

Subject: FW: Fully grade-separated alternative
Date: Tuesday, February 16, 2010 12:57 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Ginny Brideau gabby@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

fyi

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

From: Yuri Popov [<mailto:yopopov@gmail.com>]
Sent: Monday, February 08, 2010 3:06 PM
To: Regional Connector
Subject: Fully grade-separated alternative

This is a formal public comment on the inclusion of the fully grade-separated alternative.

I would like to express my strong support of the fully grade-separated alternative for the Regional Connector. I also fully support its formal inclusion into the Draft EIS/R. The connector should be completely underground - for the sake of safety, for the sake of efficient train operation, and for the sake of non-disruption of pedestrian and vehicular traffic at the ground level. We are building our city's future, and we should not build badly and cheaply.

Sincerely yours,
Yuri Popov, Ph.D.

Subject: FW: RegionalConnector:NewAlternative
Date: Tuesday, February 16, 2010 12:56 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Ginny Brideau gинny@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

fyi

From: Estela Lopez [mailto:elopez@centralcityeast.org]
Sent: Wednesday, February 10, 2010 1:11 PM
To: Regional Connector; Jackson, Michelle
Cc: Kerman, Ann
Subject: RegionalConnector:NewAlternative

The Arts District Business Improvement District (BID) spans 53 blocks of eastern Downtown Los Angeles, between Alameda Street and the Los Angeles River. Within its boundaries are 398 businesses employing 5,322 workers representing \$611 million in annual sales. The BID is administered by the Central City East Association (CCEA), representing Downtown property owners for the past 25 years.

The Arts BID Board of Directors has been advised of the potential of a new conceptual alternative for the Regional Connector's First and Alameda Streets crossing, one that would be fully grade-separated. We urge Metro's Planning and Programming Committee to support this alternative so that it can be comprehensively studied as part of the upcoming environmental process.

Thank you for your consideration.

Estela Lopez, Executive Director

Central City East Association

725 S. Crocker Street

Los Angeles, CA 90021

213 228 8484 - tel

213 228 8488 - fax

elopez@centralcityeast.org

Subject: FW: RegionalConnector:NewAlternative
Date: Tuesday, February 16, 2010 12:56 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: richard schumacher [mailto:r_a_schumacher@sbcglobal.net]
Sent: Wednesday, February 10, 2010 5:38 PM
To: Regional Connector; Jackson, Michelle
Subject: RegionalConnector:NewAlternative

The new fully-separated alternative is quite superior and should be adopted.

If possible, when the Connector is being constructed the radius of the curve at the E Commercial crossing should be increased to allow faster operation.

Richard Schumacher

Subject: FW: Connections downtown
Date: Tuesday, February 16, 2010 12:55 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

Dolores... do you want to respond or should we?
Thanks!
Ann

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

From: john@ [mailto:johnwsmart.com smartmonkey@att.net]
Sent: Friday, February 12, 2010 12:29 PM
To: Regional Connector
Subject: Connections downtown

I am not a clear about one thing re: the regional connector If i get on the blue line on long beach will i be able to go all the way to little tokyo without switching trains?

It's never clearly stated if the MTA will build an extension of the expo and blue lines to little tokyo or an entirely separate entity.

If people in culver city and long beach have to switch at 7th street AND little tokyo to get to pasadena then i see no reason to build the regional connector. It's as annoying as the Green line then.

I am John Smart
<http://johnwsmart.com/>

Subject: FW: Underground is the way to go..Comments on Regional Connector plan
Date: Tuesday, February 16, 2010 12:54 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
Conversation: Underground is the way to go..Comments on Regional Connector plan

fyi

From: Matt Gunter [mailto:fighterjock1000@yahoo.com]
Sent: Saturday, February 13, 2010 2:54 PM
To: Regional Connector
Subject: Underground is the way to go..Comments on Regional Connector plan

I could not imagine there would be any alternative that DIDNT have it completely underground. First, there are so many segments of it that would be underground anyways, including its starting point at 7th/Metro. Second, this is a downtown area, there is enough congestion as it is, keeping it underground would keep the streets clear for cars and pedestrians without slowing both of them down including the trains. Third, it would make the trains run slower if above ground. Fourth, it would require running powerlines overhead (ugly in a downtown setting). Fifth, its more dangerous. Sixth and finally, think of the future...downtown will become more dense and populated eventually and an above ground line would make it worse. I am in full support of this line, but please please please keep it fully underground. About the additional price tag for it?...Dont worry about it, this is well worth it, because im sure that there would be so many complaints about an above ground system in the future during and after construction that it would have to be changed anyways.

Matt Gunter

Subject: FW: Regional Connector, New Alternative
Date: Tuesday, February 23, 2010 5:12 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Ginny Brideau ginny@therobertgroup.com

From: Bobby Garza Jr [mailto:bobbygarzajr@yahoo.com]
Sent: Wednesday, February 17, 2010 10:28 PM
To: Regional Connector; Jackson, Michelle
Subject: Regional Connector, New Alternative

Hello,

I will not be able to attend the Planning and Programming meeting tomorrow (Feb. 18), so I wanted to express my support for the new fully underground alternative and reject the at-grade options, especially at 1st Street and Alameda.

I am a resident of Little Tokyo and a frequent rail/bus rider and I completely understand the need for the Regional Connector, I just hope we can do it without destroying the Little Tokyo neighborhood, which, I believe, the at-grade options will do.

Please approve and implement the fully underground alternative into the Draft Environmental Impact Statement/Report.

Bobby Garza, Jr.

Savoy Homeowner

Metro Rider

Subject: FW: Regional Connector Comment
Date: Tuesday, February 23, 2010 5:13 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Ginny Brideau genny@therobergroup.com, Dolores Roybal Saltarelli roybald@metro.net
Conversation: Regional Connector Comment

From: Mark Johnston [mailto:canammj@yahoo.com]
Sent: Wednesday, February 17, 2010 7:48 PM
To: Regional Connector; Jackson, Michelle
Subject: Regional Connector Comment

This is what I have been saying all along that has been needed. You can not have the most important link in the whole light rail system have a very big deficiency- grade cross at Alameda.. Thank you for finally seeing the light..

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The moving of the other station closer to Broadway is good, but remember , a street car line can jog a block or two...

-

THERE IS ONE ITEM I WOULD LIKE YOU TO CONSIDER=

Build a knock out panel at the new Little Tokio station at the Staples site so that a line can proceed down Central Ave to an eventually link to the Blue Line.. yes , I know it may be many years, but its so easy to build the knock out now for future use, as opposed to coming back years from now and try to figure out how to tie this line in. We do this too often and all the hassels of trying to get the ELA line to tie into the Downtown Connector is a good example of poor prior planning.. Don't make another mistake.This would allow trains from LAUS would stop at the new 2nd street/Alamdea station, then can head down Central (which is better than Alameda (too many trucks) and Central is wide as far down at 7 or 8th.. you could stop at 2nd, 7th, Olympic, then on to the Washington Street Blue Line Station...

Subject: FW: RegionalConnector:NewAlternative
Date: Tuesday, February 23, 2010 5:13 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Ginny Brideau genny@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

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

From: Martha Porter [mailto:mporter_6@yahoo.com]
Sent: Wednesday, February 17, 2010 8:10 PM
To: Regional Connector; Jackson, Michelle
Subject: RegionalConnector:NewAlternative

Dear Planners,

I am unable to attend the Regional Connector Mtg. on 2/18/2010, but I would like to share some ideas/suggestions about its structure and alternatives.

- 1) I vote for the proposed alternative; it allows LRT trains to continue to travel underground from under 2nd and Central through the intersection of First/ Alameda Streets, keeping the LRT fully grade separated

- 2) My first (1st) suggestion: Allow the Regional Connector to stretch from 'Tokyo/Arts Station' to the corner of 'Alameda/101 Fwy Station' and 'Alameda/Cesaer Chavez'. (That's the front entrance of Union Station Building/ and Foothill Transit signs).

- 3) My second (2nd) suggestion: Allow the Regional Connector to stretch from Alameda/101Fwy Station,>> then to Ceasar Chavez/Alameda Street,>> then to CasaerChavez/Main & Los Angeles intersection,>> then to Main/ 1st, >> then to RedLine-Civic Center Station, >> then to 5th & 6th/Flower LA Library Station. Thereby creating several new station and connections to other transportation vehicles.

- 4) My third (3rd) suggestion: Build aerial-lanes on freeway systems for LRT train only.

Sincerely,
*M. Porter
mporter_6@yahoo.com

Subject: FW: RegionalConnector:NewAlternative
Date: Tuesday, February 23, 2010 5:13 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Ginny Brideau ginny@therobergroup.com, Dolores Roybal Saltarelli roybald@metro.net

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

From: paul yeh [mailto:pyeh99@yahoo.com]
Sent: Wednesday, February 17, 2010 5:22 PM
To: Regional Connector; Jackson, Michelle
Cc: ginny@therobergroup.com
Subject: RegionalConnector:NewAlternative

To the MTA,

I'm writing this email in regards to tomorrow's Planning and Programming Committee meeting on February 18th at 2pm. Unfortunately, I cannot attend because of my schedule. However, I would like to comment and express my support for the new fully-underground alternative as a resident of Little Tokyo.

I want to impress upon the committee how much the community has come together on this new alternative. In our eyes, the two original build options are simply NOT acceptable to the long-term planning of Little Tokyo. The size and scale of the project would tear this small community apart and have permanent affects on the surrounding area. We've worked very hard with Ann Kerman and the MTA project team the past several months because we recognize the need for the Regional Connector but don't believe it has to destroy Little Tokyo in the process. Having trains go BENEATH 1st and Alameda, a key intersection, would not only meet the needs of the Regional Connector but also minimize disruption to Little Tokyo businesses, cultural institutions, and residents.

I strongly urge that MTA moves forward with the community in mind. Please approve the inclusion of the fully-underground alternative to the DEIS.

Sincerely,

Paul Yeh
Chairman, Savoy Homeowner's Association MTA Committee
Member of GetFit Little Tokyo
Member of Little Tokyo Community Council

Subject: FW: Regional Connector Comment

Date: Tuesday, February 23, 2010 5:14 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau ginny@therobergroup.com, Dolores Roybal Saltarelli roybald@metro.net

From: Yusef Shafi [<mailto:shafi.s.y@gmail.com>]

Sent: Wednesday, February 17, 2010 1:28 PM

To: Regional Connector; Jackson, Michelle

Subject: Regional Connector Comment

I am writing to express strong support for the full-underground option for the regional connector being considered as a build alternative for the DEIR. A fully underground connection in Little Tokyo will provide an invaluable transit connection while preserving local business and the pedestrian scale of the neighborhood. Also, having an underground station at First and Alameda to upgrade or replace the existing Little Tokyo/Arts District Station will undoubtedly help to handle the large crowds that will pass through the regional connector, and provide for more train arrivals and departures in the same amount of time by effectively adding a second platform to the station. An excellent example of the convenience of multiplatform and timed transfer systems can be found in Oakland at the 12th St, 19th St, and MacArthur BART Stations, and a similarly efficient and convenient station structure for this vital inter-regional link is essential.

I look forward to the potential for a well-designed, convenient, and neighborhood-strengthening transit line to help continue to transform Little Tokyo and Downtown as well as the greater Los Angeles area in efficient and environmentally-friendly ways that look after the community as well. Thank you for responding to the concerns of the community and please keep up the great work in transforming our city and county for the benefit of all.

Yusef Shafi

Subject: FW: Regional Connector Comment
Date: Tuesday, February 23, 2010 5:12 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Ginny Brideau ginny@therobertgroup.com

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

From: John Gove [mailto:johnpgove@gmail.com]
Sent: Thursday, February 18, 2010 12:48 AM
To: Regional Connector; Jackson, Michelle
Subject: Regional Connector Comment

Hello,

I regret that I cannot make the meetings scheduled for Thursday, February 18, but I was called in to work at the last minute. I have been following the RC for quite some time, and metro has promptly responded to my inquiries. Thank, you.

I strongly recommend that the completely underground station and connection to the Goldline be included in the DEIS/R. As a resident of the Pasadena area, I believe the complete grade separation at the intersection of 1st and Alameda is most sensible and will bear out to be more practicable, even if at increased expense. The long-term benefits of grade separation will manifest in the near future as traffic at that intersection continues to increase with residential development. Little Tokyo will be saddled with neither a monstrous at-grade transfer station compromising the pedestrian character of the neighborhood nor the traffic delays and the associated increased pollution resulting from having too many vehicles of various modes share the surface plane of traffic. Existing and future storefront activity facing the street at ground level will not be hamstrung by confining sidewalk limitations. Commuters may be able to shave a few seconds off their commute by not having to slow at an at-grade street crossing and may be able to shave minutes by not having to walk as much distance in the transfer process, a byproduct of turning two separate surface platforms into one underground platform. It's a good idea. Let's run with it.

Sincerely,

John Gove
P.O. Box 2081
Irwindale, CA 91706

PS - Please start finding funding for that Hollywood to Westwood phase of the Subway. That segment will pay for itself in spades.

Subject: FW: Sadly, I will not be able to attend the Regional Connector Meeting
Date: Tuesday, February 23, 2010 5:11 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Ginny Brideau ginny@therobertgroup.com

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

From: Linda Blakeman [mailto:linda.blakeman@gmail.com]
Sent: Thursday, February 18, 2010 3:04 AM
To: Regional Connector
Subject: Sadly, I will not be able to attend the Regional Connector Meeting

Hi,

I am very happy about this change in your plans for the Metro in Little Tokyo.

I would attend the meeting but I have a jury duty commitment. Thank you for listening to the community and for your consideration.

Sincerely,

Linda Blakeman

100 S. Alameda Street #302

Los Angeles, CA 90012

Subject: FW: Regional Connector in Downtown LA (Little Tokyo)

Date: Tuesday, February 23, 2010 5:11 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau ginny@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

From: S. N. Shafi [<mailto:nshafi@pacbell.net>]

Sent: Thursday, February 18, 2010 10:00 AM

To: Regional Connector; Jackson, Michelle

Subject: Regional Connector in Downtown LA (Little Tokyo)

To the Concerned Persons,

I urgently propose that a fully grade-separated alternative at the Little Tokyo Station, be formally added to the Draft EIS/R at the Metro Planning and Programming Committee Meeting today, February 18, 2010. I regret that I will not be able to make this plea in person due to work commitments and obligations.

As an administrator, planner and architect of several decades standing, I have the good fortune to be part of teams charged with the planning, proposal, design and realization of numerous public serving building projects in Los Angeles, San Francisco and San Diego and other locations outside the US. In these past decades, I have lived in and traveled to many locations and my passion and admiration for rail transit always leads me to utilize this whenever and wherever this is available.

In my experience with rail transit, whether in Washington DC, in New York City or in London and Paris, a grade separated hub is proven to be the most efficient option in solving the problem of moving large volumes of people through rail transit hubs. Timed transfers and multiple platforms typically increase the attractiveness of the rail transit option for people looking to use their travel time effectively and spend their travel dollars for the best return on investment. It has the added benefit of not causing negative secondary effects, such as congestion, on the station surrounding areas.

It is essential that this option be the one selected in order to accommodate the character, the narrow streets and the expected crowds of travellers transiting thorough or otherwise utilizing the Little Tokyo station. It will also serve as an apt counterpart to the multi-level facility available at the other end of downtown LA, at Figueroa.

Thank you for your consideration of my suggestion.

Nadeem Shafi
POB 881183
Los Angeles, CA 90009

Subject: FW:

Date: Thursday, February 25, 2010 11:28 AM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau ginny@therobertgroup.com, Clarissa Filgioun clarissa@therobertgroup.com, Dolores Roybal Saltarelli roybald@metro.net

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

From: Bauza, Barbara [<mailto:bbauza@lausd.net>]

Sent: Wednesday, February 24, 2010 10:52 PM

To: Regional Connector

Subject:

My name is Barbara Bauza, owner at the Savoy Homeowners Association located at 1st and Alameda Street. My unit is #425 facing the swimming pool and every day we hear the metro going through even though we are on the inside of the Savoy complex.

I fully support the Little Tokyo Community Council in demanding to add the only community acceptable alternative to the study: a fully grade separated alternative that would put the tracks underground, removing the trains traveling at grade through our neighborhood, put the Little Tokyo station underground, and give us the opportunity for more park space.

In addition, take the other build alternatives out of the study and finally, have Metro staff to continue their close relationship with the Savoy Homeowners Association in order to address the construction and operations impacts of the Regional Connector project.

Thank you,

Barbara Bauza

(213) 718-6149

bbauza@lausd.net