

From: Regional Connector <RSC_RegionalConnector@metro.net>
Subject: **FW: Public Comment - Regional Connector Transit Corridor**
Date: April 7, 2009 9:37:50 AM PDT
To: 'Ginny-Marie Case' <ginny@therobergroup.com>, Clarissa Filgioun
<clarissa@therobergroup.com>



-----Original Message-----

From: John A. Mozzer [<mailto:jamworks@earthlink.net>]
Sent: Sunday, April 05, 2009 10:39 PM
To: Regional Connector
Cc: HCNCXC@ONEBOX.COM
Subject: Public Comment - Regional Connector Transit Corridor

To:
Los Angeles County Metropolitan Transportation Authority
Attn:
Ms. Dolores Roybal Saltarelli, Project Manager

From:
John A. Mozzer
4137 Perlita Avenue, Unit A
Los Angeles, CA 90039-1333
323-660-0335

Re:
Regional Connector Transit Corridor Project
Underground Emphasis LRT Alternative

I attended the community meeting at the Japanese American National Museum on Wednesday, April 1, 2009, and submitted a comment. This is an additional comment.

Please consider the feasibility of adding a station in the middle of 1st Street, between Alameda Street and the 1st Street Bridge, adjacent to the Little Tokyo/Arts District Station that will soon open. Thus, the East L.A./Culver City line would not bypass this Little Tokyo/Arts District intersection.

Possibly, the station would be similar to Blue Line stations along Washington Blvd., where passengers walk across half the street to access the platform. Transfers would be possible between the East L.A./Culver City line and the Pasadena/Long Beach line by walking across half of 1st Street.

From: David Barboza [mailto:dejaybe@gmail.com]
Sent: Sunday, March 29, 2009 8:53 AM
To: Customer Relations
Subject: Comments About Metro: Regional Connector

Hello,

I strongly support a grade-separated (underground) alignment of the regional connector project. At-grade rail in downtown Los Angeles was a factor in the original decline of the LA streetcar system. At-grade rail may be cheaper, but it is slower, more dangerous, causes delays for motorists, and causes trains to honk at intersections, creating unnecessary noise pollution.

While I am aware that Metro operates under budget constraints I often feel like you pursue maximum rail system miles at the expense of system quality. I would prefer to see an exclusively grade-separated rail system going forward, even if it is less extensive. Only by focusing on system quality can you hope to attract a broader base of riders.

The system already has a broad scope through busses, the issue is quality. Rail should be the freeway of transit.

--

David J. Barboza
Los Angeles

From: Rich Alossi [<mailto:alossix@gmail.com>]
Sent: Wednesday, April 15, 2009 4:09 PM
To: Regional Connector
Subject: Regional Connector

Metro:

My name is Rich Alossi, a resident and worker in Downtown LA, and I wanted to voice my support for the Project.

I also support the UNDERGROUND/BELOW GRADE alternative above all else, as this is the only way to ensure speedy, safe connectivity with the rest of the Metro Rail system and plan for long-term transit alternative planning.

Thank you for your consistent leadership in building up the future of LA!

Rich Alossi
213-235-7968

121 E 6th Street, #104
Los Angeles, CA 90014

From: Regional Connector
<RSC_RegionalConnector@metro.net>
Subject: **FW: goldline connector comments**
Date: April 29, 2009 4:21:02 PM PDT
To: 'Clarissa Filgioun'
<Clarissa@TheRobertGroup.com>, 'Ginny-
Marie Case' <Ginny@TheRobertGroup.com>,
Arcelia Arce <arcelia@therobertgroup.com>



[Please post to e-Room](#)

From: Paul Yeh [<mailto:pauilyehster@gmail.com>]
Sent: Tuesday, April 28, 2009 2:56 PM
To: Regional Connector
Subject: goldline connector comments

To the MTA:

I've been a resident of Little Tokyo at the Savoy on Alameda and 1st for the last 3 years. I'd like to express deep concerns with both of your rail connector proposals (at-grade and below-grade). The biggest concern is with the underground rail proposal which would surface across the street from my building. Construction would wipe out 7 businesses that I frequent (particularly Starbucks, Yogurtland, Office Depot, Weiland's Brewery, and Senior Fish). The block is a hub of activity right now even into the midnight hour on weekdays and removing those stores will be a detriment to the community. Replacing successful businesses with a staging ground/construction site for 3 years (at least) does not in the least appeal to me especially when there is no guarantee that when MTA is done that those stores and that hub of activity will return. I am aware that MTA Rail projects have improved sites with rail stations and development to better the community- but I would argue that this is not a run-down block that is easily made better. On the contrary, tearing this block out represents tremendous loss of business and local community and culture in Little Tokyo, both in the

short-term and long-term. Traffic is another huge concern. Alameda is a heavily trafficked corridor with stop and go traffic at rush hour. How does it make sense to have trains crossing the intersection at 1st and Alameda to add to that? To me, it represents a traffic nightmare not only during construction, but after it is finished as well when trains will be added into the mix.

The above-ground option is not much better although it is not as disruptive to the community in Little Tokyo. Adding rail on Temple St. will significantly impact commuter traffic (downtown workers trying to reach the freeway onramps on Alameda).

I really am pro-public transit and supportive of MTA's efforts. However, I cannot support these proposals in their current form and without promise of extensive mitigation. I feel like these solutions are compromising to the existing local community and need more thought or ideas in terms of design and planning.

Thanks,

Paul Yeh
Resident of Little Tokyo

--

Paul Yeh Design Inc.
100 s alameda st unit 203
los angeles, ca 90012

714.458.9728

paul@pyehdesign.com
<http://www.pyehdesign.com>

Comment Cards

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: CRAIG F. THOMPSON	
Organization/ Organización/団体名: CITIZENS FOR BETTER MOBILITY	
Address/Dirección/住所・所在地: 3741 NORTH EL SERENO AVENUE ALTADENA CA 91001	
Telephone/Teléfono/電話: 909.973.0935 c / 626.398.09884	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

THE CONNECTOR IS BEING PLACED/PLANNED IN THE WRONG AREA!! MILLIONS OF DOLLARS WOULD BE SAVED IF THE LINE WERE TAKEN STRAIGHT DOWN ALAMEDA STREET TO WASHINGTON BLVD., HEADING WEST ON WASHINGTON WITH A WYE CONNECTION TO THE BLUE LINE TO LONG BEACH AND 7TH & METRO CENTER! ANOTHER WYE CONNECTION COULD CONNECT WITH THE EXPO LINE TO SANTA MONICA!! TWO STATIONS COULD BE PLACED @ 7TH STREET AND OLYMPIC BLVD. AND THERE WOULD BE NO EXPENSIVE TUNNELING INVOLVED!?!

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Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



James O.

alternative would have a single at-grade crossing at the intersection of 1st and Alameda Streets. The rest of the route would be underground. The length of this proposed route would be 1.6 miles.

Station locations for this alternative would all be underground and include the area north of 5th Street on Flower Street, adjacent to Bunker Hill just south of 2nd Street and 2nd Street between Los Angeles and Main Streets.

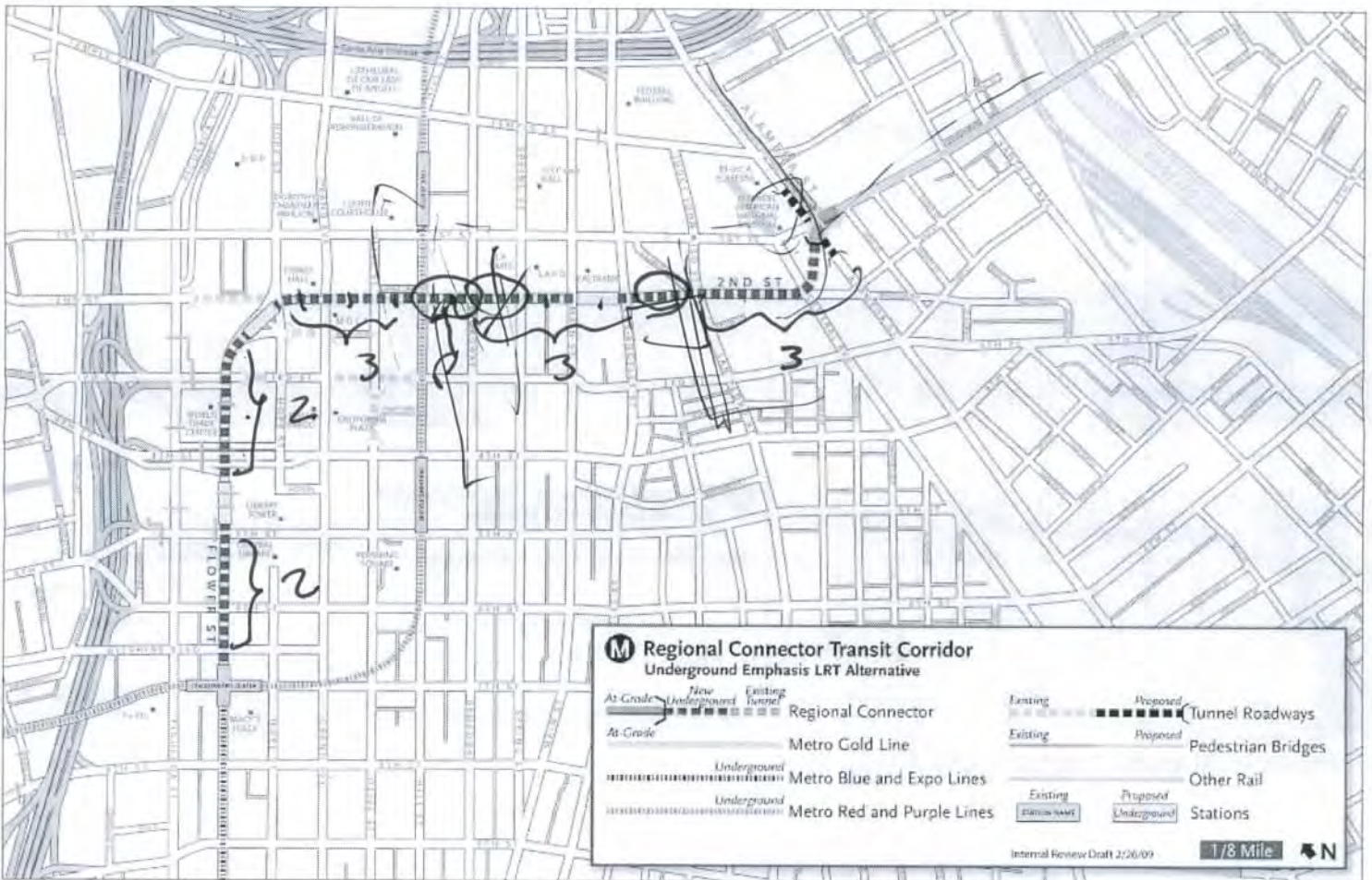


Figure 2: Underground Emphasis LRT Alternative

Preliminary Schedule

The preliminary schedule is provided below for discussion at the agency scoping meeting.

Written comments will be accepted until May 11, 2009. Comments may also be submitted at the scoping meetings, sent via email to regionalconnector@metro.net, or mailed to:

Ms. Dolores Roybal Saltarelli, AICP, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, Los Angeles, CA 90012

Project Information

Additional information may be found on the project website at:
http://www.metro.net/projects_studies/connector

ISSUES

- Favor subway alignment
- Traffic analysis of intersections
 - ① safety
 - ② schedule reliability / performance
 - ③ less disruptive
- L. Tokyo 1st Avenue Alameda at-grade
- Station bet. LA and San Pedro
- Concern with construction impact:
 - tunnel work
 - station
 - Mitigate it
- Want to keep 2nd St open during construction. (summer April & August)
- site for "related project"

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コメント用紙

Name/Nombre/氏名: <i>MIKE METCALFE</i>	
Organization/ Organización/ 団体名: <i>METCALFE ASSOCIATES</i>	
Address/Dirección/住所・所在地: <i>1421 PANDORA AVE</i>	
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Email/電子メール: <i>m.metcalfe@verizon.net</i>	

Comments/Comentarios/コメント:

THE UNDERGROUND ALTERNATIVE IS PREFERRED BECAUSE IT WILL MINIMIZE LONG-TERM IMPACTS ON DOWNTOWN LAND USE AND SURFACE STREET CIRCULATION and will generate great potential for several public/private joint development projects, including BUNKER HILL/DISNEY HALL/GRAND AVE., THE SOUTH-WEST and NORTH-EAST CITY BLOCKS AT 1st & AVALONDA'S LITTLE TOKYO/ARTS DISTRICT WHICH WILL ALL GENERATE FISCAL REVENUES TO HELP PAY FOR CONSTRUCTION COSTS DEBT SERVICE OVER TIME.

THANK YOU! *[Signature]*

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 Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
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http://www.dailynews.com/opinions/ci_11557722

Expo line approval: A license to kill?

By Najmedin Meshkati and Robert "BJ" Takushi

Updated: 01/26/2009 05:23:37 PM PST

The Metrolink crash in Chatsworth on Sept. 12, which killed 25 and injured more than 135 innocent people, highlighted the need for much more rigorous government scrutiny of rail safety in the country and especially in Southern California. It is against this sober backdrop that we -- the badly hit Southlanders -- are pleading and looking up to the north for a protector from future rail carnages.

This Thursday, Jan. 29, the five commissioners of the California Public Utilities Commission are expected to vote on and announce their final decision concerning the design of key street crossings in phase 1 of the Exposition Light Rail, or Expo Line, project planned from downtown Los Angeles to Culver City. It will cross major busy city streets such as Vermont, Western, Farmdale and Crenshaw.

There are rare occasions that a San Francisco-based state agency's decision can determine the risk to life and safety of millions school children in Los Angeles for the next 75 to 100 years. However, this CPUC's decision will be a precedent-setting case and there certainly will be future similar cases elsewhere in California, and as such, many more lives will be at risk.

In fact, the term "light rail" is a bit of a misnomer. Each of the three-coupled 225-ton train cars will operate at speeds of up to 55 miles per hour. Expo Line trains will run every 2 to 2.5 minutes, 22 hours a day, in opposite directions on parallel sets of dual tracks and will cross Farmdale Avenue at street level (at-grade), within 10 feet of Dorsey High School, which has 2,100 students, and will cross Western Avenue and Harvard Blvd., also at street level, within 50 feet of the Foshay Learning Center, which is a K-12 Multi-Track School with 3,400 students.

The L.A. County Metropolitan Transportation Authority and its Exposition Light Rail Construction Authority with their army of lawyers, consultants, lobbyists and PR agencies, which are all paid from our tax money, are vigorously pushing and asking for CPUC approval of their at-grade crossings near the two schools. However, the local community organizations and the Los Angeles Unified School District are opposing such at-grade design of intersections. The public's distrust of MTA is rooted in its dismal safety record. Ninety people have died on the MTA's 22-mile L.A.-Long Beach Blue Line, which has had more than 821 recorded incidents since its inception in July 1990 to July 2008. These numbers, which are significantly higher than national average rates of accidents and fatalities along the MTA rail network, attest to the dire state of rail safety in LA, which is primarily caused by MTA's outdated and messy safety-related policies, procedures and practices.

If the CPUC has not learned its lessons about the human factors-related root-causes of past rail

accidents, and does not fully scrutinize MTA's proposed crossings' risk and hazard analyses, then CPUC's "easy" approval will be tantamount to granting MTA and its Expo Line Construction Authority a license to kill and maim school children and adults on the Expo Line for the next decades to come, as approximately 72 million Dorsey students who will use the Farmdale Avenue crossing during the expect life of operation of this line. The CPUC's approval would provide MTA with the alibi - the "design immunity" in legalese - for so doing.

The concept of "design immunity," which is based upon an otherwise obscure California Government Code § 830.6, would potentially entitle MTA to avoid liability for dangerous condition of its designs and grant MTA with complete immunity against any type of claim arising out of its design defect. It was precisely the CPUC's lax approval of the Blue Line's more than 100 crossings back in late 1980s that left us to live with the persistent dangerous condition which is a major root-cause of its many fatalities and accidents (the last two accidents happened just in one day, on Thursday, Nov. 20.)

Moreover, the automatic "design immunity" entitlement of MTA has also been responsible for the status quo, as well as stifling any motivation and imputes within this agency for any fundamental change and systematic safety improvement. Neither numerous deaths and the resulting protracted litigations, nor trail or appeal court's affirmative rulings against MTA in favor of the rail accident's victim (plaintiff), have been able to make a dent in the MTA's dismal safety practices.

This time around, the CPUC approval of MTA's requests for the Expo Line would do the same. It will not only continue to shield MTA's unsafe crossings and operation against any future lawsuits stemming from accidents and resultant injuries and deaths caused by design-induced errors of pedestrians and drivers on the Expo Line, but also will further hardened MTA's entrenched archaic safety culture.

It is truly perplexing that the Exposition Light Rail Construction Authority, even in this dismal state economy, is still continuing to squander millions of dollars of precious taxpayers' money by lavishly paying for thousands of pages of legal briefs, stubbornly fighting neighborhood community organizations, and recklessly disparaging scientific facts which justifiably question and refute its proposed designs. This is the money that should have been spent on making the Expo Line safer and our hope is that the CPUC puts an end to this vicious cycle.

The CPUC of today has much greater competent technical resources and it can (and should) learn from other agencies such as the National Transportation Safety Board and do much better job than what it did some 30 years ago and consequently we are stuck with the Blue Line's unsafe intersections. We can only hope that what the American philosopher William James said, "great emergencies and crises show us how much greater our vital resources are than we had supposed," also applies to California and its PUC.

Najmedin Meshkati is a professor at the Sonny Astani Department of Civil/Environmental and a professor at the Daniel J. Epstein Department of Industrial & Systems Engineering (ISE) at the Viterbi School of Engineering, University of Southern California. He teaches and conducts research on the safety of technological systems and created USC's Transportation Safety Program in 1992. Robert "BJ" Takushi, a recent graduate of the Epstein ISE Department, received a grant from the Rose Hill Foundation to study the Expo Light Rail safety.

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コメント用紙

Name/Nombre/氏名: HAROLD LEACOCK	
Organization/ Organización/ 団体名: Citizens for Better Mobility	
Address/Dirección/住所・所在地: Box 1232 Pomona, Calif 91769	
Telephone/Teléfono/電話: 909-229-2130	Fax:
Email/電子メール: HaroldL450@hotmail.com	

Comments/Comentarios/コメント:

Would like to say as I always hope to have is a better connection for the entire light rail system, similar to San Diego. where you could travel all over the LA basin on one pass-or ticket.

Connect the dots - Hello.

HAROLD

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
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Name/Nombre/氏名: MARK R JOHNSTON	
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Telephone/Teléfono/電話: 909-591-6691	Fax:
Email/電子メール: Canamnj@yahoo.com	

Comments/Comentarios/コメント:

- ✓ Entire Route Underground (rest of system is too slow Don't make slower)
- ✓ Build faster than 8-10 yrs! (Too Long)
- ✓ Consider knock-out panels over
- ① 2nd & Central (future route down Central To Washington Blvd) create a "wye"
- ② new Buena Hill station, create another "wye" for future route up Temple to Silver Lake/Glendale
- ✓ the Los Angeles St. station needs to consider a connection to Broadway street car (or make Broadway connector East for 2 blocks)

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コメント用紙

Name/Nombre/氏名: <i>LAWRENCE ALDAVA</i>	
Organization/ Organización/団体名:	
Address/Dirección/住所・所在地: <i>14 N. FAIR OAKS AVENUE # 3400 PASADENA, CA 91103</i>	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: <i>LAWRENCE.ALDAVA@GMAIL.COM</i>	

Comments/Comentarios/コメント:

I FEEL THAT THE REGIONAL CONNECTOR IS ONE OF THE MOST IMPORTANT PROPOSED LINES. IT WOULD INCREASE RIDERSHIP DRAMATICALLY AND WOULD CREATE A CONNECTED REGIONAL SYSTEM. I THINK ITS IMPERATIVE THAT THIS LINE BE BUILT BELOW GROUND. GIVEN THE DENSE NATURE OF DOWNTOWN L.A., GRADE SEPARATION WILL HAVE LESS IMPACT ON THE REVITALIZING NEIGHBORHOODS IN THE ARBA. I HOPE WE CAN BUILD THIS LINE SOONER RATHER THAN LATER.

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Name/Nombre/氏名: <i>Greg Kay</i>	
Organization/ Organización/団体名:	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: <i>gkay@usc.edu</i>	

Comments/Comentarios/コメント:

I support this project. It would greatly improve mobility
Downtown. The underground alternative is a must!
Otherwise it would interrupt the street scene too much.

Metro should consider double tracking b/c the Blue
Line is already at capacity. When the Expo line opens,
it would be a shame to have a low level of service
b/c of bottlenecks downtown.

The Bunker Hill station should be moved to be centered
at the Grand Ave/2nd St station. This will make it

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closer to the Music Center, courthouse, & Grand Avenue Project
& Grand Ave office buildings. The current location favors
the Bunker Hill Towers - which are not strong source of
riders.

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コメント用紙

Name/Nombre/氏名: Mizue Katayama	
Organization/ Organización/ 団体名: Little Tokyo Senior Residents Assc. (LT Service Center)	
Address/Dirección/住所・所在地: 231 E. 3rd St. Suite G/106 LA, CA 90013	
Telephone/Teléfono/電話: (213) 473-1649	Fax:
Email/電子メール: m.katayama@ltsc.org	

Comments/Comentarios/コメント: # I'm representing senior residents' opinions.

- I vote for shuttle bus (TSM) alternative ^① because it's more accessible with more frequent stops.

② mdy senior housings are on/near 3rd st. (Casa Heiwa, Teramachi, LT Towers, Miyako Gardens, & Tokyo Villa) where shuttle bus runs.

③ after Metro bus #16 (run on 3rd st.) got cancelled, seniors have been complaining how inconvenient it is for them to go to St. Vincent Hospital. This shuttle bus may be a solution?

④ seniors aren't into ~~the~~ LRT alternatives. They think they won't be around by the time it's completed.

they can only attend daytime meetings.

None of seniors attended today's mtg because it was too late in the evening for them.

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↓
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⑤ In order to access to either of LRT alternatives,
LT Seniors would have to take buses to get to the stations
anyway.

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コメント用紙

Name/Nombre/氏名: <i>Row Frescas</i>	
Organization/ Organización/ 団体名: <i>student</i>	
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Telephone/Teléfono/電話: <i>(626) 255-1490</i>	Fax: <i>(626) 571-1404</i>
Email/電子メール: <i>rfrescas@alumni.usc.edu</i>	

Comments/Comentarios/コメント:

I am extremely pleased that Metro has considered the public's opinion about future projects. Since January of this year, I have been using public transportation, and I have to say it has made me happier. It is because of the cost and the reduced stress of driving. I am in favor of any extension project. If the project may consist of an underground emphasis or an at-grade, you would probably have to consider people who live and/or work in downtown Los Angeles.

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Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector

I do have to say this, and I think it is because of my age and marital status, but I feel the light rail systems in Los Angeles County and downtown should run 24 hours a day. I am in college and I enjoy going out and staying out late. I noticed that the light rails run up to mid-night or 1 A.M. In some areas of the city, buses do not run late as well. So, I will not be able to get home until 5 A.M. or well or not enjoying my night out because I will be too concerned ^{about} missing the train. I am only speaking for myself, not all college students. I would like to thank you for your time and patience with all the speakers here today (3/31/09), and to all the representatives of Metro.

Respectfully,

Aaron



Metro

THE HIGGINS BUILDING at 2nd and Main since 1910

April 1, 2009

From: Higgins Building Homeowners Association

Re: Comments on proposed Downtown Regional Connector

The Higgins Building Homeowners Association would like to join our many neighborhood residents, business leaders and stakeholders to reiterate, in the strongest of terms, our support to the responsible building of the Regional Connector as a below-grade project, and our categorical objection to building it as an at-grade project.

As you consider the proposal before you, we ask that you dutifully consider the many benefits of the below-grade project over the at-grade option:

- The below-grade option will allow for greater efficiency of the regional transit system.** Trains will be allowed to travel at much higher speeds underground, significantly reducing route times and allowing for more frequent trips, maximizing the efficiency of the system, allowing the MTA to better service the community and the region as a whole. In addition, it will avoid disruption of existing MTA and Dash bus routes in the area, many of which use Broadway as a key artery.
- The below-grade option will be safer.** It will avoid the congestion of at-grade trains that will endanger the lives of thousands of pedestrians and motorists who cross Second Street each day. This will save the MTA and the City millions of dollars in potential legal fees and settlements over injury cases by eliminating the risk altogether. It will also be safer for residents of the area, specifically the Higgins Building. An at-grade train system will significantly compromise access by emergency vehicles to the building.
- The below-grade option will be less disruptive.** An above-grade train will avoid the total conversion of 2nd Street to railroad tracks, eliminating a key east-west thoroughfare through downtown, and causing potential gridlock on adjacent east-west thoroughfares (1st Street, 3rd Street & 4th Street). It will avoid traffic gridlock on north-south streets through the area, including the major thoroughfares of Hill, Broadway, Spring, Main and Los Angeles Streets. The City stands to save hundreds of thousands of dollars on studying the retiming of traffic for this area alone. In addition it will avoid potential disruption with security operations at the new LAPD headquarters, and will cause far less noise disruption to the hundreds of new residents of the area.
- The below-grade option will encourage a pedestrian-friendly downtown.** Second Street is a key pedestrian connection link between the burgeoning residential neighborhoods of the Historic Bank District, Little Tokyo and the Civic Center. The below grade option will preserve that pedestrian connection. An above-grade option would destroy that connection, especially during peak morning and evening hours by running trains – and impeding pedestrian crossings – every 2-5 minutes.

-- The below-grade option will cost the City less in the long run. A below-grade option will allow current and planned businesses along 2nd Street to operate and thrive, generating hundreds of thousands of tax dollars annually for the City and County. An above-ground option will completely cut off vehicular access (for both customers and supplies) to many existing businesses in Little Tokyo and the Higgins Building, potentially starving the City of much-needed, existing tax revenue. In addition, it will completely eliminate film revenue from the historic 2nd Street tunnel, one of the most filmed locations in the County of Los Angeles. Altogether, building the at-grade option may very well end up costing the City and County more over 20 or so years than building at below-grade.

-- Finally the below-grade option will improve quality of life for existing and future residents. A below-grade option allows the hard work and considerable investment that has already been put into the neighborhood to continue to grow and contribute to the community. The Higgins Building – a Historic-Cultural Monument – will not become isolated by elimination of critical loading lanes and the laying of tracks mere yards from the building entrance and existing thriving businesses. It will allow continued development of properties along 2nd Street, including planned restaurants on the Vibiana's property and retail on Little Toyko's Block 8.

When considering the options, it is abundantly clear that the below-grade option is a far superior option for the downtown community and the Los Angeles region as a whole – operationally, financially, and pragmatically. Saving 13% up front to build the at-grade option would not only be incredibly short-sighted, but it may end up costing the City far more in the long-run than any savings achieved up front.

There continues to be overwhelming support for the below-grade option of the Regional Connector project, from the thousands of new residents, to business and community leaders. As residents and community leaders, we at the Higgins join in that support.

Second Street is a part of the functional, historic and lively fabric of downtown. Converting it into a rail corridor would be devastating. While building this project below-grade will also create significant disruptions, we believe many of those can be mitigated. If built responsibly, this project can be an asset for downtown residents, workers and businesses as well as for cross-county travelers.

Thank you for your consideration.

Coleman Engellenner
HOA President

"PRICEY THE PUMP" SAYS... "PUMP"!!!

BUILD THE DOWNTOWN LOS ANGELES STREETCAR QUICKLY - N.O.W. WHILE WE STILL CAN!!

SUPPORT YOUR VERY OWN P.E.T.T. PROJECT IN
 HALLI AROUND YOUR
 HISTORIC PACIFIC ELECTRIC TOURISM TOURS:
 "THE RED CARS" !!!



**BUILD THE "WASHINGTON PLAY" --
 FROM THE BLUE LINE TO THE GOLD LINE,
 PISO - BROADWAY - FIRST
 YOUR INITIAL REGIONAL CONNECTOR!!!**

**"PUMP TALK"
 WELL, WHAT ARE YOU WAITING FOR?..
 THE ELEVENTH DOLLAR ???!!!**

FOR BETTER TRANSPORTATION AND MORE OF IT !!!
 THE ELEVEN ELEVEN EMERGENCY RAIL TRANSPORTATION IMPLEMENTATION COMMITTEE

**FIRST "STREETCAR" SERVICE
 WILL BE FROM GINNATOWN TO USC/ EXPOSITION PARK
 VIA GOLD LINE - INITIAL "REGIONAL CONNECTOR" - BLUE LINE - EXPO TO
 FURNING FROM EXPO AND GOLD LINES !!!**

**Build the Streetcar
 Let's Connect**

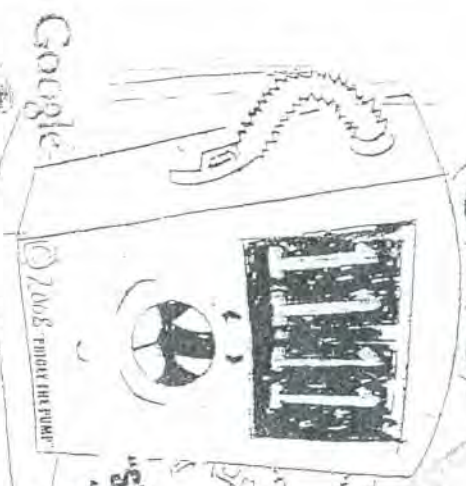
**"STREETCAR" !!!
 "STREETCAR" !!!
 "STREETCAR" !!!**

**"I REALLY G.O.D. DEFENDER OF YOUR MOBILITY
 "AGAINST THE DAY" AN OIL EMBARGO IS IMPOSSIBLE...
 P.M. - NO OUTRAGEOUS WAITING !!!!**

READ THE ESSENTIAL NEW SOURCE
 THE DEEP WE KNOW DEALING WITH THE NEW HAZARDOUS SHELTER COVER
 BY FORBES CIA - "CASH OFFICER" HONORABLE...
 READ ABOUT THE VERY REAL THREAT OF
 A CHILD OIL EMBARGO -
 AND ITS EFFECT ON THE PRICE OF GASOLINE!

PLEASE READ PAGE 25 OF THE BOOK !!!.

SO COME & HELP HER PUMP ALREADY - WHY DON'T CHAZ?!
THIS PROJECT HAS GOTTA GO THROUGH!!!



Google

2005 PROJECT THE PUMP

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>Philip Laventure</i>	
Organization/Organización/団体名: <i>P.F.R.T</i>	
Address/Dirección/住所・所在地: <i>725 S. Wilton 203 LA CA 90017</i>	
Telephone/Teléfono/電話: <i>2134133472</i>	Fax: <i>N/A</i>
Email/電子メール: <i>philipclaventure@yahoo.com</i>	

Comments/Comentarios/コメント:

*SCRATCHING ENGINES
HEALTH ISSUES DUE
TO R224Y BUSES -*

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
 Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
 Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: ROGER CHRISTENSEN	
Organization/ Organización/ 団体名: Metro Citizens Advisory Council	
Address/Dirección/住所・所在地: 14335 Hubston St #205 Sherman Oaks 91423	
Telephone/Teléfono/電話: 818 995-4859	Fax: _____
Email/電子メール: rogtrail@aol.com	

Comments/Comentarios/コメント:

The Regional Connector has been rated as Metro's most ^{cost} effective future project.

The underground ~~option~~ option is the far superior one. If one train is stalled with a surface fender project, the entire light rail system would be halted.

Running at 2.5 minute headways, underground is safest, most efficient, and fastest.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
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Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名:	
Organization/ Organización/団体名:	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

Brian Abbott 81@yahoo.com
 (Please E-mail me Re: Powerpoint)

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
 Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
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METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: G REILLY	
Organization/ Organización/団体名: LOS ANGELES NATIVE	
Address/Dirección/住所・所在地: 447 S. GRAND VIEW ST.	
Telephone/Teléfono/電話: (213) 448-6882	Fax:
Email/電子メール: DEZINER213@GMAIL.COM	

Comments/Comentarios/コメント:

IN REGARDS TO EFFICIENCY AND TRAFFIC CONTROL; THE ABOVE GROUND ALTERNATIVE NOT ONLY CAN BE DISRUPTED BY ~~SEPT~~ SURFACE TRAFFIC, BUT HAS A SPLIT STATION AT SECOND STREET. THIS SPLIT STATION CAN LEAVE ONE STRANDED IF SOMEONE WERE TO MISS THEIR TRAIN. THIS TYPE OF OPERATION WILL CONFUSED TOURISTS AND MANY UNFAMILIAR WITH DOWNTOWN LOS ANGELES.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
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METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名:	
Organization/ Organización/団体名:	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

Thurs 4/23 8:00 am.
Westside Subway

TRACEY CHANIKIA
CCA - Presentation

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: Dan Witzling	
Organization/ Organización/ 団体名: Breathe LA	
Address/Dirección/住所・所在地: 888 5858 Wilshire Blvd, Suite 300 Los Angeles CA 90036	
Telephone/Teléfono/電話: 323 935 8050 x288	Fax: 323 935 1873
Email/電子メール: dwitzling@breathe la.org	

Comments/Comentarios/コメント:

Breathe LA supports Metro's efforts to improve our subway system in order to mitigate air quality concerns through reduced traffic congestion. We appreciate consideration in the EIR to indicate projected smog reductions from the Underground and other proposed alternatives. Mobile air sources have been a major influencer on asthma in the Los Angeles County region and this METRO project has great potential to help alleviate harmful emissions.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: Frank Kortum	
Organization/ Organización/団体名:	
Address/Dirección/住所・所在地: 312 N. Spring St. #1400 Los Angeles 90012	
Telephone/Teléfono/電話: 213.894.5710	Fax: 213.894.7177
Email/電子メール: fkortum@gmail.com	

Comments/Comentarios/コメント:

I support the Underground
Emphasis alternative because
the At-Grade alternative
seems like it would contribute
to surface street congestion
in the downtown area.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
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METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: MIYOKO OSHIMA	
Organization/ Organización/ 団体名: Japanese American National Museum (JANM)	
Address/Dirección/住所・所在地: 369 E. First St, Los Angeles, CA 90012	
Telephone/Teléfono/電話: 213-830-5655	Fax: 213-625-1770
Email/電子メール: moshima@janm.org	

Comments/Comentarios/コメント:

Alameda Street is a critical access route for JANM. The parking garage entrance is on Alameda, as is the loading dock for the Museum. (Large trucks use this for transporting exhibitions.) Therefore any construction on Alameda needs to ensure adequate open access for both JANM and MoCA, otherwise

operations would be impacted.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: GERALD J. PASS	
Organization/ Organización/団体名: FRIENDS4EXPO RAIL	
Address/Dirección/住所・所在地: P. O. BOX 572483, TARZANA, CAL. 91357	
Telephone/Teléfono/電話: (213) 884-3548	Fax:
Email/電子メール: proofgeog@yahoo.com	

Comments/Comentarios/コメント:

I DID HAVE A PREFERENCE FOR A 3RD ST.
ALIGNMENT, NOW THAT IT ISNT AN OPTION
PRESENTLY, I WOULD LIKE TO EXPRESS MY
PREFERENCE FOR THE 2ND ST. UNDERGROUND
ROUTE.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: B H Allen	
Organization/ Organización/団体名:	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: BHA_in_LA@yahoo.com	

Comments/Comentarios/コメント

I Aerate:

1. I request that the FTA and the LACMTA prepare earnest, thoughtful, respectful, robust responses to ^{all substantive} the "non-environmental" comments received on this project during the scoping process, notwithstanding that CEQA and NEPA do not require this.

This may be done as a chapter or as an appendix to the scoping report.

2. I request that the internal draft scoping report be subjected to a vigorous, internal, critical adversarial review, to ensure the utter robustness of all responses to all issues and the utter robustness of the E.D.'s scope. The E.D.'s scope must not satisfy the bureaucratic interests but the interests of all the affected people and excellent public policy, free from self-complacency and self-delusion.

Benjamin H. Allen

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
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Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: JOHN A. MOZZER	
Organization/ Organización/ 団体名: SELF	
Address/Dirección/住所・所在地: 4137 PERLITA AVENUE, UNIT A, LOS ANGELES, CA 90039-1333	
Telephone/Teléfono/電話: 323-660-0335	Fax:
Email/電子メール: jamworks@earthlink.net	

Comments/Comentarios/コメント:

IN SUPPORT OF UNDERGROUND EMPHASIS
LRT ALTERNATIVE.

LOOK INTO ESCALATORS AT CITIGROUP CENTER
PLAZA (5TH STREET AND FLOWER STREET) TO
ACCESS STATION

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
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METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: THOMAS K NAGANO 1ST VP	
Organization/ Organización/ 団体名: FRIENDS OF LITTLE TOKYO LIBRARY	
Address/Dirección/住所・所在地: 2ND + LOS ANGELES	
Telephone/Teléfono/電話: (213) 621-7665	Fax:
Email/電子メール: MRDOWNTOWNCA@YAHOO.COM	

Comments/Comentarios/コメント:

FRIENDS GROUP IS IN FAVOR

OF AN UNDERGROUND STATION

DIRECTLY ADJACENT TO LITTLE

TOKYO LIBRARY LAPL - WITH
A MAJOR PORTION OF LINK SERVICES LITTLE TOKYO,

ADDITIONAL SECURITY AROUND THE

2ND/LOS ANGELES STATION NEXT TO STATE

VIBRANA'S. IS A CONSIDERATION FOR
LIBRARY'S

SAFETY OF PATRONS AND THE BOOK COLLECTION.

FRIENDS GROUP WOULD LIKE INPUT IN THE
SELECTION OF THE NETWORK.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: Evelyn Yoshimura	
Organization/ Organización/団体名: Little Tokyo Community Council, LT Service Center	
Address/Dirección/住所・所在地: 231 E. 3rd St., #G 106, LA 90013	
Telephone/Teléfono/電話: 213-473-1690	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

Underground alternative seems best, but as a LT stakeholder, am concerned about impact on businesses along 2nd St. ~~in~~ between Los Angeles St. and Alameda during construction. These mainly mom-~~&~~ pop business can't absorb severe traffic congestion and construction. Every effort should be made to minimize this impact.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
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COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>Paul Lipson</i>	
Organization/ Organización/ 団体名:	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

Sounds great.

Go with UNDERGROUND.

Return comment form to: Favor de regresar formulario a: コメント用紙の送付先:
Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector



Metro

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>Bing Hsu</i>	
Organization/ Organización/ 団体名: <i>—</i>	
Address/Dirección/住所・所在地: <i>748 E Locust St. # 303 Pasadena 91101</i>	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: <i>bchsu@earthlink.net</i>	

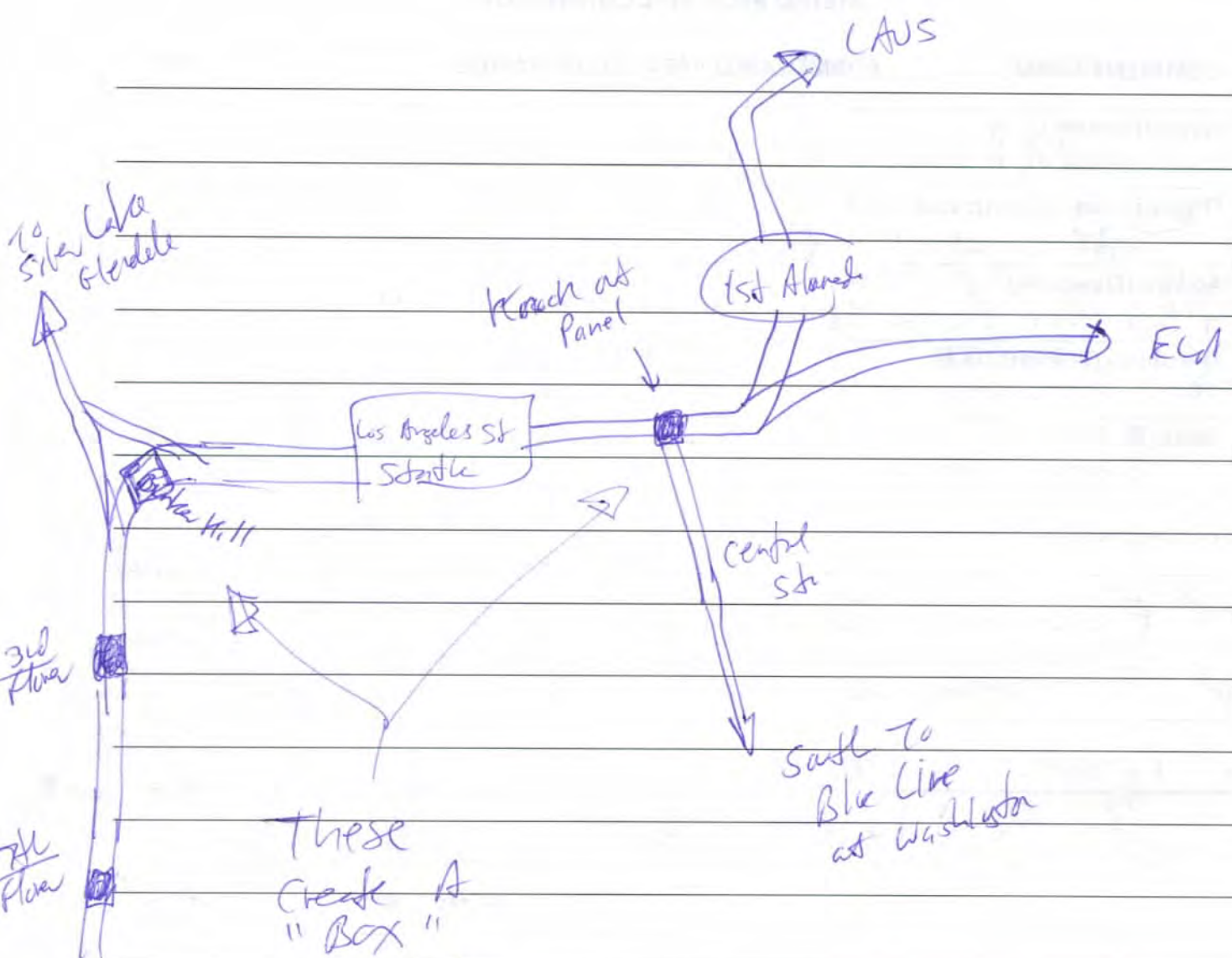
Comments/Comentarios/コメント:

① Of the two LRT alternatives, I would prefer the underground ~~alt~~ alignment.

② One concern I have is the need ~~to~~ to transfer while traveling from Pasadena to B2A. I would like Metro to consider keeping some trains traveling directly from Pasadena to B2A even after the Regional Connector is for built. (BTW, the need to go to a different station to transfer is one reason I dislike the ~~alt~~ grade route)

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Dolores Roybal Saltarelli, Project Manager; Metro, MS 99-22-2; One Gateway Plaza, Los Angeles, CA 90012
Email: regionalconnector@metro.net Website: www.metro.net/regionalconnector





These
 Create A
 "Box"
 Around LA
 Multiple Direction

