

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>Anthony T. Materna, Ph.D.</i>	
Organization/ Organización/ 団体名: <i>ACODA Technology & Investments, LLC</i>	
Address/Dirección/住所・所在地: <i>880 W. 1st St. Suite 403</i>	
Telephone/Teléfono/電話: <i>(213) 626-0927</i>	Fax:
Email/電子メール: <i>amaterna@pacbell.net</i>	

Comments/Comentarios/コメント:

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 GARCIA	
Organization/ Organización/ 団体名: DOWNTOWN RESIDENT	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: DAN GARCIA@GMAIL.COM	

Comments/Comentarios/コメント:

I STRONGLY SUPPORT
YOUR UNDERGROUND OPTION.
I THINK THIS IS A MUCH NEEDED
PROJECT ~~AND~~ AND APPRECIATE YOUR
WORK. (I ALSO SUPPORT THE
2ND ST DOWNTOWN STATION)

THANKS, DAN

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 GARCIA	
Organization/ Organización/ 団体名: DOWNTOWN RESIDENT	
Address/Dirección/住所・所在地:	
Telephone/Teléfono/電話:	Fax:
Email/電子メール: DAN.GARCIA@GMAIL.COM	

Comments/Comentarios/コメント:

I STRONGLY SUPPORT
YOUR UNDERGROUND OPTION.
I THINK THIS IS A MUCH NEEDED
PROJECT ~~AND~~ AND APPRECIATE YOUR
WORK. (I ALSO SUPPORT THE
2ND ST DOWNTOWN STATION)

THANKS, DAN

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: <i>LAWRENCE ALDAVA</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>LAWRENCE.ALDAVA@GMAIL.COM</i>	

Comments/Comentarios/コメント:

*I SUPPORT THE UNDERGROUND ALTERNATIVE. I AM
VERY EXCITED ABOUT THIS PROJECT! PLEASE BUILD IT
SOON AND BEGIN RESHAPING LOS ANGELES.
THANK YOU!*

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



11-5-09
Pasadena Mtg

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: Sonja E. McIntosh	
Organization/ Organización/ 団体名: Self & The Public	
Address/Dirección/住所・所在地: 2725 Mimosa St. Alhambra Calif. 91823	
Telephone/Teléfono/電話:	Fax:
Email/電子メール:	

Comments/Comentarios/コメント:

We need more buses & safety there.

You can carry more items, children, etc. with you

You are near ^{the} ~~your~~ place you took the bus for

Elevators & escalators & steps 80+ are too

exhausting. Seniors don't travel as much as

used to, because of MTA problems as above &

The money is extravagant. Every govt.

entity is broke (almost every city, etc.).

Stop spending. Taxpayers can't pay

thanks.

Subway
rail
lines
safety drivers

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



Subject: FW: [Metro.net] customer comment
Date: Monday, November 23, 2009 1:49 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

fyi

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

From: noreply@metro.net [mailto:noreply@metro.net]
Sent: Friday, November 20, 2009 8:18 PM
To: Regional Connector
Subject: [Metro.net] customer comment

Comment from

First Name: James
Last Name: Fujita
Email: jim61773@yahoo.com
Phone:
URL:

I'm glad to see that the MTA was able to find a way to build the regional connector underground at First and Alameda.

While I am concerned about the cost, I think that the newest proposal will provide Little Tokyo supporters with an alternative that we can stand behind.

I like the idea of an underground station at the "Office Depot" block and I am curious to see what, if anything will be built there. The neighborhood lacks open space and perhaps a pocket park can be placed there.

METRO REGIONAL CONNECTOR

COMMENT FORM

FORMULARIO PARA COMENTARIOS

コメント用紙

Name/Nombre/氏名: <i>MISA LUND</i>	
Organization/ Organización/ 団体名: <i>-</i>	
Address/Dirección/住所・所在地: <i>523 W. SIXTH ST. #1200 LOS ANGELES 90014</i>	
Telephone/Teléfono/電話: <i>←</i>	Fax: <i>213-943-4680</i>
Email/電子メール: <i>lund@rakadypartners.com</i>	

Comments/Comentarios/コメント:

- The underground alternative should incorporate a new development that would redefine the block, provide more parking and other street level uses.
- Why is it not possible to surface the tracks after the intersection (Stamata/1st)
- Locate stations where ^{existing} pedestrian activity is heavy.

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: Mona Samimi	
Organization/ Organización/団体名: Savoy	
Address/Dirección/住所・所在地: 100 S. Alameda St. # 464	
Telephone/Teléfono/電話: _____	Fax: _____
Email/電子メール: _____	

Comments/Comentarios/コメント:

I live at the savoy and would not have purchased this condo 3 years ago if I knew there would be 4 years of construction and a train running in front of my condo \approx 900 times a day. If, however, an underground station will be built at 1st + Alameda, I prefer for there to be a park or park and shops on the metro station instead of a parking lot.

Also, it would be much better if the underground section ^{on Alameda} would extend through, passed 2nd street so that it would maintain a calmer atmosphere for the residents of Savoy and put more of the truck traffic in the tunnel as opposed to partially at grade.

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>Seena Sumimi</i>	
Organization/ Organización/ 団体名: <i>Sway</i>	
Address/Dirección/住所・所在地: <i>100 S. Alameda St. #464</i>	
Telephone/Teléfono/電話: _____	Fax: _____
Email/電子メール: _____	

Comments/Comentarios/コメント:

(UNDERGROUND EMPHASIS) Alternative

I would prefer that **IF** the Office Depot is replaced with a Metro, it be replaced with either a PARK or a development (with shops, etc) or BOTH. But I would not like to have a parking lot.

Also, I prefer that the N/S underground tunnel doesn't come above ground between 1st & 2nd. It should stay underground between 1st and 2nd the whole

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





Attention:

Antonio R. Villaraigosa, Mayor, City of Los Angeles
 Gloria Molina, Los Angeles County Supervisor, 1st District
 Michael D. Antonovich, Los Angeles County Supervisor, 5th District
 Don Knabe, Los Angeles County Supervisor, 4th District
 Zaev Yaroslavsky, Los Angeles County Supervisor, 3rd District
 Mark Ridley-Thomas, Los Angeles County Supervisor, 2nd District
 MTA Board of Directors

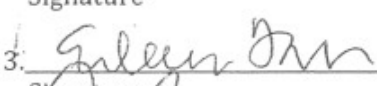
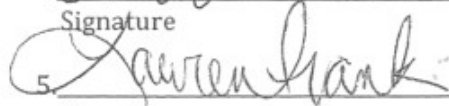

We, the residents of Savoy in Little Tokyo, represented by the Savoy Homeowners' Association, hereby oppose the MTA Regional Connector underground alignment crossing 1st and Alameda St. As a community of 500+ property owners and residents in 303 units facing this intersection, we stand to lose much because of this project: depressed property values during construction, permanent loss of businesses, increased traffic, and increased air and noise pollution from construction and trains, respectively. The extreme designs for the surfacing of the train and the intersection threaten our property and quality of life. We have already sustained three years of road closures and construction for the Gold Line Extension. We applaud the conventional and unobtrusive design of the Gold line route and welcome the addition of a new Metro station to our neighborhood.

The proposed underground alignment for the Regional Connector, on the other hand, would surround the building in yet another round of heavy construction and place trains running on TWO sides of our building, forcing residents to use a bridge just to cross the street. Our residents facing Alameda will see their views of LA street life forever altered by the presence of a hole going into the ground and trains surfacing every 1.30 minutes. Finally, the Regional Connector will create an artificial boundary effectively isolating us from the historic and significant LA community we are so proud to be a part of.

We understand the need for the Regional Connector, but we simply cannot accept this development in its present form; the impact on our community is too severe. We implore you and the MTA to find another way.

Sincerely,

The Residents of the Savoy

1.		Pei Yun Chiang	355
	Signature	Name	Unit #
2.		Kenneth Tan	365 361
	Signature	Name	Unit #
3.		Eileen Tan	365
	Signature	Name	Unit #
4.		Eveline Lee	234
	Signature	Name	Unit #
5.		Lauren Frank	347
	Signature	Name	Unit #
		SIDNEY WANG	#408


OPPOSITION LETTER

Attention: Antonio R. Villaraigosa, Mayor, City of Los Angeles
Michael D. Antonovich, Los Angeles County Supervisor, 5th District
Don Knabe, Los Angeles County Supervisor, 4th District
Zaev Yaroslavsky, Los Angeles County Supervisor, 3rd District
Mark Ridley-Thomas, Los Angeles County Supervisor, 2nd District
Gloria Molina, Los Angeles County Supervisor, 1st District

We, the patrons, businesses and community members of Little Tokyo, hereby list our signatures below to oppose Metro Regional Connector's underground, or light rail project, which will run through our beloved community. The Metro Regional Connector is only a thoroughfare along 2nd Street and emerges onto 1st and Alameda. It offers no stops along the way. This will threaten long time established businesses, forcing closures and loss of jobs, due to 3-5 years of construction; as well as visitors and tourists seeking accessibility elsewhere. Many Japanese senior citizens who reside in Little Tokyo will not be able to cross the street safely. The Metro line will delineate resident's from their current lifestyle, which will segregate them from everyday shopping, community centers and temples/churches of worship. 2nd Street is very narrow and should not be allowed for Metro's proposed commuter transportation.

We ask that you and your constituents reconsider this project and find other routes that will not destroy our community.

We hereby oppose this project as presented below:

<u>ANDREW LIN</u>	<u></u>	<u>9/10/09</u>	<u>310-766-4206</u>
Print Name	Signature	Date	Phone No.
_____	_____	_____	_____
Print Name	Signature	Date	Phone No.
_____	_____	_____	_____
Print Name	Signature	Date	Phone No.
_____	_____	_____	_____
Print Name	Signature	Date	Phone No.
_____	_____	_____	_____
Print Name	Signature	Date	Phone No.
_____	_____	_____	_____

Subject: FW: Comments on regional connector
Date: Thursday, November 19, 2009 3:09 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

Fyi - do we have a response??

Ann

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

From: Allon Percus [mailto:allon.percus@cgu.edu]
Sent: Thursday, November 12, 2009 12:01 PM
To: Regional Connector
Subject: Comments on regional connector

I wish I were able to make one of the recent public meetings about the Regional Connector, but unfortunately my schedule hasn't allowed it. Hopefully, comments by e-mail are acceptable as well.

As a Westside resident whose commute involves passing through downtown, I'm obviously a great supporter of having this kind of connection.

But I was aghast when I looked at the project website and saw that the vision is to have Expo lines trains just miss passing through Union Station. This reminds me a little bit of the Monty Python sketch where someone is about to be executed by a firing squad. The commander gives the order to shoot, the guards shoot, and...in the next scene, you see the commander yelling at the guards "How could you miss?!!"

I can't think of a better way of subtracting value from the Expo line than to have it just miss downtown's main transit hub! You plan to spend \$800 million to have trains from the Westside pass just near Union Station but not stop there? Is this for real???

Best wishes,
Allon Percus

--

Allon G. Percus
Associate Professor, School of Mathematical Sciences
Claremont Graduate University

Subject: FW: [Metro.net] customer comment
Date: Friday, November 20, 2009 9:30 AM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobergroup.com>, Clarissa Filgioun <clarissa@therobergroup.com>, "Sosa, Ray" <Ray.Sosa@aecom.com>, "Jackson, Virginia" <JacksonVF@CDM.com>

fyi

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

From: noreply@metro.net [mailto:noreply@metro.net]
Sent: Thursday, November 19, 2009 11:54 PM
To: Regional Connector
Subject: [Metro.net] customer comment

Comment from

First Name: Joseph
Last Name: Eisenberg
Email: joseph.eisenberg@gmail.com
Phone: 562-221-5437
URL:

I want to express my gratitude to Metro for quickly working out a new, underground solution to the connection of the Regional Connector with the Gold Line in Little Tokyo. The previous plans would work, but I think the new option would be worth the added expense for those of us in Long Beach and along the Blue Line.

I would further suggest that Metro study rebuilding the freeway bridge (limited to 15 mph speeds due to tight curves) with a new straight bridge over toward Hewitt Street, with the portal in the empty alley on the east side of the Dept of Water & Power lot. This will save two minutes of travel time for everyone going from the Expo Line or Blue line to Union Station or areas north. Over the next 50 years, those 2 minutes per person will add up to over a billion minutes of time saved, worth a couple hundred million dollars in my estimation. We should straighten the bridge.

This project could also be combined with the necessary run-thru tracks for Metrolink and High Speed Rail, which will have to be built in the same area anyway. The old curvy bridge could be retained for use by the new downtown street cars, for when new lines are extended north toward Union Station and Chinatown.

Subject: FW: [Metro.net] customer comment
Date: Friday, November 20, 2009 9:31 AM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>, "Sosa, Ray" <Ray.Sosa@aecom.com>, "Jackson, Virginia" <JacksonVF@CDM.com>

fyi

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

From: noreply@metro.net [mailto:noreply@metro.net]
Sent: Thursday, November 19, 2009 6:10 PM
To: Regional Connector
Subject: [Metro.net] customer comment

Comment from

First Name: John
Last Name: Gove
Email: gove01@gmail.com
Phone:
URL:

Hello, I was reading The Source blog about the regional connector and saw the revised concept for a wholly underground connection and station in Little Tokyo. First, let me say the concept is immediately more attractive and less cumbersome for the community. I understand the intent is to connect Long Beach with Pasadena and Culver City with East LA, so couldn't the existing Little Tokyo station be removed from the concept? I realize it may seem silly to remove a newly built station, but that is simply due to Measure R accelerating the regional connector construction. The current station was designed for the current route but becomes superfluous with a new underground station serving reconfigured routes. Wouldn't eliminating the current station reduce the width of the right of way and allow the portal to shift westward, reducing the need to acquire additional real estate? Wouldn't eliminating the current station then help reduce the overall cost of the updated connector concept? I look forward to your response. Thank you.
