

Appendix O

Public Scoping Meeting - April 14, 2009

1 BEFORE METRO WESTSIDE SUBWAY EXTENSION

2 METRO WESTSIDE SUBWAY EXTENSION PROJECT TEAM

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6 Public Hearing in the Matter of:)

7 METRO WESTSIDE SUBWAY EXTENSION)

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15 TRANSCRIPT OF PROCEEDINGS

16 West Hollywood, California

17 Tuesday, April 14, 2009

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22 Reported by:

23 MELISSA TRESSEN
24 CSR No. 13367

24

25 Job No:
B1480NCO

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3 METRO WESTSIDE SUBWAY EXTENSION PROJECT TEAM

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

1 APPEARANCES:

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

4 FACILITATOR: KRISTINE GRILLO
THE ROBERT GROUP

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1 West Hollywood, California, Tuesday, April 14, 2009

2 6:00 p.m.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7

1 Thank you.

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

3 Mr. Watts.

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

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

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

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

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

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

8

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

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

13 Thank you.

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

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

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

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

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

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

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

18 Thank you very much.

19 MS. ROBERT: Thank you Mr. Zablen.

20 Alexander Freedman, followed by Dana Gabbard.

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

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

10

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

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

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

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

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

17 Thank you very much.

18 MS. ROBERT: Thank you.

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

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

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

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

4 The Wilshire monument, in terms of federal

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

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

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

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

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

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

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

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

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

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

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

13

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

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

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

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

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

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

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

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

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

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

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

9 Thank you and please, really consider it.

10 MS. ROBERT: Thank you.

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

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

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

25 in the Valley.

15

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

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

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

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

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

16

1 Thank you.

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

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

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

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

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

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

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

1 be accommodated on the subway.

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

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

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

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

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

17 And next up is Gary Drucker.

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

23 near Houser.

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

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

18

1 done either with parking and providing additional

2 parking during any kind of construction because it's

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

4 The other part of the mitigation issue, and

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

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

7 Santa Monica and Wilshire are torn up simultaneously,

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

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

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

11 might consider going in different directions so that no

12 north/south street is blocked off from both directions

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

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

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

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

19

1 La Cienega.

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

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

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

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

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

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

25 Tax the limousines, especially those big long

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

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

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

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

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

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

25 After Gem Cetindis, Mooney Starr, and

21

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

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

10 MR. CETINDIS: Cetindis.

11 MS. ROBERT: Okay. Thank you.

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

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

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

22

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

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

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

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

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

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

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

4 Mr. Starr.

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

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

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

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

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

20 There will be more people.

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

24

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

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

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

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

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

17 Thank you.

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

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

1 Mr. Maldonado, please.

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

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

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

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

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

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

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1 they have in Chicago or New York or whatever.

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

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

12 Thank you very much. That's it.

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

14 Charles Adelman.

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

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

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

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

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

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

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

21 Any other folks wanting to make public
22 comment?

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

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

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