
9 needs of residents that live in the L.A. basin and  
10 help solve congestion.

11           MS. ROBERT: Thank you, Mr. Brown.

12           Before I call our next speaker, I will  
13 apologize in advance, next up, Gem Cetindis. In a  
14 second. I'm calling the next three.

15           So it's Gem Cetindis, Mooney Starr, and  
16 Anthony Maldonado.

17           And next up is Gary Drucker.

18           MR. DRUCKER: I'd like to talk about a couple  
19 of mitigation issues that affect the area around  
20 Park La Brea, specifically Houser (phonetic), that takes  
21 traffic. The Park La Brea area is very dense, and two  
22 large apartment buildings have just been built right

23 near Houser.

24                   So that street is already going to be -- even

25 without this is very dense. And something has to be

18

1 done either with parking and providing additional

2 parking during any kind of construction because it's

3 going to be an absolute nightmare if it is not.

4                   The other part of the mitigation issue, and

5 just on the off chance that both of these lines are

6 built at the same time, you can imagine that if both

7 Santa Monica and Wilshire are torn up simultaneously,

8 that the Beverly and 3rd Street corridor is going to be

9 a nightmare. It's going to be like you're trapped.

10                   So if you do both lines at the same time, you

11 might consider going in different directions so that no

12 north/south street is blocked off from both directions

13 at the same time. I think if you don't do that, it's

14 going to be a nightmare in that entire area, including  
15 the Grove.

16 I'd also like to say that it's odd -- you  
17 know, you're going to need a station by the 405 ultimately,  
18 and I think the station that you have at Bundy might be  
19 moved closer to Brentwood because Brentwood is an area  
20 that can be served in a kind of tangential way by a stop  
21 that's west of the 405.

22 And you know, I think that's about it. The  
23 other thing is, I think when you think of these  
24 stations, for example, I noticed the connection between  
25 the 11 Line and the 1 Line doesn't quite hit at

19

1 La Cienega.

2 I think that you have to think, not just that  
3 people go out to the ocean on that line, but that people  
4 might want to go back to the city on that line. So that  
5 has to hit at the La Cienega Station.

6 MS. ROBERT: Thank you, Mr. Drucker.

7 I've got Darin Weeks, Gem Cetindis, and  
8 Mooney Starr for our next group.

9 MR. WEEKS: Hi. I'm Darin Weeks. I'm a big  
10 advocate for the alignment through West Hollywood. The  
11 one through -- that goes through Highland and all the  
12 way down through Century City and all of that. But it  
13 covers most of my life, and I'm very eager to see that.

14 I would very much urge the city to do  
15 everything they can to advocate for that and have that  
16 segment built as quickly as possible. And to also  
17 consider doing anything -- you know, even radical to try  
18 and help fund it.

19 I know we're talking in the billions here, but  
20 perhaps there are some ways that we can raise some  
21 money. Maybe we could just do like in London where they  
22 have congestion pricing where we could charge people who  
23 are traversing our city during rush hour or commute hours  
24 and direct all that money to the M.T.A.

25 Tax the limousines, especially those big long

1 Hummer limousines. You know, even the gas tax within  
2 the city -- all those funds going to the M.T.A. As far  
3 as the way it's built, I'm very much in support of  
4 having a station closer to San Vicente rather than  
5 La Cienega.

6 La Cienega, as some other people have said,  
7 Santa Monica Boulevard is not a very fun, friendly place  
8 to be as a pedestrian. So by far, I would prefer to see  
9 something maybe at the bus yard or preferably all the  
10 way down to San Vicente closer to the park and Pacific  
11 Design Center.

12 And to make this more of a subway line that  
13 focuses also on our needs in the city, having more stops  
14 in West Hollywood rather than just trying to choose  
15 between La Cienega and San Vicente. Two stops would be  
16 much preferred. Again, not at La Cienega.

17 Maybe east of the La Cienega for the second  
18 stop, or even -- maybe this is a crazy idea -- but make  
19 the line go up to La Cienega and Sunset. That would be

20 a fantastic place to have a stop. It's up the hill, you  
21 know, certain people that are up that way. There's a  
22 lot of businesses up there. That would be a great  
23 location for that interim stop.

24 MS. ROBERT: Thank you, Mr. Weeks.

25 After Gem Cetindis, Mooney Starr, and

21

1 Anthony Maldonado, I've come to my last card, which is  
2 Charles Adelman. So again, I'd like to ask folks if you  
3 have an interest in making public comment tonight, now  
4 is your time to get your cards into us.

5 But also remind our speakers, it's much easier  
6 for the court reporter and for the folks in the back, if  
7 you could speak close into the microphone, and with  
8 that -- especially, Mr. Cetindis, if you would help me  
9 with the pronunciation of your name.

10 MR. CETINDIS: Cetindis.

11 MS. ROBERT: Okay. Thank you.



12 MR. CETINDIS: Hi. Good evening. I'm very much in  
13 favor of this. In this day in age, of course, a subway  
14 is no-brainer. We need it badly. We need both lines.  
15 I don't see alternative here. It's a little confusing.  
16 The two maps are a little confusing. It makes it look  
17 like one or the other.

18 Instead, really one plus more of number 1.  
19 Eleven is one plus more. Seems right. So that's not an  
20 alternative really. Now, if I had my way though,  
21 because Metro is a civic public -- personal public  
22 endeavor, it has to serve the public first, not  
23 really --

24 So if you look at it from that perspective,  
25 the most logical thing to do is to leave -- to take --

22

1 to start from Highland and Hollywood and go into  
2 Santa Monica and La Brea and then next to Santa Monica

3 and Fairfax and then turn down on Fairfax. Go down to  
4 Wilshire and Fairfax, and then turn west and go along  
5 Wilshire all the way to U.C.L.A.

6 Don't miss U.C.L.A. It's a no-brainer. There  
7 has to be a stop, preferably in the U.C.L.A. campus, the  
8 Compton/Westwood Boulevard. So why did I say this  
9 line -- this is the line that I'd like to see? Because  
10 first of all, Hollywood and Highland -- it's true. It's  
11 a magnet for all of us. For tourists, for  
12 international -- it's like New York City, indeed.

13 It has become such a huge place. That's  
14 no-brainer. Santa Monica Boulevard is a very busy  
15 boulevard. Next thing is it Santa Monica and Fairfax, a  
16 huge hub -- transport hub. And then I turn down -- as  
17 you notice on Fairfax -- Wilshire and Fairfax -- it's  
18 the Compton Museum, obviously. We have to tie the  
19 County Museum because it's a public place.

20 MS. ROBERT: Thank you, Mr. Cetindis. Thank you  
21 very much for giving your two minutes. Thank you.

22 One other note for those -- in addition to the  
23 verbal comments that we're taking tonight, we also have  
24 forms in the back of the room for written comments. So  
25 I invite you if you'd like to leave comments that way,

1 that's another opportunity. We've got a box back there  
2 to collect those. And then again, we're down to our  
3 last three speakers unless I get another speaker card.

4 Mr. Starr.

5 MR. STARR: Hello. Mooney Starr, student studying  
6 urban design. I prefer Alternative 11. I think  
7 everybody here does. I'm just going to be real general  
8 about it. Santa Monica to La Brea should be a stop.

9 Drop down to Beverly Center -- I don't really  
10 care about the line that you take there -- all the way  
11 to the sea. I say all the way to the sea. I know it  
12 doesn't really seem efficient to build it to  
13 Santa Monica, but I think that mythically it is subway  
14 to the sea.

15 It just feels like we would accomplish  
16 something if it went to the ocean. A commenter said  
17 before, it's not really anything in Santa Monica, but we

18 have to project. We can't just build as of today.

19 There will be something in Santa Monica in the future.

20 There will be more people.

21 I'm for building both lines simultaneously,  
22 and I'll get to a point where nobody -- I don't think  
23 many people commented on. I'm a big fan of Donna Shoop  
24 (phonetic) out at U.C.L.A., and I felt that there should  
25 be minimum parking at all the stations.

24

1 Any city with a successful rail transit system  
2 in the world desensitized -- is that right -- people from  
3 driving. You cannot continue this fantasy of six-story  
4 parking structures providing people free and easy parking  
5 into the center city and think they are going to take  
6 transit.

7 It will always be a class issue. So what you  
8 have to do is kind of level the playing field, take away

9 their free parking, and put them on the bus just like  
10 everybody else is. And then things really will be done.

11 Because what they don't like, they will then  
12 start contacting Metro, and you'll see -- well,  
13 friendlier bus drivers.

14 Anyway, I am -- I donated my car this year to  
15 K.C.A.T. I no longer drive. I'm on bike, foot, bus,  
16 train, and I'm better for it.

17 Thank you.

18 MS. ROBERT: Thank you, Mr. Starr.

19 Anthony Maldonado -- wait. One piece of  
20 housekeeping I just want to make a note of is that on  
21 behalf of Metro and the project team, a very special  
22 thank you to our host here in West Hollywood. Always a  
23 great facilitator, and we appreciate them opening the  
24 Community Center and allowing us to do this. I wanted  
25 to make that note.

1                   Mr. Maldonado, please.

2                   MR. MALDONADO: Hi. My name is Anthony Maldonado.  
3 I also don't drive. I don't have a car. I moved back  
4 to California about four-and-a-half years ago from  
5 New York. I used to live in L.A.

6                   I remember in the late 70's, early 80's, was  
7 that they were trying to plan for the subway system at  
8 that time. And of course there were several things that  
9 got in the way. I guess, planning commissions and  
10 whatever and certain towns that did not want the subway  
11 system.

12                   So at last it's happening. I like the idea of  
13 the West L.A. Center. I think if the planning was done  
14 properly for the West L.A. Hub or Station, it could  
15 resemble somewhat like an underground port authority.

16                   What you could probably do is -- you have one  
17 of the most beautiful areas at Los Angeles.  
18 Unfortunately, the 405 Freeway cuts right through  
19 West Los Angeles with that huge wall, which is called  
20 the 405 Freeway.

21                   If there was a way to submerge that, to tunnel  
22 that from Mulholland to, let's say Santa Monica, you  
23 could put the trains on top -- subway trains on top of

24 that. And you would have a, maybe a beautiful grand  
25 omni plaza to commemorate our veterans who died, like

26

1 they have in Chicago or New York or whatever.

2           And that way, you've connected different --  
3 the parts of the subway, you know, from  
4 West Los Angeles. And if you wanted to skip the  
5 Santa Monica Freeway -- Santa Monica Boulevard subway,  
6 you could put, like, maybe a monorail system up and down  
7 the 10 Freeway, cut costs, have a 24-hour service.

8           Anyway, just an idea. But I think you have  
9 something beautiful to be done, and I think it's just in  
10 the planning stages, and I'm hoping I get to see it one  
11 day.

12           Thank you very much. That's it.

13           MS. ROBERT: Thank you, Mr. Maldonado.

14           Charles Adelman.

15 MR. ADELMAN: My name is Charles Adelman, and I  
16 have a number of comments.

17 First one is on Alternative 11, rather than  
18 ending at Hollywood/Highland, you really ought to extend  
19 it through the hills to the Burbank Media District. A  
20 lot of the folks on the Westside and here in  
21 West Hollywood work in the studios in the Burbank Media  
22 District, and it would greatly increase the potential  
23 ridership on the line as well as people coming the other  
24 direction from Burbank into the L.A. Westside.

25 Secondly, M.O.S. is the biggest thing that

27

1 rises the cost of building transit is we build these  
2 little segments. All the transit systems in the world  
3 were not built in three-mile segments. They were built  
4 in much longer segments. You get economy of scale when  
5 you build more at one time. The cost per mile comes way  
6 down.



7                   For the third thing, as far as looking at the  
8 cost-effectiveness of Alternative 11, there was an  
9 article in the L.A. Times about three weeks ago, I  
10 think. There was, like, five mixed-use developments  
11 being proposed within easy walking distance of  
12 Santa Monica and La Brea. It's just in the City of West  
13 Hollywood.

14                   There's also three other projects in the City  
15 of Los Angeles within walking distance of that station.  
16 There would be a lot more potential density around there  
17 by the time you got the thing built than is there right  
18 now just for the projects that are applying for permits  
19 right now.

20                   MS. ROBERT: Thank you, Mr. Adelman.

21                   Any other folks wanting to make public  
22 comment?

23                   Okay. Well, most importantly, thank you for  
24 coming out tonight, for sharing your time, for being  
25 part of this.

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

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