

Appendix N

Public Scoping Meeting – April 13, 2009

1 BEFORE METRO WESTSIDE SUBWAY EXTENSION

2 METRO WESTSIDE EXTENSION PROJECT TEAM

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6 Public Hearing in the Matter of:)

7 METRO WESTSIDE EXTENSION)

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15 TRANSCRIPT OF PROCEEDINGS

16 Los Angeles, California

17 Monday, April 13, 2009

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22 Reported by:

23 MELISSA TRESSEN
24 CSR No. 13367

24

25 Job No:
B1471NCO

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2 METRO WESTSIDE EXTENSION PROJECT TEAM

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

1 APPEARANCES:

2 METRO PANEL JODY LITVAK
MEMBERS: DAVID MIEGER

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FACILITATOR:

KRISTINE GRILLO
THE ROBERT GROUP

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

2 6:00 p.m.

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5 MS. LITVAK: Ike Chang, you're up, and then

6 Zach Herries -- and let me just say, if I mispronounce

7 your name, I so apologize -- and then Eric Sievering.

8 Mr. Chang, go right ahead.

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

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

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

20 MS. LITVAK: Thank you.

21 Zach Herries, come on up.

22 Eric Sievering, if you could get ready.

23 Perfect. Very good.

24 After Eric will be Darice Richman Cooper.

25 Mr. Herries, go right ahead.

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

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

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

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

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

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

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

4 MS. LITVAK: Great. Thank you.

5 Mr. Sievering, come on up.

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

11 Mr. Sievering, go right ahead.

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

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

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

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

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

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

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

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

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

2 Thank you very much. I appreciate the time.

3 MS. LITVAK: Thank you.

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

6 Ms. Cooper, go right ahead.

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

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

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

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

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

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

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

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

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

14 MS. LITVAK: Your two minutes is up.

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

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

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

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

11

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

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

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

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

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

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

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

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

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

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

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

12 MR. GABBARD: I know. Go forward.

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

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

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

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

13

1 reports. So maybe you can clarify that.

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

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

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

19 That's it.

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

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

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

1 segmenting seems pretty logical. I definitely think

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

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

13 So thank you.

14 MS. LITVAK: Thank you.

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

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

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

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

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

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

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

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

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

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

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

23 Thank you.

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

16

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

7 They predicted 298,000 boardings 29 years ago

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

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

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

25 Do you want crime in your neighborhood? I

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

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

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

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

17 Just a minute, Mr. Smith.

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

23 Mr. Smith, go right ahead.

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

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

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

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

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

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

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

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

24 Get your cards in.

25 Go right ahead.

19

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

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

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

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

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

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

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

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

14 MS. LITVAK: Thank you.

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

16 Thank you.

17 MS. LITVAK: Thank you.

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

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

22 All right. Go right ahead.

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

21

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

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

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

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

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

23 MS. LITVAK: Thank you very much.

24 Christian Lynch.

25 Last card I have is from Phil Brown. Raise

22

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

2 We're so glad for that.

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

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

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

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

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

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

25 MS. LITVAK: Thank you.

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

4 Go ahead.

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

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

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

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

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

24

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

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

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

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

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

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

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

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

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

2 Thank you.

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

5 Any more cards?

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

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

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

20 Okay. Thank you so much.

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

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