

**Appendix R**

**Public Scoping Meeting – April 22, 2009**

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PUBLIC MEETING

METROPOLITAN TRANSPORTATION AUTHORITY

JODY LITVAK AND DAVID MIEGER, CO-CHAIR

Public Hearing in the Matter of: )  
WESTSIDE SUBWAY EXTENSION )  
DRAFT EIS/EIR - SCOPING MEETING )  
\_\_\_\_\_)

TRANSCRIPT OF PROCEEDINGS

Los Angeles, California

Wednesday, April 22, 2009

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22 Reported by:

23 SHANNON MCKEIGHAN  
24 CSR No. 13397

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25 Job No:  
B1590NCO

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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  
4350 Wilshire Boulevard, Los Angeles,  
California, commencing at 5:00 p.m.,  
on Wednesday, April 22, 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 JODY LITVAK  
MEMBERS:

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5 FACILITATOR: KRISTINE GRILLO  
THE ROBERT GROUP

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1 Los Angeles, California, Wednesday, April 22, 2009

2 5:00 p.m.

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5 JODY LITVAK: We're going to open it up to  
6 public comment. Before I do, I want to thank our elected  
7 officials for coming up, and none of them are actually  
8 here, but they sent representatives, that's almost

9 as good.

10           So thank you all for coming very much. We  
11 appreciate your interest. What to do if you want to  
12 speak tonight? Do I need to say it again? I'm going to  
13 call up the speakers in the order I received the card.  
14 You can come up to the microphone here, and watch this,  
15 please try and get really close to the microphone.

16           Don't go hold it up to your mouth, turn your  
17 head. Start off by stating your name. If I mispronounce  
18 your name, I apologize, but that's why I'm asking you to  
19 state it.

20           This lovely lady will record your comments. So  
21 please speak clearly. We are going to give everybody two  
22 minutes to speak. If you need translation in Korean, we  
23 double that four minutes so you can speak in the language  
24 you're comfortable in as well as the translation so we all  
25 can hear it.

1           So our first speaker is Stacy Lamberr, I  
2 believe, followed by Ike Chang and then Jayson Warsuma.  
3 So come up to the microphone and -- close, close, closer.  
4 If you wish, it's up to you. You're fine. This will  
5 count down your two minutes.

6           STACY LAMBRERR: My name is Stacy Lamberr.  
7 I'm a homeowner in the area. I'm just here to voice my  
8 support for the subway and my feeling is the Wilshire  
9 Corridor is better and that Westwood is a great stop.

10           Also the Santa Monica, West Hollywood combined  
11 scenario is great to, but I think it's important to get  
12 west. I more want to deal with traffic and the  
13 population growth and it's just going to get unbearably  
14 worse.

15           So I think mass transit system that runs on  
16 schedule, just as buses do, it's a great way to unite the  
17 city. Two thumbs up.

18           JODY LITVAK: Thank you very much. Ike Chang.  
19 Mr. Chang and the translator, we're going to give them  
20 two minutes. Ike Chang followed by Jayson Warsuma and  
21 then Alex Schaffer. Okay.

22           IKE CHANG: My name is Ike. I attended last  
23 Monday. This is my second time. Because there was a

24 interpreter, I was able to understand much more today.

25           So I'm going to repeat what I said last Monday.

7

1 I understand that the subway, needing of the subway  
2 system was started 30 years ago and the government  
3 people, the politicians knew about it 30 years ago.

4           So I found out that, although it's late, that  
5 I'm starting to feel, use subways. So I was very glad to  
6 find that out. So through an interpreter, I was able to  
7 understand fully what's going to happen in the future.

8           So I know that a lot of people are working on  
9 this project. A lot of politicians are for this project.  
10 So I'm very glad, and I'm going to pray to God that this  
11 project actually happens.

12           I am 76 years old. I was retired 13 years ago.  
13 I'm going to hope that before I go to heaven, I'm going  
14 to actually take the subway down to Santa Monica. This

15 is what I said last time. I'm just repeating. Please  
16 hurry construction.

17 JODY LITVAK: Thank you very much, Mr. Chang.  
18 Thank you so much for coming back for a second night. We  
19 were very glad we were able to get your comments. Okay.  
20 Jayson Warsuma, Alex Schaffer, followed by Damon Hein.

21 JAYSON WARSUMA: Okay. Hello. My name is  
22 Jayson Warsuma, and I've been to these meetings before.  
23 Earthquakes, people worry about earthquakes because this  
24 is the subway. All over MTA, Metro Rail Subway System,  
25 and you know, people -- these days now they always

8

1 complain about traffic.

2 Someone is driving, like, come on. Hurry up.  
3 This and that, or I wish I can get to work real faster.  
4 Well, the mass transit, this is real. Means you can get  
5 to work real faster.

6 So actually, if someone lives in Claremont, and

7 they want to go to Santa Monica Beach, they have to stay  
8 on the Yellow Line, and this and that. It costs a lot of  
9 money to do all of this.

10 I mean, MTA doesn't have enough -- I feel sorry  
11 for MTA. I mean, MTA had like, let's say a hundred  
12 billion dollars, then this would get done, like, next year  
13 or maybe two years. And this is like, I mean, it's no  
14 New York Subway, but anyway I just copied something from  
15 the New York Subway, so --

16 And how should I say this. Okay. This is  
17 Disneyland, if I want to go to Malibu Beach, it will take  
18 you to Malibu Beach. Yes. And this saves you money and  
19 time, and it's a \$1.25. I didn't put, you know, the  
20 money sign or anything, but okay.

21 It's \$1.25 still. I made this last year  
22 actually. So I mean it's convenient. It's very  
23 convenient, and you don't have to be stressed. So if  
24 you're mad, be happy. Yes, thank you.

25 JODY LITVAK: Okay. Jayson. Alex Schaffer.

1 Okay. Thank you. Alex, follow by Damon Hein, and then  
2 Nate Zablén.

3           ALEX SCHAFFER: My name Alex Schaffer. I  
4 represent a group called Southern California Transit  
5 Advocate and we support Alternative 1 and we continue to  
6 support Alternative 11.

7           As it was made clear at the presentation,  
8 funding is a massive issue. We only have about two  
9 thirds of what's needed. What we need to finish  
10 Alternative 1, Measure R, you know, that comes in bit by  
11 bit over the course of three years.

12           So we want to get this done quickly, and to get  
13 it done at all, we need money, and people have money, our  
14 politicians.

15           So our group has prepared a pamphlet which  
16 contains information and I hope all of you take one.  
17 Standing toward the back, there, and let our  
18 representatives know that you are supportive of this  
19 project, and that you would like them to fight for it.

20           Because we are going to need to fight, as they

21 mentioned. There are plenty of other projects out in the  
22 rest of the country which are fighting for those same  
23 dollars.

24           And we are going to need representatives from  
25 Federal, State and Local level behind you if you are

10

1 going to get this thing built. So please, give support  
2 to the staff members and the representatives who come  
3 tonight, and we need you to be pushing continuously.  
4 Come to these meetings. Write letters. Let them know  
5 that you are pushing for this. Thank you.

6           JODY LITVAK: Thank you. Damon Hein, followed  
7 by Nate Zablen, and then David Donley.

8           DAMON HEIN: My name is Damon Hein. I'm a  
9 resident and a huge supporter of the subway. I have been  
10 since I first came to L.A. as a USC student in 1980. So  
11 I'm looking forward to this extension on Wilshire.

12           Also I'm a very big supporter of the Crenshaw

13 Station. I understand it's an option. I would like to  
14 speak more specifically to what I hope will be studied in  
15 terms of that station.

16 As I understand it, the issues related to the  
17 option are ridership planning and funding. As far as  
18 ridership is concerned, I hope the study looks at the --  
19 or addresses the idea of threshold to the minimum  
20 ridership.

21 I don't know if that is one of the  
22 considerations of whether or not a subway station is  
23 built. I'm assuming it is. And what is that threshold  
24 for minimum ridership?

25 I would also hope that the study looks at the

11

1 fact that Crenshaw and Wilshire and the impacts of  
2 traffic through Windsor Square and Mid-Wilshire. That's  
3 sort of an ongoing concern in the community.

4           Is there a true production by bringing a station  
5 at Wilshire and Crenshaw that eliminates trips through  
6 those neighborhoods and reduces the traffic in our  
7 neighborhoods as far as planning goes.

8           I think that there is an incredible opportunity  
9 to look at parking, specific plan, and address concerns:  
10 Scale, compatibility with the neighborhood and having the  
11 transit station.

12           I think those are capability. And also ask that  
13 there be some consideration given to president of other  
14 stations that go through more residential neighborhoods  
15 and picking up, you know, Chicago, Washington D.C.,  
16 Philadelphia, where there is certainly a tradition of  
17 mass transit that goes --

18           JODY LITVAK: Thank you very much. Nate Zablen,  
19 followed by David Donley and then Mike Genewick.

20           NATE ZABLEN: I'm Nate Zablen. I'm a member of  
21 the Southern California Transit Advocate. I'm speaking  
22 as an individual. I want to stress I support Alternative  
23 number 11.

24           I think that the Wilshire subway segment is  
25 important, and it should be completed to Fairfax as soon

1 as possible, but I think there's a good option to have  
2 the West Hollywood subway connected. I think for the  
3 riders, it would give those people plenty of options in  
4 the West Hollywood area.

5 I do favor a subway station at Crenshaw. I  
6 think it would pull people in this area, Hancock Park. I  
7 think it would alter the traffic. I think the station  
8 has to be built taking into consideration the people  
9 living in the neighborhood.

10 It's very important to get people here. The  
11 option alternatives to connect with the route growing to  
12 get commuters to get on the subway here at Crenshaw and  
13 go all the way Downtown, connect to Pasadena, go to East  
14 Los Angeles, connect to Westwood.

15 And we need to save a lot of stress. It's  
16 important when they are building this station here, that  
17 it kind of mitigates some of the problems with traffic  
18 and all the congestion here.

19                   But I think this would offer people an  
20 opportunity because otherwise, without it, a subway  
21 station here in Windsor Park or Hancock Park, people  
22 would have to go all the way to Western and La Brea.

23                   And we are in need of transit along Crenshaw.  
24 Light Rail line probably, or busway, and this could be a  
25 point to connect with where they could probably even go

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1 to the airport or to Long Beach.

2                   And I think that should be taken into  
3 consideration. The diversions of transit is a little bit  
4 out of the way. So I hope that there could be a transit  
5 station here and on Crenshaw. I appreciate that. Thank  
6 you very much.

7                   JODY LITVAK: Thank you. Okay. David Donley,  
8 followed by Mike Genewick, and then Charles Stewart.

9                   DAVID DONLEY: Hello, my name is David Donley.

10 I'm the President of Wilshire Park Association. I'm  
11 speaking not for the Association, but as an individual.

12 One of our main points that we would like to  
13 point out, I'd like to reiterate what David said. Our  
14 feeling is that the station at Wilshire and Crenshaw  
15 would be a dead-end.

16 The purpose of the freeway is to facilitate  
17 movement, mass movement quickly. That would eliminate  
18 the movement, so don't go. If it's a monetary issue, if  
19 you don't have the money, if you don't need it, we don't  
20 want it, don't spend the money now.

21 Second, any and all stations we would -- I would  
22 very much like there to be an artistic endeavor to --  
23 that when I go to the station, I see something on the  
24 order of the station downtown, a mural upstairs. The  
25 Hollywood Station has a theme and I think they should

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1 continue those themes and that artwork. Thank you.

2           JODY LITVAK: Thank you. So you'll come to our  
3 station to talk about that? Mike Genewick, followed by  
4 Charles Stewart, and then Owen Smith.

5           MIKE GENEWICK: My name is Mike Genewick. I'm  
6 President of the Windsor Square Association. Windsor  
7 Square is the residential community that extends from  
8 Van Ness to Mar Boulevard to Wilshire, north to Beverly.

9           And we are a historically preservation overlay.  
10 Eighty-nine percent of the single family residences in  
11 our area are historically significant. We are  
12 strenuously opposed to the Crenshaw Boulevard station.  
13 We think it would have a negative impact on the  
14 residential area that I live in.

15           Also, the area just south of Wilshire on that  
16 same area east and west, we're also considering an HPOZ  
17 designation on those same houses. So I think that  
18 Crenshaw Station would tend to put pressure on the  
19 Wilshire area to have higher density development.

20           Which would be in conflict with the single  
21 family historical residences north and south. Now, I'd  
22 like to talk personally.

23           Personally I'm opposed to the Wilshire subway  
24 and any subway system. So the L.A. area spending

25 \$500 million a mile to build a mass transit system that

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1 is a hundred year old technology, and subsidizing to  
2 increase ridership and users is completely ludicrous.

3 We should be spending our money on futuristic  
4 thinking, like, maybe developing a propulsion system on  
5 our interstates whereby a personal vehicle that would be  
6 designed specifically for this.

7 People would go to the on ramp, plug into the  
8 propulsion system. It would take you to your  
9 destination. You would get off of the freeway system or  
10 the propulsion system, and you would go to your other  
11 destination. To me, that makes much more sense.

12 JODY LITVAK: Thank you. Thank you very much.  
13 Okay. Charles Stewart, followed by Owen Smith, and then  
14 Mary Pickhardt. The last card I have right now is  
15 Mrs. Pickhardt, but it's not too late.

16           So raise your hand. Raise your card, and we  
17 will take care of you, and you'll have an opportunity to  
18 come up and speak.

19           CHARLES STEWART: Thank you. I'm Charles  
20 Stewart, Chief Deputy to Congresswoman Watson. As  
21 always, I invite you to step right across the street and  
22 visit Congresswoman Watson's office any time you like.

23           I particularly want to say today, to stress how  
24 impressed and good and excellent this process as been  
25 thus far. Particularly, what they gave me, Jody and I.

16

1           And also Counselman La Bonge, who will  
2 absolutely expresses his opinion when he gets to here.  
3 And he's been absolutely great in anticipating a lot of  
4 issues that Congresswoman Watson shares her concerns  
5 about.

6           While she is, as today, back in Washington.  
7 And in particular, I want to emphasize that whatever the

8 community's will is, whatever the needs are,  
9 Congresswoman Watson will be fighting back in Washington  
10 D.C. to procure the funding for what the community wants.

11 We anticipate about \$4 billion will be  
12 going to be coming locally. We know that over and above  
13 that, it's going to have to be federal dollars.

14 And although the Congresswoman is not in a place  
15 to take a position on whether we should do a West  
16 Hollywood extension, although she does, in fact, represent  
17 parts of West Hollywood, if, in fact, that should be the  
18 will of the people, it would be great.

19 It's forward thinking, and she'll fight for  
20 those funds, and that's what's important. We regard the  
21 Crenshaw and the station. Again, this is an issue we're  
22 going to have to come to agreement and some sort of terms  
23 on.

24 There are contradictory issues. We know what  
25 they are. Right now, it doesn't look as though it

1 will come up Crenshaw to Wilshire so it significantly  
2 reduces the demand at that point.

3           On the other hand, there is still a lot of  
4 movement up in this community, and that unusually long  
5 segment from Western to Fairfax. So we want to stress --

6           JODY LITVAK: Thank you. See, everybody gets  
7 two minutes, even if you're speaking for an elected official.  
8 Owen Smith, Mary Pickhardt, and then if you want to give  
9 me a card.

10           OWEN SMITH: My name is Owen Smith. I'm  
11 President of Riverside Home Owners Association and we're  
12 going to push for the subway down Wilshire, but we're  
13 adamantly apposed to a station at Crenshaw.

14           I think it dead-ends there. It makes a lot more  
15 sense to go to La Brea into Hollywood, and it just makes  
16 more sense, and it doesn't make a lot of sense to spend  
17 so much money for a station where there's such local  
18 usage. It's a low density area.

19           Everything around is going to be historical  
20 overlay, and so while I fight for myself, I can guarantee  
21 you I can get all of my people out voting against this

22 station. I'm going to be back in Washington on the 12th,  
23 and I expect to see Congresswoman Watson. I'm going to  
24 give her my views on this other station.

25 JODY LITVAK: Thank you very much. Okay.

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1 Mary Pickhardt and then Eric Kramer.

2 MARY PICKHARDT: My name is Mary Pickhardt. I'm  
3 a resident of Windsor Square. I'm an architect devoted  
4 to the preservation involving history and preservation.

5 I'm a mixed supporter of the subway and a big  
6 supporter of the Crenshaw station. I think we need  
7 neighborhood stations to unite our community.

8 They bring the city together. They get us out  
9 of our cars. I have a big interest in and concern about  
10 the long term viability of our community if we're not  
11 connected to the rest of the city.

12 There are issues on the Park Mile now where  
13 buildings are not fully leased. We have Marlborough

14 students who can't really get here because it takes two  
15 hours to get here. Many, many issues tied to question of  
16 access without a car.

17 I think two miles to the city with no stop  
18 doesn't make any sense, but the most important thing is  
19 that, I think for a viable community of the future for  
20 our neighborhood will hinge on being connected the to  
21 rest of the city.

22 So please keep the Crenshaw station alive.  
23 Continue to study it, and we can bring a lot of people in  
24 who show support for it.

25 JODY LITVAK: Thank you very much. Eric Kramer.

19

1 And while Mr. Kramer is coming up, this is my last card.  
2 It's not too late if you want to speak. Raise your hand.  
3 We will get your card. We will take your card. Step on  
4 up to the microphone.

5           ERIC KRAMER: Thank you. It's good to see so  
6 many people out here. I also am an ardent supporter of  
7 Westside subways extension. I'm really glad to see it  
8 moving forward.

9           With regard to the Crenshaw stop, It's hard for  
10 me to have an opinion. Specifically, the expected cost  
11 of building a station. The additional travel time on the  
12 subway that it would take to get from say  
13 Western/Wilshire out to Santa Monica with that stop, and  
14 of course, the benefit -- if you had that stop, the  
15 benefits of the local community in terms of less traffic  
16 moving through.

17           So I would like to see maybe more information  
18 about that so I can form an opinion about whether to  
19 support or not to support the Crenshaw stop. Then I just  
20 had a question based on the presentation.

21           For the Westwood stop, does that mean Westwood  
22 plus one stop past the 405, or is that instead of? So it  
23 would be Westwood plus one. The reason I ask is that  
24 entire line of the Crenshaw stop doesn't have funding for  
25 that plus one stop, or does it work like that? I guess

1 some sort of information what's been brought up for me in  
2 this meeting, and I thank you all for this work.

3 JODY LITVAK: And because he asked earlier,  
4 that's the kind of information, those are the kind the  
5 questions that we will be answering during the study.

6 Is there somebody else that has a burning desire  
7 to speak tonight? Okay. Don't leave just yet. Okay.  
8 Again, first of all, thank you all for coming.

9 Please, if you have additional comments you can  
10 turn them in. You can mail them in. Our staff, we will  
11 stay here and we try to respond to your questions.

12 All right. We thank you for coming on my behalf,  
13 and thank you all for coming. Tomorrow night,  
14 6:00 o'clock. Santa Monica Public Library. Thank you  
15 all very much.

16 (Proceedings concluded at 7:00 p.m.)

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