

**From:** Regional Connector  
<RSC\_RegionalConnector@metro.net>  
**Subject:** **FW: Regional connector scoping  
comments**  
**Date:** May 11, 2009 4:42:34 PM PDT  
**To:** 'Ginny-Marie Case'  
<Ginny@TheRobertGroup.com>, 'Clarissa  
Filgioun' <clarissa@therobertgroup.com>



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## Ann Kerman

Constituent Program Manager  
Metro Regional Communications  
*Central LA/San Fernando Valley/North County*  
Tel: 213-922-7671 ~ fax: 213-922-8868  
Email: [KermanA@metro.net](mailto:KermanA@metro.net)



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From: Howard Nishimura [<mailto:hinishimura@msn.com>]  
Sent: Monday, May 11, 2009 4:24 PM  
To: Regional Connector  
Cc: June Berk Itcc  
Subject: Regional connector scoping comments

From Howard Nishimura, former chairman of the Little Tokyo Community Council and Board member.

The comments that I am presenting do not represent the overall view of the board but my personal opinion only.

The Little Tokyo Community has been reduced time and time again for the expansion and growth of City and federal government buildings and to the extent that this new project will continue to make our overall size much smaller as it is presently configured I would like to have the regional connector consider the following suggestion. The traffic is horrible as it exists today and the benefit of the the regional connector as it is presently

being considered is negligible at the cost of losing another block. My observations are as follows:

1. The route of the regional connector line should be redesigned to have the rail line continue south after crossing the freeway and a portal put on the MTA or RTD site and continue underground and create a station on the Mangrove site and split the Gold line to continue to the Eastside Gold line with the connector to the Blue Line.
2. One benefit of this routing is that the split level traffic on Alameda and First Street would not be necessary. This split level concept would be a disaster without the left turn lanes at that particular intersection. The regional connector could tunnel under the First Street and Alameda Street intersection instead of the cars being subject to this problem.
3. Another benefit would be that the property bordered by 1st Street on the North, Alameda Street on the East, 2nd Street on the South and Central Avenue could hopefully be maintained with the minimum amount of disruption to the tenants who presently are operating a business on the location at the present time.
4. With Little Tokyo only having the one station the Regional connector will have very little benefit to the customers, business owners and residents of the Area. A second station if located on 2nd and Main or Los Angeles would be a greater benefit to Little Tokyo.

As this may create a disagreement with the developers of the Mangrove Site I would propose that the Little Tokyo station if the station does not need the land of the Little Tokyo station that it be given back to the developers for additional development.

This represents my comments and I know how you will probably will not entertain such a radical idea I leave you with my best wishes on a successful project and I hope that Little Tokyo survives whatever you decide on.

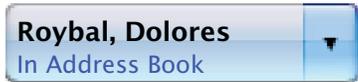
Howard Nishimura

**From:** "Roybal, Dolores" <ROYBALD@metro.net>

**Subject:** **FW: Environmental Review Process**

**Date:** May 4, 2009 11:27:38 AM PDT

**To:** 'Ginny-Marie Case'  
<Ginny@TheRobertGroup.com>, "'Villalobos,  
Monica'" <VillalobosMA@cdm.com>, "Kerman,  
Ann" <KERMANA@metro.net>



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From: Minh-Ha Nguyen [<mailto:MNguyen@css.lacounty.gov>]  
Sent: Friday, May 01, 2009 9:54 AM  
To: Leahy, Arthur  
Cc: Roybal, Dolores  
Subject: Environmental Review Process

Dear Sir and Madam,

Based on the April 13, 2009 presentation on the Westside Extension Project (WEP), CSS fully supports the MTA's efforts to increase public transportation in the County of Los Angeles. It is projected that the senior population in L.A. County will grow exponentially over the next 10 years. For this reason, we anticipate many seniors using the WEP rail service. It should be noted that senior safety should be given special consideration, especially during evening hours. In addition, we support the rail transit option that has the highest number of stops near resources and services for seniors.

Should you need additional information, please call me at (213) 738-2645.

Regards,

Minh-Ha Nguyen, Assistant Director  
Aging & Adult Services Branch  
Community & Senior Services  
3333 Wilshire Boulevard, Suite 400

Los Angeles, CA 90010

**From:** Regional Connector  
<RSC\_RegionalConnector@metro.net>  
**Subject:** **FW: Regional Connector - "underground"  
alt. concerns**  
**Date:** May 7, 2009 3:51:18 PM PDT  
**To:** 'Clarissa Filgioun'  
<clarissa@therobertgroup.com>, 'Ginny-Marie  
Case' <Ginny@TheRobertGroup.com>, Arcelia  
Arce <arcelia@therobertgroup.com>



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From: Bryant Ng [<mailto:brywng@gmail.com>]  
Sent: Wednesday, May 06, 2009 3:14 PM  
To: Regional Connector  
Subject: Regional Connector - "underground" alt. concerns

To whom it may concern,

I'm writing to voice my concerns about the "underground" alternative to the Regional Connector. While I agree with the benefits of the Regional Connector and believe that it will fulfill an unmet need by connecting the blue and gold lines, my concern is with the "underground" alternative and its negative impact to the Little Tokyo community.

It is my understanding that with the "underground" alternative the properties in the square block bordered by 1st. street and 2nd street on the North and South, and Alameda and Central on the East and West will need to be purchased. I'm concerned that this can have a negative impact on the already tiny community of Little Tokyo. I am a Los Angeles native and currently live near Little Tokyo. My wife and I frequent Little Tokyo on a regular basis and I've been able to observe the dynamics of this community over the years. The square block in question currently houses 2 parking lots, approximately 9 eateries and an Office Depot. With already limited parking options, getting

rid of the 2 parking lots could possibly lead to greater congestion in the area, as well as a decline in overall foot traffic and visits to Little Tokyo due to a decrease in available parking. In addition, the 9 eateries serve as a main traffic generator to Little Tokyo. A simple observation during lunch or dinner can confirm the amount of traffic generated by the businesses and parking lots on that square block. I would argue that the square block alone brings in nearly 50% of the visitors to Little Tokyo, with its businesses and parking lots.

I urge you to strongly consider the "at-grade" alternative to the Regional Connector. I am sure there are pros and cons to both alternatives, but a major con to the "underground" alternative is its obvious negative impact to the Little Tokyo community. Thank you for spending your time reading this and I hope that my comments will be considered when choosing the appropriate scenario.

Thank you,  
Bryant Ng  
818-593-9082

**From:** Regional Connector  
<RSC\_RegionalConnector@metro.net>  
**Subject:** **FW: Regional Connector CEQA Scoping  
comments**  
**Date:** May 7, 2009 3:53:39 PM PDT  
**To:** 'Ginny-Marie Case'  
<Ginny@TheRobertGroup.com>, 'Clarissa  
Filgioun' <clarissa@therobertgroup.com>,  
Arcelia Arce <arcelia@therobertgroup.com>



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Please post to eRoom.

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From: Gunnar Hand [<mailto:gunnarhand@hotmail.com>]  
Sent: Tuesday, May 05, 2009 9:31 PM  
To: Regional Connector  
Subject: Regional Connector CEQA Scoping comments

Metro,

My name is Gunnar Hand, AICP and I am a member of the Downtown Los Angeles Neighborhood Council (DLANC). While my association with DLANC lends some weight to my comments, I want to be clear that this email does not represent the views of DLANC. I am, unfortunately, a lone dissenting voice for this project on my Board. I would like to focus my comments for the Draft Environmental Impact Report on the alignment and station locations for this project proposal. Primarily, this new transit line should connect directly to Union Station. Instead of creating a separate train that would require a transfer at the 7th and Metro Station, the Regional Connector should extend the Blue Line and the Expo Line into Union Station. It has always been the intent of Metro to make Union Station the primary hub for mass transit in the region, and this would help solidly this position. Additionally, if the original intent of the Regional Connector was to provide a link from the 7th and Metro Station to Union Station, I would respond by saying that this connection already exists (the Red/Purple Line), and the entire project is an unnecessary waste of taxpayer money. While your projected ridership numbers are astounding for this Regional Connector, how much of that traffic is new trips as opposed to shifting trips away from the Red and Purple Lines? In regards

to the alignment, this Regional Connector, or extension of the Blue and Expo Line should remain under ground at 7th and Metro and proceed to a new subterranean platform in Union Station. This could create an additional opportunity to create linkages and transfers between the Gold, Red, Purple, Blue, and Expo lines, as well as Metrolink and Amtrak. As the project seems to be heading towards an above ground alignment and a terminus at the Gold Line East extension station at Alameda and 1st Streets, my primary concern here is the required turn around and end of track infrastructure required at this already congested intersection. With proposed development to occur all around this station, where will this infrastructure go? I fear that through this approach of connecting transit lines, we may create a disconnect in the community and an impermeable barrier between Little Tokyo and the Arts District. While most of my comments are directed at the project itself, hopefully this will help guide the EIR in developing project alternatives that not only have less impact, but many more benefits. Thank you for your time,

GUNNAR HAND, AICP  
DLANC Public Sector Workforce Director  
816.916.6304

---

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**From:** Regional Connector  
<RSC\_RegionalConnector@metro.net>  
**Subject:** **FW: Regional Connector Comment**  
**Date:** May 8, 2009 11:31:09 AM PDT  
**To:** 'Clarissa Filgioun'  
<clarissa@therobertgroup.com>, 'Ginny-Marie  
Case' <Ginny@TheRobertGroup.com>, Arcelia  
Arce <arcelia@therobertgroup.com>  
**Keywords:** rc.comment



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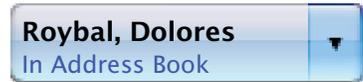
From: Matt Gunter [<mailto:fighterjock1000@yahoo.com>]  
Sent: Friday, May 08, 2009 8:19 AM  
To: Regional Connector  
Subject: Regional Connector Comment

Hello, thank you for this opportunity to comment on this transit project. This is, apart from the "Subway to the Sea" Purple line extension, the most important rail project right now. I am for all rail projects that have been proposed under Measure R, and even more than that. Further, any other projects that Metro is undertaking that involves a decision between Rail or "Dedicated Bus lanes", please think to the future, and realize that trains must connect to trains to create not only an organized looking system, but for efficiency's sake. To stick to the point of the Regional Connector and the decision between At-grade or Below-grade, the issue is quite easy. It must be Below-grade. There are many reasons why. First, The Blue Line (and future Expo Line) already terminates at 7th.st./Metro Center which is underground, so it would therefore seem odd for it to emerge from under the ground after that point. Second, I implore you to think of the traffic mess it could create if it were made at street level. The already crowded streets of both cars and (more importantly) pedestrians will make the train run slower, cause traffic instead of solve it, and more dangerous. Third, from a purely cosmetic point of view, it would look completely out of place with wires, rails, crossing signals, and the train its self with its horn. A downtown area, one that is and will continue to grow, is no place for an At-grade train. I also have heard that the price difference between the two choices is within 20% of each other. Given the fact that we now have Measure R, and more importantly the Federal Stimulus Package delivering several hundred million dollars to Metro, the cost difference is negligible. My final point is this; look to the future, does an At-grade rail system make sense? If your goal is to reduce traffic, and increase the speed at which people

commute by rail, then the train must be underground to connect to our already underground stations.

Thank you for your time,  
Matthew Gunter

**From:** "Roybal, Dolores" <ROYBALD@metro.net>  
**Subject:** **FW: Regional Connector Transit Corridor**  
**Date:** May 6, 2009 12:44:45 PM PDT  
**To:** Ginny-Marie Case  
<Ginny@TheRobertGroup.com>, "Kerman,  
Ann" <KERMANA@metro.net>, "Villalobos,  
Monica" <VillalobosMA@cdm.com>



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From: Bunkado [<mailto:bunkado@sbcglobal.net>]  
Sent: Tuesday, April 28, 2009 2:46 PM  
To: Roybal, Dolores  
Subject: Regional Connector Transit Corridor

April 28, 2009

Ms. Dolores Roybal Saltarelli  
LA County MTA  
One Gateway Plaza  
Los Angeles, CA 90012

Dear Ms. Roybal Saltarelli:

I heard a presentation by MTA staff at the Little Tokyo Community Council Meeting today. Although I applaud the County's work to improve mass transit, I am very concerned about the impact that the project will have on the Little Tokyo community. Given the present economy, I am afraid that the impact will have a severe, and possible permanent negative impact on the already fragile business and cultural community here. I own a retail business that has been in the same location on First Street for over 60 years. I have witnessed a dramatic reduction of family-owned businesses in Little Tokyo, and I feel very protective of this area. I am concerned over the following issues:

1. In the underground scenario, it was not fully clear during the presentation whether or not there would be traffic lanes taken away on 2nd Street. 2nd Street is already slow and congested at any time of day, and any fewer lanes would make its level of service unacceptable, unless it is made a one-way eastbound street.
2. I regret the impact the project will have on business on the block east of Central between First and Second. Perhaps the loss cannot be helped. However, there **MUST BE NO REDUCTION** in the number of public parking spaces. Parking is the single most critical problem this community has. If parking is lost on that block, they should be mitigated at a location within Little Tokyo.
3. I fear the worst regarding the impact on businesses 2nd Street during construction after the experience of the Hollywood line. Would you consider undergrounding at Temple or 3rd Street?

4. I understand there will be 25 trains an hour. How will traffic flow on First Street during rush hour traffic?

Thank you for addressing these issues that are very important to us.

Sincerely,

Irene Tsukada Germain  
Bunkado, Inc.  
340 E. First Street  
Los Angeles, CA 90012  
213-625-1122

Mon-Sat: 9:30 am - 6pm  
Sun: 10am - 6pm  
[www.bunkadoonline.com](http://www.bunkadoonline.com)

**From:** Regional Connector  
<RSC\_RegionalConnector@metro.net>  
**Subject:** **FW: Little Tokyo Connector**  
**Date:** May 11, 2009 9:42:30 AM PDT  
**To:** 'Ginny-Marie Case'  
<Ginny@TheRobertGroup.com>, 'Clarissa  
Filgioun' <clarissa@therobertgroup.com>



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Please post... thanks!

## **Ann Kerman**

Constituent Program Manager  
Metro Regional Communications  
*Central LA/San Fernando Valley/North County*  
Tel: 213-922-7671 ~ fax: 213-922-8868  
Email: [KermanA@metro.net](mailto:KermanA@metro.net)



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From: Darryl Garibay [<mailto:dagaribay@sbcglobal.net>]  
Sent: Monday, May 11, 2009 9:00 AM  
To: Regional Connector  
Subject: Little Tokyo Connector

Dolores Roybal Saltarelli,

Regarding the Metro Connector proposed to connect via through or near to the Little Tokyo community, I am not in favor of the below grade alternative. I believe that there are several factors that may/will have an adverse affect on the Little Tokyo community including but not limited to:

1. Potential negative effect on both JANM and MOCA museums, in terms of available parking for their visitors. The 1st and Alameda/Central parking lot is one of the primary parking areas for these museums.

2. Potential serious negative effect on all Little Tokyo businesses. I believe that not only the obvious businesses would be affected (1st and Central and Office Depot complex), but also adjacent businesses. A long period of construction was stated at the recent Q & A meeting @ the LTCC meeting on 4/28/09. I believe that the reality and the perception of the public could be that of a "hassle" to enter, shop, visit, eat, meet, etc.. in Little Tokyo. That kind of perception can kill businesses in the immediate area and have a negative effect on all businesses--as a customer may never make it to the center or the west side of Little Tokyo.
3. I do not agree with the concept that more visitors will result from the below grade. Actually I think it will be the opposite versus an at grade solution (i.e. Temple Street)
4. General traffic impact due to the probable train frequency and the negative impact that will have on one of the entrances into Little Tokyo.
5. Loss of significant number of surface parking spaces (approximately 200) for general public parking for the area, both on the 1st and Central site as well as the Office Depot site.

As an objective business person, I believe that it takes a long time to cultivate a business/following and a great community. With a severe disruption, failed businesses are probable and it will very likely take a long time to rebuild. To me the question, "is that risk necessary?" needs to be asked. My opinion is that it is not.

I urge the MTA to make a selection of the No Build or Temple Street At-Grade alternative. I believe that the Temple alternative may be able to achieve the best results for all parties--

- a.) Providing the desired connector
- b.) Doing so in a way that would not require significant sacrifices of the Little Tokyo community and its businesses.
- c.) Actually increasing visitors to our community (or adjacent neighborhoods) via riders actually seeing some of the area and perhaps coming back into the Little Tokyo community at a later time.

Sincerely,

Darryl Garibay, President  
**Advanced Parking Systems**  
544 Mateo Street, Third Floor  
Los Angeles, CA 90013  
P: 213-628-9500  
F: 213-628-9600

**From:** Regional Connector  
<RSC\_RegionalConnector@metro.net>  
**Subject:** **FW: comment: stations need many portals**  
**Date:** May 8, 2009 11:32:53 AM PDT  
**To:** 'Ginny-Marie Case'  
<Ginny@TheRobertGroup.com>, 'Clarissa  
Filgioun' <clarissa@therobertgroup.com>,  
Arcelia Arce <arcelia@therobertgroup.com>  
**Keywords:** rc.comment



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

From: James Fujita [<mailto:jim61773@yahoo.com>]  
Sent: Thursday, May 07, 2009 8:56 PM  
To: Regional Connector  
Subject: comment: stations need many portals

I'm glad to hear that Metro is moving forward with the Regional Connector project.

I don't know where the stations will be built, but wherever they are built, I hope that they are underground, and I hope that there will be plenty of portals.

The current Red Line stations don't have very many entrances and exits. The big portals are great, but they shouldn't be the only exits.

Other cities with subway systems have stations with lots of portals, entrances, exits and pedestrian tunnels that lead to the stations. This makes it much easier for people to find the stations and get inside.

For the downtown area, it would not be enough to have only one or two entrances.

For example, if there is a station near the Bonaventure Hotel, there ought to be a station entrance that leads directly into the Bonaventure Hotel. There ought to be station entrances that lead directly into downtown office towers. This sort of thing happens all the time in downtown Tokyo.

If it is too hard to have a station entrance lead directly to a building, then the stations ought to have multiple exits.

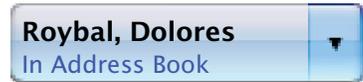
Thanks,

- James Fujita

**From:** "Roybal, Dolores" <ROYBALD@metro.net>  
**Subject:** **FW: Regional Connector - scoping comments**

**Date:** May 6, 2009 3:47:36 PM PDT

**To:** "Kerman, Ann" <KERMANA@metro.net>, Ginny-Marie Case <Ginny@TheRobertGroup.com>, "Villalobos, Monica" <VillalobosMA@cdm.com>



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From: Ron Fong [<mailto:rfong@ltsc.org>]  
Sent: Wednesday, May 06, 2009 3:46 PM  
To: Roybal, Dolores  
Subject: Regional Connector - scoping comments

Hello Ms. Saltarelli,

With this email I'm submitting the following comments on the scope of the EIS/EIR to be prepared for the Regional Connector Transit Corridor project.

Regarding the underground alternative:

1. The MTA should consider locating an underground station as close as possible to Little Tokyo, preferably at 2nd and Los Angeles streets. Given the demolition of the "Office Depot block" and 2nd Street underground construction, Little Tokyo could suffer the largest negative impact during construction. In return, Little Tokyo should have a station that serves the community; otherwise neither the at-grade nor underground alternatives would serve Little Tokyo at all.

2. The MTA should consider providing direct assistance to businesses in Little Tokyo that will be negatively impacted by underground construction and its staging. This includes businesses on 2nd Street and those across from the "Office Depot block" on Central, 1st and Alameda streets.

3. The MTA needs to closely study the impact that trains will have on

vehicular and pedestrian traffic at the intersection of 1st and Alameda streets where the trains will cross at grade. 1st Street is heavily used by commuters during rush hour, and we are concerned that frequent delays at this intersection will drive neighborhood users away from the area as well as degrade air quality.

4. Little Tokyo will lose significant amounts of public parking if the "Office Depot block" is demolished and used for staging during the entire construction period of the Regional Connector. This is a significant negative impact on Little Tokyo. The MTA should consider providing replacement public parking nearby during the entire period that the agency occupies the block and to provide replacement public parking on-site after construction is finished.

Regarding both alternatives:

1. The MTA should consider topping or placing a cap on the Alameda underpass as it travels through Little Tokyo. This will provide new open space opportunities and help ease pedestrian access across Alameda to and from the new Gold Line station.

Thank you for your consideration. Please feel free to contact me if you have any questions about these comments.

Ron

---

Ronald M. Fong, Planning Director  
Little Tokyo Service Center (<http://www.ltsc.org/>)  
231 East Third Street, Suite G-106, Los Angeles, CA 90013  
T: 213-473-3025 / F: 213-473-1681 / E: [rfong@ltsc.org](mailto:rfong@ltsc.org)

**From:** Regional Connector  
<RSC\_RegionalConnector@metro.net>  
**Subject:** **FW: Regional Connector Comments**  
**Date:** May 11, 2009 9:44:06 AM PDT  
**To:** 'Ginny-Marie Case'  
<Ginny@TheRobertGroup.com>, 'Clarissa  
Filgioun' <clarissa@therobertgroup.com>



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Please post.  
Thanks!

## **Ann Kerman**

Constituent Program Manager  
Metro Regional Communications  
*Central LA/San Fernando Valley/North County*  
Tel: 213-922-7671 ~ fax: 213-922-8868  
Email: [KermanA@metro.net](mailto:KermanA@metro.net)



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From: Jeffrey Farrington [mailto:[jeffrey.farrington@gmail.com](mailto:jeffrey.farrington@gmail.com)]  
Sent: Sunday, May 10, 2009 8:12 PM  
To: Regional Connector  
Subject: Regional Connector Comments

To Whom It May Concern:

I strongly urge you to adopt the underground LRT alignment. Traffic mitigation, pedestrian safety, and system efficiency make this a superior option. I spend considerable time in the downtown area and ride the metro rail system rather frequently and would appreciate the improvements that would be provided by the underground LRT alignment for the regional connector.

Thank you,  
Jeff  
Resident of Northridge

**From:** Regional Connector  
<RSC\_RegionalConnector@metro.net>  
**Subject:** **FW: Supporting underground regional connector**  
**Date:** May 7, 2009 3:52:22 PM PDT  
**To:** 'Clarissa Filgioun'  
<clarissa@therobertgroup.com>, 'Ginny-Marie Case'  
<Ginny@TheRobertGroup.com>, Arcelia Arce  
<arcelia@therobertgroup.com>



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

From: Ian J. Crossfield [<mailto:ian.j.crossfield@gmail.com>]  
Sent: Wednesday, May 06, 2009 12:10 PM  
To: Regional Connector  
Subject: Supporting underground regional connector

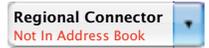
Hello,

I am writing to note my support for the underground, fully grade-separated, alternative for the Regional Connector project currently under construction. This alternative has higher ridership projections, faster commute times, and results in less additional congestion in the Downtown environment.

I also urge the project to strongly consider building this underground project with THREE sets of tracks. Once completed, this will be a difficult project to retrofit -- an extra set of tracks will allow for additional capacity, speed, and redundancy as our Light Rail network continues to expand.

Ian J. Crossfield  
[ian.j.crossfield@gmail.com](mailto:ian.j.crossfield@gmail.com)  
3717 Bagley Ave., Apt 203  
Los Angeles, CA 90034

From: Regional Connector <RSC\_RegionalConnector@metro.net>  
 Subject: **FW: Regional Connector Idea / Other Ideas**  
 Date: May 12, 2009 9:56:44 AM PDT  
 To: 'Ginny-Marie Case' <Ginny@TheRobertGroup.com>, 'Clarissa Filgioun' <clarissa@therobergroup.com>  
 4 Attachments, 235 KB



Made the deadline.....  
 Please post.  
 Thanks!

**Ann Kerman**

Constituent Program Manager  
 Metro Regional Communications  
 Central LA/San Fernando Valley/North County  
 Tel: 213-922-7671 ~ fax: 213-922-8868  
 Email: [KermanA@metro.net](mailto:KermanA@metro.net)



From: Antonio Allah [<mailto:Antonio.Allah@apollogrp.edu>]  
 Sent: Monday, May 11, 2009 11:42 PM  
 To: Regional Connector  
 Cc: Harborsubdivision; Westside Extension; Starosky, Greg  
 Subject: Regional Connector Idea / Other Ideas

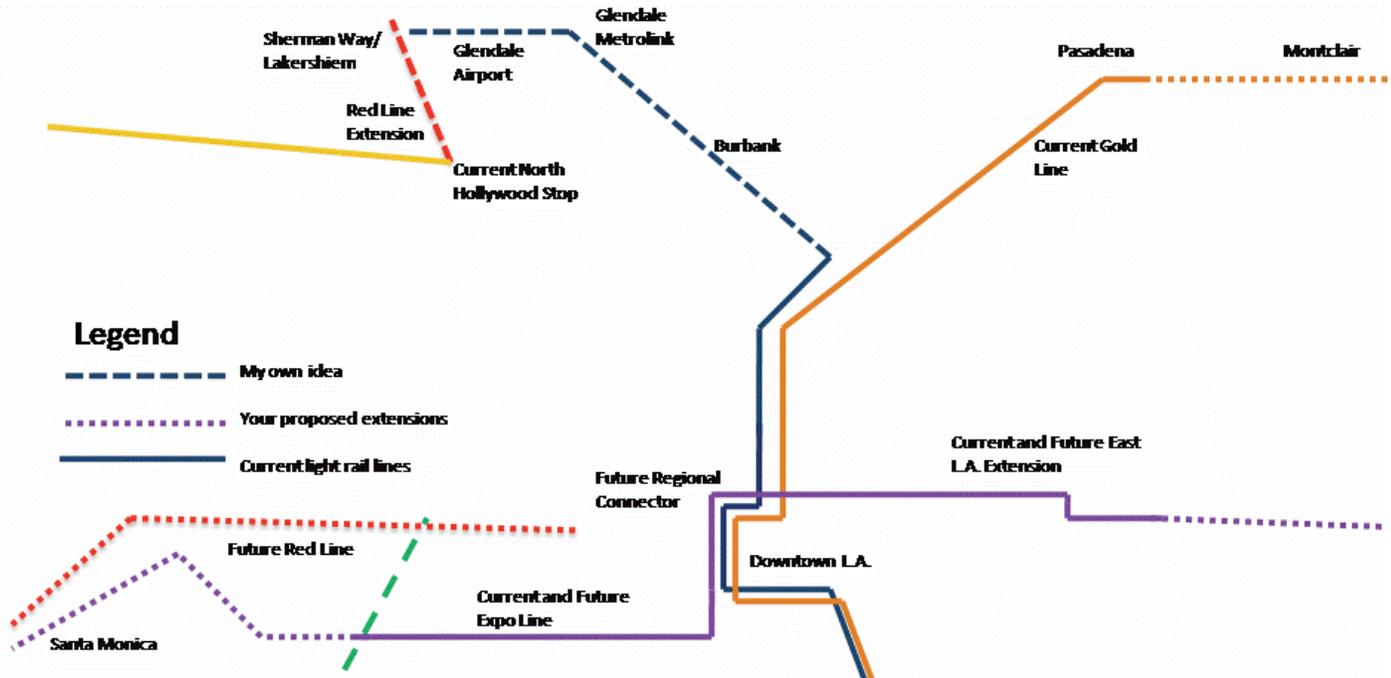
Hello,

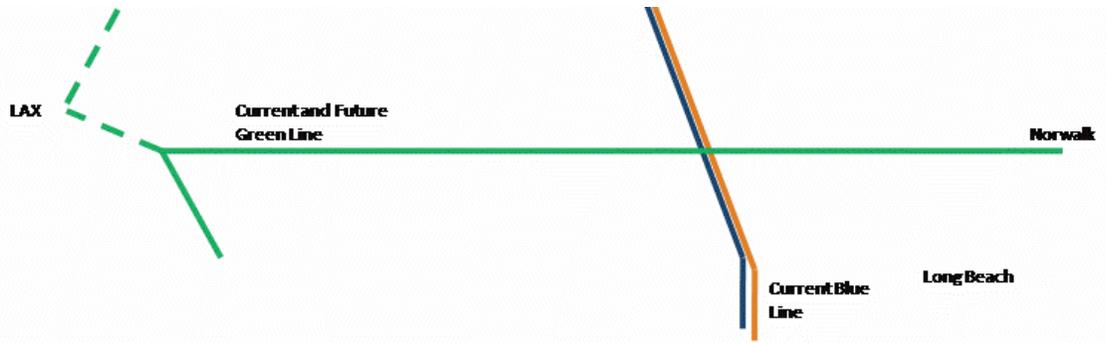
I am glad I got this on time. Since the Blue Line is one of your most successful lines, you may not want to take anything away from the Blue Line as far as frequency.

Here is what I propose.

Consider a line that goes from Union Station to Glendale. The stations can match the Metrolink stops along the way. The line will then head West to connect with the Glendale airport. That line will probably be no longer than five miles.

- Blue Line – Glendale Airport to Long Beach
- Gold Line – Pasadena (Montclair) to Long Beach
- Purple Line – Whittier (East L.A.) to Santa Monica (Exposition)





Regards,

Thank you.

**Antonio Allah**, Information Center Analyst

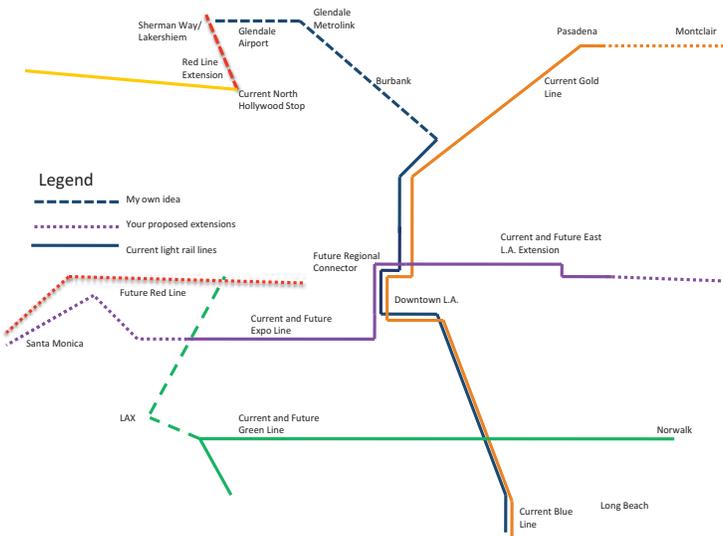
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phone: 602.387.3830 | fax: 602.383.5401 | email: [antonio.allah@apollogrp.edu](mailto:antonio.allah@apollogrp.edu)

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[lines.pptx \(62.4 KB\)](#)

Date: May 10, 2009

To: Ms. Dolores Roybal Saltarelli, Project Manager  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012  
email: RegionalConnector@metro.net

Metro Board of Directors  
cc: Ann Kerman

Also: cc: Councilwoman Jan Perry  
cc: Mayor Antonio Villaraigosa

From: June Aochi Berk  
Home Address: 11338 Sunshine Terrace  
Studio City, California 91604  
email: juneaochiberk@aol.com

Re: Proposed Metro Regional Connector Transit Corridor

Thank you for the presentation on the Proposed Regional Transit Connector Corridor by Metro at the recent Little Tokyo Community Council meeting which was held at the Japanese American National Museum. We appreciate your outreach to the community and your invitation to receive comments from the community.

I wish to hereby submit my personal comments and concerns regarding the proposed two and the third, "no build," alternatives. I hope that I may be pardoned for my passion for my personal perception of how this proposed project would impact the Little Tokyo community. My concerns are as follows:

1. The impact on the vehicle and pedestrian traffic on the intersection at 1st and Alameda, where the eastbound train will egress from the underground tunnel at the southwest corner and cross diagonally over the intersection to the northeast corner.
2. The safety factor at the 1st & Alameda intersection for both vehicular and pedestrian traffic
3. Impact on the traffic flow on 1st Street - eastbound and westbound - the main artery of Little TokyoThe impact this intersection has on the Little Tokyo community. It would split the community, as we know it now, in half.
4. The impact this project would have on the Little Tokyo community, both physically as well as environmentally and threaten the quality of life in Little Tokyo

5. According to the Metro Overview on the website, the following Benefits of the Regional Connector are listed:

- \*\* The Regional Connector benefits the entire Los Angeles County region - not just Downtown.*
- \* The Regional Connector will enhance Metro Rail service by providing one continuous trip between the Pasadena Gold Line and Blue Line, and between the Eastside Gold Line and Expo Line.*
- \* The Regional Connector will minimize the need for transfers, reducing one-way light rail trips across the County by 10 - 30 minutes or more.*
- \* The Regional Connector will reduce station crowding, especially at peak hours.*
- \* The Regional Connector will provide new access to Downtown attractions as well as regional destinations.*
- \* The Regional Connector will increase regional mobility.*

*The Regional Connector will enable all Los Angeles County rail and bus transit as well as all intercity transit service to operate more efficiently and attract higher ridership, thus reducing roadway congestion, improving regional air quality and reducing the region's carbon footprint*

**Nowhere in this overview does it state what, if any, impact this project would have on the Little Tokyo community. I submit herewith the concerns I have with this proposed project:**

As I understand it, the following train lines would connect at 1st and Alameda through Little Tokyo by providing continuous through service between the destinations served by the Gold, Blue and Purple Light Rail Train lines:

**Gold Line** - Presently from Pasadena to East Los Angeles (Monterey Park) - opens 2009. Westbound trains from Monterey Park would turn right and stop at Little Tokyo/Arts District, on Alameda Street, northeast corner, travel northbound to Union Station for connecting trains, and travel on through Chinatown and then to Pasadena.

Propose that

- Gold Line Train 1 - Coming from ELA would turn right, then travel northbound to Union Station and Pasadena
- Gold Line Train 2 - Coming from ELA would travel directly through Alameda intersection at Street Level through Little Tokyo and travel westbound and southbound to Long Beach
- Gold Line Train 3 - from ELA would travel directly through 1st & Alameda in Little Tokyo on street level and travel westbound to Culver City

**Blue Line** - Propose that:

- Blue Line Train 1 - From Long Beach, now ending at 7th St. Metro, would continue to travel through to Little Tokyo, then egress to street level at 1st & Alameda, stop at Little Tokyo/Arts District Station - then travel northbound to Pasadena

- Blue Line Train 2 - From Culver City/ Westside LA to continue through Little Tokyo, egress to street level on 1st & Alameda and travel eastbound to East LA / Monterey Park

**Purple Line** - Propose that:

- Purple Line Expo Line (1) from Westside (Culver City) go through Little Tokyo, subway and egress at 1st & Alameda to street level, then travel eastbound at street level to East LA
- Purple Line Expo Line (2) from Westside (Culver City) go through Little Tokyo, egress to street level to 1st and Alameda and then stop at a platform for passengers, then travel eastbound to Pasadena

All of the above 7 train lines (14-both ways) with different destinations would cross over diagonally, both eastbound and westbound, at street level, at the intersection at 1st & Alameda. We were told that the trains would cross over the Alameda and 1st Street intersection approximately every 2- 1/2 minutes both ways, or 25 trains in one hour (2.25 minutes).

If the above is true, 1st & Alameda would then be known as a major street level "hub" for Metro Trains, and not known as an intersection of Little Tokyo. It would, in effect, be an area that people would avoid, whether driving or walking, because it will be considered dangerous and too busy with train traffic. The Historic Little Tokyo would be divided in half, and split from each other at this vital intersection.

**1. Impact / Concerns / Questions - on the 1st & Alameda Intersection**

**The intersection at 1st and Alameda is the key intersections of Little Tokyo, and it is vital to the economic and, even to a great degree, to the spiritual life of Little Tokyo.** All traffic entering Little Tokyo would be interrupted on 1st Street at Alameda Street if the Metro trains were to cut diagonally across this intersection every 2-1/2 minutes.

**I am concerned that there would be no benefit to Little Tokyo Community, with the trains egressing to street level to cross diagonally of 1st And Alameda every 2-1/2 minutes, and also with the westbound trains crossing over to enter the tunnel. The environmental impact on the noise for this intersection would negatively affect the residents living on the southeast corner of the intersection, as well as disrupt pedestrian and vehicle traffic tremendously.**

I would imagine, in my opinion, that if this were to be proposed at any downtown street intersection, i.e. 7th & Flower, the hue and cry of objections by the businesses affected would be loud and immediate to such a hub at a street-level intersection. I cannot imagine that such an intersection would be acceptable in Downtown Los Angeles.

At least at the 7th & Metro hub, as it operates now, the Red Line and Blue Line meet underground, on two (or three?) different levels, and transfers occur below street level for the connecting trains. Although I have seen how busy it gets with people transferring to connecting trains, the intersection above on 7th & Flower is not adversely affected by the hub below. This would not be the case at 1st & Alameda.

It is hard to imagine how a tri-level underground situation at 7th & Flower can be transferred to a street level (one level) to handle all of the trains coming through. It sounds impractical, and would also be confusing for the riders who want to transfer at 1st and Alameda at the Little Tokyo / Arts District Station, to get off and find the trains that they want to transfer to. And also to connecting buses and the DASH. The 7th and Metro underground platform is very crowded with hundreds of passengers transferring connections. How can this large amount of riders be accommodated on the small platforms designed for the Little Tokyo / Arts District Station?

- How would a person, for example, coming from Long Beach on the Blue Line, go to East LA? Will there be a platform for eastbound trains across 1st Street (will there be another platform built?) for riders to get off or on to the Blue Line? Where will the platform be built for westbound riders on Blue Line and Purple Line? Will there be additional tracks built to service these lines at the intersection?
- If the trains egress from the Office Depot area, how much room will the trains need to make that turn and stop at the Little Tokyo / Arts District Station?
  - How slow or fast will the trains be traveling as they approach the Little Tokyo/Arts District station?
  - How many segments in one train? How long will it take the train to pass through the intersection?
  - Will more property need to be acquired to handle the "hub" of trains coming from all the different directions traveling to so many different destinations?
- With a train count of 2.25 headway on 4 lines going through the intersection, how was the headcount determined?
- Will the train run on 2 tracks across 1st and Alameda at street level for all of the projected trains coming through the intersection? Or will more tracks be added?
- The auto /bus traffic on surface street crossing East / West on 1st Street at Alameda would be extremely slow, if at all possible, with a very heavy back-up on 1st Street, a major thoroughfare and entrance into Little Tokyo.

- It would be extremely difficult, and a tremendous liability to allow pedestrians to cross over 1st Streets and Alameda Street, east/west and north/south.
- How much time will pedestrians have to cross in any direction?
- If you are bringing in more trains, you will need more switches and more room to accommodate those switches (at least 2 switches for each train you intend to run in each direction) which means it will take more room for the extra switches. Would this also mean more maintenance for the tracks?
- You will need more room for transfer of passengers at this intersection. Will you build more platforms? Where ?
- How does one get across the tracks to gain access to train on next track? Will trains heading to East LA, be able to leave passengers on platforms at 1st and Alameda? Where?
- With all of the connector trains, and with so many transferring passengers, would it not be detrimental to passengers changing trains, not knowing where to transfer or where to catch the next train of their choice; creating confusion on the platforms. I envision a very crowded, chaotic situation at this transfer / loading / unloading point.
- How high will the electric lines be above the trains coming out of the tunnel crossing over 1st & Alameda at street level ? How will Metro be able to build a pedestrian cross-over bridge if the electric lines are so high above the trains? Will this bridge be covered to protect pedestrians from rain? Will it be earthquake safe?
- The main concern here is how can pedestrians get from one side of 1st Street to the other side? Will one have to walk to 2nd Street - or Temple Street to cross over Alameda?
- How will a person cross parallel across Alameda - from the southeast corner to the northeast corner? Will they have to cross over the tracks? The same goes for pedestrians from the northeast corner to the northwest corner. How many tracks would pedestrians cross over?
- Will the train come at the same speed out the tunnel, or will the train first stop underground, in the tunnel, before climbing to the street level to egress out of the tunnel. Will the engineer be able to see the cross traffic ahead from a monitor ? Will the train stop before entering the intersection? Will it have traffic lights?

- What if a pedestrian - a child or elderly citizen - stumbles and falls on the tracks. With 2-1/2 minutes between trains, I would imagine a person becoming frozen and panicky. Will the engineer be able to stop in time and avoid a collision with the pedestrian?
- The pedestrian cannot see any train in the tunnel and coming out of the tunnel and how soon a train is arriving. What safeguards will there be to make sure that no one is in the crosswalk? What if someone tries to "beat the train" and doesn't see the oncoming train? Will the engineer be able to stop in time?

**I would prefer to see a plot plan, or preferably a model to see what would happen at that intersection**

## **2. Safety Factor**

Even as I am concerned about the preservation of the quality of life of Little Tokyo, I am even more concerned for the safety factor for pedestrians at this intersection:

- Would the Board of Directors of the Los Angeles County Metropolitan Transit Authority be able to assure 100% safety of pedestrians at this busy intersection?
- What would happen if a child, distracted by noise or something shiny on the ground, or an elderly person who cannot see or hear too well, or an indigent person crossing against the light, suddenly looks up to see a train coming out of the tunnel, a few feet away, and coming towards them? Would the train engineer be able to stop in time?

I fear for these very vulnerable people - the children, the seniors who are often handicapped and elderly, the indigent person who crosses the street at 1st and Alameda at all hours of the day and night. They would not be able to see the trains approaching out of the tunnel. The train would suddenly appear as it comes out of the tunnel only a few feet away, and people would be unable to react and move of the way in time.

I believe that people will be hesitant to bring their children, older seniors on trains because of the danger of so much train traffic coming through the center of Little Tokyo's busiest intersection.

### 3. **Impact on the Traffic on 1st Street, and 2nd Street**

- **First Street is the main artery for Little Tokyo.** 2nd Street is also another busy artery, and on Third Street there are many residential complexes both for seniors and non-seniors. There is also a large medical complex on Third Street with the Pacific Commerce Bank at street level.

Little Tokyo on the eastside of Alameda houses the following:

- Los Angeles Betsuin (Nishi) Buddhist Temple
- Zenshuji Buddhist Temple
- Maryknoll Japanese Catholic Church
- Japanese restaurants and businesses
- Large residential complexes
- The Nikkei Center, a proposed 360-unit mixed-use development, is planned for the northeast corner of 1st and Alameda.

Little Tokyo on the westside of Alameda. north of 1st Street

- The Japanese American National Museum
- The MOCA Geffen Contemporary Museum
- The East West Theatre and Union Arts Building
- Many restaurants, businesses, galleries, hotels and residential housing (mostly for seniors)

Little Tokyo on the westside of Alameda, south of 1st Street

- The Japanese American Cultural & Community Center & Plaza
- The Japan America Theatre
- A large medical building
- The Japanese Village Plaza
- Centenary Methodist Church
- Union Church of Los Angeles
- Zenshuji Buddhist Temple
- Little Tokyo Branch City Library
- Casa Heiwa, the Little Tokyo Towers, Miyako Gardens, Little Tokyo Villa, Teramachi Condominums and many other senior housing residences.
- Many restaurants, offices, businesses and government offices
- Soon to be built mixed use residential and business complex on "Block 8" (2nd/3rd/San Pedro/Los Angeles Street)
- Also in planning stages: Little Tokyo Recreation Center for youth, seniors and Little Tokyo community residents

As noted, the trains at the intersection of 1st and Alameda would split the Little Tokyo community in half. Little Tokyo is a walking community and many of Little Tokyo's residents are elderly and handicapped eyesight and hearing, and it would be difficult for pedestrians to cross over the 1st and Alameda intersection with trains crossing every 2.25 minutes.

- How would traffic flow on 1st Street, either / or / both eastbound and westbound? Will vehicular traffic be re-routed to 2nd Street or Temple Street to cross over 1st Street? Or, if it is allowed, will there be rail traffic gates going up and down? Would eastbound traffic on 1st Street be allowed to turn right?
- The bus traffic on 1st Street would also add to the tremendous back-up on 1st Street at this 1st & Alameda intersection. Overflow traffic on 2nd Street would also be heavy, and traffic would clog intersections and streets around Little Tokyo.

#### **4. Lack of Available Parking Spaces Would Become Even More Critical**

The 200-space parking lot on 1st and Alameda and Central Avenue is vital for the economic life of the Little Tokyo community. At the present time, there is already a parking space availability crisis in Little Tokyo. If this parking lot were to be taken away by Metro for the tunnel egress site, Little Tokyo would lose 200 more parking spaces.

This long-standing parking lot is important to sustain the economy that is once again beginning to improve in Little Tokyo with events at the Japan America Theater at the Japanese American Cultural and Community Center, on the south side of 2nd Street, and on the north side of 2nd Street, the East West Theater and the Japanese American National Museum, MOCA Geffen Contemporary are major attractions in Little Tokyo. These institutions and the many Buddhist Temples and Christian Churches in the area once again are thriving with people from all areas of the Greater Los Angeles County, and from Southern California coming to Little Tokyo. This is a place that welcomes visitors from all over the world who come to Little Tokyo for events/weddings and funerals, and celebratory yearly events such as Nisei Week, the Obon Festivals and Children's Day activities.

**All of these events, institutions and businesses would suffer from a lack of available parking spaces.**

## **5. Background / History / Effect on Future of Little Tokyo**

Little Tokyo has been located in this same area since the first businesses opened in the late 1800s. It has grown physically and economically, and survived through a series of events that threatened the existence of Little Tokyo.

From the time my parents arrived in the United States in 1900 and settled in Los Angeles, and as a child growing up in Little Tokyo before WWII, Little Tokyo has served as a very special cultural and historical and educational place for many like myself, who grew up learning the traditions and culture of Japan.

Then, owing to the special provisions of the now infamous Executive Order 9066, Little Tokyo was disseminated and demolished during World War II as the Japanese and Japanese Americans were forcibly moved out in the mass evacuation in 1942. Businesses were closed down, and residents lost their civil rights, and against their will, sent to live in America's Concentration Camps. (In fact, the corner of 1st and Central, one block west of 1st and Alameda, was the gathering / departing point for hundreds and thousands of Japanese families (our family was among those families) being sent by bus to Santa Anita and Pomona Assembly Centers.

After the end of WWII, the Japanese / Japanese Americans were allowed back into California, and many resettled in what was once Little Tokyo, and again they invested their time and money and were determined to rebuild Little Tokyo. It took a lot of sweat and endless hours of back-breaking effort to bring the community back to a successful and thriving community.

Then, again, around 1947-50 the City of Los Angeles took away a large portion of Little Tokyo to build the City's Police Headquarters at Parker Center. Again, businesses and buildings were demolished or displaced, closed and or moved to other areas in Los Angeles, Gardena, East Los Angeles and San Fernando Valley. Much of Little Tokyo was lost to the City.

Little Tokyo survived, and is now coming back again to thrive once more as a vibrant community. There are new businesses and restaurants along Central Avenue, 2nd Street, and 1st Street. This vibrant street of businesses and restaurants would be demolished with the proposed Underground Tunnel Exit on the block bounded by 1st & 2nd, Alameda and Central Avenue. Many small businesses and restaurants on 2nd Street would be unable to survive the many years of construction, traffic obstacles, noise and air pollution.

## 6. Future of Little Tokyo

In 2007, Little Tokyo was officially designated by the State of California as one of the three remaining Japantowns in California. (San Francisco and San Jose and Los Angeles). There have been capital improvements and many new residents moving in, and discussions were held in the Community for planning and design guidelines. The discussions continue today as the LTCC Planning and Cultural Preservation Committee meet with the City Planners for the design and planning guidelines for the future Little Tokyo and Downtown Los Angeles.

The week-long Nisei Week Japanese Festival, held in August each year, celebrates the businesses, people and culture of Japan. Nisei Week began in the mid-1930s and with the absence in the War years, it has continued to bring thousands of visitors to Little Tokyo, and this year will celebrate its 69th year. Thousands of visitors come to Little Tokyo each year to celebrate Nisei Week, as well as the Buddhist Temples' "Obon" Festivals and other special events all year around.

Many have continued to bring their children and grandchildren to shop, eat and play and work in Little Tokyo. In the near future, the Little Tokyo Recreation Center, which will be built soon, will become the center of Japanese American youth activities.

Now, once again, the quality of life in this quaint Historic Little Tokyo in Downtown Los Angeles is being threatened.

Because of the uncertainty of the conditions caused by construction, the proposed project would keep people from coming to Little Tokyo during and after construction, and the economy and the vibrancy of Little Tokyo would suffer greatly. Many of the Little Tokyo small businesses would be devastated, and unable to survive the long period of construction.

The Little Tokyo community is very small in area and very fragile. It is vulnerable to any sudden changes and long-term construction such as for the Transit Corridor Connector.

What a shame it would be for the City of Los Angeles to lose the vibrancy and the economic vitality and the cultural quaintness of Little Tokyo.

And what a tragedy it would be for a pedestrian to suffer the tragic consequences of an ill-designed, unsafe planned intersection.

**Therefore, I would respectfully urge that the Metro Board vote "No" on Metro Transit Regional Corridor Connector Underground Alternative** - and urge the Metro Board to not build an underground emphasis with trains coming out of a tunnel on the southwest corner of 1st and Alameda to cross diagonally for eastbound and westbound trains at street-level at this busy vehicular and pedestrian intersection in the middle of Little Tokyo.

**I would urge that the Metro Board consider the either the "no build" alternative** and have the trains meet at the hub in Union Station, and use shuttle buses or DASH to connect passengers for transfers.

**Or, I would urge the Metro Board to vote for the At-Grade Alternative** to travel along Temple Street which is the northern edge of Little Tokyo. The employees in the government offices, or visitors that have business at government offices on Temple Street and Civic Center area, could potentially leave their cars at home and travel through the Metro system and arrive at their destinations in the Civic Center area and Temple Street offices; thus, saving the environment from more cars traveling to daily destinations. This would leave more parking spaces available for customers of businesses in Little Tokyo and downtown area. This would also leave Little Tokyo area intact from being split in half.

As one travels through Civic Center and Little Tokyo, at street level, the life of the City can be seen on Temple Street; and in Little Tokyo, the East West Theatre, the Union Arts Center, the Go For Broke 442nd Memorial Monument and National Education Center, MOCA Geffen Contemporary and the Japanese American National Museum and the National Center for the Preservation of Democracy would be seen from Temple Street.. If the hoped for Art Park is built, the many travelers on the Metro trains at street level on Temple Street would pass by this park.

When I ride the subway (Red Line) from the Universal City Station to Union Station, I do not see any of the City above ground. I miss seeing the different neighborhoods. Subway is a good way to get around quickly, but you lose the connection to the various diverse neighborhoods in Los Angeles.

And Los Angeles is a beautiful City; a beautiful patchwork quilt of diverse neighborhoods. We should preserve and protect all of these neighborhoods.

Thank you again for inviting our comments and considering our concerns.

Respectfully submitted

s/June Berk

Email: [juneaochiberk@aol.com](mailto:juneaochiberk@aol.com)

Secretary and Contact Person, Little Tokyo Community Council

(Member of the LTCC ad hoc committee working with Metro Planners of the Transit Corridor Connector Project)

Secretary, Leadership Education for Asian Pacifics, Board of Directors, Little Tokyo

Secretary, L.A. Artcore, Board of Trustees, Little Tokyo

## Arcelia Arce

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**From:** Kerman, Ann [KERMANA@metro.net]  
**Sent:** Wednesday, May 06, 2009 9:08 AM  
**To:** Clarissa Filgioun; Ginny-Marie Case; Arcelia Arce  
**Subject:** Scoping Comment

Scoping Comment:  
Please post to eRoom.  
Thanks!

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From: webmasters@metro.net [mailto:webmasters@metro.net]  
Sent: Tuesday, May 05, 2009 6:49 PM  
To: Kerman, Ann  
Subject: I have a question/comment about the Regional Connector Transit Corridor Study

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firstName: MARTHA  
lastName: PORTER  
organization: USC  
emailAddress: [mporter\\_6@yahoo.com](mailto:mporter_6@yahoo.com)  
streetAddress: 3467 W 71st Street  
city: LA  
state: CA  
zipCode: 90043  
Date: Tuesday, May 05, 2009  
Time: 06:49:16 PM

comments:

I like the details and strategic location of the Regional Connector-Downtown. Many passengers can ride it, because it connects to the Tokyo Arts District, the Red/ Purple, and Expo Lines. All in all, it can be named the "L" (aka. The LA Loop).

\*Martha Porter

## Arcelia Arce

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**From:** Kerman, Ann [KERMANA@metro.net]  
**Sent:** Tuesday, May 05, 2009 3:21 PM  
**To:** Clarissa Filgioun; Ginny-Marie Case; Arcelia Arce  
**Subject:** Scoping Comment

Please post to eRoom  
Thanks!!

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From: webmasters@metro.net [mailto:webmasters@metro.net]  
Sent: Tuesday, May 05, 2009 1:36 PM  
To: Kerman, Ann  
Subject: I have a question/comment about the Regional Connector Transit Corridor Study

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firstName: Daniel  
lastName: Walker  
organization:  
emailAddress: [milowalker@ca.rr.com](mailto:milowalker@ca.rr.com)  
streetAddress: 7416 West 82nd Street  
city: Los Angeles  
state: CA  
zipCode: 90045  
Date: Tuesday, May 05, 2009  
Time: 01:36:16 PM

comments:

We support the Regional Connector project. We urge Metro to move forward with final environmental clearance and build this proposed Light Rail project mostly underground from 7th/Metro to Little Tokyo ASAP. The Regional Connector will have high initial traffic because it will link passengers from the Expo Santa Monica / Long Beach Blue Lines under downtown LA to the Pasadena Gold and East LA lines. We support the "Underground Emphasis LRT" option over the proposed surface alternatives. The underground option will be safer and quicker and impact downtown traffic less during construction. The Regional Connector should be a key project in the funded category of the upcoming MTA/SCAG Long Range Transportation Plan for LA county. Building a vehicular tunnel for Alameda St. would improve safety for pedestrians, trains, trucks, and cars near 1st St / Little Tokyo Metro station. We believe this project is worth the estimated AA report cost (about \$900M). Modern deep bore tunneling equipment/techniques should reduce actual total costs if construction can be initiated ASAP. Convenient links at each proposed new station should be provided for pedestrians, bikes, and bus transfers to LRT.

Thanks and good luck!

## Arcelia Arce

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**From:** Regional Connector [RSC\_RegionalConnector@metro.net]  
**Sent:** Tuesday, May 05, 2009 3:15 PM  
**To:** Ginny-Marie Case; Clarissa Filgioun; Arcelia Arce  
**Subject:** Scoping Comment

Please post to eRoom.  
Thanks!

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

**From:** akumamoto@aol.com [mailto:akumamoto@aol.com]  
**Sent:** Tuesday, May 05, 2009 12:02 PM  
**To:** Regional Connector  
**Subject:** Little Tokyo

Please include a Little Tokyo stop if underground between Los Angeles and San Pedro on second (1st choice) and at least Temple and Judge Aiso if Temple surface is selected (the stops along this route are not convenient to Little Tokyo)

A KUMAMOTO  
323 223 6473 X18

From: [Kerman, Ann](#)  
To: [Clarissa Filgioun; Arcelia Arce;](#)  
Subject: FW: Regional Connector  
Date: Monday, May 04, 2009 11:30:44 AM

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Please post to eroom...  
Thanks!!

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

From: Roybal, Dolores  
Sent: Monday, May 04, 2009 10:41 AM  
To: 'Ginny-Marie Case'; 'Villalobos, Monica'; Kerman, Ann  
Subject: FW: Regional Connector

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

From: Garrett Sergeant [<mailto:scythefalcon@mac.com>]  
Sent: Friday, May 01, 2009 12:57 PM  
To: Roybal, Dolores  
Subject: Regional Connector

Greetings-

I wanted to quickly add my two cents regarding the downtown connector project.

This project MUST be placed underground.

Downtown is already a vortex of traffic congestion and an on-grade train will only hinder that more.

We've also already seen what on-grade rail does to slow rail traffic flow with the gold line. This connector will be among the most heavily trafficked rail passages in the county if completed. This project is all about speed and fluidity, which will go out the window if implemented in such a way.

In addition, this project is about a much grander scheme in which Los Angeles is trying to build a world class rail system capable of meeting the demands that will be placed on the city in the coming decades. Anything running above ground through downtown will not stand to meet these demands. Do it right the first time and don't regret it later.

-Garrett Sergeant

**From:** Regional Connector <RSC\_RegionalConnector@metro.net>

**Subject:** **FW: Regional Connector DEIS/EIR comment**

**Date:** April 17, 2009 2:41:17 PM PDT

**To:** 'Ginny-Marie Case' <ginny@therobergroup.com>, 'Ginny-Marie Case' <gincase@gmail.com>

**Cc:** Clarissa Filgioun <Clarissa@TheRobertGroup.com>



fyi

Ann Kerman

Constituent Program Manager

Metro Regional Communications

Central LA/San Fernando Valley/North County

Tel: 213-922-7671 ~ fax: 213-922-8868

Email: [KermanA@metro.net](mailto:KermanA@metro.net)

P Please consider the environment before printing this e-mail

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

From: richard schumacher [<mailto:schumach@hp.com>]

Sent: Friday, April 10, 2009 2:38 PM

To: Regional Connector

Subject: Regional Connector DEIS/EIR comment

The Underground Emphasis LRT alternative is vastly superior and well worth the additional cost:

- the wye connection at the Gold Line maximizes operational flexibility
- the lack of traffic and pedestrian conflicts allows minimal headways and travel times

Both of these features would greatly increase the utility of the existing Blue, Gold and Red lines, much more than would the No Build, TSM, or At-Grade Emphasis LRT alternatives.

regards,

Richard Schumacher

From: Satenique Squires [<mailto:satenique@sbcglobal.net>]  
Sent: Tuesday, March 31, 2009 8:33 PM  
To: Regional Connector  
Subject: Regional Connector Transit Corridor

As I am unable to attend the numerous “public scoping” meetings to give input on the proposed Corridor, there is one very important point I’d like to make.

Please put me on record as a resident of Los Angeles County who opposes any surface transportation being added to our already congested streets.

The corridor is not only essential, it is most welcome, and long overdue!

However, let’s keep in mind that our already overstressed streets and freeways cannot support any added transportation and that includes the Connector.

The Connector must be built underground.

Let’s keep the noise, the congestion away from our already congested streets and freeways.

Thanks for your careful attention to my input.

Sincerely,



**Satenique "Nikki" Squires, REALTOR**  
Prudential California Realty  
1625 W. Glenoaks Boulevard  
Glendale, CA 91201  
(818) 414-7929 - Cell  
(818) 476-3093 - Office  
[satenique@sbcglobal.net](mailto:satenique@sbcglobal.net)

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From: webmasters@metro.net [<mailto:webmasters@metro.net>]

Sent: Tuesday, March 24, 2009 11:27 AM

To: Kerman, Ann

Subject: I have a question/comment about the Regional Connector Transit Corridor Study

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firstName: Marcie  
lastName: Rozalsky  
organization:  
emailAddress: [marcie@rozegeographics.com](mailto:marcie@rozegeographics.com)  
streetAddress: 13173 Pacific Promenade #217  
city: LA  
state: CA  
zipCode: 90094  
Date: Tuesday, March 24, 2009  
Time: 10:27:00 AM

comments:

My daughter currently goes to school at Robertson/National in Culver City. I am wondering about the construction and completion of the project at that intersection. Where can I learn more about its impact, layout and completion date? Thank you.