E. ORGANIZATIONS

Five comment letters were received from organizations:

E1. Eastside LEADS
E2. Little Tokyo Service Center (1)
E3. Little Tokyo Service Center (2)
E4. Olvera Street Merchants
E5. Western National Parks Association

E1. Eastside-LEADS

Eastside Leadership for Equitable and Accountable Development Strategies
A Campaign of The Boyle Heights Building Healthy Communities Initiative
1200 N. State Street, Suite #1008, Los Angeles, CA 90033

Eastside Leadership for Equitable and Accountable Development Strategies

A Campaign of The Boyle Heights Building Healthy Communities Initiative
1200 N. State Street, Suite #1008, Los Angeles, CA 90033

September 25, 2017

Elizabeth Carvajal, Metro Senior Manager
LAUS Forecourt and Esplanade Improvements
One Gateway Plaza, Mail Stop 99-23-4
Los Angeles, CA 90012

Re: Union Station Redevelopment – Public Comment

Ms. Carvajal:

We submit the following public comments regarding the **Union Station Forecourt and Esplanade** project. As advocates for low-income families on the Eastside, we applaud Metro's initiative to improve pedestrian and bicycle access to Union Station. However, we hope that Metro will take this opportunity to consider how it can enhance bus service to major regional healthcare facilities on the Eastside and improve Eastside residents' access to job centers throughout the region.

Eastside LEADS is a campaign made up of community residents, youth, and community organizations facilitated by the Boyle Heights Building Healthy Communities initiative. We are committed to creating an inclusive and meaningful community engagement process that is responsive to the needs of existing community residents and stakeholders. Together, we are working to ensure that development in the Eastside of Los Angeles, including the neighborhoods of Boyle Heights, Lincoln Heights, El Sereno, City Terrace, and East Los Angeles, is both equitable and accountable to longtime resident needs and priorities.

E1-1

As LA Metro considers improvement to the Union Station street interface, we hope it will take the opportunity to enhance bus connections to the regional health resources on which many core transit riders rely. Specifically, we ask that LA Metro improve the frequency and directness of bus lines serving the LAC+USC Medical Center and The Wellness Center located at the Historic General Hospital. Transit riders throughout the county depend on these healthcare resources for their health and well-being. Improving access to these resources is essential for LA Metro to achieve its promise of serving core transit riders and promoting a healthy, economically and environmentally sustainable region for all Angelenos.

In addition to providing access to crucial healthcare resources on the Eastside, we ask that LA Metro take this opportunity to enhance bus connections for Eastside residents to Union Station to facilitate access to job centers throughout the region. Since the opening of the Gold Line, many Eastside residents worry that Metro has lost focus on the primary service transit on which riders rely : its busses. We ask that Metro considers how it can improve the quality of bus service from the Eastside to Union Station in order to better serve its core users.

E1-1 cont.

Thank you for considering our comments on this project. We welcome the opportunity to provide clarification and/or additional information from our community perspective by contacting Ms. Pamela Agustin, Lead Community Organizer – Eastside LEADS campaign, at pamela@eastsideleads.org or call 323-269-0300.

Sincerely,

Eastside LEADS

Ari Gutiérrez Arámbula, MBA
Advisory Board President
Latino Equality Alliance

Pamela Agustin Anguiano
Lead Community Organizer
Eastside LEADS

Isela Gracian
President
East LA Community Corporation

Response to Comment No. E1-1:

Metro appreciates the comments made Eastside-Leads support of Metro's efforts regarding the project. The comment letter has been shared with Metro Bus Operations.

Although beyond the scope of the proposed project and related environmental impact report, Metro acknowledges the request from Eastside-LEADS encouraging Metro to consider opportunities to enhance bus service to major regional healthcare facilities on the Eastside.

Metro appreciates the information about the Eastside LEADS campaign and community engagement process. The east side of Los Angeles is beyond the boundaries of this project.

Metro appreciates the comment to enhance bus connections to regional health resources such as the LAC+USC Medical Center and The Wellness Center. The improvement of bus service is beyond the scope of the project. This project provides a pedestrian and bicycle esplanade along Alameda Street to encourage active transportation as a means to access LAUS. Most of Metro's bus activity is on the eastside of the station accessed at the Patsaouras Bus Plaza or at Chavez/Vignes.

Metro appreciates the comment to improve the quality of bus service from the Eastside to LAUS. This project is limited to the immediate area around LAUS including Alameda Street from Cesar E. Chavez Avenue to Arcadia Street and Los Angeles Street by El Pueblo. This project provides a pedestrian and bicycle esplanade along Alameda Street to encourage active transportation as a means to access LAUS. For more information on bus service improvements and general operations, please reference Metro's website: https://www.metro.net/about/metro-service-changes/overview/. Metro looks forward to continued collaboration with Eastside LEADS on future transit projects.

E2. Little Tokyo Service Center (1)

Rey Fukuda
Little Tokyo Project Manager and Planner
231 E Third Street, G-106
Los Angeles, CA 90013

Matthew Adams

From: Rey Fukuda Salinas <rfukuda@ltsc.org>
Sent: Tuesday, September 26, 2017 3:37 PM
To: Carvajal, Elizabeth
Cc: Kristin Fukushima; Chris Komai; jm dyk; Evelyn Yoshimura; Okazaki, James
Subject: Public Comments for Union Station Forecourt and Esplanade Improvements Project

Hi Elizabeth,
I wanted to thank you for a succinct and effective presentation last week. I apologize for missing the public comment deadline. I got my dates mixed up. And I realize you did address most comments in the meeting, but for our records, I wanted to make sure it was documented. Let me know if you have any questions regarding these. Thank you in advance. E2-1

LTCC Comments for the Union Station esplanade

- We request a strong and ongoing coordination with other major transportation and development projects in the Downtown and Little Tokyo area including but not limited to High Speed Rail, West Santa Ana Branch, Eastside Access Improvements, and the Civic Center Master Plan. E2-2
- Specifically, with the West Santa Ana Branch, there will be no interference with a possible change in route, including a possible underground rail option on Alameda. E2-3
- The finally selected alternative will preserve the Route B DASH bus. E2-4
- There is a preference for Alternative 3, which is a partial closure of Los Angeles Street, because it seems it will not disturb current DASH uses as well as car uses and still improve pedestrian access in the area. E2-5

--
sincerely,

Rey Fukuda | Little Tokyo Project Manager and Planner
213-473-1609 | rfukuda@ltsc.org **Gender pronouns:** he/him/his, they/them/theirs

LITTLE TOKYO SERVICE CENTER | *Positive Change for People and Places*
231 E Third Street, G-106 Los Angeles, CA 90013 | www.ltsc.org

Response to Comment No. E2-1:

Metro appreciates the opportunity to present the project to the Little Tokyo Service Center.

Response to Comment No. E2-2:

Metro recognizes the relationship with the Little Tokyo Service Center and continued efforts in collaboration on related Plans and transportation and development projects. Metro looks forward to a continued dialogue with the Little Tokyo Service Center as the project progresses to design and construction as well as for other major capital projects and will engage other public agencies through the Los Angeles Union Station/Civic Center Exploratory Taskforce.

Response to Comment No. E2-3:

Metro acknowledges the comment regarding the proposed project's relationship to the West Santa Ana Branch project. The West Santa Ana Branch project is considered a related project and is considered in the traffic impact analysis and modeling in the Draft EIR. The route alternatives of the West Santa Ana Branch project are not expected to interfere with construction of the proposed project or vice versa.

Response to Comment No. E2-4:

Metro appreciates the comment on the Route B DASH bus. Depending on the alternative selected, the Route B DASH bus may need to be rerouted. As Route B cuts through El Pueblo, this would not be possible with the full closure for Alternative 2. Metro will continue to coordinate with the LADOT as the project progresses to design and construction.

Response to Comment No. E2-5:

Metro appreciates support for Alternative 3 because of improved pedestrian access while maintaining the DASH bus service in the project vicinity. The Metro Board of Directors will take this into consideration during the decision-making process related to the proposed project and alternatives under consideration, as part of the certification of the EIR.

E3. Little Tokyo Service Center (2)

Rey Fukuda
Little Tokyo Project Manager and Planner
231 E Third Street, G-106
Los Angeles, CA 90013

Victoria Hsu

From: James Okazaki <jokazaki@sbcglobal.net>
Sent: Tuesday, September 26, 2017 6:39 PM
To: Carvajal, Elizabeth
Cc: Rey Fukuda Salinas
Subject: Re: Public Comments for Union Station Forecourt and Esplanade Improvements Project

Liz,

The eastbound Los Angeles left-turn should be allowed for Transit vehicles. E3-1

James Okazaki

Sent from my iPhone

On Sep 26, 2017, at 3:38 PM, Carvajal, Elizabeth <CarvajalE@metro.net> wrote:

> Thank you for your comments!
> Best,
> Elizabeth
>
> **From:** Rey Fukuda Salinas [mailto:rfukuda@ltsc.org]
> **Sent:** Tuesday, September 26, 2017 3:37 PM
> **To:** Carvajal, Elizabeth
> **Cc:** Kristin Fukushima; Chris Komai; jm dyk; Evelyn Yoshimura; Okazaki, James
> **Subject:** Public Comments for Union Station Forecourt and Esplanade Improvements Project
>
> Hi Elizabeth,
> I wanted to thank you for a succinct and effective presentation last week. I apologize for missing the public comment deadline. I got my dates mixed up. And I realize you did address most comments in the meeting, but for our records, I wanted to make sure it was documented. Let me know if you have any questions regarding these. Thank you in advance.
>
> LTCC Comments for the Union Station esplanade
>
> - We request a strong and ongoing coordination with other major transportation and development projects in the Downtown and Little Tokyo area including but not limited to High Speed Rail, West Santa Ana Branch, Eastside Access Improvements, and the Civic Center Master Plan.
> - Specifically, with the West Santa Ana Branch, there will be no interference with a possible change in route, including a possible underground rail option on Alameda.
> - The finally selected alternative will preserve the Route B DASH bus.
> - There is a preference for Alternative 3, which is a partial closure of Los Angeles Street, because it seems it will not disturb current DASH uses as well as car uses and still improve pedestrian access in the area.
>
> --

sincerely,

Rey Fukuda | Little Tokyo Project Manager and Planner
213-473-1609 | rfukuda@ltsc.org **Gender pronouns:** he/him/his, they/them/theirs

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231 E Third Street, G-106 Los Angeles, CA 90013 | www.ltsc.org

Response to Comment No. E3-1:

Alternative 3 is proposed to prohibit eastbound left turns from Los Angeles Street onto Alameda Street in order to reduce the number of significant traffic impacts associated with the project. As detailed on page 4-64 of the Draft EIR, northbound buses would need to be rerouted with this Alternative as proposed, but this rerouting is not expected to significantly impact the affected routes. The shift will increase route distances by approximately 500 feet, as described on page 4-38. Southbound buses will not need to be shifted.

Allowing eastbound left turns, even for transit buses only, will reduce green time from Alameda Street, and would reduce the traffic operational benefits of Alternative 3. Allowing transit vehicle to turn, but prohibiting privately operated vehicles (POVs) from turning left, will introduce additional enforcement needs at the intersection, because POVs may be more likely to turn at the intersection if transit buses are observed turning, and have a signalized turn phase, compared with the full turn restrictions proposed for Alternative 3. Allowing buses to make a left will have negative traffic operational and enforcement effects at the intersection; therefore, Alternative 3 will not be modified.

E4. Olvera Street Merchants Association

W-10 Olvera Street
Los Angeles, CA 90012
70 Signatures

August 22, 2017

Elizabeth Carvajal
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-23-4
Los Angeles, CA 90012

Re: **Comments on the Los Angeles Union Station Forecourt and Esplanade Improvements Project**

Dear Mrs. Carvajal:

The Olvera Street Merchants have reviewed the Los Angeles Union Station Forecourt and Esplanade Improvement Project, Draft Environmental Impact Report – State Clearinghouse Number 2016121064. E4-1

The merchants believe that Alternative 3 – Modified Partial Closure of Los Angeles Street is the preferred option for this project for the following reasons:

- Maintaining loading and unloading of thousands of school buses;
- Maintaining loading and unloading of thousands of tour buses;
- Allowing proper vehicle circulation for major special events at El Pueblo, including the Blessing of the Animals, Cinco de Mayo, and Fiestas Patrias;
- Providing vehicle loading and unloading for visitors, merchandise, and equipment;
- Providing circulation for downtown traffic, especially for the Los Angeles Fire Department, Police Department, Paramedics, Homeland Security, and other important public safety vehicles;
- Providing circulation for downtown commuters, as well as people visiting for special events, such as Dodger Games, Los Angeles Marathon, Grand Park,

E4-2

Staples Center, Los Angeles State Historic Park, and other major venues available in downtown.

E4-2 cntd

The Olvera Street Merchants believe that there will be a negative impact to our business activities during the construction of this project. The project will impact Alameda Street, Los Angeles Street, and Arcadia Street, which are all important routes for accessing our businesses. Therefore, the Olvera Street Merchants are requesting that Metro provide the following:

E4-3

- Business assistance during construction;
- Marketing assistance, including signage on construction fencing;
- Business promotion via internet and on buses and trains;
- Radio and internet public service announcements; and,
- Other programs to assist small business during Metro construction projects.

Attached to this letter is a list of Olvera Street Merchant names who support the statements above.

E4-4

Thank you for your consideration.

SHOP NO.	NAME	SIGNATURE		
C-1	Roman Ramos			
C-2	Maria Trancito Hernandez			
C-3	Guadalupe Villa			
C-4	Georgina Rodriquez			
C-5	Felix Munoz			
C-6	Gloria Angel			
C-7	Emily Martinez			
C-8	Andrea Sanchez			
C-9	Bertha Gomez			
C-10	Rafael Ixta Caballero			
C-11	Rafael Ixta Caballero			
C-12	Maria Elena Rodriquez			
C-13	Maria Elena Rodriquez			
C-14	Diana Salazar			
C-15	Robert Rodriguez			
C-16	Robert Rodriguez			
C-17	Jenar Orantes			
C-18	Henry Hernandez			
C-19	Felix Munoz			
C-20	Rene Gutierrez			
C-21	Albert & Maria Gribbell			
C-22	Rosie Manriquez			
C-23	Gloria Angel			
C-24	Lupe Santana Vela			
C-25	Ginette Rondeau			
C-26	Reynaldo Salazar			
C-27	Steve Feria			
C-28	Steve Feria			
C-29	Linda Garcia			
E-1	Augusto Godoy			
E-2	Augusto Godoy			
E-3	Robert Rodriquez			
E-4	Martha Delgadillo			
E-5				
E-6	Martha Delgadillo			
E-7	Martha Delgadillo			
E-8	Guillermo Garcia			
E-9	Rudy Mardrid			
E-11	Andy Camacho			
E-14	Mike Mariscal			

E12 LETICIA DELGADILLO

E-15	Albert & Maria Gribbell	Albert + Maria Gribbell
E-16	Alex Vasquez	Alex Vasquez
E-17	Raul Magdaleno	Raul Magdaleno
E-18	Robert Fernandez	Robert Fernandez
E-19	Blanche Beltran	Blanche Beltran
E-20	Edward Flores	Edward Flores
E-21	Peter Martinez	Emily Martinez
E-22		
E-23	Dianna Robertson	Dianna Robertson
P-1	Robert Rodriquez	
P-2	Fidel Velarde	Fidel Velarde
P-4	Maria Trancito Hernandez	Caudia Lopez
W-1	Greg Berber	
W-2	Reynaldo Verduzco	Reynaldo Verduzco
W-2 1/2	Katherine Lynn	Katherine Lynn
W-3	Nancy Madrid Ally	Nancy Madrid
W-4	Maria Cecilia Medina	MARIA CECILIA MEDINA
W-5	Guillermo Garcia	Guillermo Garcia
W-6	Armando Murillo	Armando Murillo
W-7A	George Sherman	George Sherman
W-7B	Georgina Rodriquez	Georgina Rodriquez
W-10	Norma Garcia	
W-11	Victor Flores	
W-14	Robert Gonzalez	
W-17	Vivien Bonzo	
W-18	Albert Gribbell	Albert Gribbell
W-19A		
W-19B	Jenar Orantz	Jenar Orantes
W-20	Albert & Maria Gribbell	Albert & Maria Gribbell
W-23	Dolores Bernal	Dolores Bernal
W-24	Martha Medina	Martha Medina
W-26	Susanna MacManue	Susanna MacManue

Response to Comment No. E4-1:

Metro thanks the Olvera Street Merchants (Merchants) for taking the time to review the EIR.

Response to Comment No. E4-2:

Metro appreciates the comments provided by the Merchants in support of Alternative 3. The Metro Board of Directors will consider the Merchants' reasons for supporting Alternative 3 during their decision-making process related to the proposed project and alternatives under consideration.

Response to Comment No. E4-3:

Similarly, Metro appreciates the comments provided by the Merchants regarding concerns related potential congestion or temporary partial closures of Alameda Street, Los Angeles Street, and Arcadia Street during construction. Metro acknowledges that these streets facilitate access to the businesses located on Olvera Street. Although social and economic effects are beyond the scope of analysis prescribed under the California Environmental Quality Act, Metro is committed to continuing the dialogue that was initiated with the Merchants during the early project planning phase of the proposed project, through the construction and operation phases of the project, if approved by the Metro Board of Directors. The recommendations, provided by the Merchants, to reduce social and economic impacts during construction will be taken into consideration by Metro Board of Directors during their decision-making process related to the proposed project and alternatives under consideration.

Metro intends to continue to coordinate with the Merchants during design and construction. As feasible, Metro will work with the Merchants to avoid construction during the most significant El Pueblo events. Signage will be put in place during construction to note that El Pueblo is open and operational. To support affected El Pueblo businesses, in advance of construction, Metro will work with the Merchants to develop a targeted marketing plan for online digital ads. Metro will work with the Merchants to understand current marketing processes, target audiences, and collaborate to develop a calendar of major El Pueblo events and develop a marketing plan to target those audiences and advertise the events. At minimum, targeted audiences will include tourists and regional communities with the goal of increasing foot traffic and sales in El Pueblo.

Response to Comment No. E4-4:

Metro acknowledges the attached list of signatures. The Metro Board of Directors will consider the Olvera Street Merchant's comments during their decision-making process related to the proposed project and alternatives under consideration.

E5. Western National Parks Association

Jim Cook, Chief Executive Officer
12880 N. Vistoso Village Drive
Tucson, AZ 85755
520-622-1999

12880 N. Vistoso Village Drive
Tucson, AZ 85755

Phone 520 622 1999
Fax 520 623 9519
wnpa.org

Experience the American West

Western National Parks Association

13 September 2017

Elizabeth Carvajal
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-23-4
Los Angeles, CA 90012

Re: Comments on the Los Angeles Union Station Forecourt and Esplanade Improvement Project

Dear Mrs. Carvajal,

The Western National Parks Association (operator of the Gateway to Nature Center in El Pueblo) has reviewed the Esplanade Improvement Project, Draft Environmental Impact Report – State Clearinghouse Number 2016121064.

We believe that Alternative Three – Modified Partial Closure of Los Angeles Street is the best option for the following reasons:

E5-1

1) The Center is a destination for both tour buses and school buses, and having clear, consistent and easy access for these buses to the plaza is critical.
2) Our retail operation requires vehicle loading and unloading for visitors, merchandise and equipment.
3) We rely heavily on traffic arriving at the El Pueblo monument via private automobiles and ride sharing services.
4) Public safety considerations during special events/periods of crowding requires prompt and easy access by public safety vehicles.

For these reasons, we urge that Metro adopt Alternative Three for the proposed project.

Sincerely,

Jim Cook
Chief Executive Officer

Response to Comment No. E5-1:

Metro appreciates the comments provided by the Western National Parks Association in support of Alternative 3. The Metro Board of Directors will consider the Association's reasons for supporting Alternative 3 during their decision-making process related to the proposed project and alternatives under consideration.

F. PRIVATE INDIVIDUALS

Twenty-two letters of comments were received from private individuals:

F1 Amir
F2 Bollinger, John
F3 Cooper, Jason
F4 Everling, Michael B.
F5 Freeman, Alexander
F6 Frere, Christian
F7 Fung, Hank
F8 Gasperik, Dylan
F9 Jacobberger, Jeff
F10 Kelley, B.
F11 Kwok, Munson
F12 Lew, Kitty
F13 Lopez, Roberto
F14 MacAdams, Susan (1)
F15 MacAdams, Susan (2)
F16 MacDonald, Michael (1)
F17 MacDonald, Michael (2)
F18 Mejia, Margarita R.
F19 Percus, Allon
F20 Soto-Lopez, Ricardo
F21 Tranby, Craig

F1. Amir

A@tgamir.com

Matthew Adams

From: a@tgamir.com
Sent: Friday, August 11, 2017 10:10 AM
To: Carvajal, Elizabeth
Subject: Re: Join us for a Public Workshop! Union Station Forecourt and Esplanade Improvements Project

Follow Up Flag: Follow up
Flag Status: Flagged

Sounds good. That space is totally wasted any way.

F1-1

Amir

On 2017-08-11 10:00, LA Union Station Forecourt & Esplanade Improvements Project wrote:

Provide your comments!

Español
中文

Metro has released the Draft Environmental Impact Report (DEIR) for the Los Angeles Union Station Forecourt and Esplanade Improvements project. This project is located in front of Los Angeles Union Station and on adjacent streets. The proposed improvements create a useable civic plaza and provide enhanced pedestrian and bicycle connections between Union Station and surrounding businesses and communities. Metro will accept comments from August 11 to September 25, 2017.

Please join us to learn more about the project and provide your feedback on this draft report.

Union Station Forecourt and Esplanade Improvements Project

Public Workshop

Wednesday, September 13, 2017

6-8pm

Metro Headquarters

3rd Floor

One Gateway Plaza

Los Angeles CA 90012

If you are unable to attend and would like to provide official comment, please send an email or letter to the Project Manager:

Los Angeles County Metropolitan Transportation Authority
Elizabeth Carvajal, Metro Senior Manager
LAUS Forecourt and Esplanade Improvements
One Gateway Plaza, Mail Stop 99-23-4
Los Angeles, California, 90012-2952
Email: carvajale@metro.net

Parking is available in the Metro Headquarters underground garage for $8. Plan your trip at metro.net or by calling 323.GO.METRO. All Metro meetings are held in ADA accessible facilities. Spanish and Mandarin translation provided. Other ADA accommodations and translations available by calling 213.922.2499 at least 72 hours in advance.

For questions about the Los Angeles Union Station Forecourt and Esplanade Improvements project, please contact Elizabeth Carvajal at 213.922.3084 or carvajale@metro.net

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View this email online.

This email was sent to a@tgamir.com.
To continue receiving our emails, add us to your address book.

Bus & Rail Transit information
323.GO.METRO (323.466.3876)
6:30am - 7pm (Monday - Friday)
8:00am - 4:30pm (Saturday/Sunday)

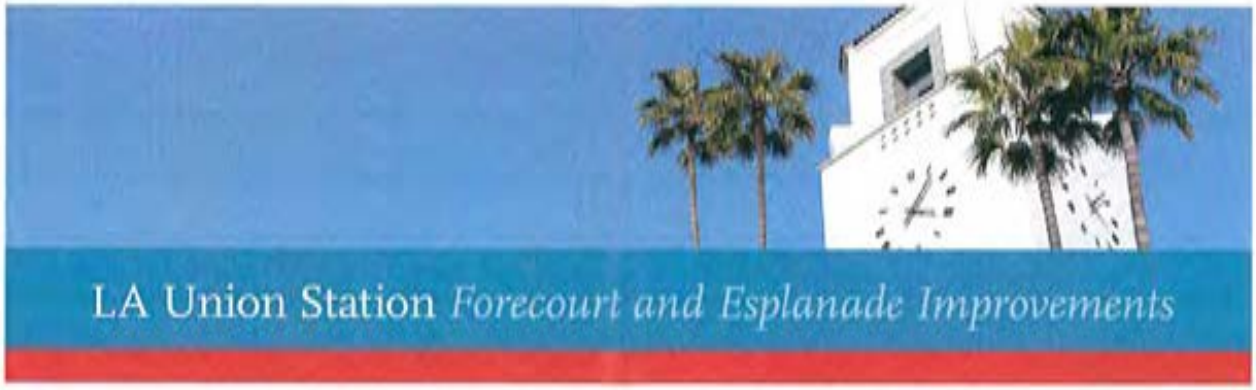
Metro

Response to Comment No. F1-1:

Metro appreciates your support for the project. Your support of the project shall be taken into consideration during the decision-making process by the Metro Board of Directors.

F2. Bollinger, John

bollingerjb@gmail.com



Draft Environmental Impact Report (DEIR)
Public Workshop Comment Sheet

Name / Nombre / 姓名：

John Bollinger

Organization / Organización / 組織名稱：

The Mesta Group

Email or Mailing Address / Correo electrónico o Dirección Postal / 電子郵件信箱或郵寄地址：

bollingerjb@gmail.com

1. Impact during construction F2-1
2. Impact during events F2-2
e.g. Olympics

Response to Comment No. F2-1:

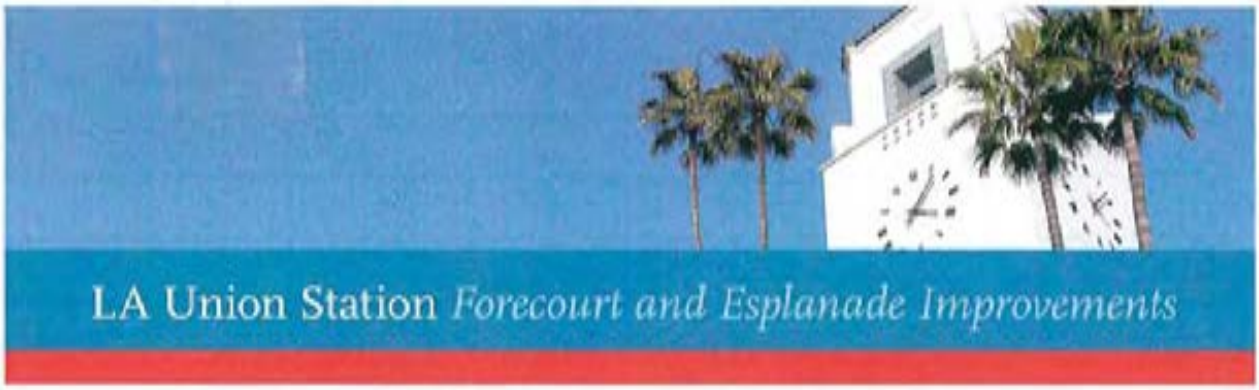
Metro acknowledges the comment about construction impacts. The Draft EIR evaluates both construction and operational impacts for air quality, greenhouse gas emissions, and transportation and traffic. Certain environmental issue areas like cultural resources are particularly impacted during construction and will require on-site construction monitoring by approved and qualified monitors. For biological resources, construction is expected to take place outside of nesting bird season.

Response to Comment No. F2-2:

Metro acknowledges the comment about an increased demand for parking during events and cumulative growth in population and ridership. The traffic modeling accounts for a cumulative base scenario as analyzed in the year 2029, which is the anticipated opening year for High Speed Rail at LAUS. Projections for level of service at 41 intersections is evaluated for the existing year (2016), cumulative base (2029), cumulative base + project (2029), cumulative base + Alternative 2 (2029), cumulative base + Alternative 3 (2029). The goal of the proposed project is to encourage active transportation modes from and to LAUS to alleviate vehicle congestion. During times of peak demand, riders should recognize the various transportation modes available to them to get them to their destinations effectively.

F3. Cooper, Jason

Contact information redacted



Draft Environmental Impact Report (DEIR)
Public Workshop Comment Sheet

Name / Nombre / 姓名：

JASON COOPER

Organization / Organización / 組織名稱：

RIDER

Email or Mailing Address / Correo Electrónico o Dirección Postal / 電子郵件信箱或郵寄地址：

[redacted]

PLEASE READ ATTACHED LETTER.

THANK YOU - JASON

September 13, 2017

Elizabeth Carvajal, Senior Manager
Metro
One Gateway Plaza, MS 99-23-4
Los Angeles, CA 90012

RE: PUBILIC COMMENTS about LAUS Forecourt and Esplanade Improvements.

Dear Ms. Carvajal:

I would like to preface these comments by saying that this letter is directed at MTA in general and not you as an individual as I do not know you personally and above all is NOT a hate letter. On behalf of almost every Public Transportation Rider, there is absolutely *NO* excuse for the continued lack of attention and ignorance by MTA to the Public Restroom issues at Union Station Los Angeles. MTA cannot continue to use lack of funds, lack of personnel, maintenance, and other excuses to allow this problem to continue to get worse. Referring to "The Homeless Population" as justification why there cannot be more done to mitigate the issues associated with the Public Restrooms is not fair and inconsiderate to MTA's riders, *MTA's customers*. With all the improvements to Union Station that is currently planned, why is there virtually nothing mentioned about Public Restrooms?

F3-1

First and foremost, the Public Restrooms at Union Station are completely inadequate.
Simply put, there are not enough toilets, urinals, sinks, and walking space inside the available restrooms to accommodate riders and the general public at any given time. The air ventilation system is not strong enough to sufficiently filter the air we breathe.

Also and just as important, the North Hollywood Orange Line / Red Line Station Bus Hub desperately needs a free public restroom such as an Exeloo. The El Monte Transportation facility and South Bay Transportation facility both have free and open Exeloos. The Burbank Transportation Center has a free and open restroom. Why is it that the North Hollywood Orange Line / Red Line Station...a MAJOR Transportation Hub cannot have the convenience of a free Public Restroom...because there are no fund? Give me a break.

How much longer do the people who pay the salaries of MTA employees have to wait, work around this issue, and be inconvenienced while MTA pretends like the problem does not exist? PLEASE; we, your riders...your customers, ask you to start including improvements and additions to the Public Restrooms at Union Station and the addition of a free and open Public Restroom at the North Hollywood Orange Line / Red Line Station Bus Hub. Thank you for this opportunity

Sincerely,

JC

Jason Cooper

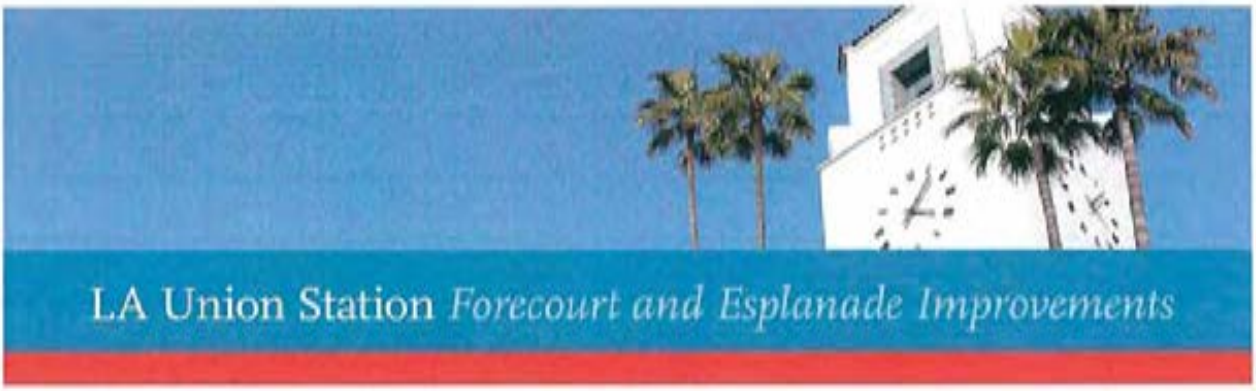
[redacted]

Response to Comment No. F3-1:

Metro appreciates your comments and values you as a regular Metro passenger. Thank you for your feedback on the Union Station restrooms. This EIR does not directly involve any Metro building, and thus the restrooms within LAUS are beyond the scope of this project. However, your comments have been passed on to Metro Property Management. A program for installation of new Union Station restrooms was approved by the Board on November 30, 2017.

F4. Everling, Michael B.

Contact information redacted



Draft Environmental Impact Report (DEIR)
Public Workshop Comment Sheet

Name / Nombre / 姓名：
MICHAEL B. EVERLING

Organization / Organización / 組織名稱：
RESIDENT / OWNER IN EL SERENO

Email or Mailing Address / Correo Electrónico o Dirección Postal / 電子郵件信箱或郵寄地址：
[redacted]

I TEND TO FAVOR ALT 3 OR ALT 1 (NO BUILD)
OK WITH ME TO WIDEN SIDEWALKS ADJACENT TO UNION STATION BUT NOT AT THE EXPENSE OF THE LANES IN ALAMEDA. F4-1

WHAT ARE THE TIME CONSTRAINTS — COMPLETE BY 2021 ?? F4-2

HOW FUNDED ?? BOND MEASURE, OTHER TAXES ?? F4-3

THANK YOU FOR THE WORKSHOP.

Response to Comment No. F4-1:

Metro thanks you for taking the time to attend the public workshop to hear about the EIR. Metro appreciates your comments in support of Alternative 3. The Metro Board of Directors will consider your recommendation during their decision-making process.

Response to Comment No. F4-2:

Metro anticipates that the proposed project begin construction in 2020. Construction is anticipated to occur over 7 months, concluding in late 2020 or early 2021.

Response to Comment No. F4-3:

Elements of the proposed project are funded by Caltrans Active Transportation Program, Cycles 2 and 3. In addition, Metro is providing match funds for those elements of the project. However, the Forecourt is not yet funded.

F5. Friedman, Alexander

Contact information redacted

Victoria Hsu

From: Alek <alek3773@gmail.com>
Sent: Sunday, August 13, 2017 1:58 PM
To: Elizabeth Carvajal
Cc: Victoria Hsu
Subject: Supporting the EIR and Union Station project

Importance: High

Dear Metro:

Thank you for the EIR report and for your proposals.

I entirely **SUPPORT** your plans, including building a large open-space pedestrian plaza on the west space. I am also very happy that the west-side large parking lot (that is currently a major eyesore) will be eliminated, and replaced with a public space. This will be a major game-changer - and a positive shift towards transforming the car-centric place into a pedestrian-oriented plaza; good job! F5-1

Your plans are great, and I'm truly excited.

I also strongly suggest to implement decorative covering on all your pedestrian sidewalks / plazas, etc. Please do not use plain concrete & cement, but rather decorative pavers - as the pavers greatly enhance the aesthetics and attract pedestrian life. F5-2

Also, I received unsolicited emails from a few individuals (who added me to their mailing list without my persmission) - and am truly surprised by their negative comments and her rejection of Metro's ideas... It seems to me, those individuals' comments are ungrounded and not well thought. F5-3

Once again,
I strongly **support** the project and urge Metro and City of LA to fully endorse the project, as planned.

Thank you!
~ Alexander Friedman

[redacted]

Response to Comment No. F5-1:

Metro is pleased to make these improvements as they satisfy the goals set forth in both the Metro Complete Streets Policy as well as the City of Los Angeles Mobility Plan 2035. As a stated goal in Metro's Complete Street Policy, Metro aims to "foster healthy, equitable, and economically vibrant communities where all residents have greater mobility choices." The Metro Board of Directors will consider your recommendation during the decision-making process.

Response to Comment No. F5-2:

Material selections such as decorative covering on pedestrian sidewalks and plazas would be developed during the later design phase of the project.

Response to Comment No. F5-3:

Metro acknowledges the comment about email privacy. In the future, the project team will blind carbon copy (BCC) recipients on noticing emails to reduce unsolicited response emails regarding the proposed project.

F6. Frere, Christian

Frere2@sbcglobal.net

Matthew Adams

From: Christian Frere <frere2@sbcglobal.net>
Sent: Friday, August 11, 2017 9:17 AM
To: Carvajal, Elizabeth
Subject: RE: Join us for a Public Workshop! Union Station Forecourt and Esplanade Improvements Project

Follow Up Flag: Follow up
Flag Status: Flagged

Congratulations, this is very interesting! I will follow up.

F6-1

Christian Frere.

I will call the SNCF in Paris. It is worth seeing what they do.

From: LA Union Station Forecourt & Esplanade Improvements Project [mailto:carvajale@metro.net]
Sent: Friday, August 11, 2017 8:01 AM
To: frere2@sbcglobal.net
Subject: Join us for a Public Workshop! Union Station Forecourt and Esplanade Improvements Project

Provide your comments for the draft environmental document

Provide your comments!

Español
中文

Metro has released the Draft Environmental Impact Report (DEIR) for the Los Angeles Union Station Forecourt and Esplanade Improvements project. This project is located in front of Los Angeles Union Station and on adjacent streets. The proposed improvements

create a useable civic plaza and provide enhanced pedestrian and bicycle connections between Union Station and surrounding businesses and communities. Metro will accept comments from August 11 to September 25, 2017.

Please join us to learn more about the project and provide your feedback on this draft report.

Union Station Forecourt and Esplanade Improvements Project

Public Workshop

Wednesday, September 13, 2017

6-8pm

Metro Headquarters

3rd Floor

One Gateway Plaza

Los Angeles CA 90012

If you are unable to attend and would like to provide official comment, please send an email or letter to the Project Manager:

Los Angeles County Metropolitan Transportation Authority
Elizabeth Carvajal, Metro Senior Manager
LAUS Forecourt and Esplanade Improvements
One Gateway Plaza, Mail Stop 99-23-4
Los Angeles, California, 90012-2952
Email: carvajale@metro.net

Parking is available in the Metro Headquarters underground garage for $8. Plan your trip at metro.net or by calling 323.GO.METRO. All Metro meetings are held in ADA accessible facilities. Spanish and Mandarin translation provided. Other ADA accommodations and translations available by calling 213.922.2499 at least 72 hours in advance.

For questions about the Los Angeles Union Station Forecourt and Esplanade Improvements project, please contact Elizabeth Carvajal at 213.922.3084 or carvajale@metro.net

You have subscribed to receive Metro information, edit your preferences or unsubscribe.
Your privacy is important to us, please review the Privacy Policy.
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View this email online.

This email was sent to frere2@sbcglobal.net.
To continue receiving our emails, add us to your address book.

Bus & Rail Transit information
323.GO.METRO (323.466.3876)
6:30am - 7pm (Monday - Friday)
8:00am - 4:30pm (Saturday/Sunday)

Metro

Response to Comment No. F6-1:

Thank you for your comment. Metro appreciates your enthusiasm for the proposed project and welcomes you sharing the details of this project with the SNCF.

F7. Fung, Hank

hank@bleeble.org

Matthew Adams

From: Hank Fung <hank@bleeble.org>
Sent: Monday, September 25, 2017 6:12 PM
To: Carvajal, Elizabeth
Subject: Union Station forecourt

Need to account for reduced lane on Arcadia Street on bus operations for Silver Line, Silver Streak, and SGV Express buses. Also narrowing SB lanes on Alameda may make the queue entering Express Lanes more chaotic.

F7-1

Response to Comment No. F7-1:

As detailed on page 4-2 of the Draft EIR, both Alternatives would include the lane repurposing on Arcadia Street during off-peak periods only. Either Alternative would retain roadway capacity on Arcadia Street as allocated today, and so would not affect roadway operations for vehicles or transit on Arcadia Street during peak periods. During off-peak periods, the lane repurposing is not expected to negatively impact roadway operations on Arcadia Street, because vehicle volumes are lower off-peak than during the peak.

The project is expected to increase queuing and congestion on Alameda Street, and will generate significant traffic impacts on Alameda Street, as disclosed in the Draft EIR. As stated on page 3.17-48 of the Draft EIR, Metro will pursue the preparation of a Project Study Report in collaboration with the City of Los Angeles and Caltrans, which will evaluate freeway ramps around LAUS, which will include evaluation of the access to the Express Lanes from Alameda Street.

F8. Gasperik, Dylan

dgasperik@gmail.com

Matthew Adams

From: Dylan Gasperik <dgasperik@gmail.com>
Sent: Friday, August 11, 2017 3:49 PM
To: Carvajal, Elizabeth
Subject: Support for Union Station Forecourt and Esplanade Project

Elizabeth Carvajal, Senior Manager
LAUS Forecourt and Esplanade Improvements
Metro
One Gateway Plaza, MS 99-23-4
Los Angeles, CA 90012

Ms. Carvajal,

I just want to voice my full support for this project to enhance pedestrian and cyclist safety on Alameda between Union Station and the plaza. This are has so much potential to be a gorgeous central civic space for travelers but it is marred by heavy traffic. F8-1

I often commute on my bicycle from Lincoln Heights to downtown via N. Main street, making a left on Alameda, then a right onto Los Angeles. I often see other riders taking the same route downtown in the morning rush hour.

The bike lane which begins on Los Angeles by the plaza is a welcome respite after the dangerous riding of the couple of blocks on Alameda between Main and LA. This stretch of Alameda is often the most dangerous of my whole ride. I often find myself squeezed between buses, heavy trucks, and car commuters, breathing exhaust as I wait to make a right turn on Los Angeles to reach the bike lane. F8-2

It makes a lot of sense to improve bike and pedestrian safety in front of the biggest commuter hub in the city. Please consider extending the improvements north on Alameda as well for better connectivity to Homeboy Industries, the State Historic Park, and the rest of Chinatown. F8-3

Thank you for your work and service to the community.

Best regards,

Dylan Gasperik
Resident

Response to Comment No. F8-1:

Thank you for your support.

Response to Comment No. F8-2:

The project will enhance bicycle connections on this commute route via the Alameda Esplanade, the bicycle crossing across Alameda Street, which will connect to a two-way bicycle path in the expanded El Pueblo plaza, subject to Caltrans approval.

Response to Comment No. F8-3:

Metro's ConnectUS Action Plan envisions and extension of the Alameda Esplanade north to the State Historic Park. Metro will support the City in pursuing funding opportunities for other Connect US projects.

F9. Jacobberger, Jeff

Jeff.jacobberger@gmail.com

Draft Environmental Impact Report (DEIR)
Public Workshop Comment Sheet

Name / Nombre / 姓名：

Jeff Jacobberger

Organization / Organización / 組織名稱：

Email or Mailing Address / Correo Electrónico o Dirección Postal / 電子郵件信箱或郵寄地址：

jeff.jacobberger@gmail.com

Project fails to provide continuous bike lane from Los Angeles Street to Union Station. northbound

It fails to explain how a bicyclist is supposed to get to the crosswalk on the north side of the Alameda/Los Angeles intersection. F9-1

It violates Metro's First-mile Last-Mile policy to provide bicycle access to major transit stations, and refuses to mitigate that impact. There plainly is physical space in the right of way to provide that access, and the impact could be avoided. F9-2

Response to Comment No. F9-1:

As described on page 2-7 of the Draft EIR, the project will provide a raised bicycle crossing adjacent to the pedestrian crossing, which would connect to the existing southbound buffered bicycle lane, which would be shifted to the south with the movement of the curb, but would be replaced to provide a bicycle facility of equal quality. This would provide a direct bicycle connection from the Alameda Esplanade via the raised bicycle crossing, to the southbound buffered bicycle lane for westbound bicycle users. This connection is represented diagrammatically in Figure 2.4-2, *Project Plan*, of the Draft EIR, with the bicycle crossing illustrated in green immediately south of the pedestrian crossing, and the southbound bicycle facility indicated in a light green band along the northern edge of Los Angeles Street.

The project as proposed in the Draft EIR assumes that the existing northbound bicycle facility on Los Angeles Street would be retained, and so northbound cyclists could travel in the northbound bicycle lane, cross Los Angeles Street in the pedestrian crosswalk at Alameda, and enter the bicycle crossing on the northern leg of the intersection. However, based on public comment and input, the project description has been revised as follows (see Chapter 9, *Clarifications and Revisions to the Draft EIR*).

> Contingent on Caltrans approval, the existing unidirectional Los Angeles Street buffered bicycle lanes on either side of Los Angeles Street would be consolidated to provide two-way bicycle travel in an off-street bicycle path within the expanded El Pueblo plaza near the west side of Los Angeles Street. This facility would run north from the pedestrian crossing adjacent to El Pueblo, to the designated bicycle crossing across Alameda Street. The bicycle path would be designed to accommodate a landing area for passengers disembarking from tour buses in the designated tour bus parking zone in between the roadway and the bicycle path. A designated bicycle crossing from the east side to the west side of Los Angeles Street would be striped next to the pedestrian crosswalk across Los Angeles Street adjacent to El Pueblo, which would provide a connection for cyclists traveling northbound in the Los Angeles Street cycle track to be able to enter this two-way bicycle path and ultimately connect with Union Station.

While the ultimate design of the bicycle facility on Los Angeles Street will occur in the design phase of the project, to provide better clarity on the intended bicycle facility connections between the project and the Los Angeles Street bicycle facility, Figure 2.4-2 has been revised to provide a more detailed illustrative example of how both northbound and southbound bicycle connections could be designed (see Chapter 9, *Clarifications and Revisions to the Draft EIR*).

Response to Comment No. F9-2:

As indicated on page 3.17-54 of the Draft EIR, the project will retain existing bicycle facilities, and provide additional facilities in the form of the bicycle crossing across Alameda Street, so the project will positively benefit bicycle circulation. With the project description revisions described above, northbound bicycle connections from Los Angeles Street to LAUS will be further improved, by

completing the connection that, under existing conditions, ends before the northbound bicycle lane reaches Alameda Street.

F10. Kelley, B.

Bootle922@hotmail.com

Matthew Adams

From: B Kelley <bootle922@hotmail.com>
Sent: Thursday, August 17, 2017 5:29 PM
To: Carvajal, Elizabeth
Subject: Fwd: Prisoner suicides, Barcelona attack, solar eclipse viewing (that won't cause blindness)

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

Just read the article on Union Station. Will there be adequate space for people driving cars to pick up train passengers? Many of us rely on that when we arrive from San Diego. F10-1

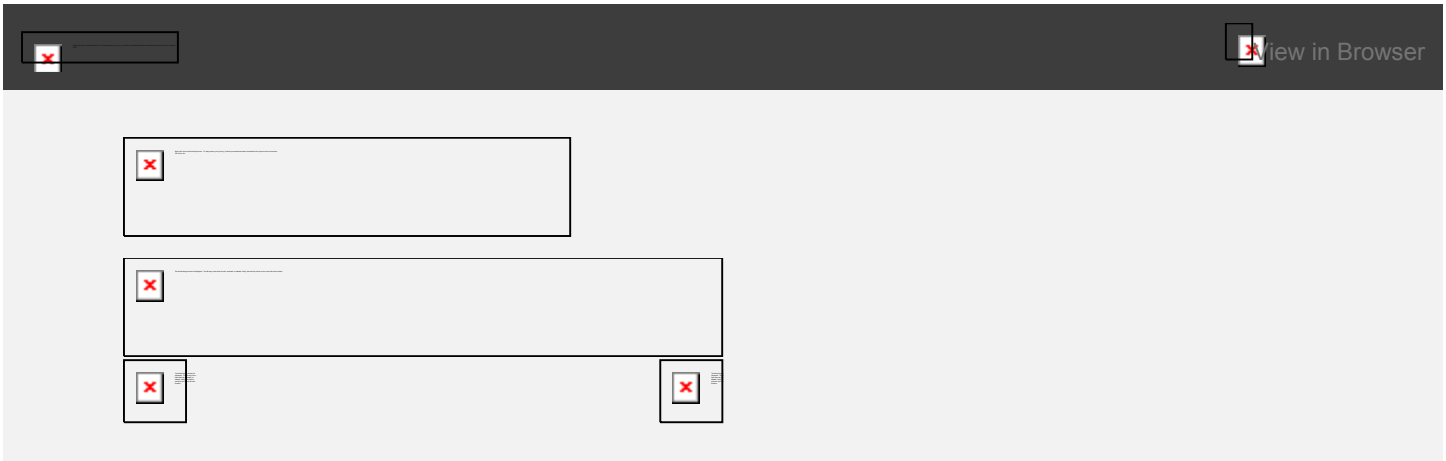
Thank you,

B. Kelley

Sent from my iPhone

Begin forwarded message:

> **From:** "89.3 KPCC" <theshortlist@connect.scpr.org>
> **Date:** August 17, 2017 at 4:42:47 PM PDT
> **To:** <bootle922@hotmail.com>
> **Subject: Prisoner suicides, Barcelona attack, solar eclipse viewing (that won't cause blindness)**
> **Reply-To:** "89.3 KPCC" <reply-ff3111727167-540_HTML-4217216-10965224-5@connect.scpr.org>



Response to Comment No. F10-1:

The project will add additional vehicular drop-off/pick-up space curbside on Alameda Street, for the station as detailed on page 2-7 of the Draft EIR. The project will not alter existing pick-up/drop-off space on the P1 level of the Gateway Garage accessed off of Vignes Street, nor existing internal pick-up/drop-off space in front of LAUS accessed off of Alameda Street.

F11. Kwok, Munson

No contact information provided

Comments on EIR 2016121064: Los Angeles Union Station Forecourt and Esplanade Improvements Project
By: Munson Kwok, Sept. 25, 2017.

[ID only: Advisory Council, Chinese American Museum; Board Member, El Pueblo Park Association; Past President, Chinese Historical Society of Southern California; Past National President and Past President Los Angeles, Chinese American Citizens Alliance]

This is a progressive project that will greatly enhance the aspects and linkages between LAUS and El Pueblo, both major visitor destinations of rich cultural significance in the Southern California region. In particular, pedestrian and to some extent, bicycle participation are truly improved, but possibly at the expense of vehicular flow and convenience. I will note the two most critical concerns I have below. Clearly, I am most interested in the impact on Cultural Resources. In these passages, although the authors are minimally complete and inclusive, it is clear there is still a complete understanding of the role of the Chinese and their historical presence in this area. I will discuss this also below and suggest some possibly interesting opportunities for community participation that, while not really part of this EIR, might opening for future project partnerships considerations by MTA and EP and other entities, or even elements that may be executable in this build. F11-1

Cultural Resources

1. Page 3.6.18 on. It is difficult to completely understand El Pueblo without long term study because of the dynamic changes constantly occurring. It is indeed in a National Historic District comprise of 27 key buildings. Although it is ironically noticed that the Plaza House was built by Phillipe Garnier is mentioned in the EIR, it is unfortunate that in the handful of buildings singled out by the authors that the Garnier Building of 1890 also built by him, currently the Chinese American Museum, is not noted. Although it is known that at least 4 of the current 27 are separately on the National Register, I do note that the Garnier 1890 is worthy of consideration as well for that National Register, certainly with the newer emphasis on cultural representation and history as well as architectural history. It is the oldest and only remaining building representing Chinese usage in Old Chinatown. That is why the Chinese American Museum is located there. Action is currently underway to apply for that National Registration. Garnier built one more significant structure, next to Garnier 1890, the Jeannette building and hotel, demolished for the Freeway 101. F11-2
2. Page 3.6.22. Old Chinatown can be dated from around 1870 to the mid-1930's when the last residents and businesses were evacuated. The history from 1900 is important to the community. One sentence in the first paragraph states that Old Chinatown ends after 1900, hopefully a typo. Accordingly, we suggest that the following might be considered in the Forecourt design and future ideas: F11-3
    a. Suggestion: Continuation of the marking boundary, currently in the southern courtyard of LAUS between it and MWD, to the Alameda curb. Since the landscaping is being redone, and since marking is actually being done for Marchessault Street and the Zanja Madre in the pedestrian designs, this further effort seems in the spirit at minimal cost.
    b. Suggestion: The marking of a boundary and Marchessault Street to Alameda becomes more important because one of the most important events in the Chinese community historically was the address by Dr. Sun Yat-sen in 1910, at a site right at Marchessault and Alameda, SE corner, at the Tuey Far Low (ref. Dr. Pedro Chan publication of L.A. Times articles). Dr. Sun was also in Los Angeles in 1905. It would be nice that some marker or such could be placed, in the Forecourt, in a manner to be discussed.
3. Praise: we appreciate the remembering of Marchessault Street, in the earliest times one of the important business streets of Los Angeles, the name of which, that of a mayor, evokes the French community which was then very influential in the power structure of the City (1850-1870). We also appreciate the capture of the track of the Zanja Madre, although I know that to be somewhat uncertain as it enters the Plaza. Remnants of the Pipe can be found in the Avila Courtyard in the Old Water Exhibit, in place, and across Olvera Street next to the Italian Hall, were new pieces were found, to be part of the New Water Exhibit. If designers are uncertain, consultation with EP will be helpful. We also appreciate mention of the Amay Building in F11-4

Chinatown. That part of the district contains the oldest extant urban buildings remaining of Los Angeles 1900.

4. Page 3.6.22 on. Archaeological resources. Old Chinatown reached the sidewalk of Alameda Street in the Forecourt and Esplanade areas. As the EIR notes, the landfill tops 6' (I thought it was thicker) so there is a high likelihood that many Chinese artifacts, trash, and effects might be found in what is essentially the commercial center of that old community. Likewise, one can expect a lot of the evidence of the American period onward. Since it is kind of in the flood plain of the L.A. River, evidence of native habitat actually might be less likely in my view.
    a. Suggestion: Should archaeological materials relevant to Chinese American interests be found, I strongly recommend that optimal recovery, with adequate time for archaeological professionals to work, should be conducted, and that the current community be invited to participate and observe in good faith. The Chinese Historical Society of Southern California has some experience with working with archaeological professionals in prior digs at LAUS and EP and especially, the First Street accidental excavation of interred bodies during the Gold Line construction adjacent Evergreen Cemetery. Chinese American Museum, as the nearest local institution on history, would also be willing to assist.
    b. Note: Chinese Historical Society of Southern California became the repository of a number of the Chinese-related archaeological materials from the Red Line dig as well as that of other Southern California Chinatowns.

F11-5

Transportation and Traffic

My main concern is that the new design will act as a vehicular constriction between Arcadia and Cesar Chavez Streets, despite the best disclaimer of project personnel. I note that that the EIR's own date, Table 3.17.9, and statements on pages 3.17.43 (essentially "no solution") and 3.17.48 calling for future projects involving CalTrans and the City further bolster that, particularly for peak hours. My second concern within the project EIR is bus parking on Arcadia. The institutions mostly directly affected will be Chinese American Museum and the new Channel 35 facilities across Sanchez. I would seek to assure that there would be adequate crowd control and privacy; yet with the opportunity that visitors can enter EP. Accordingly, I would advocate that reasonable access to Sanchez Lane be preserved, as it is now.

F11-6

1. In my view, the Alameda vehicular "constriction" being posed by the Forecourt and Esplanade improvement, can be alleviated by careful control of inflow to the northbound lanes of Alameda from the Freeway 101 westbound offramp. The other access point into the "throat" is off Cesar Chavez, west bound left turn particularly, but to a lesser degree the right turn to Alameda southbound. There seems no recognition that, as LAUS business increases, the human reaction is to still enter the historic edifice through the West Portal (it is one of my favorite walks), which means folks will still be attempting drop-offs off Alameda. I am doubtful the models reflect that. So, I think data as reported by Table 3.17.9 are underestimated, which means that we may witness some interested future traffic jams, especially on northbound Alameda. (The models do reflect the northbound loads, v.v. southbound.) I'd like to see assurances that the models have embraced that human consideration, before LAUS remakes itself and forces everyone to use the new loop proposed to be built sometime in the future (10-20 years?)
2. In my view, the right turn off the Freeway 101 is a major feed into the Downtown and LAUS, so its flow must be continued. Rebuilding that westbound offramp, and eliminating the constriction on it as it crosses the River westbound, must be a major priority to make this work.
3. I saw no discussion on the impact of the new bus parking, which I assume is created by street sidewalk curbing construction. That impact would be on neighboring properties, and some statements should be made to assure mitigation of crowd control and privacy, yet permit access to visitors. I would oppose cutting into EP property, which would be the south courtyard next to CAM, by Arcadia, to obtained more

F11-7

F11-8

F11-9

curbage width. Chinese American Museum and EP have future plans for development that involve that space.

4. I would favor Alternative 3 if baseline were not to be executed. Baseline permits an east bound left turn from North Los Angeles Street into northbound Alameda, which I would opposed because of the "constriction" issue. Alternative 3 offers entry into EP, allows buses to flow off Alameda onto Los Angeles Street southbound, while alleviating a "choke" effect on Alameda northbound. This alternative also allows some access to the LAUS West Portal area for drop-offs. My only hesitation is that Dash B, very useful to get to Chinatown, must be rerouted slightly. Actually northbound public transportation access using Los Angeles Street has been valuable, and must be considered if Alternative 3 is adopted.

F11-10

Response to Comment No. F11-1:

Metro appreciates the comment and support of the project.

Response to Comment No. F11-2:

Page 3.6.18 of the Draft EIR summarizes the information presented in the Los Angeles Plaza Historic District National Register of Historic Places nomination form which was signed by the Keeper of the Register on September 21, 1972, and amended on June 21, 2016. However, it should be noted that the El Pueblo de Los Angeles State Historic Park is a "historical resource" as defined in Section 15064.5(a) of the CEQA Guidelines, which affords protections to all buildings, structures, and objects within the park boundary regardless of National Register of Historic Places designation.

Response to Comment No. F11-3:

Page 3.6.22 of the Draft EIR explains that "the date Old Chinatown ceased to exist was revised from 1900 to 1933, the year the Chinese community was displaced and construction began on Union Station."

The current project plan includes demarcating the boundaries of the historic Zanja Madre on the west side of Alameda St. The impacts of the proposed project on historic and archeological resources that may be encountered as result of deeper excavations is proposed to be mitigated through avoidance wherever feasible, and data recovery, analysis and documentation where avoidance is not feasible, as specified in MM-Cultural-1 Archaeological and Historic Resources. Implementation of MM-Cultural-1 would be expected to reduce impacts to the maximum extent feasible and practical. Metro will consider the feasibility of other design measures, and may include demarcation of Marchessault St. during the design phase of the project. Metro intends to provide an opportunity for the public to provide input during the design phase of the project, if authorized by the Metro Board.

Response to Comment No. F11-4:

Metro appreciates the support for the project. Metro will continue collaboration with El Pueblo throughout the design and construction phases to better integrate the project elements with the community.

Response to Comment No. F11-5:

Metro understands that artifacts from past construction projects at LAUS are curated at the Chinese Historical Society and Chinese American Museum and Metro will consider coordinating during construction with regard to future finds, as permitted in the protocols and guidelines of the project specific archaeological and paleontological monitoring program to ensure project safety.

Response to Comment No. F11-6:

The commenter references locations in the Draft EIR that disclose significant traffic impacts associated with the project. As disclosed in the Draft EIR, the project is expected to have multiple significant and unavoidable traffic impacts associated with the project. Because of the significant and unavoidable impacts, two project alternatives were developed to reduce significant traffic impacts compared with the project. Alternative 2 is expected to result in significant impacts to two fewer intersections in the AM peak hour, and 7 fewer intersections in the PM peak hour compared with the project. Alternative 3 is expected to result in significant impacts to four fewer intersections in the AM peak hour, and three fewer intersections in the PM peak hour. However, neither Alternative would reduce all project traffic impacts to less than significant levels. Intersections on Alameda Street in the area of concern identified by the commenter are expected to have significant and unavoidable project impacts. The commenter's concern for the impacts of the project is noted.

The project will not affect access to Sanchez Street.

Management of the tour bus parking area will be the responsibility of El Pueblo de Los Angeles Historical Monument, who will manage the new tour bus parking are in the same way that current tour buses are managed.

Response to Comment No. F11-7:

The project alternatives include signal timing adjustments to make the VISSIM software better replicate the City of Los Angeles Automated Traffic Surveillance and Control (ATSAC) System. Additional signal timing modifications are proposed as project features to further enhance vehicle progression through the network. These are detailed on pages 4-28 through 4-30 (Alternative 2), and pages 4-54 through 4-56 (Alternative 3) of the Draft EIR. These adjustments will partially offset the reduction in vehicle capacity associated with the project, as shown in the reduction in significant traffic impacts associated with either alternative compared with the project.

As detailed on page 2-7 of the Draft EIR, the project will provide additional drop-off access curbside on Alameda Street. Existing drop-off activity will be retained inside the Forecourt, as well as existing drop-off activity in the P1 level in the East Portal off Vignes Street. The traffic model includes active use of all of these drop-off facilities, and their associated effects on traffic congestion and travel time, so the travel time results in Table 3.17-9, *Future (2029) Vehicle Travel Times*, accurately account for the effects of drop-off activity in the West Portal of LAUS.

Response to Comment No. F11-8:

It is not entirely clear from the comment about where on the US 101 the comment is referring to relative to a constriction. The US 101 Northbound Off-Ramp at Alameda Street does not cross the Los

Angeles River. It starts west of the river. The US 101 freeway mainline, as well as the Express Lanes, do cross the Los Angeles River.

As noted on page 3.17-46 of the Draft EIR, the US 101 northbound (westbound) off-ramp at Alameda Street queues back to the freeway mainline under existing conditions. The project will not mitigate that existing condition, and may slightly worsen it, so a significant impact to that freeway off-ramp was identified in the Draft EIR, as noted on page 3.17-48. As noted in the Draft EIR, no feasible mitigations that would meet project objectives were identified for this location. However, as noted in the Draft EIR, Metro, in partnership with the City of Los Angeles and Caltrans, intends to pursue the preparation of a Project Study Report (PSR) to identify if there are any feasible improvements to freeway ramp facilities around LAUS. The PSR would be the first phase of the Caltrans project development process. However, future studies or implementation activities would have to be explored and agreed upon by each agency. At this time, Metro is only funding a PSR study for a defined scope. The US 101 northbound off-ramp, which appears to be the location identified in the comment, would be evaluated in the PSR.

Response to Comment No. F11-9:

As described on page 2-8 of the Draft EIR, tour bus parking will take place in what is currently a vehicle travel lane on Arcadia Street. It will not affect the sidewalk, and will have no impact to El Pueblo property. As described on page ES-4 of the Draft EIR, the tour bus parking lane would be used for only off-peak time periods under both Alternatives 2 and 3. During peak periods, the lane would be used by through traffic as it is used today.

Response to Comment No. F11-10:

As noted on page 4-64 of the Draft EIR, northbound buses would need to be rerouted under this Alternative, but southbound buses would not need to be rerouted. The rerouting is not expected to cause a significant impact to these routes. It is expected to increase route distance by approximately 500 feet, as detailed on page 3.17-49 of the Draft EIR. Bus stop locations would not be moved as a result of the project or Action Alternatives, so no change to bus stop access from El Pueblo would occur as a result of the project. The project will enhance pedestrian connections from El Pueblo to northbound bus stops on Alameda Street, so the project will improve passenger connections from El Pueblo to the DASH B route to Chinatown.

Any roadway network changes that will affect bus transit routing will be reviewed with the appropriate local transit operators.

F12. Lew, Kitty L.

lewkmc@earthlink.net

Matthew Adams

From: Kitty L Lew <lewkmc@earthlink.net>
Sent: Monday, September 25, 2017 3:14 PM
To: Carvajal, Elizabeth
Cc: assemblymember.chau@assembly.ca.gov; governor@governor.ca.gov; email@RepJudyChu.gov; email@RepAdamSchiff.gov
Subject: LOS ANGELES UNION STATION FORECOURT & ESPLANADE PROJECT -- comment to draft EIR 2017 Aug

Elizabeth Carvajal, Senior Manager
LAUS Forecourt and Esplanade Improvements
METRO
One Gateway Plaza, MS 99-23-4
Los Angeles, CA 90012

RE: UNION STATION FORECOURT AND ESPLANADE PROJECT
COMMENT TO DRAFT ENVIRONMENTAL IMPACT REPORT

Dear Ms. Carvajal,

I am a Los Angeleno by birth and my parents and family were immigrants who resided and still have connections with Chinatown. Chinese-American history was not a part of California's social studies curriculum during my primary school years, nor was such history taught to our daughter during her fourth-grade Sacramento trip. In fact, her teacher and the museum docent quickly breezed through the Transcontinental Railroad display without comment. As a parent escort, I felt it necessary to stop at the display with my daughter and her fellow classmates to explain that we are stakeholders in America's history – though not recognized. Asian-American families had grandparents or great-grandparents who made great sacrifices, endured hardships and faced discrimination in order that they have better educational and economic opportunities. **I learned from that point, that if I remained silent, I would be complicit in the "white-washing" of our diverse cultural histories**. Although my daughter is now an undergrad and I approach retirement, we continue to learn and share; we recognize that it is our ancestral obligation to pass this knowledge forward. F12-1

This being said, you may be aware that on **Sept. 26, 2016 Governor Brown signed AB-2864 to include pupil instruction on the Chinese Exclusion Act of 1882 and our ancestral contributions to the building the Transcontinental Railroad**. The draft EIR does address #CA-LAN-1575/H for the components of L.A.'s original Chinatown demolished to make way for present-day Union Station. I am also aware that eminent domain acts require "just compensation" for the government taking of property for public use. It is highly doubtful that the City of Los Angeles compensated the original Chinatown residents or business owners with any relocation fees now currently mandated. Compensation was unlikely rendered due to discriminating racial tensions of the late 1800s/ early 1920s – i.e. 1871 Chinese Massacre and 1882 Chinese Exclusion Act – in fact, they were lucky to live. Most historical publications diminish such event -- that the 1926 ballot for Union Station was a "controversial measure". F12-2

As Californians and Angelenos progress to recognize our diverse collective heritage, I hope that METRO takes this ideal opportunity to incorporate a historical monument and recognize the location of L.A.'s first Chinatown. It would be a teaching tool to memorialize the Chinese-American contribution to the building of the Transcontinental Railroad and America's industrial age. F12-3

Respectfully yours,

Kitty L. Lew

Response to Comment No. F12-1:

Metro thanks you for taking the time to review the EIR and providing comments regarding the work of Chinese-Americans in the building of the Transcontinental Railroad. Metro appreciates the contributions of Asian-American to our collective history.

Response to Comment No. F12-2:

Thank you for your comments regarding the history of the LAUS site, and its current location on the site of the original location of the City of Los Angeles Chinatown. As you note, the Draft EIR addresses the fact that the original Chinatown in the City of Los Angeles was demolished to allow for the construction of the present-day LAUS.

Response to Comment No. F12-3:

Metro will consider incorporating a historical marker at the present-day LAUS site to recognize it as the location of the City of Los Angeles's first Chinatown. Metro will raise this recommendation as part of the design process with stakeholders.

F13. Lopez, Roberto

Robertoanthonylopez@icloud.com

Matthew Adams

From: Roberto Lopez <robertoanthonylopez@icloud.com>
Sent: Tuesday, August 29, 2017 8:37 PM
To: Carvajal, Elizabeth
Subject: Public Comment

Don't forget to take into account workers who use the bus bike racks. We also need amenities that cater to us as we head into work, and errands. Thank you. Good luck

F13-1

Sent from my iPhone

Response to Comment No. F13-1:

Metro thanks you for taking the time to review the EIR. Currently, there are 40 bicycle lockers at LAUS available for 6-month lease terms. The bicycle lockers are secure enclosures to allow storage of one bicycle. They are more secure than bike racks and can shield the bicycles from elements to a certain degree. More information is available online at: http://blrs.metro.net/mobile/blr_public.aspx. Additionally, Metro opened the Metro Bike Hub at Union Station on November 15, 2017.

F14. MacAdams, Susan (1)

Track and Alignment Specialist
Susan.macadams@gmail.com

Matthew Adams

From: Susan MacAdams <susan.macadams@gmail.com>
Sent: Monday, September 25, 2017 3:13 PM
To: Carvajal, Elizabeth
Cc: Owens, Jeanet; Hollis, Calvin; Hornstock, Jenna; Leahy, Art; Paul Krekorian; englanderw@scrra.net; Washington, Phillip; Mayor Eric Garcetti; John Fasana; Ara Najarian; Sheila Kuehl; Kathryn Barger; Mike Bonin; James Butts; Robert Garcia; Hilda Solis; Mark Ridley-Thomas; Angelo, Greg; Rescalvo, Vivian
Subject: Comments for the EIR Los Angeles Union Station Forecourt and Esplanade Improvements
Attachments: Photo 1 Floods in Los Angeles 1938.jpg; Photo 2 Floods in downtown LA 1938.jpg; Photo 3 Steps from Alameda up to Placita de Dolores.JPG; Photo 4 Steps behind the Placita de Dolores to the Historic Plaza Monument.JPG; Photo 5 Placita de Dolores inner courtyard .JPG; Photo 6 Placita de Dolores empty plaza seating.JPG; Union Station Master Plan Alameda Street Pedestrian crossing.pdf

Susan MacAdams
Track and Alignment Specialist
[redacted]
Susan.macadams@gmail.com
[redacted]

September 25, 2017

Elizabeth Carvajal
Senior Manager
Los Angeles County
Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

RE: Comments for the Los Angeles Union Station Forecourt and Esplanade Improvements, Environmental Impact Report (EIR)

Dear Elizabeth Carvajal,

Thank you for the opportunity to comment on your project.

On Wednesday, September 13, 2017, there was a public workshop for the Union Station Forecourt and Esplanade Improvements. It has been nearly eight months since the last public meeting held on January 26, 2017, yet there is very little change in the proposal. F14-1

Therefore, the below comments from January 31, 2017, are being re-submitted as the issues were not addressed. F14-2

There is one additional comment. You have made this statement in your emails regarding the project: F14-3

*"This project will enhance pedestrian and **bicycle access** to and from Los Angeles Union Station, and reestablish the connection between the station and surrounding communities."*

Yet, there is no bike path shown in this proposal. In addition, there is no bike path proposed in any of the Metro planning documents, including the Union Station Master Plan, the Southern California Regional Inter-connector Project (SCRIP), or the recent plans for LINK US.

There is no bike path to the new Bike Hub at Union Station, located just behind the Forecourt Project. Please include a bike path in the Union Station Forecourt and Esplanade Improvements.

F14-3 cntd

Thank you for your attention to this matter.

Susan MacAdams
Board Member, Train Riders Association of California, TRAC
Board Member, Union Station Historical Society

---------- Forwarded message ----------
From: **Susan MacAdams** <susan.macadams@gmail.com>
Date: Tue, Jan 31, 2017 at 2:53 PM
Subject: NOTICE OF PREPARATION (NOP) Scoping Comments for the Los Angeles Union Station Forecourt and Esplanade Improvements
To: Elizabeth Carvajal <carvajale@metro.net>
Cc: Calvin Hollis <hollisc@metro.net>, Jenna Hornstock <hornstockj@metro.net>, "Leahy, Art" <leahya@scrra.net>, Teresa Lamb <Teresa.Lamb@mail.house.gov>, Valerie Martinez <valerie.martinez@vmapr.com>, Board Secretary <holmank@scrra.net>, Jeanet Owens <owensj@metro.net>, "Fielding, Karl" <fieldingk@pbworld.com>, Paul Krekorian <councilmember.krekorian@lacity.org>, Secretary SANBAG <twatkins@sanbag.ca.gov>, Sylvia Ballin <sballin@sfcity.org>, jfajardo@sfcity.org, Marsha McClean <mmclean@santa-clarita.com>, Professor Martin Wachs <mwachs@ucla.edu>, Mayor Lauren Weste <lweste@santa-clarita.com>, Paul Dyson <pauljdyson@yahoo.com>, Ron Mathieu <mathieur@scrra.net>, englanderw@scrra.net, washingtonp@metro.net, "mayor.garcetti@lacity.org" <mayor.garcetti@lacity.org>, garellano@arellanoassociates.com, dan.tempelis@hatchmott.com, Mary Lou Echternach <Echternachm@metro.net>, fasanaj@accessduarte.com, Ara Najarian <anajarian@ci.glendale.ca.us>, sheila@bos.lacounty.gov, "kbarger@lacbos.org" <kbarger@lacbos.org>, mike.bonin@lacity.org, mayor@cityofinglewood.org, robert.garcia@longbeach.gov, hahn@bos.lacounty.gov, firstdistrict@bos.lacounty.gov, markridley-thomas@bos.lacounty.gov

Susan MacAdams
Track and Alignment Specialist
[redacted]
Susan.macadams@gmail.com
[redacted]

January 31, 2017

Elizabeth Carvajal
Transportation Planning Manager
Los Angeles County
Metropolitan Transportation Authority (Metro)

One Gateway Plaza
Los Angeles, CA 90012

RE: NOTICE OF PREPARATION (NOP)
Scoping Comments for the Los Angeles Union Station Forecourt and Esplanade Improvements, Environmental Impact Report (EIR)

Dear Ms. Carvajal:

Metro has initiated the environmental clearance process with the California Environmental Policy Act (CEQA) for the Los Angeles Union Station Forecourt and Esplanade Improvements Project. The City of Los Angeles is the cooperating agency as many of the improvements will take place within City jurisdiction.

A community meeting was held by Metro on January 26, 2017 at Union Staton. The public comments deadline was just three business days later on January 31, 2017.

These submitted comments address the changes proposed for Alameda Street, Los Angeles Street and the Union Station Forecourt.

1.) In front of Union Station, on the east side of Alameda Street, shade trees are shown on the plan.

a.) Trees cannot be planted in this location because there is a large storm drain (9 to 10 feet in diameter) directly below the surface of the sidewalk. Tree roots damage sidewalks and equally damage underground storm drains. It is highly unlikely that City of Los Angeles, Bureau of Engineering, Stormwater Division, Department of Public Works, will permit the planting of any trees on the east-side of Alameda. The roots would damage this important piece of critical infrastructure necessary for draining flood water away from Olvera Street, Union Station and downtown Los Angeles. See photos 1 & 2, Los Angeles 1938 flood. This are no trees on the east side side of Alameda street for this reason. This element of the proposal should be dropped from study in the EIR.

b.)Trees can be planted on the west side of Alameda Street, but there are already trees on this side of the street. Do you plan to remove those trees and plant new ones? This would be a duplication of effort.

2.) On both the east and west side of Alameda Street, traffic lanes would be eliminated. Alameda Street is currently overburdened with rush hour traffic. Emergency teams, such as fire and police, must travel in the opposite lanes, weaving against traffic. Eliminating two lanes of traffic will create an additional bottleneck where traffic is at a stand-still in both directions. The Los Angeles Fire Department and LAPD will not allow this bottleneck to occur for reasons of public safety.

Reducing the number of traffic lanes into Union Station and eliminating the roadways that connect the front of the station to the side area presently used by Amtrak buses will impact public safety. The Red Line subway emergency exits are located near the Amtrak bus stop. The Department of Homeland Security would have authority over the decisions made by Metro Planners and facilitating a large emergency at Union Station where one hundred ambulances are needed should be incorporated into the designs; large scale accidents have happened at train stations around the world. Eliminating vehicular lanes that connect the front drive to the Cesar Chavez exit will prevent emergency vehicles access to the station with the same ability as present. This alternative should be dropped from study in the EIR.

3.) The partial closure of Los Angeles Street has been proposed for decades; this is an excellent idea for further development. But at present, there is a serious drawback to the plans. From Alameda Street to El Pueblo there is

a significant rise in elevation; the Plaza is about sixteen feet higher than Union Station. For some pedestrian this will feel like a two story climb over a distance of only 250 feet.

Across the street from Union Station is the Placita de Dolores, a beautiful half-acre park. To enter this park one must climb fourteen steps upwards from Alameda. These steps are not shown in your renderings. See photo 3, steps on Alameda. At the back of the park, there is another set of nine steps leading from the Placita de Dolores to the El Pueblo Historic Plaza. See photo 4, steps behind the Placita de Dolores to the Historic Plaza. The total number of steps from Alameda Street to the Plaza is twenty-three.

The rendering of Los Angeles Street on display at the scoping meeting showed a wide flat pedestrian pathway from Union Station to the Historic Plaza which was misleading. There is a steep climb creating is a hindrance for seniors and disabled. It poses a vertical challenge for anyone pulling a suitcase.

Solution: Build a pedestrian bridge across Alameda that carries pedestrians from the entrance of Union Station to El Pueblo Historical Monument. The bridge could start at the main front exit of Union Station and include elevators and escalators for the elderly and disabled. Design the bridge as a memorable, historic attraction to Union Station.

Denver pedestrian bridge design:

http://denverinfill.com/images/blog/2007-05/2007-05-08_18th_ped3.jpg

4.) Eliminate the reconfiguration of the approximately 60-space parking lot into LAUS forecourt as a civic space and seating area. Instead use the area for transit buses.

There are currently two parks directly across the street from Union Station, Placitas de Dolores (see photos 3,4,5, & 6) and Father Sierra Park; each park is larger than the new proposed civic space in front of Union Station. These parks have mature shade trees, seating and historical monuments. Yet both parks are under-utilized by the general public except for the homeless. Until the homeless problem is solved, creating more parks only makes policing them more difficult.

In addition, there are two public courtyards at Union Station, each with flower gardens, benches, and historic architecture. These gardens are accessed from either side of the main central waiting room. Both of these public outdoor areas are underutilized; people prefer to sit inside the station in large chairs while waiting for their trains.

There is another public space located at the Metropolitan Department Building. This courtyard can be easily accessed from the south facing above mentioned interior courtyard. This public space has shade trees, beautiful fountains, tables with chairs and landscaping with mosaics and distinctive stonework. There is a public cafeteria just inside the building. This garden is rarely filled to capacity, even at lunchtime.

Solution: Do not eliminate the parking lot to build another public space. Change the existing use to a DASH bus pick-up and drop off area. At present, three local DASH bus routes stop in or near Union Station: Route B, Chinatown, Financial district; Route D Union Station, South Park; and DASH Lincoln Heights/ Chinatown. All three bus routes could be reconfigured by the Los Angeles Department of Transportation (LADOT) to enter this parking lot at Union Station for passenger pick-up and drop-off. This would greatly enhance the public access to Union Station.

Here is a photo of a similar bus facility in Palmdale adjacent to the Metrolink Station:

http://subwaynut.com/california/metrolink/palmdale/palmdale1.jpg

5.) Over the last six years, Metro spent over ten millions dollars on the Union Station Master Plan and yet all that remains is one crosswalk across Alameda Street where there currently exists a fully modernized crosswalk. At the Metro Board Meeting held on Thursday January 26, 2017, the Metro Board approved another three million dollars for the project prior to the public scoping meeting. This left no opportunity to assemble public comments before to the Board Meeting. It is suggested that the public comment period for this project be extended for another thirty days.

Thank you for this opportunity to express concerns regarding the plans for Union Station.

Susan MacAdams
Board Member, Train Riders Association of California, TRAC
Board Member, Union Station Historical Society
Track and Alignment Specialist

Response to Comment No. F14-1:

Metro thanks you for taking the time to attend the public workshop to hear about the EIR.

Response to Comment No. F14-2:

Please find the response to comments from your January 31, 2017, letter below as Comment F15. In addition, the previously submitted letter was included in Appendix A, *Notice of Preparation and NOP Comments*, of the Draft EIR.

Response to Comment No. F14-3:

The Alameda Esplanade will provide a wide multi-use path with double rows of street trees as much as feasible and within grant scope that will serve both bicycle and pedestrian travel. The Esplanade is intended connect to LAUS, the Los Angeles Crossing project and a two-way off-street bicycle path, and to the north, to Chinatown. However, due to the proximity to Union station and pedestrian activity, bicyclists are expected to travel at slower speeds. With the drop-off area, pedestrians will be crossing the Esplanade facility to enter the Forecourt for much of the length of the Esplanade. Because of this crossing activity, implementing a separated bicycle path would traverse the station frontage would encourage quicker-moving through bicyclists, and could increase pedestrian and bicyclist conflicts. With the Esplanade being designed as shared space, bicyclists will have the expectation that pedestrians could impede their travel periodically, and are more likely to cycle at a slower speed past the station.

F15. MacAdams, Susan (2)

Track and Alignment Specialist
Susan.macadams@gmail.com

Susan MacAdams
Track and Alignment Specialist
[redacted]
Susan.macadams@gmail.com
[redacted]

January 31, 2017

Elizabeth Carvajal
Transportation Planning Manager
Los Angeles County
Metropolitan Transportation Authority (Metro)
One Gateway Plaza
Los Angeles, CA 90012

RE: NOTICE OF PREPARATION (NOP)
Scoping Comments for the Los Angeles Union Station Forecourt and Esplanade Improvements, Environmental Impact Report (EIR)

Dear Ms. Carvajal:

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F15-1

b.)Trees can be planted on the west side of Alameda Street, but there are already trees on this side of the street. Do you plan to remove those trees and plant new ones? This would be a duplication of effort.

F15-1 cntd

2.) On both the east and west side of Alameda Street, traffic lanes would be eliminated. Alameda Street is currently overburdened with rush hour traffic. Emergency teams, such as fire and police, must travel in the opposite lanes, weaving against traffic. Eliminating two lanes of traffic will create an additional bottleneck where traffic is at a stand-still in both directions. The Los Angeles Fire Department and LAPD will not allow this bottleneck to occur for reasons of public safety.

F15-2

Reducing the number of traffic lanes into Union Station and eliminating the roadways that connect the front of the station to the side area presently used by Amtrak buses will impact public safety. The Red Line subway emergency exits are located near the Amtrak bus stop. The Department of Homeland Security would have authority over the decisions made by Metro Planners and facilitating a large emergency at Union Station where one hundred ambulances are needed should be incorporated into the designs; large scale accidents have happened at train stations around the world. Eliminating vehicular lanes that connect the front drive to the Cesar Chavez exit will prevent emergency vehicles access to the station with the same ability as present. This alternative should be dropped from study in the EIR.

3.) The partial closure of Los Angeles Street has been proposed for decades; this is an excellent idea for further development. But at present, there is a serious drawback to the plans. From Alameda Street to El Pueblo there is a significant rise in elevation; the Plaza is about sixteen feet higher than Union Station. For some pedestrian this will feel like a two story climb over a distance of only 250 feet.

F15-3

Across the street from Union Station is the Placita de Dolores, a beautiful half-acre park. To enter this park one must climb fourteen steps upwards from Alameda. These steps are not shown in your renderings. See photo 3, steps on Alameda. At the back of the park, there is another set of nine steps leading from the Placita de Dolores to the El Pueblo Historic Plaza. See photo 4, steps behind the Placita de Dolores to the Historic Plaza. The total number of steps from Alameda Street to the Plaza is twenty-three.

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Denver design: http://denverinfill.com/images/blog/2007-05/2007-05-08_18th_ped3.jpg

4.) Eliminate the reconfiguration of the approximately 60-space parking lot into LAUS forecourt as a civic space and seating area. Instead use the area for transit buses.

There are currently two parks directly across the street from Union Station, Placitas de Dolores (see photos 3,4,5, & 6) and Father Sierra Park; each park is larger than the new proposed civic space in front of Union Station. These parks have mature shade trees, seating and historical monuments. Yet both parks are under-utilized by the general public except for the homeless. Until the homeless problem is solved, creating more parks only makes policing them more difficult.

F15-4

In addition, there are two public courtyards at Union Station, each with flower gardens, benches, and historic architecture. These gardens are accessed from either side of the main central waiting room. Both of these public outdoor areas are underutilized; people prefer to sit inside the station in large chairs while waiting for their trains.

There is another public space located at the Metropolitan Department Building. This courtyard can be easily accessed from the south facing above mentioned interior courtyard. This public space has shade trees, beautiful fountains, tables with chairs and landscaping with mosaics and distinctive stonework. There is a public cafeteria just inside the building. This garden is rarely filled to capacity, even at lunchtime.

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5.) Over the last six years, Metro spent over ten millions dollars on the Union Station Master Plan and yet all that remains is one crosswalk across Alameda Street where there currently exists a fully modernized crosswalk. At the Metro Board Meeting held on Thursday January 26, 2017, the Metro Board approved another three million dollars for the project prior to the public scoping meeting. This left no opportunity to assemble public comments before to the Board Meeting. It is suggested that the public comment period for this project be extended for another thirty days.

F15-5

Thank you for this opportunity to express concerns regarding the plans for Union Station.

Susan MacAdams

This aerial view of the Los Angeles River overflowing its banks drastically demonstrates the enormity of the 1938 flood. This flood not only caused citizens to forcefully demand that flood control be a major priority of politicos at all levels, but precipitated the recall of Los Angeles mayor Frank L. Shaw, who was also coming under fire for corruption in the police department. (Photograph by F. H. Baalbergen, G. C. Loomer, and A. M. Reece of The Photo Task Force 1938; courtesy of the County of Los Angeles Department of Public Works.)

Further rail damage is seen here, as well as buildings that came quite close to having the earth wash from underneath them. This shot was taken in the lower portions of Elysian Park, the future hilltop home of Dodger Stadium. (Photograph by F. H. Baalbergen, G. C. Loomer, and A. M. Reece of The Photo Task Force 1938; courtesy of the County of Los Angeles Departm of Public Works.)

Response to Comment No. F15-1:

Metro recognizes the comment about potential utility conflicts when planting trees on the east side of Alameda Street. After evaluation of the utility drawings, the placement and design of the tree wells planned for this project would adequately avoid any utility line. Metro will continue to coordinate with the City of Los Angeles Bureau of Engineering, Bureau of Sanitation, and Department of Public Works throughout the final design and construction to avoid conflicts with any underground utilities.

During the preparation of the Union Station Master Plan, an underground survey and wet utilities technical memo was prepared using available drawings and documents. This survey identified utilities under Alameda Street sidewalks including a 111-inch-diameter storm drain under the east sidewalk. According to existing plans this storm drain is a considerable distance below grade. In the next phase, preparation of the schematic through construction drawings for the Alameda Esplanade, additional record drawings/document research and survey will be undertaken to further verify the location of the utilities lines, to identify potential conflicts with trees and other features and to determine in more detail which utilities will need to be protected, relocated or modified. If utilities are unexpectedly encountered that are not part of the drawings, appropriate steps will be taken to either relocate or make design modifications to avoid conflicts. Metro and the consultant team will work with the City of Los Angeles departments.

Response to Comment No. F15-2:

As noted on page 6-1 of the Draft EIR, the Los Angeles Fire Department was consulted on July 19, 2017, and the details of the project, including the lane repurposing on Alameda Street, were discussed. The Los Angeles Police Department is contracted to provide public safety services at LAUS, and so have officers deployed at the station at all times the station is open. Their emergency response times are therefore unaffected by roadway congestion on Alameda Street.

The traffic analysis was performed using a detailed multi-modal traffic operations simulation model that is highly sensitive to vehicles queuing. As detailed on page 3.17-20 of the Draft EIR, each peak hour for each scenario was simulated 20 times, and outlier runs were discarded, and the selected 10 model runs were averaged to determine final results. In the 20 hours of traffic simulation per each peak hour scenario, there was no occasion when Alameda Street was gridlocked in both directions simultaneously.

Traffic volume turning movement data are illustrated in Appendix H-4, *Traffic Data*, of the Draft EIR. Comparing the peak hour traffic volumes on Alameda Street at Intersection 19 (intersection with Los Angeles Street), the traffic volumes generally show a peak directionality, with southbound traffic being greater than northbound traffic in the AM peak hour. In the PM peak hour, traffic volumes on Alameda Street are more balanced between northbound and southbound traffic, but they are lower overall than in the AM peak hour. Based on these data, a gridlock condition equally in both directions is unlikely to occur on a typical morning and evening peak period. Emergency responders can cross onto the opposite

side of the roadway to bypass traffic queues, so emergency response times are not expected to be materially affected by the project.

The project will not eliminate internal roadway connections between the front of the station and the Cesar Chavez exit. Compared with existing conditions, the project will reduce inbound trips at the front of the station because of the removal of parking in the Forecourt.

Response to Comment No. F15-3:

On pages 4-4 and 4-5 of the Draft EIR, a pedestrian bridge alternative is discussed. As noted, a pedestrian bridge alternative does not align with the project objectives and would significantly alter the setting and viewshed of both LAUS and El Pueblo de Los Angeles, and would result in a substantially adverse change to these historic resources, which could be grounds for removing these historic resources from the National Register of Historic Places.

As noted on page 4-4 of the Draft EIR, the pedestrian bridge alternative would increase the walk distance and time of crossing at-grade, and pedestrians and cyclists would be substantially inconvenienced. Research referenced in the Draft EIR indicates that pedestrian bridges are rarely used when pedestrians and cyclists have at-grade crossing options due to the inconvenience and time of crossing on the bridge. As indicated in the Draft EIR, the pedestrian bridge alternative was not carried forward due to the potential for these impacts to occur as a result of constructing a pedestrian bridge.

As Metro moves into the design phase of the project, the grades at El Pueblo will be taken into account. However, the project includes using the existing grade, pedestrians and bicyclists use this facility on a daily basis. All required design standards, such as the Americans with Disabilities Act requirements related to slopes of pathways, will be followed.

The rendering shown in the workshop on September 13, 2017, is illustrative only, and does not necessarily represent what the ultimate design of the project will look like. The rendering was sketched in a similar perspective to a photograph that was shown on the same slide, so the slope is accurately reflective of the perspective of that image.

Response to Comment No. F15-4:

DASH Route D currently terminates at Patsaouras Plaza on the east side of the LAUS site, along with most of the Metro and municipally operated buses that serve the station. The benefit to co-locating most buses at the station is that it facilitates convenient bus to bus transfers from Route D to a variety of buses. Relocating Route D to the front of the station would increase the transfer time for passengers who connect to Route D from other transit services. DASH Lincoln Heights/Chinatown operates in on-street bus stops at the intersection of Vignes Street and Cesar E. Chavez Avenue, a short walk from Patsaouras Plaza. DASH Route B operates near the front of LAUS with bus stops on Alameda Street, so a potential DASH bus plaza inside the Forecourt would move that route slightly closer to the transit

connections in Patsaouras Plaza. However, this would add additional run time to the route, which would increase travel time for transit riders not destined for LAUS.

Response to Comment No. F15-5:

Metro acknowledges the comment about extending the public comment period for the Notice of Preparation (NOP). Pursuant to California Code of Regulations, Title 14, Section 15082(b), the NOP shall be available for at least 30 days to allow for public review and comment. The NOP for the Draft EIR was released on December 22, 2016. The comment period for the NOP began on December 22, 2016 and ended on January 31, 2017. The public scoping meeting was held on Thursday, January 26, 2017 at 6:00 PM in LAUS, 800 N. Alameda Street, Los Angeles, CA at the Historic Ticket Concourse.

F16. MacDonald, Michael (1)

Michael.s.macdonald@gmail.com

Matthew Adams

From: michael macdonald <michael.s.macdonald@gmail.com>
Sent: Sunday, September 24, 2017 4:56 PM
To: Carvajal, Elizabeth
Cc: Kent Strumpell; Joe Linton; Erik Jansen; Lyndsey Nolan
Subject: Public Comment: Union Station Forecourt & Esplanade Improvements (SC# 2016121064)
Attachments: LAUSMP_2016121064-mmacdonald_comment.pdf; mmacdonald_figure-1.jpg; mmacdonald_figure-2.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Carvajale-
The attached comments are directed toward the Draft Environmental Impact Report prepared for the Los Angeles Union Station Forecourt and Esplanade Improvements Project (SC# 2016121064), and follow comments submitted on 1/27/2017 for this project.

F16-1

I kindly request that these comments be entered into the project record, and that Metro reconsider Alternative 3 to accommodate continuous infrastructure for people on bicycles to and from Union Station. Please see attached figures providing an alternate layout suggestion that reduces potential conflicts between people on bikes, drivers, and bus operators.

Kind regards,
Michael MacDonald
Los Angeles, CA 90065


EXISTING PORPHYRY PAVERS AT EL PUEBLO PLAZA TO REMAIN
EXISTING GRANITE BOLLARDS TO REMAIN
EL PUEBLO
PLACITA DE DOLORES
new pedestrian lights @ 50' o.c.
PROJECT AREA
FUTURE WIDENED SIDEWALK
BUS STOP
FUTURE FORECOURT
decorative pavers to demarcate location of historic Zanja Madre
NEW PEDESTRIAN & CYCLIST PLAZA W/PORPHYRY PAVERS
NEW BI-DIRECTIONAL CYCLETRACK
TOUR BUS DROP-OFF ZONE
PEDESTRIAN CROSSIN
CYCLIST CROSSING
FUTURE PEDESTRIAN PATH
FUTURE BIKE SHARE
NEW TRAFFIC SIGNALS
NEW PERPENDICULAR CURB RAMP
NEW CONTINENTAL CROSSWALK
NEW RAISED CROSSWALK
UNION STATION
FUTURE REALIGNED DRIVEWAY
FUTURE PEDESTRIAN PATH
FATHER SERRA PARK
ALAMEDA ST
LOS ANGELES STREET


NEW BICYCLE CROSSOVER WITH DEDICATED SIGNAL PHASE
NEW BI-DIRECTIONAL CYCLETRACK
LOS ANGELES STREET
ARCADIA STREET

Response to Comment No. F16-1:

Metro appreciates the comments and consideration for Alternative 3 with regard to a continuous bike infrastructure.

F17. MacDonald, Michael (2)

Michael.s.macdonald@gmail.com

Los Angeles County Metropolitan Transportation Authority
Elizabeth Carvajale, Metro Senior Manager
LAUS Forecourt and Esplanade Improvements
One Gateway Plaza, Mail Stop 99-23-4
Los Angeles, CA 90012-2952

BY EMAIL

24 September 2017

RE: SC# 2016121064 Union Station Forecourt & Esplanade Improvements

Ms. Carvajale,

On January 27, 2017, I provided comment on the Final ConnectUS Action Plan for proposed Union Station Forecourt and Esplanade Improvements. In that communication, I noted that the proposed plan indicated elimination of existing protected bike lanes ("cycletracks") on Los Angeles Street, adjacent to El Pueblo and Father Serra Park.

F17-1

I note that the Draft Environmental Impact Report (DEIR) for the project dated August 11, 2017 provides 3 new alternatives, Alternative 1: No Project, Alternative 2: Full Closure of Los Angeles Street, and Alternative 3: Modified Partial Closure. I write to provide comment on these options, but in particular related to the proposed discontinuous bicycle infrastructure in Alternative 3.

I believe that Alternative 1 would fail to meet the project's objectives to enhance pedestrian and bicycle facilities. I believe Alternative 2 provides a preferable means of meeting project objectives to enhance active transportation, though the lack of physically separated facilities for travel by bicycle creates opportunities for conflict between pedestrians and people on bikes, as well as between parked buses and bus operators and people on bikes. If pursued, I would ask that this plan be adjusted to incorporate a bi-directional cycletrack that provides physical separation from pedestrian areas and bus parking.

F17-2

Alternative 3 (Figure 4.1.3-1, page 516) appears to be an updated version of the plan presented in the ConnectUS Action Plan dated . The plan has been updated to show buffered on protected bike lanes on both sides of Los Angeles Street South of a new continental crosswalk connecting El Pueblo to Father Serra Park. This plan leaves a dangerous and unnecessary gap between existing bike lanes and a new "Cyclist Crossing" on the North side of Los Angeles Street across Alameda Street, connecting to Union Station's Forecourt and a future "Alameda Esplanade" on the East side of Alameda Street. Further, the plan provides no safe connection for people on bikes travelling eastbound on Los Angeles Street to connect to this new Cyclist Crossing on the opposite side of the street. People on bikes travelling westbound find no infrastructure to connect from the Cyclist Crossing, which leads them into a pedestrian plaza with no separation from pedestrian traffic. Any cyclists who may choose to utilize a mixed-use travel lane westbound on Los Angeles Street will find themselves in conflict with parked and parking buses in the adjacent "Tour Bus Drop-Off Zone."

F17-3

This gap in safe and accessible infrastructure to accommodate travel by bike where it is needed most would result in regular dangerous conflicts that limit the project's ability to meet its goal to enhance bicycle facilities. As a connection to one of Los Angeles' most important transportation hubs, this is unacceptable. I urge Los Angeles County Metropolitan Transportation Authority ("Metro") consider an alternative that provides continuous bicycle infrastructure connecting existing bicycle infrastructure on Los Angeles Street to the future Alameda Esplanade. The incorporation of a bi-directional Cyclist Crossing is welcome, but without connection will lead towards a project that does not meet its own objectives to enhance bicycle facilities. The logical next step from incorporation of the Cyclist Crossing is to continue it in a two-way cycletrack to connect to existing infrastructure.

Please consider incorporation of a new bi-directional cycletrack aligned with the proposed new Cyclist Crossing, physically separated from pedestrian areas, and separated from bus traffic and parking areas. Such a plan would limit opportunities for conflict between turning drivers and people on bikes.Please see below diagram (Figure 1) showing a possible method to incorporate such infrastructure (in green) to accommodate the travel of cyclists of all ages and abilities. It would be advisable to match the design standards for bicycle travel being considered as part of the Alameda Esplanade project in this area to ensure a cohesive and welcoming accommodation for people on bikes.

Figure 1: Proposed Alternative Plan with 2-way Cycletrack

F17-3
cntd

In order to provide continuous connection to Union Station from existing protected bike laneson Los Angeles Street, such a plan should incorporate a crossover to accommodate northeast bound cyclists access to a two-way cycletrack on the North side of Los Angeles Street. Please see below diagram (Figure 2) showing a possible method to accommodate such a crossover.

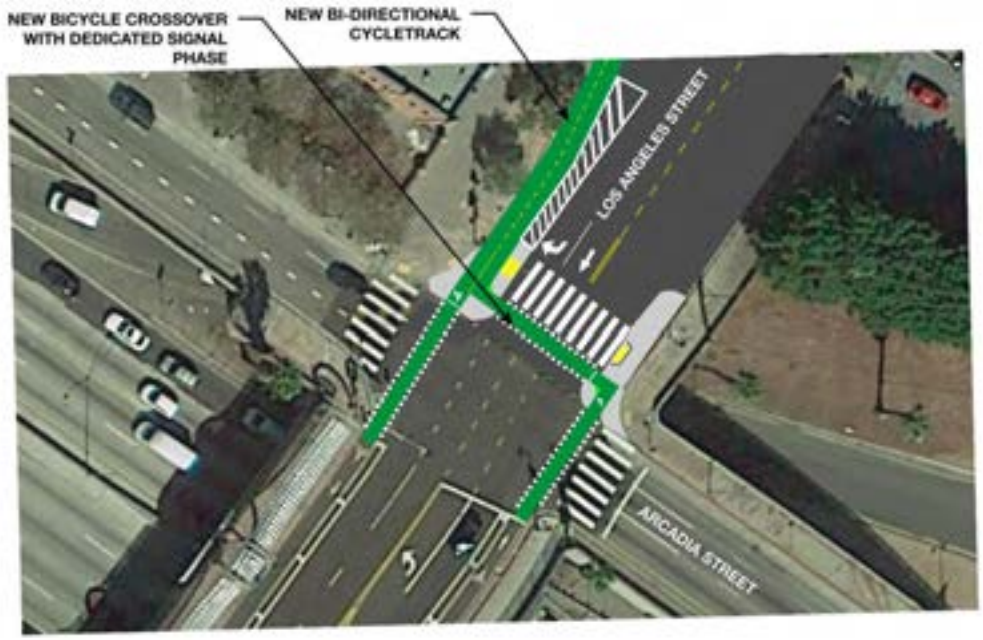

Figure 2: Proposed Bicycle Crossover at Arcadia Street

I would urge the design team to fully 'walk' through the pathways that a person on a bike would need to take to access Union Station and the future Alameda Esplanade from existing bicycle infrastructure on Los Angeles Street. Currently provided alternatives result in conflicts that could be avoided by incorporating continuous bicycle infrastructure, without a gap in infrastructure at and approaching the intersection of Los Angeles Street and Alameda Street. Further, provided infrastructure for bicycle travel should accommodate direct pathways that direct people on bicycles through this corridor in an intuitive manner. I would further urge the design team to work with the Los Angeles County Bicycle Coalition and the City of Los Angeles Bicycle Advisory Committee to ensure a safe, accessible, and successful solution to accommodate travel by bicycle to and from Union Station.

F17-3 cntd

I thank you in advance for your consideration, and ask that Metro alter the layout of the Alternative 3 Plan accordingly, or provide consideration of a new alternative that provides continuous bicycle infrastructure to and from Union Station that works to minimize conflicts between people on bikes and users of other transportation modes.

F17-4

Sincerely,

Michael MacDonald
Architect, NCARB, LEED AP BD+C

Response to Comment No. F17-1:

The project will not eliminate existing protected bike lanes. As detailed on page 2-7 of the Draft EIR, the project would shift the existing southbound buffered bicycle lane on Los Angeles Street with the movement of the curb, but the facility would be replaced to provide a bicycle facility of equal quality that exists today. The project as detailed in the Draft EIR would not affect the northbound bicycle lane, which ends on Los Angeles Street as it approaches Alameda Street. As detailed in revisions to the project description, contingent on Caltrans approval, the bicycle connections on Los Angeles Street would be further enhanced by providing a two-way off-street bicycle path in the expanded El Pueblo plaza area (see Chapter 9, *Clarifications and Revisions to the Draft EIR*).

Response to Comment No. F17-2:

The commenter's preference for Alternative 2 is noted. The ultimate design of the bicycle connection between the Alameda crossing and the existing Los Angeles Street buffered bike lane will be determined during the design phase of the project, but it is anticipated that there will be a differentiated bidirectional travel path (via paint, materials, or vertical differentiation, such as a curb) for cyclists through the new plaza area to ensure that potential conflict locations are visible to both pedestrians and cyclists. This travel path would be separated from tour bus parking areas, so there would be no tour bus/bicycle conflicts. This travel path is represented in diagrammatic form with a light green band in Figure 4.1.2-1, *Alternative 2 Plan*, in the Draft EIR, and shown in greater detail for Alternative 3 in Figure 4.1.3-1, *Alternative 3 Plan*, in the Final EIR (Chapter 9).

Response to Comment No. F17-3:

The comment inaccurately states that westbound (southbound) bicycle traffic destined for Los Angeles Street would have no infrastructure to connect from the cyclist crossing. The comment also notes several potential conflict points that are inaccurate given how the proposed bicycle facility connections would be designed.

As described on page 2-7 of the Draft EIR, the project would provide a raised bicycle crossing adjacent to the pedestrian crossing, which would connect to the existing southbound buffered bicycle lane, which would be shifted to the south with the movement of the curb, but would be replaced to provide a bicycle facility of equal quality.

This would provide a direct bicycle connection from the Alameda Esplanade via the raised bicycle crossing, to the southbound dedicated buffered bicycle lane for westbound bicycle users. This connection is represented diagrammatically in Figure 2.4-2, *Project Plan*, of the Draft EIR, with the bicycle crossing illustrated in green immediately south of the pedestrian crossing, and the southbound bicycle facility indicated in a light green band along the northern edge of Los Angeles Street. The comment inaccurately states that this facility would lead into the pedestrian plaza with no separation from pedestrian traffic.

Relative to northbound (eastbound) bicycle travel from the Los Angeles Street buffered bike lane to Union Station, the commenter states that the project leaves a gap between the existing bike lanes and the new cyclist crossing. The project as proposed in the Draft EIR assumes that the existing northbound bicycle facility on Los Angeles Street would be retained, and so northbound cyclists could travel in the northbound bicycle lane, cross Los Angeles Street in the pedestrian crosswalk, and enter the bicycle crossing on the northern leg of the intersection. However, based on public comment and input, the following has been included in Chapter 2, *Project Description*, and Section 3.17, *Transportation and Traffic* (see Chapter 9, *Clarifications and Revisions to the Draft EIR*):

> Contingent on Caltrans approval, the existing unidirectional Los Angeles Street buffered bicycle lanes on either side of Los Angeles Street would be consolidated to provide two-way bicycle travel in an off-street bicycle path within the expanded El Pueblo plaza near the west side of Los Angeles Street. This facility would run north from the pedestrian crossing adjacent to El Pueblo, to the designated bicycle crossing across Alameda Street. The bicycle path would be designed to accommodate a landing area for passengers disembarking from tour buses in the designated tour bus parking zone in between the roadway and the bicycle path. A designated bicycle crossing from the east side to the west side of Los Angeles Street would be striped next to the pedestrian crosswalk across Los Angeles Street adjacent to El Pueblo, which would provide a connection for cyclists traveling northbound in the Los Angeles Street cycle track to be able to enter this two-way bicycle path and ultimately connect with Union Station.

While the ultimate design of the bicycle facility on Los Angeles Street will occur in the design phase of the project, to provide better clarity on the intended bicycle facility connections between the project and the Los Angeles Street bicycle facility, Figure 2.4-2 has been revised to provide more detailed illustrative example of how both northbound and southbound bicycle connections could be designed (see Chapter 9, *Clarifications and Revisions to the Draft EIR*). The commenter made a similar proposal for a cyclist crossing for northbound bicycles, but recommended that the crossing occur at Arcadia Street. That intersection is outside the project boundaries.

As indicated on page 3.17-54 of the Draft EIR, the project will retain existing bicycle facilities, and provide additional facilities in the form of the bicycle crossing across Alameda Street, so the project will positively benefit bicycle circulation. With the project description revisions described above, northbound bicycle connections from Los Angeles Street to Union Station will be further improved, by completing the connection that under existing conditions ends before the northbound bicycle lane reaches Alameda Street.

Response to Comment No. F17-4:

The Metro Board of Directors will consider your comment in their decision-making process.

F18. Mejia, Margarita R.

Mmejia777@gmail.com

Draft Environmental Impact Report (DEIR)
Public Workshop Comment Sheet

Name / Nombre / 姓名：

MARGARITA R MEJIA

Organization / Organización / 組織名稱：

Email or Mailing Address / Correo Electrónico o Dirección Postal / 電子郵件信箱或郵寄地址：

MMEJIA777@GMAIL

AFTER HEARING THE PRO + CONS OF THE ALTERATIVES, I BELEIVE ALTERNATIVE #3 IS BEST! WILL PROVIDE BIKES, PASSENGERS, TOUR BUS, ALL ACCESS TO LOS ANGELES STREET.

F18-1

Response to Comment No. F18-1:

Metro appreciates the support for Alternative 3. The Metro Board of Directors will consider your recommendation during their decision-making process.

F19. Percus, Allon

Allon.Percus@cgu.edu

Matthew Adams

From: Allon Percus <Allon.Percus@cgu.edu>
Sent: Monday, August 14, 2017 12:13 PM
To: Carvajal, Elizabeth
Subject: Comment on Union Station Forecourt plans

Hi,

I hope this is the right e-mail address for commenting on the Union Station Forecourt and Esplanade plans.

I am in favor of anything that improves the pedestrian environment around Union Station. Unfortunately, one aspect of the current plans appears to make things worse rather than better: the elimination of one crosswalk across Alameda St. (described on p. 2-7 as being "consolidated into one pedestrian crossing across Alameda Street"). This is an outdated, pedestrian-hostile practice that can change a 30-second street crossing into a 4-5 minute expedition as a pedestrian ends up having to navigate three separate crossings just to get to the other side of the street! It is inappropriate in an urban environment in general, and particularly so in front of a large urban transportation center that is intended to maximize pedestrian mobility and comfort. This aspect of the forecourt design really scars what would otherwise be a great improvement over the current environment. F19-1

Yes to improving pedestrian crossings. No to eliminating them.

Thanks
Allon Percus

Response to Comment No. F19-1:

Metro appreciates the comment regarding the raised crossing. As stated in the Chapter 2, *Project Description*, Section 2.4.2, *Los Angeles Street Improvements*, of the Draft EIR, "The crossing would be raised to curb level to provide a continuous pedestrian plane from the Forecourt across to El Pueblo. The slopes on either side of the raised crossing would be designed to accommodate heavy vehicles, including public transit buses and trucks. The crossing would also accommodate a differentiated bicycle crossing adjacent to the pedestrian crossing. The signalization for the intersection would provide a pedestrian crossing free from vehicle conflicts, by protecting vehicle turn phases via signalization, and operating only non-conflicting vehicle phases concurrent with the crossing. No-right-turn-red restrictions would also be implemented." Signal timing would give this crossing a dedicated signal phase that does not conflict with any vehicle movements. The crosswalk consolidation allows for vehicles exiting LAUS to travel onto Los Angeles Street (southbound) or turn left onto Alameda Street (southbound) without conflicting with the pedestrian/bike crossing. The placement of the consolidated crossing on the northern leg of the intersection was selected in part because based on existing pedestrian counts, most of the east-west pedestrian crossings occur on the northern crosswalk.

While pedestrians travel on the northern plaza between Los Angeles Street and Alameda to and from Union Station and El Pueblo, it's important to maintain good vehicle access to the station. Alameda Street is the front door to the station, and so it is important to make sure that shuttles, taxis, and privately-operated vehicles can get in and out of the station to pick up and drop off passengers. The proposed design allows for non-conflicting traffic in and out of the station to go when the pedestrian crossing is active:

- Vehicles can travel from LA street eastbound into Union Station or southbound onto Alameda Street or
- Vehicles can travel westbound from Union Station into LA Street (on the southern driveway) or travel southbound on Alameda Street.

With the project, a small number of existing pedestrians who cross Alameda Street on the south leg of the intersection today would need to cross Los Angeles Street northbound/southbound before crossing east/west on Alameda Street. While this would introduce an additional roadway crossing for these pedestrians, the crossing distances with the project will be reduced substantially compared with the existing crossings today, and so the amount of roadway exposure in the future would be similar to the existing exposure today, even with the additional crossing. This slight increase in out of direction travel would be offset by the substantially improved safety elements provided by the turn protection and raised crossing, and the need for vehicular access to the station is preserved by allowing for overlapping vehicle movements as a result of the design, which includes the removal of the crosswalk on the southern leg of the intersection.

The increase in out of direction travel for pedestrians as a result of the crosswalk removal is offset by the substantially improved safety elements provided by the turn protection and raised crossing, and the

need for vehicular access to the station is preserved by allowing for overlapping vehicle movements as a result of the design, which includes the removal of the crosswalk on the southern leg of the intersection.

F20. Soto-Lopez, Ricardo

ricardosotolopez@fuller.edu

Matthew Adams

From: Ricardo Soto-Lopez <ricardosotolopez@fuller.edu>
Sent: Friday, August 25, 2017 11:37 AM
To: Carvajal, Elizabeth
Cc: Jennifer Gutierrez; La Plaza
Subject: Follow up to yesterday's EL PUEBLO Commission Meeting

Follow Up Flag: Follow up
Flag Status: Flagged

Ms. Carvajale: My name is Ricardo Soto-Lopez, we met briefly after the EL Pueblo Historical Monument Commission meeting. First, let me thank you for the thorough and well-prepared presentation yesterday. I am an urban planner by training and profession and value that expertise. F20-1

As I mentioned I will be working with La Plaza United Methodist Church/Museum of Social Justice to develop their Homeless Outreach Initiative. I would like to follow up with you concerning the theme and see how we might partner going forward given the pending public improvements for the Forecourt and Esplanade at Union Station. F20-2

I can be reached directly via this email. I have cc: Pastors VJ Cruz-Baez and Jennifer Gutierrez on this email. Thank you for your attention to this communication.

Response to Comment No. F20-1:

Metro appreciates the compliment on the El Pueblo Historical Monument Commission meeting presentation. Metro will continue collaboration with El Pueblo throughout the design and construction phases to better integrate the project elements with the community.

Response to Comment No. F20-2:

Metro acknowledges the outreach by La Plaza United Methodist Church/Museum of Social Justice regarding the Homeless Outreach Initiative. Metro has started a Homeless Task Force and has developed Metro's Transit Homeless Action Plan to address the increase in homelessness on Metro's system throughout Los Angeles County. Metro works with the Los Angeles County Department of Mental Health (DMH), the Los Angeles Homeless Services Authority (LAHSA) and deputies from the Los Angeles County Sheriff's Department (LASD) to respond to homelessness by working with homeless individuals and families and connecting them to resources and services.

F21. Tranby, Craig

Ctranby1@yahoo.com

Matthew Adams

From: Craig Tranby <ctranby1@yahoo.com>
Sent: Friday, September 22, 2017 1:25 PM
To: Carvajal, Elizabeth
Subject: Los Angeles Union Station Forecourt and Esplanade Improvements

Dear Ms. Carvajale,

I have one comment on the LAUS Forecourt and Esplanade Improvements DEIR:

The loss of vehicle lanes, and resulting congestion, will negatively impact bus lines using Alameda St., Cesar Chavez Ave., and neighboring streets. These lines include 33, 40, 68, 70, 71, 76, 78, 79, 378, 442, 487, 489, 704, 728, 733, 745, 770, Silver Streak as well as key lines of other transit operators. Ever slower buses are a primary reason for the disturbing loss of ridership Metro has been experiencing. The already slow downtown portion of these important lines has been discouraging enough for bus riders. The DEIR offers no mitigation for this negative impact and it appears much of the project's pedestrian and bicycle access objectives can be accomplished within spaces of the project other than the existing vehicle lanes. F21-1

Thank you for your consideration.

Kind regards,

Craig Tranby
(323) 640-2054

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Response to Comment No. F21-1:

The estimated travel time effects on bus speeds on Alameda Street are shown in Table 3.17-10, *Future (2029) Transit Travel Time*, of the Draft EIR. While the project is expected to increase bus travel time by 45 seconds or less, as detailed on page 3.17-49 of the Draft EIR, that increase is not expected to materially affect schedule adherence, and therefore is not expected to significantly impact transit service.

G. ORAL COMMENTS RECEIVED DURING SEPTEMBER 13, 2017, PUBLIC MEETING

Metro received oral comments from six commenters during the September 13, 2017, public meeting, as transcribed by the court reporter present at the meeting:

G1 Hanley, Valerie
G2 MacAdams, Susan
G3 Alvarado, Reed
G4 Paulsen, Kim
G5 Bollinger, John
G6 Espinosa, Chris

LA UNION STATION

FORECOURT AND ESPLANADE IMPROVEMENTS

PUBLIC HEARING

LOS ANGELES, CALIFORNIA

SEPTEMBER 13, 2017

REPORTED BY: KAREN GEER, CSR NO. 9781

LA UNION STATION

FORECOURT AND ESPLANADE IMPROVEMENTS

Hearing taken at Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Third Floor Boardroom, Los Angeles, California 90012-2952, commencing at 5:30 p.m., Wednesday, September 13, 2017, before Karen Geer, CSR No. 9781.

SPEAKERS

ELIZABETH CARVAJAL

MARIE CAMPBELL

MICHAEL KENNEDY

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LOS ANGELES, CALIFORNIA

SEPTEMBER 13, 2017

--O0O--

MS. CARVAJAL: Hello, everyone. Again my name

is Elizabeth Carvajal, senior manager with Metro. Just to give you a background, we're here today because Metro prepared and released a draft environment impact report for Union Station Forecourt and Esplanade Improvements Project.

So this project constitutes a project under CEQA. Metro is the lead agency, and like I said, we prepared an environment impact report. We have a draft out for public review. The draft EIR will be available for public review for 45 days, with the closing of commentary being September 25 at 5:00 p.m.

In the workshop we will be discussing the project description, existing conditions, summary of impacts and proposed mitigation measures, and, most importantly, we'll be accepting your comments today.

The final EIR will be going to the board in early 2018, and that will include the draft EIR, the comments, response, and clarifications.

So after the presentation today, we will be taking oral comments. Michael Cortez, standing up

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front, has sheets. If you're interested in providing oral comment after the presentation, please go ahead and fill out your information so we can call you up.

So by way of background, this effort was initiated after Metro acquired Union Station in 2011. Shortly thereafter, we started a master planning process. The key improvements we're including looking at the front

of the station and improving that connectivity from Union Station to surrounding communities.

We have been successful in securing grant funding. We have a $12 million grant from the State of California Active Transportation Program that we received in 2015. We received a $3 million grant in 2016. And we had a scoping meeting on the draft EIR effort in January of this year.

We have continued to engage stakeholders, released the draft EIR for public comment, and are also concurrently pursuing clearance under the National Environmental Policy Act as the funding we have is federal. And again close of comment period will be ending September 25th.

So to walk you through the project, the project boundaries include everything you see in the yellow and black lines. And my little clicker doesn't really work well here. Do you see the red dot by any

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chance?

You see Cesar Chavez to the north. The Union Station property is right there. You see that brown, blue structure. That's the Union Station property. And the bounds of the property -- or project, I should say, include Alameda Street from Cesar Chavez to Arcadia, Los Angeles Street from the intersection at Alameda to the first crosswalk at El Pueblo, and Arcadia Street from Alameda to North Spring Street. Those are the bounds of the project.

So looking at existing conditions, we can certainly see some of the challenges we face. Today Union Station's front door is approved for the service parking lot, a sea of asphalt, if you will. We have the service parking lot there. Alameda Street has six travel lanes, and that is across from the station toward Pueblo.

As part of the current planning effort to connect this action plan --

MR. PAULSEN: Could you speak a little slowly. There's an echo in here.

MS. CARVAJAL: Oh, sure.

MR. PAULSEN: I know it's supposed to be a speaking place but --

MS. CARVAJAL: That is fine. Can you see the presentation?

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So the connection from Union Station to El Pueblo was identified as a connector action plan. Through this effort we found that going from Union Station to El Pueblo is a connection. People go to Union Station. They visit El Pueblo, and El Pueblo is its own destination, but it's also a compass point to surrounding communities. So we were thinking how to make it safe, intuitive, and improved connection is really critical as part of the project.

All right. Audience participation is always good.

So this map shows you some of the

pedestrian collisions in the area. The bigger the dot represents the higher rate of collisions in this area. What's important to note is that Alameda Street is identified in the City of Los Angeles's Vision Zero Project as a high-injury network corridor. And this is critical because between 2012 and 2016, there were two fatalities for pedestrians at the intersection of Alameda and Los Angeles Street. So certainly we see the need for making improvements that make it safe for people to move around.

So I'm going to run through, walk through the project objectives, and these are really critical in helping inform how we develop the project and also

important to keep in mind when we talk about project alternatives.

So the first is to really elevate and enhance Union Station as a historic resource. This is really critical. We want to make sure that whatever we're doing here will enhance and promote that in any way. We want to prioritize connectivity, convenience, and safety for the most vulnerable users coming to and from Union Station. We want to advance desirable open spaces in front of Union Station, facilitate alternatives to driving, enhance safety infrastructure improvements in line with Vision Zero, again Alameda being in the high-injury network, advance sustainability and leverage Union Station as a regional transportation hub.

So some of the benefits of the project are

that with these improvements, we're going to be reducing the crossing distances from Union Station to El Pueblo. We're going to be removing the conflict areas for people that are walking to and from the station and vehicles and elevating the presence of pedestrians. This will certainly also help improve the urban design of this area and that connectivity from the station to El Pueblo.

Getting into the actual project, I'm going to start off with the Alameda esplanade and the forecourt. So the first thing I point out would be the forecourt, and

that is the current surface parking lot we have in place today next to the Mosaic Apartments. As part of the project, we are proposing to repurpose that as a civic plaza with outdoor seating and opportunities for public events. We're also proposing a very small transit serving building on the north side of the forecourt.

On Alameda Street between Cesar Chavez and Arcadia, we are proposing a roadway reconfiguration that will narrow the roadway and widen the sidewalks in front of the station and widen the sidewalks in front of El Pueblo. We're also proposing curbside dropoff area or a kiss and rides in front of Union Station.

On Los Angeles Street -- just by way of orientation, Union Station is on my right-hand side. El Pueblo is across the street. The long corridor you see is Alameda here, and Los Angeles is in this area to the left.

So today if you're standing in front of Union Station, there are two crosswalks that you can take. One in front of the station and one in front of First Five. We are proposing to consolidate the crossings on the north side of the intersection as a new expanded raised crossing that would be at the same level as the sidewalk. So if you're standing on the sidewalk on Alameda in front of the station, you never step down off

the curb. You continue at that same level. This improvement will be 50 feet wide and a total area of 74 feet.

As part of this improvement, we would need to close the northern Union Station driveway and close the northern travel lane on Los Angeles Street. And it's important to know that, as part of this project, we are proposing to reinstall the existing buffer bike lane on Los Angeles Street.

On Arcadia Street the bounds that we're looking at extend from Alameda to North Spring. Today you have three travel lanes moving along the corridor, and what we're proposing to do is to repurpose the lane adjacent to El Pueblo as a dedicated tour bus parking zone for El Pueblo.

So with that I will hand it off to Marie to walk us through the CEQA process.

MS. CAMPBELL: Thank you all for being with us this evening.

I want to talk about the California

Environmental Quality Act. The California Environmental Quality was enacted in 1970. It's California's broadest and most comprehensive environmental law, and it looks comprehensively at the effects of the project in terms of the consequences.

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THE REPORTER: I'm sorry. I couldn't hear you.

MS. MACADAMS: It's hard to understand what you're saying.

MS. CAMPBELL: Okay. I'm going to slow down. Does that help with the echo?

Okay. So I'll backtrack.

So California Environmental Quality Act was enacted in 1970 by then Governor Ronald Reagan. It is our broadest and most comprehensive environmental law in California.

It has four primary purposes. The first is to inform decision makers about the environmental consequences of the proposed project. The second is to identify feasible mitigation measures to reduce and avoid those impacts. The third is to try to prevent significant impacts through consideration of alternatives and mitigation measures. And the fourth is to make sure that, when projects are approved that have significant environmental effects, that the decision makers disclose to the public their reasons for accepting those significant environmental consequences or what you'll often hear referred to as overriding considerations.

So where are we in the CEQA process? We started, as Elizabeth said, with the notice of preparation, and that's a very important process, in this

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case, which started in December for 30 days and continued into January of this year. That's a period where the project intent to consider the evaluation of the project is made clear, and the public's notified that Metro will be serving as the lead agency in the decision-making process.

In the scoping process -- many of you were with us during the scoping period -- it's an opportunity to identify concerns that you have, measures that you think should be undertaken, data that you think should be analyzed in the document, and I think, as you read through the document, you'll see that many of those conversations are reflected in the integrated interview environmental report.

So that's what we've been doing since January. We've been preparing the draft environmental impact report, considering that data, and putting together an analysis.

So we're now in the period of public review of the draft environmental impact report. We opened for public review on August 11, and as Elizabeth said, that public review period closes on September 25th. And that's important because the law requires that we evaluate all timely comments that are received. So it's really important that, if you have additional information

that you'd like to have taken into consideration in the environmental document or by the board, as they consider the project, that we get that information from you before September 25. And we'll have an opportunity to see that information in writing as well.

Although not required, the purpose of having this workshop this evening is to have an opportunity to be guided through the environmental document. It's a big document, and there's a lot of information. So many of the people who prepared analysis in the environmental document are here with us this evening, and they're set up at stations that will be -- so you can stop by again. Please feel free to ask questions or get clarification about figures and what are the differences between the alternatives. That's why we're having the workshop is to make sure that you have an opportunity to get as much information as possible.

When the public period closes, the public comment period closes, we will initiate preparation of the final EIR. The final EIR is the draft EIR that was released for public review. All of the comments that are received on that document, responses to those comments, and then any clarifications of the revisions to the analysis. Sometimes we don't get everything perfect in the document, and we'll have an opportunity to clarify and

revise the document during the process.

Then it will go to the board as scheduled. We meet with the board early part of 2018, and they'll have two actions to focus on. First, they'll look at the environmental document and decide whether they believe that it meets their needs. So they'll look at the information and say that this information is as good as if we prepared it ourselves.

And then once we decide to certify the document, then they can make a decision on the project, and when they make a decision on the project, it's to approve the project as it's proposed, a no project, which is to continue things as they currently are undertaken, or one of the action alternatives in the document, or you can also take pieces from other alternatives. So there's a lot of options available to the board during the decision-making process.

So as Elizabeth said, I want to give you a quick summary of what we found during this lengthy environmental analysis that we have undertaken. So we evaluated 18 environmental issue areas that are recommended pursuant to the appendix sheet of the California Environmental Quality Act state guideline. And we found that 15 of the environmental -- I'm sorry. We found that 14 of the environmental issue areas had either

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no impact or less than significant impact, and those are

listed in the first column on this slide.

There were three additional areas where we found that there were impacts, but those impacts were able to be resolved with the application of standard mitigation measures. The first is the biological resources. The second is hazard and hazardous materials. And the third is cultural resources. I'm going to go in a little more depth in the next couple slides.

There was one impact, transportation and traffic, that it was determined that it was a significant and unavoidable impact. Even after the application of these mitigation measures, we were not able to resolve all the impacts to below the level of significance. Michael will do a brief summary of this point.

So the first issue area is cultural resources. This project is considered to have a high potential to yield resources due to the long period of occupation in the greater area of the Los Angeles Union Station that precedes the building of the station, and that occupation dates back to occupation by indigenous people in this area, subsequent settlement by Spanish settlers, and the additional construction of structures associated with time.

So in all due caution, because we can't

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with a surface survey, understand everything that we might encounter during construction, we look at all of the work that's been done in the past, and we assume that there's a

potential to encounter additional materials that may not have been excavated during the construction of Union Station or subsequent projects including the NWP Tower or the Mosaic Apartments.

There were four mitigation measures that will be undertaken. The first is to ensure that the construction period will be monitored by qualified archeologists and Native American monitors as appropriate. Those monitors will have the opportunity and the ability to cease construction and require salvage and archiving material if it's found during construction.

There will also be preconstruction testing in the area to try to understand the amount and extent of the materials that may remain inside some of the construction area. There will also be work to go into the sub -- what we call the parent material or the rock that underlies the soils. If excavation to the --

THE REPORTER: I'm sorry. Do you mind if I move over. I'm just having a really hard time hearing from over here?

MS. CAMPBELL: So I'm going to try not to turn my back to you, but create a situation where you can hear

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me.

I'm going to ask if you can raise your hand if my voice trails off and you can't hear me because it is important that you be able to understand the information that we're providing.

Okay. So I think we were at cultural

resources, and I was saying there were four mitigation measures. So I'm going to just recap those really quickly.

The first, there will be an archeologist and Native American monitors as appropriate that will monitor during the construction period and have the ability to stop construction and salvage and recover materials that are encountered during construction.

The second one is that we'll -- if we have to dig deeper into the rock, what's called the parent material, that underlies the soil, then we'll have a paleontological resource management plan, and those materials will be monitored by a paleontologist and salvaged as appropriate and reposited.

And then finally, there is a requirement on all construction projects that, if you encounter anything that has the potential appearance of being human remains, to stop construction, contact the County Coroner, have a determination made as to whether they are human

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remains or not, and if they are human remains, are they of Native American origin, and if they are, there's a requirement to contact the most likely descendants. It's another requirement of the project.

Are we all together still? Great.

So the second area that we found had a potential to have impacts that could be reduced to below levels of significance is related to hazards and hazardous

materials. I think you can all imagine this amazing history of work that has happened here in the vicinity of the station. Hundred years of industrial activity has taken place and transportation work that's taken place in the project area.

There are two particular areas that we approached, some of the historical rail areas and some of the roadway areas and gas station area. Those areas will have soil testing done prior to excavation in those areas, and if there are contaminated soils present, a remediation plan will be undertaken for those soils.

Thank you.

MR. PAULSEN: When you talked about historic rail, what are you talking about?

MS. CAMPBELL: We're talking about any area that may have been used in conjunction with L.A. Union Station where there may have been an opportunity for there to be

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disposal of any material that we would now consider to be a hazardous material.

The third is that a lot of the materials that have historically been used in the roadways themselves, the paints and the markers that are used to define the lanes, some of those historically have had lead paint associated with them. So in due caution, any area where we're moving those materials or moving the roadway materials, we'll do testing for lead as well, and if there is lead present, then that lead will be abated and disposed with consistent with state guidelines for the

disposal of such materials.

And then finally, the project will be required to comply with what we call the Caltrans Unknown Hazards Procedures, which just puts us in a situation where, because we're working in an area that's historically been a transportation and industrial area, to be anticipating that we could encounter materials during construction, train people properly, and have the proper materials available to resolve those issues.

The third issue area where there were impacts that are believed to be reduced below the level of significance is the area of biological resources. So clearly not an area where we're concerned about threatening endangered species. We've evaluated this area

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for all the species that are afforded protection under the Federal and California Endangered Species Act, and we don't have any of those species present in or adjacent to our work areas.

However, there are 38 mature trees that may ultimately be removed to accommodate new landscaping as elements of the project. Most breeding birds that occur in Los Angeles are afforded protection under the Migratory Bird Treaty Act, and because of that, we'll want to either remove the trees outside the breeding season -- so those trees will be surveyed. We make sure they don't have nests in them, and then we'll try to remove those outside the breeding season. If we can't remove them

outside of the breeding season, they'll be surveyed, and they won't be removed until they're determined to be free of all nesting activity, therefore complying with the Migratory Bird Treaty Act.

So those are the three issue areas where we have mitigation measures where we can resolve the issues below the level of significance.

And now Michael Kennedy from Fehr & Peers, who prepared the transportation report, is going to give you a summary of our findings with respect to traffic and transportation.

MR. KENNEDY: Thank you, Marie.

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Good evening, everybody. Is my voice loud enough? Again please raise your hand if you can't hear me, and I will try to enunciate and speak slowly. I tend to speak fast as well.

So Fehr & Peers lead the transportation and traffic impact analysis in the EIR because that's the only impact area where there's significant and unavoidable impacts. We wanted to share that information with you in the presentation, and we will be happy to answer more specific questions out afterwards at the boards that we will be standing next to.

So we prepare our study in coordination with the City of Los Angeles because primarily the study area is in the City of Los Angeles, and so we coordinate with LADOT on the methodology that we use to analyze traffic impacts. So we did that, and we prepared a pretty

extensive simulation model to look at the effects of traffic and the transportation network changes associated with this project.

We also coordinated with Caltrans, since their freeway ramp facility is within the study area. So we coordinated with them on the methodology as well.

So the graphic here shows the signalized study intersections that we analyzed for potential traffic impacts associated with the project. There are 41

intersections. You can see that they are surrounding the station and are pretty extensive in terms of the distance that we looked at from the station.

MS. MACADAMS: Louder.

MR. KENNEDY: Thank you.

So it's 41 study intersections that surround the station, and those are the locations that we looked at to analyze traffic impacts, and we developed this in coordination with the Los Angeles Department of Transportation. And it goes beyond the station, as you can see, in terms of the areas we look at for traffic impacts.

So the map that you see here highlights nine intersections in red. These are locations where we anticipate that the project will have a significant traffic impact as defined by the City's impact criteria.

Now, the City of L.A. has us take a look at a.m. and p.m. peak-hour traffic impacts, so congestion

during the morning commute period and in the evening commute period. This is when traffic is heaviest in the city. So we will typically look at both hours.

So the map here is showing a.m. peak-hour impacts. If you'll notice, most of the impacted locations are along Alameda Street. This is the morning, and it's largely driven by southbound traffic on Alameda street.

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This map is showing the p.m. peak-hour impacts for the project. There are total of 11 significant impacts, and there are several on Alameda Street, but there are also significant impacts on Los Angeles Street and Temple, and these impacts are largely driven by northbound traffic, in particular on Alameda Street and Los Angeles Street.

Now, because there are traffic impacts -- and typical traffic mitigation measure would be to widen a road. Now, the project objectives, as Elizabeth discussed earlier, are focused on pedestrian safety and connectivity for a couple of the objectives. So widening the roadway would be inconsistent with those objectives. So those traditional traffic mitigation measures are, therefore, infeasible.

So the team developed two key alternatives to look at ways to reduce the number of traffic impacts relative to the projects. So I'm going to talk you through what those alternatives are and share the results of our findings in terms of analysis.

So alternative two is called full closure,

and there are a couple key differences between the project as Elizabeth described and this particular alternative. First of all, full closure, if you see the graphic here, Los Angeles here is no longer a roadway for vehicles.

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It's a open plaza area, and this condition would extend from north of the onramp, the US 101 onramp on Los Angeles Street up to Alameda Street. The intersection would become a T-intersection with the driveway at Union Station.

So another key element where this alternative differs from the project is on Arcadia Street. Elizabeth mentioned there would be a lane repurposing to accommodate tour bus parking on Arcadia. With this alternative, that would be just during off-peak periods only. So in the morning commute and the afternoon commute, tower bus parking would not be allowed, and that lane would be available for vehicles as it is today.

So under this alternative, it reduces the number of significant impacts. So there would be seven impacts total in the a.m. peak hour. And the red circles -- I'm sorry. The blue circles around intersections represent locations that were significantly impacted under the project scenario that would no longer be significantly impacted under this alternative.

However, the red circles around the red intersections represent new impact locations, and the reason for this is that this alternative would close off

that section of Los Angeles Street, and traffic would shift as a result and would affect other intersections.

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And same with the p.m. peak hour. The number of significant traffic impacts is reduced to four. And those impacts along Los Angeles Street and Temple that you saw with the project would be reduced to levels less than significant, but there would be a couple additional locations that are impacted again as a result of traffic shifting.

Alternative three is pretty similar to the project. So it does have off-peak tower bus parking on Arcadia like alternative two, but the key element here -- it's a little bit hard to see. It's pretty minute, but this alternative prohibits left turns from Los Angeles Street onto Alameda Street. So if you're traveling northbound on Los Angeles Street, you can travel into the station directly, or you can make a right turn onto Alameda southbound, but you cannot turn left and travel northbound on Alameda Street.

And the reason that this has traffic congestion benefit is that particular movement has a lot of traffic, and it conflicts with that pedestrian crossing. So it's a result of -- as a result, generated a lot of that queuing shown under the project scenario in the p.m. peak hour.

And so in the a.m. peak hour, in this alternative, would have five significant impacts and again

reducing some locations relative to the project but adding a couple different locations due to shift in traffic. And in the p.m. peak hour, it would be again less than the project with some traffic shifts.

So to summarize, I know that was a lot of information. Alternative two, full closure, is the key difference. Alternative three prohibits left turn but maintains access on Los Angeles Street. Both have tour bus parking during off-peak periods only on Arcadia Street. However, the two alternatives plus the project all include the Alameda lane repurposing, as Elizabeth described, under the project.

In terms of total significant impacts, 9:00 a.m. and 11:00 p.m. for the project, that's reduced to 7:00 and 4:00 for alternative two and 5:00 and 8:00 for alternative three.

With that, I will turn it over to Elizabeth for next steps.

MS. CARVAJAL: Okay. Can everyone hear me okay? Yes. Try to position myself.

So as I said, we've been continuing to coordinate with stakeholders as part of this process. We are here for the workshop today, September 13, 6:00 p.m. The close of the comment period is September 25th. So that's an important date to note to provide us with your

comments. We will be finalizing the EIR in January -- or early 2018, I should say, and we an anticipate going in early 2018 to our board for their consideration of the final EIR.

Sorry. I lost my place here.

And continue to coordinate with Caltrans on NIPA. Caltrans is the lead agency under NIPA and hoping to start a public engagement process around the designs efforts in early 2018 and construction to start as early as early 2020.

So really hard to see all of that information, but it's on the comment sheets. So this is my contact information. You have a few ways you can provide public comments. So as soon as we finish up this presentation, you can provide oral comments. We'll have the microphone, and the court reporter will take notes. You can also fill out the comment card you all received at the welcome table and drop it off in the box today, or you can mail or email your comments to me by September 25th. So those are all the ways you can provide comments.

The draft EIR is available online, and we also have a copy at the Central Library and the Chinatown Library.

MR. PAULSEN: Is your email things in these papers?

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MS. CARVAJAL: Yes. If you got it from the welcome table, my information is there as well as in that

little flier you have. Yes.

All right. So with that, I think we'll do the oral comments.

How many speakers do we have?

I guess we should do no mic.

MR. PAULSEN: What do we have to do to fill out that form?

MS. CARVAJAL: You just have to fill out your information so we can take it for the record. If you're interested, please come up.

So sorry, sir. Do you want to have a seat. I'm going to call them in order.

And if you can just come up after I call your name. State your name.

Okay. So Valerie Hanley is first.

We'll have two minutes as far as the comment period. We'll time it.

Valerie, if you want to come on up.

MS. HANLEY: Okay. So I'm Valerie Hanley. I'm one of the merchants on Olvera Street. We were looking at the different alternatives that they have. All of the merchants prefer alternative three. I know it's a little more impact -- a little less impact --

MS. MACADAMS: A little louder. A little louder.

MS. HANLEY: Okay. So I'm one of the merchants on Olvera Street, and we filled out a petition, a letter.

G1-1

We prefer alternative No. 3. It's a little less impact in the morning. I know it's a little more impact in the afternoon, but I think it's the better alternative for us, especially with all of the special events they we have. We need to have some of that circulation on Los Angeles Street instead of closing it off complete -- well, not completely. Only until the onramp, which would really impact a lot of our special events since we close the street for a lot of those special events.

G1-1 cntd

The other thing I would like to add is eventually for the board to look at what the business impact is going to be because of the use transportation issues, especially during construction that we're going to end up having.

G1-2

So thank you.

MS. CARVAJAL: Okay. Susan MacAdams.

MS. MACADAMS: I need -- Susan MacAdams, board member, Union Station Historical Preservation Society.

For this review we looked at the transportation and traffic, but when you take a lane of vehicular traffic out of Alameda, you'll severely impact

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the fire engines and police vehicles. Only, unfortunately -- you all don't realize this -- is that they don't get asked. The fire department and police have not been asked if they approve of this, which is what goes into the environmental impact report. So on that long list, it says there's no impact, and yet there's a great impact for fire life safety. So the fire department is

G2-1

not part of the environment. It's part of the design process. So that's my complaint about this whole thing is that it's already on lockdown at rush hour. How are you going to get a fire engine in there if you take out another lane, which has been known for at least ten years.

G2-1 cntd

MS. CARVAJAL: May I have that sheet please. Thank you.

Okay. Reed Alvarado.

MR. ALVARADO: Hi there. My name is Reed Alvarado. I'm a resident downtown. I've lived here for three years, and I run the blog called Getting There Transit where once a week I follow someone on their commute to work as long as they're not taking a car.

G3-1

I'm in full support of this project. I love alternative two, but I understand the restraints of businesses and think alternative three is a great option as well.

G3-2

My biggest thing that I would love this

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committee to consider is the coordination with the project and other projects because one thing I can say is that, when you guys added bike lanes to Los Angeles -- when you, Metro, added bike lanes to Los Angeles, that caused me, living in the Fashion District, for the first time to use Metro bikes to access Union Station. Even with the bike lanes going up Main Street, I never felt safe getting to Union Station. Suddenly when I had that protected lane on Los Angeles Street, I started using it.

G3-3

If you guys create a bike lane that goes down Alameda but it cuts off at the 101 with no coordination for the rest of Alameda, it just gives critics an excuse to say it's a failed project and no one is using it because no one feels safe.

So I really want to support this project. I really want to support all the hard work that's going on. I just want to make sure this is a full idea.

So that's all I want to say.

MS. CARVAJAL: Thank you.

Kim Paulsen.

MR. PAULSEN: I'm Kim Paulsen. This place is perfect for politicians because you can't understand what they're saying.

I'm going to probably talk that's relates to what they're talking about, but it might be a little

G3-3 cntd

31

different.

Before the -- I think the first or second one that they had improvements of the Union Station, they were talking about the bullet train, but I guess that's not going to come by here now; right?

MS. CARVAJAL: The high speed rail train is not a scope of this. We're looking at the street scape improvements.

MR. PAULSEN: All right. I don't have a lot of faith in environmental impacts because it seems like the politicians throw them away if it doesn't abide by them because there's a lot of areas in the city that are being

G4-1

overpopulated by having apartments, and they're tearing down the old homes and everything. So when people say environmental impacts, it's sort of like it's something they have to do, and then it's overlooked if necessary.

L.A. had one of the most spread-out systems in the world for its day, and they had hubs like that, and it was on Fourth and Olive and Fifth and Main. Tell me if I'm wrong. And they were organized just like what you're trying to do. They were organized, and it worked, and it was -- it was all the PE electric car Red Lines, what all the freeways are based on, almost 100 percent, and the Pasadena Freeway is based on an elevated bike trail. And all this stuff was done before,

G4-1 cntd

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and then MTA was created after World War II, and they wiped the whole system out throughout the United States.

So it's sort of confusing to me, when you go to a place like this, and they tell you not to talk about that because that's what I've come across in the past at some of these meetings. But we've had -- L.A. had the best rail system and trolley system, and they had cable cars because -- but they tore down all the hills so they don't have it anymore, but they had the best system in the world.

MS. CARVAJAL: You can wrap up.

MR. PAULSEN: They're trying to copy -- trying to bring it back, but the problem is will this be done before I die?

G4-2

MS. CARVAJAL: Will it be done --

MR. PAULSEN: Before I die.

MS. CARVAJAL: We start construction in 2020. If we -- the EIR is certified, we start construction as early as 2020. That's all I can say.

MR. PAULSEN: Sometimes there's a lot of roadblocks, and then it doesn't get done or stuff like that.

All right. Thank you.

MS. CARVAJAL: John Bollinger.

MR. BOLLINGER: Yes. First of all, I'd like to compliment the consultants on the work that they've done.

What occurred to me, in listening to the presentation -- and I have not yet seen the EIR; so this may be in the EIR -- is that there's a timeframe in which the trans -- the impacts take place. And we're talking about environmental impacts as well as transportation impacts, and I didn't hear a discussion clearly about the construction timeframe versus the operational timeframe. It seemed like the presentation was addressing what would happen during the operation.

So let's address the operation for a moment. There are some scenarios that I think would be worthwhile looking at. For example, what happens when there's an event on Olvera Street and there are a lot of people attracted to that? There's a demand for parking, and that's when you get a lot of circulation of cars going around looking for a space to park, including going to

G4-2 cntd

33

G5-1

G5-2

G5-3

Union Station to park in order to go to Olvera Street.

There are concerts and various events that occur at Union Station, which also attract a lot of traffic. Those are peak traffic. Is that being considered?

G5-4

There's the growth of transit riders at Union Station. Has that been taken into account? For example, the project will be done -- will be approved in

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2018, will it be completed in 2020. The initial impact may be in the following two years, 2022, 2024, and then, of course, within eight years of the time the project is complete, you have the Olympic games, and you have millions of people coming into town by automobile, by train, and the impact at Union Station, has that been considered, particularly if people arrive and then want to go to Olvera Street.

G5-5

Thank you.

MS. CARVAJAL: Thank you, sir.

Okay. Chris Espinosa.

MR. ESPINOSA: Hi. Good evening. My name is Chris Espinosa. I'm the general manager of El Pueblo Historical Monument. We're very supportive of this overall effort. In fact, we were coapplicants for the grants to secure the funds.

G6-1

We helped negotiate alternative three, which is a partial closure of Los Angeles, because we believe that that's the best scenario that we could

G6-2

balance. It increases the sidewalk width and allows for pedestrian activity, but there's still lanes of car circulation, which we think are very important.

As the gentleman mentioned, we have major special events at the location. We also have a lot of filming. We have a lot of downtown commuters who come

G6-2 cntd

G6-3

through, and there's -- we don't want to see all that bottled up.

What we're scared about about alternative two is that, when you close off the street all the way up to Father Serra Park, you're still going to the 101 Freeway entrance there, and you have an El Pueblo parking lot that still needs to, you know, receive visitors. And so how that little end of Los Angeles is going to be designed between Arcadia Street and a portion of L.A. is kind of a critical aspect.

G6-4

We receive over 300,000 students annually, tons of tour buses and school buses and so we try to be as accessible as possible. The reason why we receive so many school buses is because we have all this beautiful parking right around the plaza, and all our museums are free, Tuesday to Sunday, 10:00 to 3:00. Come on over. Other than the -- we wanted to strike a balance.

G6-5

I ride my bike every weekends. I'm totally into it. I walk like a crazy guy. I love walking. But sometimes I have to drive a car. Okay? So what we try to do was a balance between the two. That's why we're supporting alternative three.

G6-6

I thank you very much for your time.
Thank you.
MS. CARVAJAL: Any more speaker cards? Anyone

else care to speak?
Okay. So with that, we're going to close the presentation portion, and we invite you to go to the stations. The subject experts are at each of the stations and can answer questions and discuss areas of the EIR. We have coffee, water, and donuts.
(ENDING TIME: 7:15 P.M.)

REPORTER'S CERTIFICATION

I, KAREN GEER, CSR No. 9781, a Certified Shorthand Reporter in the State of California, certify that the foregoing pages 1 through 36, constitute a true and correct copy of the hearing held on September 13, 2017.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Dated this_____day of_____, 2017.

_____

KAREN GEER, CSR No. 9781

G1. Valerie Hanley

Vgarcia021@aol.com

Response to Comment No. G1-1:

Metro appreciates comments provided by the Olvera Street Merchants in support of Alternative 3. The Metro Board will consider your recommendation and suggestions during their decision-making process.

Metro appreciates your comments regarding concerns of potential impacts to the Olvera Street Merchants' business activities during construction of the project. Metro has committed to a continued dialogue with the merchants prior to and during the construction period and intends to support affected El Pueblo businesses with signage and marketing promotion during construction. The Metro Board of Directors will take your suggested recommendations into consideration during their decision-making process.

Please also see the responses to Comment E4, Olvera Street Merchants, above.

G2. Susan MacAdams

Track and Alignment Specialist
Susan.macadams@gmail.com

Response to Comment No. G2-1:

As noted on page 6-1 of the Draft EIR, the Los Angeles Fire Department was consulted on July 19, 2017, and the details of the project, including the lane repurposing on Alameda Street was discussed. The Los Angeles Police Department is contracted to provide public safety services at LAUS, and so have officers deployed at the station at all times the station is open. The LAPD emergency response times are therefore unaffected by roadway congestion on Alameda Street.

The traffic analysis was performed using a detailed multi-modal traffic operations simulation model that is highly sensitive to vehicles queuing. As detailed on page 3.17-20 of the Draft EIR, each peak hour for each scenario was simulated 20 times, and outlier runs were discarded, and the selected 10 model runs were averaged to determine final results. In the 20 hours of traffic simulation per each peak hour scenario, there was no occasion when Alameda Street was gridlocked in both direction simultaneously.

Traffic volume turning movement data are illustrated in Appendix H-4, *Traffic Data*, of the Draft EIR. Comparing the peak hour traffic volumes on Alameda Street at Intersection 19 (intersection with Los Angeles Street), the traffic volumes generally show a peak directionality, with southbound traffic being greater than northbound traffic in the AM peak hour. In the PM peak hour, traffic volumes on Alameda Street are more balanced between northbound and southbound traffic, but they are lower overall than in the AM peak hour. Based on these data, a gridlock condition equally in both directions is unlikely to occur on a typical morning and evening peak period. Emergency responders can cross onto the opposite side of the roadway to bypass traffic queues, so emergency response times are not expected to be materially affected by the project, and therefore no mitigation is needed.

G3. Reed Alvarado

Gettingtheretransit.com

Response to Comment No. G3-1:

Metro thanks you for taking the time to attend the public workshop to hear about the EIR. Metro appreciates your comments in support of Alternative 3. The Metro Board of Directors will consider your recommendation during their decision-making process.

G4. Kim Paulsen

Response to Comment No. G4-1:

Metro thanks you for taking the time to attend the public workshop to hear about the EIR. As Metro staff noted during the oral comment testimony, the high-speed rail project is not within the scope of this project. This project includes streetscape improvements around LAUS. Metro acknowledges that that public transit system in Los Angeles has had a robust history.

Response to Comment No. G4-1:

As noted by Metro staff during the oral testimony at the public comment workshop, this project is anticipated to begin construction as early as 2020.

G5. John Bollinger

bollingerjb@gmail.com

Response to Comment No. G5-1:

Metro appreciates the compliment on the work the consultants have done.

Response to Comment No. G5-2:

Metro acknowledges the comment about construction versus operational impacts as stated in the Public Workshop. The Draft EIR evaluates both construction and operational impacts for air quality, greenhouse gas emissions, and transportation and traffic. Certain environmental issue areas like cultural resources are particularly impacted during construction and will require on-site construction monitoring by approved and qualified monitors. For biological resources, construction is expected to take place outside of nesting bird season.

Response to Comment No. G5-3:

Metro acknowledges the comment about operational impacts during an event on El Pueblo. The traffic modeling accounts for a cumulative base scenario as analyzed in the year 2029, which is the anticipated opening year for High Speed Rail at LAUS. Projections for level of service at 41 intersections is evaluated for the existing year (2016), cumulative base (2029), cumulative base + project (2029), cumulative base + Alternative 2 (2029), and cumulative base + Alternative 3 (2029). The goal of the project is to encourage active transportation modes from and to LAUS to alleviate vehicle congestion. During times of peak demand, riders should recognize the various transportation modes available to them to get them to their destinations effectively.

Response to Comment No. G5-4:

Metro acknowledges the comment about peak traffic during concerts and various events at Union Station. The traffic analysis contained in the EIR is reflective of existing conditions at LAUS, and it captures all vehicle trips in and out of LAUS during peak hours. The traffic modeling accounts for a cumulative base scenario as analyzed in the year 2029, which is the anticipated opening year for High Speed Rail at LAUS. Projections for level of service at 41 intersections is evaluated for the existing year (2016), cumulative base (2029), cumulative base + project (2029), cumulative base + Alternative 2 (2029), and cumulative base + Alternative 3 (2029). The goal of the proposed project is to encourage active transportation modes from and to LAUS to alleviate vehicle congestion. During times of peak demand, riders should recognize the various transportation modes available to them to get them to their destinations effectively.

Response to Comment No. G5-5:

Metro recognizes the growth of transit riders at LAUS. Cumulative impacts on traffic and circulation were analyzed consistent with the growth rate approach for evaluating cumulative impacts (Section 15355 of the CEQA Guidelines). As detailed on page 3.17-32 of the Draft EIR, the SCAG 2016–2040 RTP regionally adopted travel demand model was used to estimate a cumulative traffic growth rate in the study area. The calculated growth rate was 0.2 percent per year. While the analysis relies primarily on the growth projections approach, the analysis also conservatively includes the trip generation from several specific projects located within the study area, which are expected to have the greatest likelihood of adding traffic to study intersections.

G6. Espinosa, Chris

Response to Comment No. G6-1:

Metro appreciates the support for the proposed project. The Metro Board of Directors will take this into consideration during the decision-making process related to the proposed project and alternatives under consideration.

Response to Comment No. G6-2:

Metro appreciates the support for Alternative 3. The Metro Board of Directors will take this into consideration during the decision-making process related to the proposed project and alternatives under consideration.

Response to Comment No. G6-3:

Metro acknowledges the comment about traffic during special events and filming at and around Union Station. The traffic modeling accounts for a cumulative base scenario as analyzed in the year 2029, which is the anticipated opening year for High Speed Rail at LAUS. Projections for level of service at 41 intersections is evaluated for the existing year (2016), cumulative base (2029), cumulative base + project (2029), cumulative base + Alternative 2 (2029), and cumulative base + Alternative 3 (2029). The goal of the proposed project is to encourage active transportation modes from and to LAUS to alleviate vehicle congestion. During times of peak demand, riders should recognize the various transportation modes available to them to get them to their destinations effectively.

Response to Comment No. G6-4:

Metro understands that Alternative 3 maintains traffic circulation on Los Angeles Street, unlike Alternative 2, which would have a full closure (to vehicles) on Los Angeles Street. As noted in Section 3.17, *Transportation and Traffic*, of the Draft EIR, the project would result in significant impacts to

transportation and traffic. These impacts would be reduced by Alternative 2 and 3, but in both cases would remain significant and unavoidable (Chapter 4, *Alternatives*).

Response to Comment No. G6-5:

Metro acknowledges the comment about tour and school bus parking and accessibility. As described on page 2-8 of the Draft EIR, tour bus parking will take place in what is currently a vehicle travel lane on Arcadia Street. It will not affect the sidewalk, and will have no impact to El Pueblo property. As described on page ES-4 of the Draft EIR, the tour bus parking lane would be used for only off-peak time periods under both Alternative 2 and 3. During peak periods, the lane would be used by through traffic as it is used today.

Response to Comment No. G6-6:

Metro appreciates the support for Alternative 3. The Metro Board of Directors will take this into consideration during the decision-making process related to the proposed project and alternatives under consideration.