

Appendix Q

Public Scoping Meeting – April 20, 2009

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22 Reported by:

23 SHANNON MCKEIGHAN
24 CSR No. 13397

24

25 Job No:
B1571NCO

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PUBLIC MEETING

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METROPOLITAN TRANSPORTATION AUTHORITY

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JODY LITVAK AND DAVID MIEGER, CO-CHAIR

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5 Public hearing in the Matter of:)

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6 Westside Subway Extension)

Draft EIS/EIR - Scoping Meeting)

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TRANSCRIPT OF PROCEEDINGS, taken at
10822 Wilshire Boulevard, Los Angeles,
California commencing at 6:30 p.m.,
on Monday, April 20, 2009, heard before
the METRO WESTSIDE SUBWAY EXTENSION PROJECT TEAM,
reported by SHANNON MCKEIGHAN, CSR No. 13397,
a Certified Shorthand Reporter in and
for the State of California.

1 APPEARANCES:

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3 METRO PANEL JODI LITVAK

MEMBERS:

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FACILITATOR: KRISTINE GRILLO
THE ROBERT GROUP

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15	SHEANNETTE VIRTUE	20
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10 it's your turn.

11 Please start off by stating your name clearly and
12 then you can begin speaking. And then there was something
13 else I was going to say that seemed very important, but I
14 forgot. Why don't you go up to the microphone right over
15 there and we will go from here. Okay.

16 CHARLES J. FORSHER: Okay. Good evening. I'm
17 Charles Forsher. I've been living on the Westside for --
18 since I was ten years old when my parents moved out here,
19 and I've seen a lot of change. I'm very much interested in
20 all of this.

21 Two things that struck me during the presentation
22 this evening. One was the alternative route between going
23 down La Cienega or San Vicente. Having lived in West
24 Hollywood for a number of years and walking around that
25 area quite a bit, it occurred to me that the preferred

1 route should be San Vicente because it goes by the Beverly
2 Center, it goes by the West Hollywood Library and the
3 Pacific Industrial Design Center.

4 So it's a much busier place, commercially. That's
5 why I think it should be the route for that extension. In
6 Westwood, having lived here more than in West Hollywood, my
7 suggestion would be for the station to be at Westwood and
8 Le Conte.

9 The reason is, there is a tremendous amount of
10 space at Westwood and Le Conte. There's wide swathe of
11 land on the U.C.L.A. property. Both east of Westwood
12 Boulevard and west of Westwood Boulevard, which is perfect
13 for construction, for putting in escalators, elevators,
14 re-routing traffic, you name it.

15 And just a little bit to the west of the south side
16 of the street is a huge parking lot, which would be the
17 beginning of the parking needed for either a terminus or a
18 major station.

19 With some luck, you can buy the one or two
20 buildings adjacent to that, knock it down, replace them
21 eventually as a parking lot. And that's it.

22 JODY LITVAK: Thank you very much. John Walsh
23 followed by Bob Hale and Nate Zablen. Oh, that reminded me

24 what I wanted to say. Hang on a second, John. The reason
25 I want you to state your name is I may say it wrong, and if

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1 I do, I apologize. Okay.

2 JOHN WALSH: John Walsh. I was on the subway this
3 morning. I'm on the subway every day. Who was on the
4 subway at 6:30 this morning? I smelled the hydrogen
5 sulfide. I saw the walls falling apart. I see the rebar
6 crumbling in. The whole damn thing is falling apart.

7 What are they going to do, build some more, build some
8 more. Subway from hell. You want to have a tour? Come
9 with me on a tour. Every Saturday night you call me at
10 (323) 469-4178. Don't listen to these people.

11 Come out and take a look at Hollywood and
12 Highland. Take a look at the Rainbow Crips selling
13 narcotics at Hollywood and Highland. Take a look at the
14 look-alikes being beaten up and shaken down by the Rainbow
15 Crips on Hollywood and Highland.

16 One block. One block to Vine Street. Hey, the
17 Expo Line, it is 30 weeks behind schedule and tens of
18 millions of dollars over budget. The only reason you don't
19 hear about this is the Times has real estate interest
20 downtown, the same thing that these routes will increase
21 the value of the property.

22 Come on. Take a ride. Smell the hydrogen
23 sulfide. Call me, (323) 469-4178. I'm the subway -- I'm
24 free. The subway is going to go to Century City. Which
25 she and these people talked about, which never got built

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1 because the subway collapsed.

2 Hey, you can't hear the subway. No, you can feel
3 the subways as the Hollywood Walk of Fame continues to
4 collapse. Come out. Don't listen to them. Come out with
5 me, (323) 469-4178.

6 And I want to talk to you homeowners. I've lived

7 here -- 1966 at Hedrick Hall. I've been here -- who else
8 was here since 1966? I was here in 1966 when you could
9 shoot a cannon off it was so quiet. Remember those days?
10 I was at U.C.L.A.

11 I'm going to tell you right now, the subway is
12 falling apart. The ridership 140,000 boardings. That's
13 boardings, not people in the year 2009. What did they
14 predict in 1990, a hundred --

15 JODY LITVAK: John, time is up. Thank you. Thank
16 you. Thank you very much. John, time is up. Thank you.
17 Bob Hale, followed by Nate Zablen and Steven Kaufman.

18 BOB HALE: I'm Bob Hale. I wanted to address a
19 couple of questions. First off, unlike the previous
20 speaker, I'm extremely supportive of having the subway come
21 to the Westside and to the sea.

22 The more network that we can create, the better.
23 So I'd be in favor of Alternative 11 also being built at
24 the same time. Somehow with political leadership,
25 hopefully we can get money to do the larger subway.

1 I think David mentioned earlier, the more subway,
2 the more trains we create, the more usable it is. The more
3 usable it is, the more people that actually use it. It's
4 at the point where we actually have a density of transit.
5 People will find it normal, and it will be very convenient.

6 In terms of alternatives, I'd like to suggest that
7 Century City is really the feasibility question of, would
8 it be great to have it at constellation? I believe,
9 technically it's not going to be feasible to get underneath
10 the 2000 Avenue of Stars Garage.

11 I also think there is a question there of potential
12 parking and transit, multi-modal exchange, which can happen
13 more easily on Santa Monica Boulevard. In Westwood, I
14 think keeping the station down more towards Wilshire and in
15 the Village will benefit a much greater segment of the
16 community, simply the U.C.L.A. ridership.

17 And I would also like to suggest that potentially
18 if the extension went down Santa Monica Boulevard and up
19 Westwood Boulevard, that there might be a consideration for
20 the station at Santa Monica and Westwood. Likewise,
21 joining the route at Wilshire and La Cienega seems like it

22 would be a much preferred thing than bypassing it and
23 getting across the 405.

24 JODY LITVAK: Thank you. Nate Zablen, followed by
25 Steven Kaufman and then I think this says Marlina Morris.

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2 NATE ZABLEN: I'm Nate Zablen. I'm a director of
3 the Southern California Transit Advocates. We support
4 Alternative 11, which is the subway extending all the way
5 past the 405 with the connection to West Hollywood, and we
6 think that would be the most optimal route for the subway.

7 We feel that the West Hollywood connection should
8 connect at La Cienega so that station should be built to
9 accept the trains coming in from West Hollywood to optimize
10 ridership.

11 Now, we also feel that there is a problem with
12 funding. I think Measure R only funds a small portion,

13 maybe 40 percent, of the subway. Definitely if you are in
14 favor of this subway or whatever Alternative you favor, you
15 have to lobby congress.

16 And Southern California Transit Advocates has a
17 wonderful brochure on how to lobby your elected officials.
18 I think one of the reasons why the segments stopped at
19 Western and Wilshire is because Congressman Waxman opposed
20 the extension facilities. They are a little more open-minded
21 now.

22 It's very important not to assume that all
23 legislators are going to support the extension of the
24 subway. So you have to let them know either by writing or
25 by calling their offices because you won't get funded

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1 unless they know how you feel, and that's very important.

2 And as far as the west portion of the subway, we
3 think there should be -- at the same time the subway is
4 completed past the 405, there should also be a Light Rail

5 Line to the Valley.

6 The 405 is really just a parking lot. The bus is
7 fine but sometimes it takes a lot of time. Sometimes 45
8 minutes, sometimes an hour. The traffic in Westwood, even
9 with all these wonderful buses, the traffic is terrible.

10 It's nothing but gridlock. So I think that if
11 you're interested, we have these wonderful brochures I can
12 hand out to you about who to contact as far as your
13 legislatures are concerned, it's very important. And
14 Southern California Transit Advocate continues to take the
15 lead in lobbying for better transit in Southern California.
16 Thank you very much.

17 JODY LITVAK: Thank you so much. Steven Kaufman?

18 STEVE KAUFMAN: I think my comments are probably
19 premature. So I'll let Marlina go.

20 JODY LITVAK: And it's Marlina or Marlina?
21 Marlina Morris and followed by Sarah Hays and then
22 Denny Zane.

23 MARLINA MORRIS: I'm Marlina Morris and I live on
24 the Wilshire corridor so I am concerned about Beverly Hills
25 to Westwood. And we on the corridor -- most of us do not

1 want the subway down Wilshire.

2 I'm here with several homeowners who live south
3 of us in the homes where you're talking about bisecting or
4 transversing one of the routes. And they feel that the
5 route should be straight down Santa Monica Boulevard to
6 Westwood Boulevard and up into the Village.

7 We're all very concerned about the water table
8 underneath this area, methane and fault lines. And we
9 don't believe that the route to Century City should go into
10 Westwood and maybe move it over to Gaily where there isn't
11 as much congestion and there's a possibility of parking.

12 And that would work better because Wilshire and
13 Westwood is just a madhouse all day long. You can't get on
14 the buses because the people are crowded to get on the
15 buses. You can't walk on the sidewalk. And this is just
16 going to make it worse. Thank you.

17 JODY LITVAK: Thank you. Sarah Hays, followed by
18 Denny Zane and then Spencer Kassimir.

11 Santa Monica --

12 DENNY ZANE: Denny Zane --

13 JODY LITVAK: Hang on. One second. Followed by
14 Spencer Kassimir and then Jayson Warsuma.

15 DENNY ZANE: We really should be celebrating,
16 shouldn't we? This should be much more of an atmosphere of
17 celebration, success. The last time we met, we didn't
18 know. This time, we know.

19 This is a happening project. Thanks to Measure R.
20 Thanks to all of your hard work. Thanks to the voters of
21 Los Angeles County. It's just amazing. I would like to
22 suggest that in your studies at the MOS not simply to
23 Fairfax but if you follow this all the way to Century City.

24 I believe that kind of project is going to have a
25 higher ridership. People will make it more competitive for

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1 federal dollars. And I think that makes it possible to

2 provide a more expedited review and design process and
3 completion schedule.

4 I also think there needs to be attention paid to
5 the area immediately around the 405. There is not much
6 attention paid now. The observation statement is correct.
7 If your last station is in Westwood and people west of the
8 405 will have minimal impulse to come use the subway, I
9 think will be a tragedy.

10 But it also means we'll be as close to the 405 as
11 possible. We do hope to create a plan for a link over the
12 Sepulveda Pass. We need to be anticipating that plan and
13 creating an opportunity for that -- for whatever that is to
14 link to this subway.

15 That would be, I think, a fantastic addition to
16 our system. I would like the EIR to pay close attention to
17 the greenhouse gas emission. It is my belief that zero
18 emission technology for electric transit here, will prove
19 to be really a superior -- outside bicycles, to reduce
20 greenhouse gas emissions.

21 And pay close attention to the soon to be released
22 Legislation for the National Infrastructure, which might
23 give us an opportunity to front-load or measure our money
24 for projects like this.

1 While Spencer is coming up, I just want to be a little
2 self-indulgent for a moment.

3 We would not be here tonight if it was not for
4 Ellen Boss, Mike Furor and Denny Zane. If Measure R had
5 not passed our Board would have very likely accepted the
6 alternatives analysis and said thank you very much and not
7 allowed us to go on to the EIR presentation. Thank you.

8 Mr. Kassimir, come on up followed by
9 Jayson Warsuma and then by Roger Christensen. After Roger,
10 I've got a couple more cards, but we will take more.

11 SPENCER KASSIMIR: First I want to say, I'm in
12 support of Alternative 11. Mainly because it provides more
13 opportunities. As an SC grad, and a former New Yorker we
14 know that the ability to connect things is the best way to
15 improve ridership.

16 With that said, I'd like to say that the Crenshaw

17 Station seems to be unnecessary if it's only going to be
18 bus usage. There is a higher density down La Brea,
19 Wilshire in any case, and that would just add another stop.

20 West Hollywood, definitely, in terms of La
21 Cienega, it seems that connects the route. However, I'm
22 more in favor of having ride in between so that there is a
23 connection, but there's also the opportunity to go to more
24 places that are on the line than San Vicente.

25 In terms of Century City. I used to work there.

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1 If you can direct it to go straight into the heart of it,
2 if it's a possibility. Westwood, U.C.L.A. seems to be the
3 preferred choice, as of now, and with that said, I would
4 like to say that at the end of the line, if we are going to
5 have Expo go all the way, there should be an actual
6 connection there. It seems like just a few blocks. We
7 don't know if that's a possible, but it seems worth

8 while.

9 JODY LITVAK: Thank you. Okay. Jayson Warsuma,
10 followed by Roger Christensen, followed by Phil Brown.

11 JAYSON WARSUMA: Hi. Hello everybody. How's it
12 going? Hello, how's it going everybody? Okay. I love the
13 idea of the line going to Santa Monica Beach.

14 I wish that the subway was built in 1800. If the
15 subway was built in 1800, then now there would be subways
16 all over L.A. County and then transportation would be
17 perfect in L.A.

18 I have a map that I made last year. I've been
19 here before. Okay. All right. I'm going to use Jody as
20 an example. Let's say that Jody lives Malibu; right? And
21 she's, you know, she's like -- well, how should I say this?
22 She doesn't want to drive to work to Union Station, and
23 because it's too much money for gas.

24 So she catches the Orange Line to Malibu and she
25 catches it at 6:00 a.m. and has to go to work at 8:00 a.m.

1 She takes the Orange Line. Right, right, and then
2 boom, Union Station. She gets off at Union Station. I
3 mean, if this was really, really -- if this happened all
4 over -- if this was really real, the subway system, then
5 everything would be great and people won't be stressed.

6 And, you know, people -- some people are stressed
7 when they have traffic, you know, and it's tough, you know,
8 on the Wilshire Boulevard. I think what Jody was saying --
9 she was saying that she wants to help people, and she cares
10 about people and I really like -- I really agree with her.

11 I mean, she has a great attitude, she's friendly
12 and funny, and she's really sweet, and so I like this idea.
13 And I was going to make a map, but I messed it up. So I
14 have this. It was last year. So thank you everybody and
15 thank you.

16 JODY LITVAK: Thank you, Jayson. I think I'm
17 flattered. Roger Christensen, Phil Brown and then
18 Sheannette Virtue. Sheannette is the last card I have, but
19 we will take more. So team, gather them up. Hit it,
20 Roger.

21 ROGER CHRISTENSEN: Okay. My name is Roger. I am
22 the chairman of Metro System Advisory Council. I'm

23 speaking for myself. I support option 11 in transit. More
24 is more, not less is more.

25 And I do not support the Crenshaw Station. I

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1 think it needs to be a matter of speed. There is -- I
2 don't think there is enough ridership at Crenshaw. It
3 isn't wanted, it's a bus only thing. The Crenshaw project
4 it crucial to L.A. County.

5 It needs to connect at La Brea so maybe some day
6 it can go on to Hollywood Boulevard or something. It
7 cannot be stated enough, first of all, what a miracle this
8 meeting is because of Proposition R.

9 And thank you Mike Zane -- or Denny Zane and all
10 of you; Mike Furors (sic) and Denny Zane, that are part of
11 the movement. But you know, the other thing that
12 David Mieger said was about East L.A. project.

13 There's been so much bad press, you know, the

14 subway was like Fatty Arbuckle in the 20's. It was just
15 crucified. And there were a lot, a lot of problems. But
16 listen, that two mile segment with those two stations is
17 going to open in a month.

18 There was zero accidents and there was zero
19 subsidence. That was the big problem all through the
20 Valley because the machines are now a different technology.
21 There is zero subsidence. Everything was sinking in the
22 Valley on Hollywood Boulevard. And that has been solved.
23 That is huge in terms of moving forward.

24 Don't forget it should go to the Valley. It's in
25 the Measure R. I support going beyond that segment, going

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1 beyond Westwood. You know, we had the same issue in the
2 Valley. Should it stop at North Hollywood or Universal?
3 Everyone said North Hollywood was nowhere, but it provides
4 a huge buffer and also -- thank you.

5 JODY LITVAK: Thank you, Roger. Fatty Arbuckle,

6 you're showing your age. Half of the people in the room
7 don't know what you're talking about. I'm in the other
8 half. Phil Brown and Sheannette Virtue. I hope I'm saying
9 your name right. Do we have any other cards after that?
10 I'll keep asking. Phil, go right head.

11 PHIL BROWN: I'm Phil Brown. I see these
12 presentations, they're so very nice, I forget that there's
13 so many problems.

14 And basically, the problem of congestion is not
15 solved for. The Expo Line, the subway, and a 30,000 person
16 trip count of the TSN System back here for buses, does not
17 even cover a quarter of the projected travel-to-man
18 increase through the basin here on the east/west count.

19 With all this expenditure, you still have
20 congestion. And it's really bad because it not only
21 congests the existing residential communities, it creates
22 a huge bottleneck in Beverly Hills. That is just constant
23 and insolvable.

24 The real expenditure should be going to one-way
25 pairs with bus rapid transit on it. That should go around

1 the established residential areas in the basin here, and
2 that way you really can solve congestion.

3 The cost of three miles of subway, will pay for
4 30 miles of one-way pair operations. And the subway should
5 really follow those corridors, not enter into the center of
6 these established residential areas. You can still get the
7 commuters from, you know, the subways to the work centers
8 by using the Santa Monica Boulevard Corridor with the
9 subway. Forget Wilshire corridor, use the --

10 JODY LITVAK: Thank you. Thank you very much.
11 Sheannette Virtue, come on up. You guys, anymore for me,
12 I'm looking at the team in the back. Wave your hand, wave
13 your cards around. You may be the closing number go ahead.

14 SHEANNETTE VIRTUE: I'm Sheannette Virtue. I
15 actually work in Santa Monica. Actually, by the beach, and
16 I just want to make sure that there's a voice for people
17 that actually travel really far away, and work all the way
18 down to Santa Monica.

19 Sometimes it takes an hour and a half to get on

20 the Metro. We had a bus from Santa Monica to Downtown L.A.
21 or to Wilshire -- Western, I mean, that is totally
22 ridiculous. I'm definitely a proponent of having trains.
23 I lived in New York. It works. It's not perfect, but at
24 least you can get around without being stressed all day
25 long.

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1 There're accidents on the freeway all day long. I
2 actually live in Riverside now. I used to live on Overland
3 it would take me 45 minutes from Rand to get to Overland.
4 So I think I felt worse knowing I could get there in five
5 minutes versus 45 minutes.

6 Sometimes it takes me two hours to get from
7 Riverside to Santa Monica, but I think that if we had a
8 better public transportation system to benefit everyone, we
9 would live a little bit longer and not spend so many hours
10 in traffic to get to Santa Monica, to Downtown.

11 And I really applaud you guys for having these

12 meetings. We're all participating in the process. Most
13 countries don't allow you to do that. So I definitely can
14 congratulate you on allowing us to participate in the
15 process.

16 JODY LITVAK: Thank you. Is there anyone else who
17 wants to turn in a card and make some comments tonight? I
18 want to remind you, first of all, thank you all for coming
19 and sitting here in the heat.

20 I want to remind you of the many ways to comment.
21 If you didn't speak tonight, you can still turn them in,
22 send them to us. We need to hear from you by May 7th. In
23 terms of questions you asked, that's what the report is for,
24 to answer those questions, but we will hang around and talk
25 to you all.

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1 Thank you all very much for coming. Two more
2 meetings this week. We hope we will see you.

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

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