

Leung, Julie

From: Regional Connector
Sent: Thursday, September 16, 2010 1:10 PM
To: Roybal, Dolores; Cornejo, Laura; Leung, Julie; 'Ginny Brideau'; 'Clarissa Filgioun'
Subject: FW: My public comment

From: John Mandel [mailto:gittes@earthlink.net]
Sent: Thursday, September 16, 2010 11:13 AM
To: Regional Connector
Subject: My public comment

The Regional Connector **MUST** be fully underground (including Little Tokyo)! It is the only option that makes sense for today and the future. That is my vote. Start tunneling!!] 1

John Mandel
685 Lucas Ave., Apt. 1009
Los Angeles, CA 90017

PC17

Responses to Comments from Mandel, John

Response to Comment PC17-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: Public Comment

Date: Friday, September 17, 2010 11:20 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>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>

From: Rich Alossi [mailto:alossix@gmail.com]

Sent: Thursday, September 16, 2010 7:51 PM

To: Regional Connector

Subject: Public Comment

Please include this comment as part of the public commentary for the environmental reports on the project.

I understand that funding may be limited, but the 5th + Flower station is extremely important and would improve ridership and congestion in the Financial District. Please don't let this station be removed due to funding constraints. It's even more essential (serves a much larger ridership) than a 2nd/Hope station would.

1

Thank you.

--

Rich Alossi, RPR, CSR

CSR No. 13497

(213) 235-7968 phone

(213) 254-0566 fax

PC18

Responses to Comments from Alossi, Rich

Response to Comment PC18-1

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. This deletion of the station was done in an effort to reduce the costs of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Ridership modeling indicates that deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Subject: FW: Little Tokyo Station / Regional Connector
Date: Monday, September 20, 2010 11:43 AM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: David Egdal [mailto:david.egdal@gmail.com]
Sent: Saturday, September 18, 2010 12:58 PM
To: Regional Connector
Subject: Little Tokyo Station / Regional Connector

I am writing to ask the MTA to name the station to be built at Second and Central as part of the regional connector as the "Little Tokyo" station. The station is in the heart of one of Los Angeles true historic districts, and provides direct access to the local museums, monuments and businesses of Little Tokyo. To do otherwise is to fail to acknowledge the cultural importance of this neighborhood and the important contributions of the generations of Japanese Americans who have lived and worked here, and who still do.

1

Thanks for your consideration.

--
David Egdal
310.614.7511
david.egdal@gmail.com

PC19

Responses to Comments from Egdal, David

Response to Comment PC19-1

Metro will undergo a formal station naming process that includes community participation. The stations are referred to in the EIS/EIR by intersection so as to be as descriptive as possible about their locations, but these will not necessarily become the actual station names.

Subject: FW: Input

Date: Monday, September 27, 2010 9:50 AM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Ginny Brideau <ginny@therobergroup.com>, Clarissa Filgioun <clarissa@therobergroup.com>, Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>

From: Spencer Kassimir [mailto:spencer.kassimir@gmail.com]

Sent: Sunday, September 26, 2010 12:22 PM

To: Regional Connector

Subject: Input

I am in favor of the fully underground LRT option.

Downtown is already transit heavy with pedestrians, busses, and cars so by having any of the route at grade would severely and negatively impact the former.

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I am also in favor of having the Flower and 4th/5th Street station because it will allow riders greater mobility around the downtown area and not just to the downtown area. My example of success with this model can be seen in San Francisco's BART. Though it goes a great distance in covering ground, once it is downtown, it makes many local stops. This encourages more people to ride as they can go more directly from the outskirts to the center while providing local transit within the area. The opposite would be Los Angeles' Union Station as it only provides one station that is not close to many of the businesses, housing, and other desirable locations in the downtown area. Eliminating this station would be a mistake as it would further congest other surrounding stations while providing less flexibility for both long and short distance ridership.

2

In regards to the 2nd Street and Hope station, it is imperative that a functional escalator and elevator system are built into its design to allow for easy access to the top of Bunker Hill and such landmark destinations as the Disney, Chandler and Ahmanson, MOCA, and other businesses that would otherwise require an extremely steep or elongated route to get to on foot. Ensuring easy accessibility to the top of the hill must be a priority that is met otherwise the station is likely to only serve a much more limited crowd walking west to Flower and Figueroa and the few that want the exercise of climbing a hill.

3

Though not an essential, I believe having extended underground connections to the eatery/mall on 6th and Flower would also provide both convenience for rider but also greater signage for using the new train. Employees of the local businesses and others that go to the underground shopping area are a great audience to using transit as they have already gone "underground" into an area that they are familiar with. It also provides a more hospitable environment with livelihood by using multi-modal and multi-use tactics for transit and retail development as seen in such cities like New York, Montreal, London, and

4

Tokyo.

4
cont'd

Finally, I believe that that Culver City to Pasadena and East Los Angeles to Long Beach should be the designated routes. However, the density and direction of people's living and working locations does fluctuate. We can see that freeways such as the 110 heading through downtown are in gridlock in part due to its design being too rigidly geared toward the specific directional flow of traffic occurring when it was built. Now, traffic is moving from different directions and it will take a lot of construction to correct this. Thus, I urge that there be greater options for flexibility in the rail structure for the regional connector to allow for such inevitable things as change.

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As a downtown resident I do believe that these are the most important issues, unless I have missed any, that could negatively impact the success of the Regional Connector.

6

--
Spencer V Kassimir
(917)770-7041

PC20

Responses to Comments from Kassimir, Spencer V.

Response to Comment PC20-1

Comment acknowledged. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative.

Response to Comment PC20-2

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC20-3

Comment acknowledged. The Broad Art Foundation Museum, currently under construction, is projected to include a plaza above General Thaddeus Kosciuszko Way connecting to Upper Grande Avenue. In order to provide access from the 2nd/Hope Street station to Upper Grand Avenue, an elevator would be built as part of the Locally Preferred Alternative from the station entrance to the plaza if one is not already provided. If the plaza is not built as part of the Broad Art Foundation Museum, a pedestrian connection (such as a pedestrian bridge) would be built as part of the Locally Preferred Alternative from the elevator to Upper Grand Avenue. The pedestrian bridge, if built as part of the Broad Art Foundation Museum or the Locally Preferred Alternative, would be ADA compliant and elevator access, built as part of the Locally Preferred Alternative, would also be provided to the station.

Response to Comment PC20-4

Metro has met with the owners of the underground shopping center at 6th and Flower Streets, and they indicated that they would prefer not to have a station entrance into their shopping area.

Response to Comment PC20-5

Preference for Culver City-Pasadena and Long Beach-East Los Angeles routes is noted. The Locally Preferred Alternative includes Long Beach-Pasadena (eventually Montclair) and East Los Angeles-Culver City (eventually Santa Monica) routes. However, the track configuration would

allow Culver City-Pasadena and Long Beach-East Los Angeles train movements to occur when necessary.

Response to Comment PC20-6

Comment acknowledged. Please refer to Responses to Comments PC20-1 through PC20-5, above, for detailed responses regarding concerns raised by the commenter.

Subject: FW: FULLY UNDERGROUND OPTION

Date: Wednesday, September 29, 2010 1:07 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: Brigham Yen [mailto:brighamyen@gmail.com]

Sent: Monday, September 27, 2010 11:06 AM

To: Regional Connector

Subject: FULLY UNDERGROUND OPTION

Hi Metro,

I am a resident of LA County and I fully support the **underground option** from the current 7th/Metro stop to a new underground station in Little Tokyo (2nd/Central).] 1

Also, please consider **renaming** "2nd/Central" to the "Little Tokyo Station" like we have for Chinatown.] 2

Thank you

Brigham Yen | Century 21 | DRE#01817137

482 N Rosemead Blvd | Pasadena CA 91107

M: 626.590.9105 | Blog: www.brighamyen.com <<http://www.brighamyen.com>>

PC21

Responses to Comments from Yen, Brigham

Response to Comment PC21-1

Thank you for your comment. Support for an underground option is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC21-2

Metro will undergo a formal station naming process that includes community participation. The stations are referred to in the EIS/EIR by intersection so as to be as descriptive as possible about their locations, but these will not necessarily become the actual station names.

Position Statement on the Regional Connector Transit Corridor DEIS/DEIR
(Response to Metro Staff On September 28, 2010, But No Later Than October 10, 2010)

Date: September 28, 2010

~~Company~~ Name: Individual
Carol Donato

Address: P.O. Box 220025 - Newhall, CA 91322

Telephone/E-Mail _____

Name: _____

Owner Employee Manager Other: Little Tokyo Business Patron

Metro Staff:

With respect to the Regional Connector Transit Corridor Project, we are in support of the *Little Tokyo Business Association* and the *Little Tokyo Business Improvement District* current position that:

1. **Locally Preferred Alternative:** Metro Staff's current recommended *Fully Underground LRT Alternative* as the *locally preferred alternative* is premature and this recommendation did not adequately seek out the input from the business sector. Therefore, we are cannot support the *Fully Underground LRT Alternative*, until the *Little Tokyo Business Improvement District* has completed a survey of its membership of all the build alternatives, construction impacts, mitigation issues and solutions, which require implementation and documentation in the *Final Environmental Impact Statement and Environmental Impact Report*.

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2. **Construction Phase Mitigations:** The current DEIS/DEIR has identified substantial construction related impacts affecting our business community. Among the key concerns which has not been adequately addressed in the current DEIS/DEIR, but is not limited too, is as follows:

A. **Preservation of Japanese Business Influence and Culture:** Little Tokyo is a commercial district, which has served as a *Japanese Community Center* for decades. Little Tokyo has a large number of Japanese restaurants and other retail stores. Japanese businesses are particularly concentrated around Japanese Village Plaza on the block bounded by 1st Street, Central Avenue, 2nd Street, and San Pedro Street. The current DEIS/DEIR has identified serious construction impacts under all the build alternatives currently considered by the Regional Connector Project. Serious and real discussion needs to take place with Metro Staff and the Little Tokyo business community to preserve the *Japanese business influence and culture*.

2

B. **Business Interruption:** The current DEIS/DEIR has identified numerous construction impacts that will affect the conduct of business and impede access to the business concerns. This will result in serious economic impacts to the Little Tokyo business community. During the

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course of construction, every effort shall be made to minimize adverse impacts, which businesses, tenants, property owners, and valued visitors/customers may encounter that prevents them from conducting reasonable business and personal activities within the Little Tokyo Community. Additional funding shall be made available for those businesses, tenants, or property owners, whose business endeavors are adversely impacted during the course of construction of the Regional Connector Project. A special business interruption committee shall be established, whose membership shall include Little Tokyo businesses, tenants, and property owners, along with those governmental agencies, having jurisdiction to make policy to resolve issues arising from adverse business interruptions during the course of construction of the Regional Connector Project.

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C. **Replace of On-Street and Off-Street Parking:** The current DEIS/DEIR has identified serious construction impacts that will affect traffic and parking within the Little Tokyo community under all the build alternatives. Construction of the Regional Corridor Project will result in the loss of on-street parking and reduction in travel lanes. Lane closures during construction will result in temporary removal of existing on-street spaces and loading stalls. Certain construction requirements will require temporary sidewalk detours, which will impede pedestrian flow. Numerous Little Tokyo street level businesses rely upon the on-street parking spaces for their patrons and street-level pedestrian flow. With the traffic congestion and on-street parking losses, the patrons to these street-level businesses will seriously be economically impacted by customers seeking alternative communities for similar products and services. Therefore, we support the replacement of all off-street parking spaces loss through eminent domain shall be replaced. Further, all on-street and off-street parking spaces taken away during the course of construction shall be replaced.

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The Regional Connector Transit Corridor is a major project. Construction of this project will affect current businesses and property owners with serious economic impacts, which in turn will affect the future of the Little Tokyo Community.

5

Respectfully yours,

cc: Los Angeles County Metropolitan Transit Authority
Deiores Roybal Saltarrelli, Project Manager
One Gateway Plaza, 99-22-2
Los Angeles, CA 90012

Little Tokyo Business Improvement District
Wilson Liu
200 S. San Pedro Street, Suite 400B
Los Angeles, CA 90012

PC22**Responses to Comments from Donato, Carol****Response to Comment PC22-1**

Metro's outreach to and involvement with the Little Tokyo community, including the business community, has been extensive. For a more detailed description of this outreach effort, please refer to Chapter 7, Public and Agency Outreach, of this Final EIS/EIR.

Metro held public meetings during the Draft EIS/EIR process, meetings with the Little Tokyo Working Group and individual stakeholders in the Little Tokyo neighborhood, hired an independent consultant for the Little Tokyo Community Council, and performed outreach activities to gather input that ultimately led to the creation of the Fully Underground LRT Alternative. The results of the Little Tokyo Business Improvement District's survey poll on the Regional Connector Transit Corridor project are provided in Comment Letter BU20, above. Metro will implement the mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR, including those suggested by the Little Tokyo community to the extent feasible, in order to minimize impacts to businesses.

Response to Comment PC22-2

Metro recognizes the significance of Little Tokyo to Japanese Americans nationwide, and expressed the community's importance in Section 4.17.2 of the Draft EIS/EIR and this Final EIS/EIR. Metro acknowledges the disproportionate adverse impacts that Regional Connector construction would have in Little Tokyo, and addresses them in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR. Metro has been working closely with the Little Tokyo community since the outset of the Alternatives Analysis process in October 2007. Metro staff have performed extensive outreach measures, as documented in Chapter 7, Public and Agency Outreach, of the Draft EIS/EIR and this Final EIS/EIR, including numerous public meetings, Japanese and Korean language interpretations, and door-to-door visits with business owners to provide information about the project and gather input. Metro will enact the measures listed in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative to minimize impacts to businesses, and will coordinate activities with the community throughout the construction process. As described in Chapter 2, Alternatives Considered, and Section 4.18, Construction Impacts, of this Final EIS/EIR, since publication of the Draft EIS/EIR, alignment refinements have been made to reduce construction impacts in Little Tokyo, reduce the amount of cut and cover activities, and reduce the extent of acquisitions needed on the block bounded by 1st Street, Central Avenue, 2nd Street, and Alameda Street. These refinements would reduce construction impacts near the Japanese Village Plaza by eliminating the need for cut and cover activities on 2nd Street in Little Tokyo. It is Metro's goal to help preserve the Little Tokyo community and its businesses during construction. Metro will continue to meet with the community for the duration of the project.

Response to Comment PC22-3

It is Metro's goal to minimize adverse impacts to the Little Tokyo community, including impacts to businesses. Metro will implement the mitigation measures proposed by the Little Tokyo Community Council and Little Tokyo Business Improvement District/Little Tokyo Business Association regarding business interruption shown in the Mitigation Monitoring and Reporting

Program (Chapter 8) of this Final EIS/EIR. Metro will work with a business interruption committee to serve all businesses affected by Regional Connector construction.

Response to Comment PC22-4

Metro understands the impacts that construction would have in the Little Tokyo community, and will work with the community to minimize impacts to businesses. During construction, Metro will minimize lane and sidewalk closures, and will provide adequate detours to maintain pedestrian flow. Temporary replacement parking will be provided during construction as needed to offset the impact of on-street and off-street parking removal. As part of temporary replacement parking efforts, Metro will provide two acres of land on the Mangrove property, located at the northeast corner of 1st and Alameda Streets, for the purposes of providing supplemental parking services, such as valet parking services during construction. Please refer to the Transportation Impacts and Environmental Justice sections of Chapter 8, Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative, for more information regarding construction parking mitigation measures.

Response to Comment PC22-5

Comment acknowledged. Please refer to Responses to Comments PC22-1 through PC22-4, above, for detailed responses to concerns raised by the commenter about project-related construction impacts to the Little Tokyo community. In addition, construction and economic impacts associated with the project were analyzed in Sections 4.14, Economic and Fiscal Impacts, and 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR.

Metro Regional Connector Transit Corridor Study

Draft EIS/EIR Public Hearing

Comment Form Formulario de comentarios コメント用紙 의견서



| | | | |
|----------------------|--------------------|-------|-----|
| Name | Nombre | 名前 | 이름 |
| Chad Hymel | | | |
| Organization | Organización | 所属 | 단체 |
| Self | | | |
| Address | Dirección | 住所 | 주소 |
| 888. av Alameda 103 | | | |
| Telephone | Teléfono | 電話 | 전화 |
| (514) 507-3849 | | | |
| Email | Correo electrónico | 電子メール | 이메일 |
| chad.hymel@yahoo.com | | | |

| | | | |
|---|------------|------|----|
| Comment | Comentario | コメント | 의견 |
| I fully support the Fully underground option with station entrances on 2nd - 3rd. | | | |

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Your comment must be received by October 18, 2010 in order to be considered as part of the public record. You can send your comment in by email to regionalconnector@metro.net. You can send your comment in by postal mail to: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. You can view the entire Document by visiting www.metro.net/regionalconnector

Su comentario se debe recibir antes del 18 de octubre de 2010, para que sea considerado como parte del registro público. Puede enviar su comentario por correo electrónico a la dirección regionalconnector@metro.net. Puede enviar su comentario por correo postal a: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. Puede ver todo el documento en el sitio web www.metro.net/regionalconnector

あなたのコメントが公的記録の一部として考慮されるには2010年10月18日までに到着する必要があります。あなたのコメントを次のアドレス regionalconnector@metro.net に電子メールで送ることもできます。あなたのコメントを郵便で送付する場合は下記の住所へ送付してください。Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. 完全な文書を閲覧するための方法は次のサイト www.metro.net/regionalconnector を閲覧してください。

의견은 반드시 2010년 10월 18일까지 접수되어야 공공 기록의 일부로 간주됩니다. 의견은 이메일로 regionalconnector@metro.net으로 보내주셔도 됩니다. 의견은 다음 주소로 우편으로 보내주셔도 됩니다: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. 웹사이트로 www.metro.net/regionalconnector를 방문하시면 전체 문서를 보실 수 있습니다.



PC23

Responses to Comments from Hymel, Chad

Response to Comment PC23-1

Thank you for your comment. Support for the Fully Underground LRT Alternative and station entrance preferences are noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Metro Regional Connector Transit Corridor Study
Draft EIS/EIR Public Hearing

Comment Form Formulario de comentarios コメント用紙 의견서

| | | | |
|---|--------------------|-------|-----|
| Name | Nombre | 名前 | 이름 |
| FRANK FEDERIS | | | |
| Organization | Organización | 所属 | 단체 |
| | | | |
| Address | Dirección | 住所 | 주소 |
| 100 S. ALAMEDA ST. #351, LA, CA 90012 | | | |
| Telephone | Teléfono | 電話 | 전화 |
| 562-858-2523 | | | |
| Email | Correo electrónico | 電子メール | 이메일 |
| FFGDERIS@HOTMAIL.COM / FG-FED@YAHOO.COM | | | |

Comment Comentario コメント 의견

I ~~strongly~~ support the full underground project of the regional connector.

1

Your comment must be received by October 18, 2010 in order to be considered as part of the public record. You can send your comment in by email to regionalconnector@metro.net. You can send your comment in by postal mail to: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. You can view the entire Document by visiting www.metro.net/regionalconnector

Su comentario se debe recibir antes del 18 de octubre de 2010, para que sea considerado como parte del registro público. Puede enviar su comentario por correo electrónico a la dirección regionalconnector@metro.net. Puede enviar su comentario por correo postal a: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. Puede ver todo el documento en el sitio web www.metro.net/regionalconnector

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PC24

Responses to Comments from Federis, Frank

Response to Comment PC24-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: [Metro.net] customer comment
Date: Wednesday, September 29, 2010 1:06 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

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

From: feedback@metro.net [mailto:feedback@metro.net]
Sent: Tuesday, September 28, 2010 4:04 PM
To: Regional Connector
Subject: [Metro.net] customer comment

Comment from

First Name: Jean
Last Name: Ho
Email: jean@vconline.org
Phone: 213-680-4462
URL:

I work in Little Tokyo, on Judge John Aiso St. between First and Temple. As someone who will be here during the construction of the project, Monday - Friday, I support the locally-preferred, fully underground alternative for the Metro Regional Connector. The other build alternatives would pose a threat to the future of the Little Tokyo community, and are not acceptable.

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In addition, I believe it's important that Metro provide a safety net for the small businesses, nonprofit arts centers, and Little Tokyo community/cultural events affected by construction. Any construction will have a huge negative impact on these businesses and organizations that give this historic community its unique culture and identity.

2

The Metro Regional Connector will create seamless travel between different neighborhoods in Los Angeles, but Metro must make sure that it does not destroy any communities in the process.

PC25

Responses to Comments from Ho, Jean

Response to Comment PC25-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC25-2

Metro intends to work with the Little Tokyo community to support businesses, non-profit organizations, and community/cultural events throughout the construction phase of the project. It is Metro's goal to minimize the adverse impacts of Regional Connector construction, and to support community culture and identity. Targeted marketing efforts and other technical assistance are included as confirmed mitigation measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR. Metro believes that, once completed, the Regional Connector will be beneficial for the Little Tokyo community.

Metro Board and Staff,

The Regional Connector is an absolutely critical project. Please build it as quickly and safely as possible.

1

Metro staff has done a fine job identifying possible alternatives, including routing and station options, as well as involving the public. What follows are my thoughts about the project, starting with the highest priority items.

2

- **Preferred Alternative.** Please build the **Fully Underground Alternative**. Despite the higher cost, this alternative will result in a faster and more reliable line for all riders, with fewer impacts to the Downtown community.

3

- **5th/Flower Station.** Please **do not remove the station at 5th/Flower**. Once all the lines are running and connected, 7th/Metro Center station is going to be an increasingly busy transfer station. By contrast, the 5th/Flower station will function as a “destination station” rather than a “transfer station”. Thousands of people will enter and exit the system using 5th/Flower, reducing pressure on 7th/Metro. The new station will be more central to the Financial District, and will serve workers in City West and lower Bunker Hill as well.

4

- **7th/Metro North Entrance.** In the event that you decide to drop the 5th/Flower station, please study **a new north entrance for 7th/Metro Center station**. I believe this could be done by extending the mezzanine north under Flower Street to an entrance at 6th/Flower.

5

- **Station Names.** Please **name the stations after the neighborhoods served**, rather than after intersections. I suggest the following names:

- Station 1: **Little Tokyo**
- Station 2: **Broadway** or **Historic Core** or **Old Bank District**
- Station 3: **Bunker Hill**
- Station 4: **Financial District** or **Central Library**

6

- **Three-Track Tunnel Under Flower.** Plans call for a cut-and-cover tunnel under Flower Street. Please build this tunnel **wide enough to accommodate three tracks over its entire length**. I’ve seen the plans in the DEIR that call for a pocket track south of Bunker Hill station. Designing the tunnel for three tracks now will give Metro the space to accommodate future trackwork needs, such as a second pocket track north of 7th/Metro, or a passing track along the entire length. At least study how much the extra tunnel width would cost. It would be very bad if Metro did not allow for future needs, and then later had to go back and widen the tunnel, which would be very expensive and create new construction impacts.

7

- **All stations.** Please build every station with **at least two entrances, and if possible, three**. I understand the construction and cost issues involved with building extra entrances, but we are going to live with this subway for decades, so it’s imperative the stations be done right. An excellent example of a good station is Pershing Square, with entrances on three different street corners, up to a block away from each other. Wilshire/Western, on the other hand, is an example of a station with only one (massive) portal entrance. No entrance on the south side of Wilshire, and none on the west side of Western. Entrances can’t possibly be that hard or costly to build, right?

8

Thank You,

Joel Covarrubias
3610 Walnut Avenue
Long Beach, CA 90807

PC26

Responses to Comments from Covarrubias, Joel

Response to Comment PC26-1

Thank you for your comment. Support for the project is noted.

Response to Comment PC26-2

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC26-3

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC26-4

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC26-5

Metro will undergo a formal station naming process that includes community participation. The stations are referred to in the EIS/EIR by intersection so as to be as descriptive as possible about their locations, but these will not necessarily become the actual station names.

Response to Comment PC26-6

The Locally Preferred Alternative includes double track beneath Flower Street, and a pocket track for the storage or reversal of trains. Metro performed a rail simulation as part of the Draft EIS/EIR process, which verified that the current design of the Fully Underground LRT Alternative would be able to accommodate the anticipated volume of trains.

Response to Comment PC26-7

The number of entrances at each station is based on ridership levels as well as community needs. Metro will integrate the station entrances into the surrounding neighborhoods through design.

Subject: FW: [Metro.net] customer comment
Date: Wednesday, September 29, 2010 1:07 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

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

From: feedback@metro.net [mailto:feedback@metro.net]
Sent: Tuesday, September 28, 2010 11:46 AM
To: Regional Connector
Subject: [Metro.net] customer comment

Comment from

First Name: Lawrence
Last Name: Aldava
Email: lawrence.aldava@gmail.com
Phone: 310-658-6942
URL:

Hello,

I have not been able to attend the draft EIR meetings for the Downtown Connector Project due to work schedule conflicts, however I wanted to share my comments:

1

This is a very important line and will be the missing link that currently prevents our metro system from being truly regional. I strongly support the underground option and encourage Metro to maintain the proposed station at 5th and Flower Streets. The 7th Street/Metro station, while not too far away, will be very busy once it also serves as the Expo Line terminus.

2

To help relieve crowding and to better serve the financial district for workers and visitors alike, a 5th and Flower Station is needed. This also allows the downtown area, which is the largest employment center in the region to be well served by our transit network.

Thank You,

Lawrence M. Aldava

PC27

Responses to Comments from Aldava, Lawrence

Response to Comment PC27-1

Thank you for your comment. Support for the project is noted.

Response to Comment PC27-2

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Metro Regional Connector Transit Corridor Study
 Draft EIS/EIR Public Hearing
 Comment Form Formulario de comentarios コメント用紙 의견서

| | | | |
|--------------|--------------------|-------|-----|
| Name | Nombre | 名前 | 이름 |
| Organization | Organización | 所属 | 단체 |
| Address | Dirección | 住所 | 주소 |
| Telephone | Teléfono | 電話 | 전화 |
| Email | Correo electrónico | 電子メール | 이메일 |

Comment Comentario コメント 의견

Why has the MTA not yet completed the announcements at stations on the Gold Line through EIR?

Since opening
 Maravilla has been pronounced Marivilla
 Marachi Plaza has been pronounced Marachi Plaza
 These pronunciations gets on the ear of any educated American and are an insult to one of the major languages of our

1

Your comment must be received by October 18, 2010 in order to be considered as part of the public record. You can send your comment in by email to regionalconnector@metro.net. You can send your comment in by postal mail to: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. You can view the entire Document by visiting www.metro.net/regionalconnector

Su comentario se debe recibir antes del 18 de octubre de 2010, para que sea considerado como parte del registro público. Puede enviar su comentario por correo electrónico a la dirección regionalconnector@metro.net. Puede enviar su comentario por correo postal a: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. Puede ver todo el documento en el sitio web www.metro.net/regionalconnector

あなたのコメントが公的記録の一部として考慮されるには2010年10月18日までに到着する必要があるです。あなたのコメントを次のアドレス regionalconnector@metro.netへ電子メールで送ることもできます。あなたのコメントを郵便で送付する場合は上記の住所へ送ってください。Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. 完全な文書をご覧になりたい方は次のサイト www.metro.net/regionalconnector を閲覧してください。

의견서 받는다 2010년 10월 18일까지 접수되어야 공공 기록의 일부로 간주됩니다. 의견은 이메일로 regionalconnector@metro.net으로 보내주셔도 됩니다. 의견은 다음 주소로 우편으로 보내주셔도 됩니다: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. 웹사이트 www.metro.net/regionalconnector를 방문하시면 전체 문서를 보실 수 있습니다.



PC28

Responses to Comments from Howard, Les

Response to Comment PC28-1

This comment regarding the mispronunciation of stations on the Eastside Extension portion of the Gold Line will be forwarded to Metro Rail Operations.

Subject: FW: [Metro.net] customer comment
Date: Wednesday, September 29, 2010 1:06 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

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

From: feedback@metro.net [mailto:feedback@metro.net]
Sent: Tuesday, September 28, 2010 12:39 PM
To: Regional Connector
Subject: [Metro.net] customer comment

Comment from

First Name: Richard
Last Name: Hogge
Email: chardhogge@yahoo.com
Phone: 805-630-1786
URL:

I'm excited to see this come to fruition... and all underground!

☐ 1

I hope you can secure funding for the 5th and Flower stop as it would be very busy and convenient for commuters (serving the financial district more directly than the 7th St. Metro stop) and it would also relieve a lot of pedestrian congestion at the 7th St. Metro stop since that will probably be crazy packed during rush hour, once all lines are up and running.

] 2

If 5th and Flower cannot be funded, I'm wondering if you've considered building a basic "box" stop space there (non-operational), in order to leave open the option for a future stop without going over budget, or disrupting service in the future (should it get funded and built at a later date.) Or is that even feasible/cheaper?

] 3

PC29

Responses to Comments from Hogge, Richard

Response to Comment PC29-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC29-2

Support for the Flower/5th/4th Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. Metro understands the importance of serving the Financial District and believes that the Locally Preferred Alternative still meets the purpose and need of the project despite the station deletion. Deletion of the Flower/5th/4th Street station would result in minimal ridership losses because most riders would use the 2nd/Hope Street station or 7th Street/Metro Center Station, which would service the Financial District. After the October 28, 2010 meeting, the Metro Board of Directors directed staff to meet with the Financial District stakeholders to discuss options for privately funding the Flower/5th/4th Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC29-3

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

REGIONAL CONNECTOR HEARING

YK 9/28/10

Yukio Kawaratani -- Representing myself

The Regional Connector is a worthwhile project, but only if the Fully Underground Locally Preferred Alternative is selected by the MTA Board.

1

The Draft EIS/EIR correctly states that the Little Tokyo community, in comparison to all other areas along the route, will suffer many disproportionate adverse impacts during construction.

2

Hopefully, the Draft will be modified to include more effective mitigation measures to lesson the economic suffering and in some cases the demise of Little Tokyo businesses.

3

The Draft does not adequately address the adverse impacts that the Underground Emphasis Alternative would impose on Little Tokyo.

4

For instance, the Alameda underpass will adversely impact Little Tokyo traffic during and after construction.

5

The four surface rail tracks at 1st and Alameda will create dangerous conflicts between pedestrians, vehicles and trains.

6

The proposed pedestrian bridge will be a permanent visual blight and liability.

7

Little Tokyo pedestrian movements are all at sidewalk level. Who will want to go up 20 feet by stairs or elevator, cross the 100 feet long bridge and go down 20 feet? People will take their chances. With trains coming frequently from 4 tracks and 4 directions, some will be injured or killed.

8

These are just some of the reasons the Japanese American Community cannot accept the Underground Emphasis Alternative. I urge the MTA Board to approve the Fully Underground, Locally Preferred Alternative.

9

PC30**Responses to Comments from Kawaratani, Yukio****Response to Comment PC30-1**

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC30-2

Concurrence with the Draft EIS/EIR conclusions is noted.

Response to Comment PC30-3

Mitigation measures were identified in Section 4.14, Economic and Fiscal Impacts, of the Draft EIS/EIR to reduce economic impacts associated with construction of the Locally Preferred Alternative to the Little Tokyo community. Since publication of the Draft EIS/EIR, refinements to the Locally Preferred Alternative have reduced the significance of potentially adverse economic and fiscal impacts during construction in Little Tokyo, refer to Section 4.14, Economic and Fiscal Impacts, of this Final EIS/EIR. The refinements reduce the amount of cut and cover, the need for roadway and sidewalk closures, property acquisitions, and overall disruption to businesses during construction. The refinements to the Locally Preferred Alternative have also reduced the number of privately-owned parcels that would be completely or partially acquired. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR. The Locally Preferred Alternative would not have significant economic effects after implementation of mitigation. Refer to Section 4.14, Economic and Fiscal Impacts, of this Final EIS/EIR.

Response to Comment PC30-4

The Draft EIS/EIR adequately analyzed impacts to Little Tokyo as a result of the Underground Emphasis LRT Alternative in Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Analysis, Consequences, and Mitigation. Please refer to Responses to Comments PC30-5 through PC30-9, below, for detailed responses regarding concerns raised by the commenter.

Response to Comment PC30-5

The Locally Preferred Alternative would not include an Alameda Street underpass. The traffic lanes and pedestrian crossings at 1st and Alameda Streets would remain at-grade, as they are today.

Response to Comment PC30-6

Metro designs its grade crossings to minimize potential conflicts between pedestrians, vehicles, and trains. No grade crossings would be constructed as part of the Locally Preferred Alternative. The Little Tokyo pedestrian bridges are included only in the At-Grade Emphasis LRT Alternative and Underground Emphasis LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC30-7

The Locally Preferred Alternative does not include any pedestrian bridges in Little Tokyo.

Response to Comment PC30-8

Metro designs its grade crossings to minimize potential conflicts between pedestrians, vehicles, and trains. No grade crossings would be constructed as part of the Locally Preferred Alternative. The Little Tokyo pedestrian bridges are included only in the At-Grade Emphasis LRT Alternative and Underground Emphasis LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC30-9

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: metro

Date: Wednesday, September 29, 2010 1:04 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: Christine Baisez [mailto:reinebaisez@yahoo.com]

Sent: Wednesday, September 29, 2010 10:15 AM

To: Regional Connector

Subject: metro

To whom it concerns ,

My name is Christine Baisez i live at the Higgins with my daugter(6 years old) since 2004 and we love it ,i will be very upset to get a metro line in front of our front door ,I love mass transit (we are french, public transportation are so amazing and a must to a greener healthiersocial communaute) but 'at-grade' will have very negative impacts for our building and for neighborhood traffic (congestions, deaths & serious injury...). Apart from the noise and visual impacts, 'at-grade' would mean a very high volume of train traffic along 2nd Street outside our door during peak times.

Really hope our(higgins residents and owners) concern will be taken seriously into consideration .

Cordially ,christine and Lea

1

PC31

Responses to Comments from Baisez, Christine

Response to Comment PC31-1

Comment noted. The Locally Preferred Alternative would run underground beneath 2nd Street, and no at-grade tracks would be built in front of the Higgins Building.

Subject: FW: Comment on draft EIS/EIR

Date: Wednesday, September 29, 2010 1:03 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

From: Jorge Montijo [mailto:loft811@gmail.com]

Sent: Wednesday, September 29, 2010 10:46 AM

To: Regional Connector

Subject: Comment on draft EIS/EIR

I wish to express my strong preference for the fully below-grade option and full opposition to the at-grade alternative.] 1

Jorge Montijo

108 W 2nd St #811

Los Angeles, CA 90012

Sent from my iPad

PC32

Responses to Comments from Montijo, Jorge

Response to Comment PC32-1

Thank you for your comment. It is noted that the commenter supports the Fully Underground LRT Alternative and opposes the At-Grade Emphasis LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: Below Grade Option Please
Date: Thursday, September 30, 2010 12:54 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli roybald@metro.net, Laura Cornejo CORNEJOL@metro.net, Leung, Julie LEUNGJ@metro.net, Clarissa Filgioun clarissa@therobertgroup.com, Ginny Brideau ginny@therobertgroup.com
Conversation: Below Grade Option Please

From: jEEM tAO [mailto:jeemtao@yahoo.com]
Sent: Wednesday, September 29, 2010 1:58 PM
To: Regional Connector
Subject: Below Grade Option Please

To Whom It May Concern:

As a resident of the Higgins Building and a long time Downtowner, I would like to strongly urge the committee to only consider the Below Grade Regional Connector option. Traffic is bad enough in Downtown and to have above grade construction and additional interference to the traffic we must deal with is horrible. In addition, having train operation during the many needs to close off Broadway and adjacent streets due to festivals, protests, events, etc.. would be detrimental to the efficiency of this project.

1

Thank you for your time.

Nelson Lee
Higgins Building Unit Owner on 2nd Street.

PC33

Responses to Comments from Lee, Nelson

Response to Comment PC33-1

Thank you for your comment. Support for an underground option is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: regional connector

Date: Thursday, September 30, 2010 12:53 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Clarissa Filgioun <clarissa@therobergroup.com>, Ginny Brideau <ginny@therobergroup.com>

From: Steven Axelrod [mailto:steven.axelrod@gmail.com]

Sent: Wednesday, September 29, 2010 6:10 PM

To: Regional Connector

Subject: regional connector

Hello:

As a resident downtown, who lives at 108 W. 2nd, and as a metro user, I strongly urge you to make the connector fully underground. This will be the fastest, most efficient route and will gain the highest patronage. Any at-grade segment would move more slowly and would disrupt traffic flow, making downtown driving worse instead of better.

1

The underground choice is best for subway travelers, drivers, pedestrians, and residents. Everyone would love it.

Thanks very much,

Steve Axelrod

108 W. 2nd St., #609

Los Angeles, CA 90012

Professor of English

University of California, Riverside

PC34

Responses to Comments from Axelrod, Steve

Response to Comment PC34-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: Full below grade option
Date: Wednesday, September 29, 2010 1:03 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

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

From: Travis Avitabile [mailto:tavitabile@laserpacific.com]
Sent: Wednesday, September 29, 2010 10:17 AM
To: Regional Connector
Subject: Full below grade option

Hi,

My name is Travis Avitabile and I own and live at the Higgins Building at 108 W 2nd st unit # 408. I would just like to let you know that my wife and I would strongly prefer the fully below-grade option and we are fully opposed to the at-grade alternative . As you know this will cause great stress and hardship to have all of our hard work in buying , creating, and maintaining a home in downtown LA with above ground option . Please consider our voices in this matter and choose the fully below grade station to better serve the people of downtown Los Angeles..

1

Thank You For Your Time,
Travis Avitabile
323-810-2099

Electronic Privacy Notice. This e-mail, and any attachments, contains information that is, or may be, covered by electronic communications privacy laws, and is also confidential and proprietary in nature. If you are not the intended recipient, please be advised that you are legally prohibited from retaining, using, copying, distributing, or otherwise disclosing this information in any manner. Instead, please reply to the sender that you have received this communication in error, and then immediately delete it. Thank you in advance for your cooperation.

PC35

Responses to Comments from Avitabile, Travis

Response to Comment PC35-1

Thank you for your comment. It is noted that the commenter supports the Fully Underground LRT Alternative and opposes the At-Grade Emphasis LRT Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: regional connector

Date: Thursday, September 30, 2010 12:53 PM

From: Regional Connector <RSC_RegionalConnector@metro.net>

To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Clarissa Filgioun <clarissa@therobergroup.com>, Ginny Brideau <ginny@therobergroup.com>

From: Yuqiao Zhao [mailto:yuqiaozhao@ymail.com]

Sent: Wednesday, September 29, 2010 10:33 PM

To: Regional Connector

Subject: regional connector

Hello,

I have heard that the Blue Line is currently running at near-capacity, and will require very expensive upgrades in order to further increase its capacity. If trains were to run all the way to Pasadena or Azusa, these upgrades will have to be made due to the large influx of passengers. Therefore, wouldn't it make more sense to have an Eastside - Long Beach Line and a Pasadena / Azusa - Santa Monica Line? The Eastside corridor is less than 1/3 of the length of the combined Pasadena and Foothill corridors, and thus will generate far less passengers and will create a lesser strain to the Blue Line, while the newer, better designed Expo Line will not be inundated by passenger traffic from Azusa and Pasadena like the Blue Line. Also, this would create two lines of more equal distance.

1

PC36

Responses to Comments from Zhao, Yuqiao

Response to Comment PC36-1

It is Metro's goal to operate its rail lines in a manner that maximizes convenience and ridership. Ridership modeling indicates sufficient capacity on the Blue Line to accommodate changes in travel patterns caused by the Regional Connector. Preference for Culver City-Pasadena and Long Beach-East Los Angeles routes is noted. The Locally Preferred Alternative includes Long Beach-Pasadena (eventually Montclair) and East Los Angeles-Culver City (eventually Santa Monica) routes. However, the track configuration would allow Culver City-Pasadena and Long Beach-East Los Angeles train movements to occur when necessary.



Metro Regional Connector Transit Corridor Study
Draft EIS/EIR Public Hearing

Comment Form Formulario de comentarios コメント用紙 의견서

| | | | |
|----------------------------------|--------------------|-------|-----|
| Name | Nombre | 名前 | 이름 |
| MARK R. JOHNSTON | | | |
| Organization | Organización | 所属 | 단체 |
| NARP-TRAC-PRS- | | | |
| Address | Dirección | 住所 | 주소 |
| 4185 Van Buren St Chino CA 91710 | | | |
| Telephone | Teléfono | 電話 | 전화 |
| 909-591-6691 | | | |
| Email | Correo electrónico | 電子メール | 이메일 |
| canammj@yahoo.com | | | |

Comment Comentario コメント 의견

(See Attached)

Your comment must be received by October 18, 2010 in order to be considered as part of the public record. You can send your comment in by email to regionalconnector@metro.net. You can send your comment in by postal mail to: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. You can view the entire Document by visiting www.metro.net/regionalconnector

Su comentario se debe recibir antes del 18 de octubre de 2010, para que sea considerado como parte del registro público. Puede enviar su comentario por correo electrónico a la dirección regionalconnector@metro.net. Puede enviar su comentario por correo postal a: Dolores Roybal Saltarelli, Project Manager, Metro, 1 Gateway Plaza, MS 99-22-2, Los Angeles, CA 90012. Puede ver todo el documento en el sitio web www.metro.net/regionalconnector

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DOWNTOWN CONNECTOR COMMENTS

From Mark R. Johnston
4185 Van Buren Street, Chino, CA. 91710

I BELIEVE THIS LINE IS EVEN MORE IMPORTANT THAN THE WILSHIRE SUBWAY EXTENTIONS, AS THIS EFFECTS 4 SEPARATE LIGHT RAIL LINES, WHILE THE SUBWAY IS BASICALLY AN EXTENTION OF 1 LINE. BECAUSE OF THIS, I ASK YOU DO WHATEVER YOU CAN TO PUSH THIS TO THE HEAD OF THE LINE. MY COMMENTS SPECIFIC TO THIS LINE ARE AS FOLLOWS:

1

1/ The fully underground option is the only one I will support and from the comments tonight, the community as well. If you use this option, you will find more support from the community as they will have to deal with construction for 3-4 years.

2

2/ Each of the existing light lines, plus the one being built have very slow sections=

- >Pasadena Gold through Highland Park
- >ELA Gold through the Indiana zig=zag
- >Blue to Long Beach has slow street running on Washington in LA and on LB Blvd in Long Beach
- >Expo is going to have slow street running on Flower in LA, and then again on Colorado Blvd in Santa Monica.

3

Because of this, you need to make the downtown section of the Regional connector as fast as possible- fully underground only !

3/ Get your mitigation measures agreed upon NOW, so the community will know what you will cover. I work insurance and proof of claim is always hard in cases like this. Small businesses are the hardest to prove loss of business/loss of use etc. Why not considering things like offering to paint their buildings or physical improvements like trees and sidewalks in lieu of cash payments? Double win, makes area look great and business gets an upgrade they may not be able to afford otherwise

4

4/ Make sure the junction at 2nd/Alameda is a “Stacked” cross-over. For example, the north and east direction on the top and the west and south direction on the bottom. Eliminates trains having to cross-over in front of each other- good for safety. Will be no outbound delays waiting for cross-over movements. Will only have to worry about inbound moves when 2 trains show up at the same time. Basically like the Wilshire/Vermont station on the Red=Purple line.

5

5/ Consider “ double stacking” in stretches of 2nd street as that street is very narrow in places. Keeps you away from the bottoms of older buildings.

6

6/ Get Eli Broads museum, the Grand Park , whatever tower/shopping mall or housing that is build, plus Disney Hall all on board with the 2nd/Hope station. Have them contribute to pedestrian connections and walk ways.

7

7/ Do not leave out Flower/4th/5th. 7th and Flower will be overloaded and this station will relieve the pressure. If you have to skip it now, build the station box and come back later with more money to finish it and open it.

8

8/ Build all stations for 4 cars. Look what happened on the Blue, You build 2 car and had to go back and build for 3. Both sections of the Gold are 3 and Expo will be also...But think for the future. What if you have to go back and go to 4 car platforms on all these lines.. Since these lines are at ground or aerial outside Downtown LA, they could be extended to 4 (admittedly expensive). But downtown is different. If you don't do 4 now, it will almost be impossible to go back later and go from 3 to 4.

9

9/ Make sure you go with the absolutely best high-tech signaling to allow 2-3 minute headways

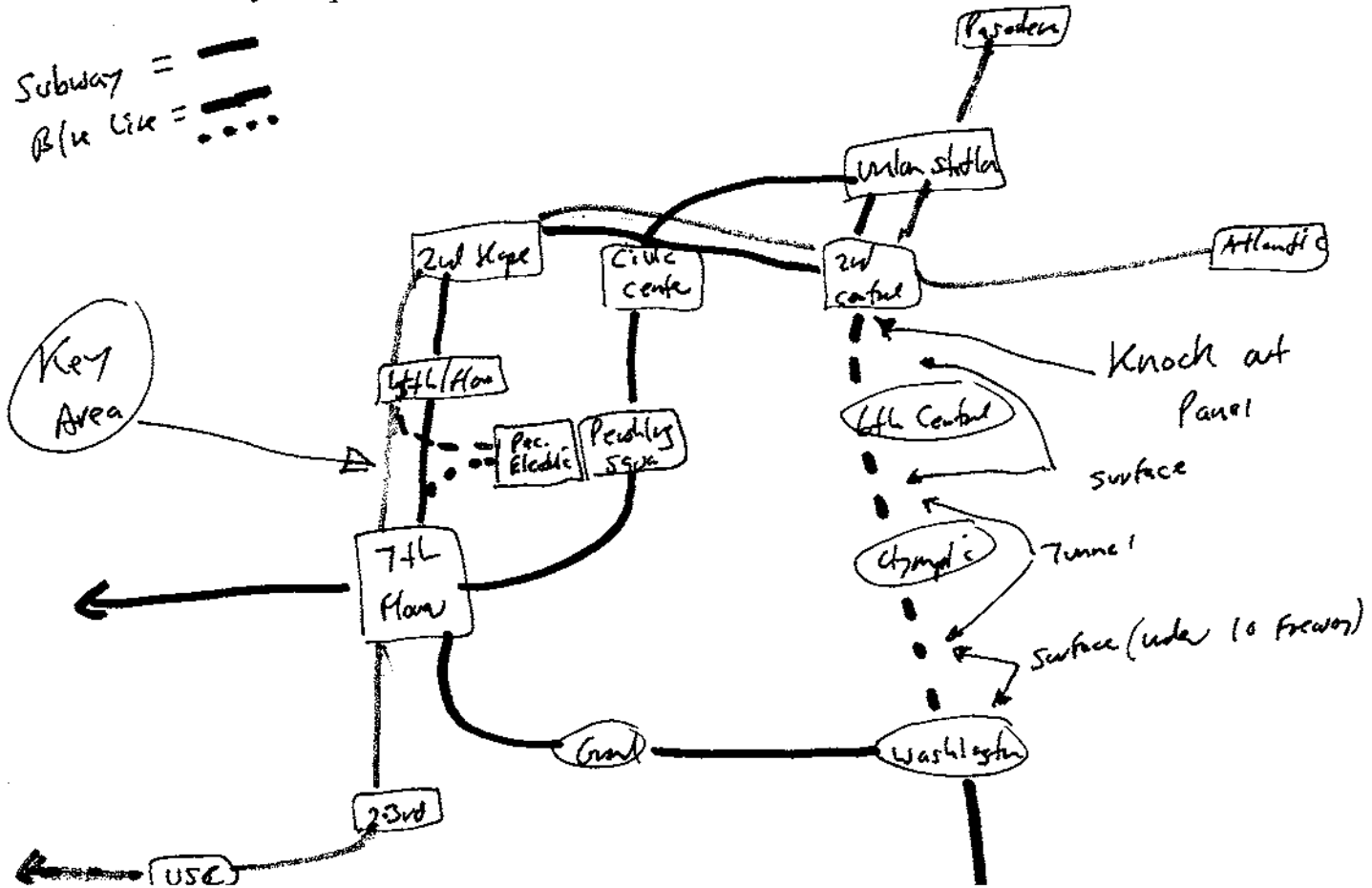
10

All the above items are pretty straight forward, common sense and I think most have been mentioned before. Now I have 2 comments a little outside the box, but will greatly affect the future of transit in downtown. A little creative, but I think will be really helpful. .

1/ Consider a connection as a stub line into the old Pacific Electric building basement. It is on the same level as the Pershing Square subway station. (PS- This idea came from the father of light rail, the gentlemen who started the SD Trolley, James Mills). My suggestion is that you can turn back blue line trains or even gold, off the main line. You can hold extra rush hour trains.. It can become another transfer point to the subway, not just 7th/flower. The Blue and Expo are going to have much higher ridership than either of the Gold Line legs, so instead of always running 3 car sets all the way to the end, you can turn back some. Plus stack up additional rush hour only sets. While you can use as storage track, it may be easier than building a 3 track pocket track under the streets when width is an issue. I believe would not be hard to accomplish, but will give you really great operational flexibility.

11

My map=

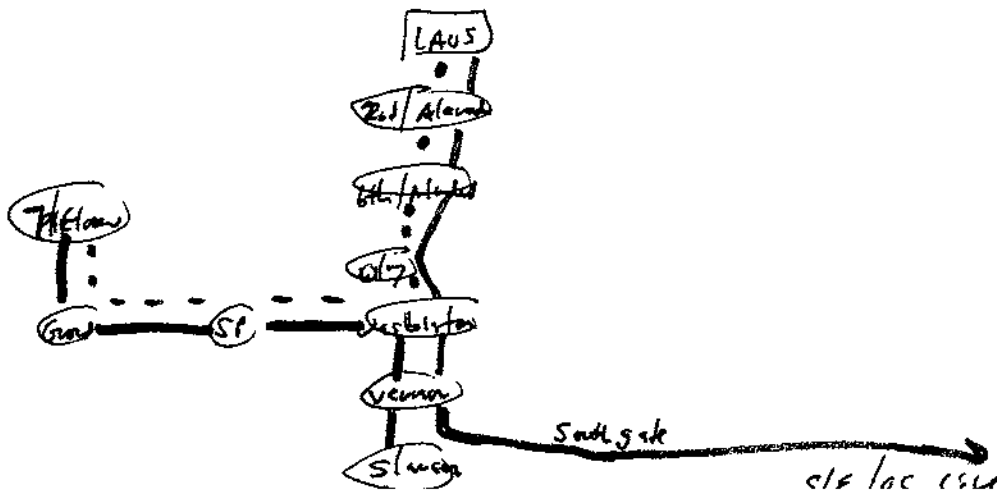


2/ My other suggestion is to build a “knock out panel” just west of the new 2nd/Alameda station in order to facilitate a line down Central Ave as the one day (and it will come) as the Blue Line shortcut to/from Union Station. Central is plenty wide for several miles south towards Olympic. At which point, a short tunnel will be needed to then align the track into the north end of the MTA owned property just north of the Santa Monica freeway where it could come up to ground level, go under the freeway and then continue right into the existing junction with the Blue at Washington. I propose stations at 6th and Central (as 6th turns into Whittier Blvd) Central and Olympic. Nice spacing between 2nd/Central and Washington/LB Blvd. This need to be coordinated with the Harbor Subdivision people who had talked about some kind of elevated line on Alameda to get to 1st/Alameda to allow the Harbor Sub Line (if build as a light rail) to get access I assume to Union Station. I see this segment as allowing=

- >alternating Blue Line trains to go direct to LA Union Station
- >East LA line passengers to transfer at 2nd /Alameda for a much quicker ride to Long Beach
- >You could bring some Gold Line trains (either Pasadena or ELA) down this line to Washington to allow West or South transfers to the Blue Line
- >Or depending on what happens with the SE corridor (the PE Orange County line study), this also could be an entry point for that project to get to Union Station by joining that line down near South Gate/Slauson into the existing Blue, then traveling up my new connection to LAUS. My map is on the ~~next~~ page.

12

pdw



I have lots of ideas and every MTA meeting I have ever gone to for all the lines, never have heard back . Do you really review all the suggestions submitted? Just interested. Thanks again for the time. This is a great project. Wish you could build it a lot faster. Thank you.

13

PC37

Responses to Comments from NARP-TRAC-PRS, Johnston, Mark R.

Response to Comment PC37-1

Support for prioritized implementation of the Regional Connector project is noted. Please refer to Responses to Comments PC37-2 through PC37-13, below, for detailed responses regarding concerns raised by the commenter.

Response to Comment PC37-2

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC37-3

Comment acknowledged. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative. The east-west and north-south routes of the Locally Preferred Alternative would each operate with five minute headways during peak hours, combining to yield trains every 2.5 minutes in each direction along the Regional Connector.

Response to Comment PC37-4

Comment acknowledged. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR. The community has been involved in the refinement of the mitigation measures through meetings held during the preparation of this Final EIS/EIR. Metro has committed to other mitigation measures in lieu of cash payments to assist business in Little Tokyo.

Response to Comment PC37-5

Metro performed a rail simulation for both the single-level junction and two-level junction configurations of the 1st and Alameda Streets intersection. The simulation revealed that both configurations would be able to adequately handle the maximum volume of trains anticipated for the Regional Connector without propagating delays through the system. The two-level junction (Little Tokyo Variation 2) was not pursued for further study in the Draft EIS/EIR because of its potential impacts to the Los Angeles Homba Hongwanji Temple. Trackside signals, cab signaling, and automatic train control systems would be used to ensure the safety of the single-level junction.

Response to Comment PC37-6

Constructing tunnels stacked on top of each other would require higher-risk tunneling activities than the side-by-side tunnels identified for the Locally Preferred Alternative. Construction of the 2nd/Broadway station would also require deeper excavation in the vicinity of historic buildings in order to accommodate stacked tunnels. As such, the Locally Preferred Alternative includes side-by-side tunnels beneath 2nd Street.

Response to Comment PC37-7

The Broad Art Foundation Museum, currently under construction, is projected to include a plaza above General Thaddeus Kosciuszko Way Connecting to Upper Grand Avenue. In order to provide access from the 2nd/Hope Street station to Upper Grand Avenue, an elevator would be built as part of the Locally Preferred Alternative from the station entrance to the plaza if one is not already provided. If the plaza is not built as part of the Broad Art Foundation Museum, a pedestrian connection (such as a pedestrian bridge) would be built as part of the Locally Preferred Alternative from the elevator to Upper Grand Avenue. Metro will work with the Related Companies and the Broad Foundation to enhance the pedestrian connections at the 2nd/Hope Street station.

Response to Comment PC37-8

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5th/4th Street station as the Locally Preferred Alternative. The deletion of the station was done in an effort to reduce the cost of the project while still meeting the project's purpose and need. An enhanced pedestrian walkway connecting the 4th/Flower Streets area to the existing 7th Street/Metro Center Station would be constructed on Flower Street to improve access to the Financial District. The design of the Locally Preferred Alternative would not preclude a station at 5th and Flower Streets from being built as a possible future, separate project.

Response to Comment PC37-9

All light rail stations on the Metro Rail system can now accommodate three-car trains. Four-car trains would exceed the distance between crossings on some street-running portions of the system. As such, four-car trains are not practicable.

Response to Comment PC37-10

East-west and north-south LRT routes would each operate with five minute headways during peak hours, combining to yield trains every 2.5 minutes in each direction, with development of the Fully Underground LRT Alternative (the Locally Preferred Alternative). Adequate signaling would be incorporated into the LRT lines that would connect to the Regional Connector to achieve headway goals.

Response to Comment PC37-11

The Regional Connector alignment beneath Flower Street would not be level with the abandoned Belmont Tunnel leading to the former Pacific Electric subway terminal. The tunnel has also been severed by the foundations of high-rise buildings built since its abandonment in the 1960s. The Locally Preferred Alternative includes a pocket track between the 7th Street/Metro Center Station and the 2nd/Hope Street station, which can accommodate the need to turn back trains.

Response to Comment PC37-12

The alignment immediately west of the new underground station in Little Tokyo would be constructed using tunnel boring machine excavation. Knockout panels are not feasible in bored tunnels. Extension of the station box farther west is not practicable due to the potential for impacts to the Japanese Village Plaza parking structure. Similar alignments on Alameda Street were studied in the Metro Blue Line connection studies in the early 1990s, but were not pursued

due to a desire to serve the major activity centers in downtown Los Angeles. A potential connection between the Metro Blue Line and potential future rail service on the Harbor Subdivision was studied in the Metro Harbor Subdivision Alternatives Analysis Report.

Response to Comment PC37-13

Yes, all comments from meetings are reviewed, and all Draft EIS/EIR comments are responded to in writing.

October 1, 2010

Ms. Dolores Roybal-Saltarelli
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-2
Los Angeles, CA 90012

RE: Comments on Draft EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

As a resident of Savoy on the corner of 1st and Alameda Street, I would like to formally support the **Fully Underground Alternative** that was added to the draft EIS/EIR as the only truly viable build option for this community. I agree with the team's recommendation and endorsement of the Fully Underground Alternative as the "locally-preferred" alternative.

1
2

I also want to voice my concerns about construction, traffic, and related impacts on residents as the project moves forward. I ask the MTA to work to protect the vibrancy of this community through mutual cooperation and adequate mitigation measures.

Thank you for your consideration.

Sincerely,



Savoy Resident
Unit # 160

PC38

Responses to Comments from Salumbides, Romeo

Response to Comment PC38-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC38-2

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

October 1, 2010

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Los Angeles County Metropolitan Transportation Authority
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Los Angeles, CA 90012

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2

Thank you for your consideration.

Sincerely,



Savoy Resident
Unit # 263

Teresa Lim

PC39

Responses to Comments from Lim, Teresa

Response to Comment PC39-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC39-2

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

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I also want to voice my concerns about construction, traffic, and related impacts on residents as the project moves forward. I ask the MTA to work to protect the vibrancy of this community through mutual cooperation and adequate mitigation measures.

2

Thank you for your consideration.

Sincerely,


Savoy Resident
Unit # 449

Young S. Yoon

PC40

Responses to Comments from Yoon, Young S.

Response to Comment PC40-1

Thank you for your comment. Support for the Fully Underground LRT Alternative is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Response to Comment PC40-2

Comment acknowledged. Traffic and construction impacts associated with the Locally Preferred Alternative were discussed in Chapter 3, Transportation Impacts and Mitigation, and Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR. Metro has coordinated with the Little Tokyo community throughout the design and environmental process of this project. For example, Metro has assisted the community in establishing the Little Tokyo Working Group, provided funding for a consultant to assist the community in understanding the potential project impacts during preparation of the Draft EIS/EIR, and coordinated with community groups during preparation of this Final EIS/EIR. Metro will continue to coordinate with the community during project construction, which will include the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours. Appropriate candidate mitigation measures identified in the Draft EIS/EIR have been refined and confirmed in this Final EIS/EIR and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8).

Little Tokyo Business Improvement District
 Survey of the Regional Connector Transit Corridor Project DEIS/DEIR

Date: 10/4/10
 Company Name: Nishi Center / Parent
 Address: _____
 Telephone/E-Mail: 323-580-5309
 Name: Ann Marie Grewal
 Owner Employee Manager Other: Nishi Center Parent

| 1. Locally Preferred Alternative: | <u>Support</u> | <u>No-Support</u> | |
|---|-------------------------------------|-------------------------------------|---|
| No Build Alternative | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 1 |
| Transportation System Management Alternative | <input type="checkbox"/> | <input type="checkbox"/> | |
| At-Grade Emphasis Alternative | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| Underground Emphasis LRT Alternative | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| Fully Underground LRT Alternative | <input checked="" type="checkbox"/> | <input type="checkbox"/> | |
| 2. Preservation of Japanese Business Influence and Culture: Serious and real discussions needs to take place with Metro Staff and the Little Tokyo business community to preserve the Japanese business influence and culture. | <input type="checkbox"/> | <input type="checkbox"/> | |
| 3. Business Interruption: Additional funding shall be made available for those businesses, tenants, or property owners whose businesses endeavors are adversely impacted during the course of construction of the Regional Connector Project. A special business interruption committee shall be established, whose membership shall include Little Tokyo businesses, tenants, and property Owners, along with those governmental agencies, Having jurisdiction to make policy to resolve issues from adverse business interruption during the course of construction of the Regional Connector Project. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 2 |
| 4. Replacement of On-Street and Off-Street Parking: All off-street parking spaces loss through eminent domain shall be replaced. All on-street and off-street parking spaces taken away during the course of construction shall be replaced. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 3 |

Please return survey form before October, 10, 2010 to:
 Little Tokyo Business Improvement District
 200 S. San Pedro Street, Suite 400B, Los Angeles, CA 90012

PC41

Responses to Comments from Grewal, AnnMarie

Response to Comment PC41-1

Thank you for your comment. It is noted that the commenter supports the At-Grade Emphasis LRT, Underground Emphasis LRT, and the Fully Underground LRT Alternatives, and opposes the No Build Alternative. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Metro has and will continue to coordinate with the Little Tokyo business community regarding the Regional Connector project.

Response to Comment PC41-2

It is Metro's goal to minimize adverse impacts to the Little Tokyo community, including impacts to businesses. Metro will implement the mitigation measures proposed by the Little Tokyo Community Council and Little Tokyo Business Improvement District/Little Tokyo Business Association regarding business interruption shown in the Mitigation Monitoring and Reporting Program (Chapter 8) of this Final EIS/EIR. Metro will work with the Regional Connector Community Leadership Council to serve all businesses affected by Regional Connector construction.

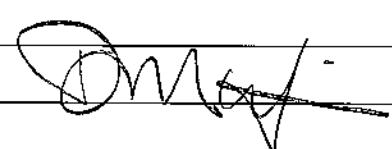
Response to Comment PC41-3

Metro understands the impacts that construction would have in the Little Tokyo community, and will work with the community to minimize impacts to businesses. During construction, Metro will minimize lane and sidewalk closures, and will provide adequate detours to maintain pedestrian flow. Temporary replacement parking will be provided during construction as needed to offset the impact of on-street and off-street parking removal. As part of temporary replacement parking efforts, Metro will provide two acres of land on the Mangrove property, located at the northeast corner of 1st and Alameda Streets, for the purposes of providing supplemental parking services, such as valet parking services during construction. Please refer to the Transportation Impacts and Environmental Justice sections of Chapter 8, Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative, for more information regarding construction parking mitigation measures.

Metro Regional Connector Transit Corridor Study
 Draft EIS/EIR Public Hearing
 Comment Form Formulario de comentarios コメント用紙 의견서



| | | | |
|--------------|--------------------|-------|-----|
| Name | Nombre | 名前 | 이름 |
| Organization | Organización | 所属 | 단체 |
| Address | Dirección | 住所 | 주소 |
| Telephone | Teléfono | 電話 | 전화 |
| Email | Correo electrónico | 電子メール | 이메일 |
| Comment | Comentario | コメント | 의견 |

I FULLY SUPPORT THE FULL JND-1111
 OPTION AND FULLY SUPPORT
 OF A 2ND AND 3RD RAILWAY STATION.
 THANKS FOR ALL YOUR WORK!


1

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PC42

Responses to Comments from Garcia, Dan

Response to Comment PC42-1

Thank you for your comment. Support for the Fully Underground LRT Alternative and 2nd/Broadway station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative.

Subject: FW: A Public Comment on the Regional Connector DEIR
Date: Monday, October 4, 2010 3:13 PM
From: Regional Connector <RSC_RegionalConnector@metro.net>
To: Dolores Roybal Saltarelli <roybald@metro.net>, Laura Cornejo <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, Ginny Brideau <ginny@therobertgroup.com>, Clarissa Filgioun <clarissa@therobertgroup.com>

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

From: John Gove [mailto:johnpgove@gmail.com] On Behalf Of John Gove
Sent: Monday, October 04, 2010 12:04 AM
To: Regional Connector
Subject: A Public Comment on the Regional Connector DEIR

Hello RC Staff,

My name is John Gove, and I am a life-long resident of the San Gabriel Valley. Presently I live in Monrovia and sometimes use the gold line to get to downtown. However, reaching the city center and historic core require a cumbersome transfer to the red line at Union Station. The delay makes driving more expedient for Main Street or 7th St. and Grand destinations. I look forward to a single seat ride from the Sierra Madre Villa station to the Broadway station or the 7th St. Metro Center. I have closely followed the Regional Connector's evolution for the past 3 years, and I'm by and large pleased with the current DEIR. However, please consider the following comments for the record.

1

1) The inclusion of the "fully underground" alternative is wonderful and the only elegant, modern solution for the RC. It shows foresight on the part of the Little Tokyo residents' who fought for it. The at-grade alternative is too cumbersome for the grid and reminiscent of the painfully slow transit already experienced on the blue line along Washington Blvd. The train portal and pedestrian bridge structure proposed in the underground-emphasis alternative are downright reminiscent of the hulking ELs of Chicago and Brooklyn. I am aware of the cost increase for going fully underground, but I consider it money well spent, offset by the potential for better development. Moving the train portals and eliminating the pedestrian bridge will leave the Office Depot block less constrained for redevelopment. Not grade-separating Alameda and not splitting the Little Tokyo station over an intersection will open the intersection for street-facing retail, generating better tax revenue and pedestrian activity. I will definitely use the underground station to get to the Lazy Ox Canteen.

2

2) I am very concerned about the connectivity of the Hope St. station to Upper Grand Ave. I have combed through the published diagrams and see scant reference to such a connection. From a single DEIR diagram, I see a "pedestrian bridge". Since there is a three-story grade difference to Hope St., I assume the diagram's depiction is an elevator at the end of the "pedestrian bridge". I have serious concerns about this under-designing. Even large capacity elevators seem to be designing for congestion. I easily imagine an event on Grand Avenue attracting more people in a concentrated time than elevators can accomodate. Escalators are essential. Perhaps the assumption is that people will simply walk up 2nd St. along Disney Hall's south wall, but that seems like bad market research. People avoid walking up hills. Angels Flight is good market research from over 100 years ago; people don't want to hike Bunker Hill. I bet I

3

would not be the only one walking up the hill thinking, "So they made a Bunker Hill stop that doesn't get you to Bunker Hill?" Prior to the DEIR, I attended an RC meeting at Lake Ave. Congregational Church and asked Metro representatives about the connection. They said they had spoken with the developer but deferred to Related Co. and the Grand Avenue Authority on the final details. Since the Broad Foundation is now leasing the most adjacent parcel, I want to know a more useful answer on the nature of the connection and when it will be implemented. Will the "pedestrian bridge" open when the line opens , or will it wait until Related Co. develops the southern parcel adjacent to the Broad Foundation museum? If it is the latter, that practically seems like saying it won't happen, since their projections for groundbreaking are repeatedly postponed.

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3) The proposed 5th St. station should not be eliminated. Some people suggest this station is too close, just a 1/4 mile to either station, so it should be cut to save money and speed up the transit time. This is short-sighted for two reasons. First, the 5th St. station will lessen the RC's traffic impact at the 7th St. station. Second, this Regional Connector stop is poised to provide front door service smack in the middle of the financial core next to a hotel with 1354 rooms. The job density at this stop is remarkable and more than enough to generate trips for three close stations. Some argue that these office tower jobs don't generate transit trips. That claim accurately depicts only a particular generation of workers. However, attitudes about transit are shifting between the generations, and younger generations are increasingly pro-transit, especially rail transit. For example, on a recent trip to Washington, D.C., I researched the federal redevelopment at the Suitland, just outside the district in Maryland. This major government center was initially constructed 60 years ago as an auto-centric employment hub for government departments, namely the Census Bureau, which competes among Fortune 500 companies for executives and analysts - workers comparable to any found Downtown Los Angeles. They studied their employees and found that new hires favorably viewed commuting via metro rail. Since a wave of retirement coincided with the redevelopment, the entire master plan for the redevelopment abandoned the highway and centered on the rail stop. Billions of dollars of present and future development were cast in favor of changing attitudes about rail transit. Meanwhile, the old Suitland is set to be demolished. It seems foolish for LA to do the opposite, especially when the development is already there! Yes, the station is close to 7th and cutting the station could save a whole 2 minutes of transit time, but people aren't fools, this stations is just too useful to pass up. If this generation doesn't get that, no big deal, the next one already does.

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Thank you for all your hard work,

John