

## PC43

## Responses to Comments from Gove, John

**Response to Comment PC43-1**

Thank you for your comment. Please refer to Responses to Comments PC43-2 through PC43-4, below, for detailed responses regarding concerns raised by the commenter.

**Response to Comment PC43-2**

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 PC43-3**

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 2<sup>nd</sup>/Hope Street station to Upper Grand Avenue, an elevation would be built as part of the Locally Preferred Alternative from 2<sup>nd</sup>/Hope Street station 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, both of which would accommodate demand and provide access for persons with disabilities.

**Response to Comment PC43-4**

Support for the Flower/5<sup>th</sup>/4<sup>th</sup> Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> 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 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> 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/5<sup>th</sup>/4<sup>th</sup> Street station would result in minimal ridership losses because most riders would use the 2<sup>nd</sup>/Hope Street station or 7<sup>th</sup> 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/5<sup>th</sup>/4<sup>th</sup> Street station, but no funding sources were identified. Metro agrees that the presence of enhanced rail transit would draw more riders from the nearby office towers, and believes that the pedestrian enhancement to 7<sup>th</sup> Street/Metro Center Station would improve access to businesses in the vicinity of 5<sup>th</sup> and Flower Streets. The additional information about the Suitland development is appreciated. However, the design of the Locally Preferred Alternative would not preclude a station at 5<sup>th</sup> 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
M. CATMAN.			
Organization	Organización	所属	단체
STUDENT (GEOLOGIST)			
Address	Dirección	住所	주소
—			
Telephone	Teléfono	電話	전화
(310) 039-3992			
Email	Correo electrónico	電子メール	이메일
MATTHEW AND DOROTHY @ YAHOO.COM) LOWER CASE.			

Comment Comentario コメント 의견

1 RIDE / 1 SEAT. GREAT. TIME IS OUR  
 BIGGEST ADULTOR(S). I DO NOT FEEL OR  
 SEE A GREAT NEED FOR A WHOLE-LOT-OF  
 BUS / TRAIN STATION(S) / PLATFORM(S). THE MORE WALKIN'  
 AND BIKE RIDIN' AND EXERCISIN' WE ALL DO,  
 THE BETTER. HOPE-FULLY THIS PROJECT WILL  
 HAPPEN. I BOARD 1 OR MORE TRAIN / BUS DAILY  
 AND I WOULD LIKE TO GET TO AND FRO, WITH

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下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。

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LESS STOPPING (on the public trans. sys.)

PRIVATE AUTOS WERE BUILT TO UNDER-  
TAKE THIS PROCESS BETTER. - I THINK =  
😊

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cont'd

THANKS. MATTHEW.

AND I WILL BE AROUND.

😊



PC44

Responses to Comments from Aima, Matthew

Response to Comment PC44-1

Thank you for your comment.

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

<b>Name</b>	<b>Nombre</b>	<b>名前</b>	<b>이름</b>
<i>Ruperto Mendiones</i> <i>downtown Resident</i>			
<b>Organization</b>	<b>Organización</b>	<b>所属</b>	<b>단체</b>
<i>Fully underground choice is correct. Other plans will increase congestion + force eventual conversion to underground at much greater cost.</i>			

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**Please limit your comments to two minutes. You can submit written comments.**

## PC45

### Responses to Comments from Mendores, Rupert

#### Response to Comment PC45-1

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: Comments on draft EIR Regional Connector  
Date: Wednesday, October 6, 2010 9:13 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>

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

From: Walker, Daniel [mailto:daniel.walker2@boeing.com]  
Sent: Tuesday, October 05, 2010 4:35 PM  
To: Regional Connector  
Subject: Comments on draft EIR Regional Connector

We support building this downtown area Light Rail project, as proposed, ASAP to improve mobility, reduce congestion, reduce air pollution, and reduce our dependency on imported oil.  
This regional connector will provide a one seat ride from Santa Monica to East LA, and from Long Beach to Pasadena / San Gabriel Valley. As overall ridership for the entire Metro rail system continues to rise, this downtown connection will be essential to avoid overcrowding and reduce total trip durations for many commuters. Let's build it right (underground option) from the beginning. Eliminating one key underground station to save money upfront is shortsighted.  
This project will enhance other good Metro Light Rail extensions:  
Expo phase 2 to Santa Monica  
Gold phase 2 to Claremont / Ontario  
East LA phase 2

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2  
3

Thanks and good luck,  
Daniel Walker  
7416 West 82nd Street  
Los Angeles, CA 90045

## PC46

## Responses to Comments from Walker, Daniel

**Response to Comment PC46-1**

Thank you for your comment. Support for the project 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 PC46-2**

Support for the Flower/5<sup>th</sup>/4<sup>th</sup> Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> 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 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> 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/5<sup>th</sup>/4<sup>th</sup> Street station would result in minimal ridership losses because most riders would use the 2<sup>nd</sup>/Hope Street station or 7<sup>th</sup> 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/5<sup>th</sup>/4<sup>th</sup> Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

**Response to Comment PC46-3**

Thank you for your comment.

Subject: FW: Public Comment regarding Regional Connector

Date: Tuesday, October 5, 2010 5:27 PM

From: Ann Kerman <kermana@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: Jay Chen [mailto:jaychen@gmail.com]

Sent: Tuesday, October 05, 2010 5:00 PM

To: Regional Connector; Kerman, Ann

Subject: Public Comment regarding Regional Connector

Dear Ann,

I wish to state my concerns with the Metro Regional Connector underground option. Unfortunately I have not been able to attend the hearings, but I have had personal meetings with consultants for the Metro and am aware of what the plans are. My family owns the brick building on the southeast corner of First and Hewitt St. First, I would like to say that I am happy that plans are underway to make the Metro more efficient and useful for the Los Angeles community. However it is unfortunate that plans for the connector were not built into the plans for the Gold Line extension as it would have saved much time, money, and inconvenience.

1

While I am glad that the Gold Line extension was created, it has brought its share of difficulties as well, foremost being the elimination of parking. Free and metered street parking all along First St were eliminated for this project. In combination with the number of high-end condos and apartments that were built over pre-existing parking lots in the immediate vicinity (Mura, Artisan on Second, Savoy), this part of the Arts District/Little Tokyo has suffered a severe drop-off in parking options, which has been very detrimental to the lower-income individuals who reside in the area, many of whom reside in my building.

2

The plus side to all of this is the potential business and liveliness that a major transit center can bring. There are plans underway to turn the Mangrove site (kitty corner to my building) into a major mixed-use development, and to continue Hewitt St past my building and past First St all the way to Temple St. This would certainly help spark an otherwise neglected area.

3

The Regional Connector Underground Option as currently proposed would have a negative impact on this area in that it would cause trains to emerge right at the Hewitt/First intersection, thereby eliminating that cross walk, turn signal, and plans to continue Hewitt north to Temple St. It would serve to further isolate the south side of 1st Street from the north; Rose St to the west has already been shut off and privatized, and plans are underway to turn Garey St to the west into a pedestrian street. Hewitt St will soon be the only street within a two block radius to provide access to west-bound traffic on First St. To eliminate that option would be severely detrimental to the south side of First St and all of its residents.

4

I am not asking that the underground connector be eliminated, I am only asking that additional thought and engineering be evaluated to allow the new Gold Line train to emerge prior to the Hewitt/First intersection so that the intersection can be preserved. I am confident that it can be done.

5

Thank you for your consideration.

Sincerely,

Jay Chen

626-534-3544

## PC47

### Responses to Comments from Chen, Jay

#### Response to Comment PC47-1

Comment acknowledged. Please refer to Responses to Comments PC47-2 through PC47-5, below, for detailed responses regarding concerns raised by the commenter.

#### Response to Comment PC47-2

Experience with the Gold Line Eastside Extension Phase 1 is noted.

#### Response to Comment PC47-3

Comment acknowledged. Metro is aware of the project and has coordinated with the owner.

#### Response to Comment PC47-4

Comment noted. Right turns, left turns, and pedestrian crossings on 1<sup>st</sup> Street would still be possible at Vignes Street and at Alameda Street as they are today. Both Vignes and Alameda Streets would provide access to westbound traffic on 1<sup>st</sup> Street. Metro believes that these intersections would provide adequate connections between the north and south sides of 1<sup>st</sup> Street in the absence of left turns and pedestrian crossings at 1<sup>st</sup> and Hewitt Streets.

#### Response to Comment PC47-5

Moving the proposed portal on 1<sup>st</sup> Street farther west is not feasible because it would create too steep of a grade for trains rising to the surface from the proposed junction beneath 1<sup>st</sup> and Alameda Streets.

Subject: FW: [Metro.net] customer comment  
Date: Wednesday, October 6, 2010 5:50 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: Wednesday, October 06, 2010 12:11 PM  
To: Regional Connector  
Subject: [Metro.net] customer comment

Comment from

First Name: Allon  
Last Name: Percus  
Email: allon.percus@cgu.edu  
Phone:  
URL:

-----  
I am opposed to keeping the 5th & Flower station in the Regional Connector plans. It is absurdly close to the present Metro Center station, and having too many stops will slow trains down and make the line less competitive. It doesn't seem to be a wise use of resources to spend scarce transit dollars on a station that may harm the alignment more than help it.  
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## PC48

### Responses to Comments from Percus, Allon

#### Response to Comment PC48-1

Preference for the removal of the Flower/5<sup>th</sup>/4<sup>th</sup> Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> Street station as the Locally Preferred Alternative. An enhanced pedestrian walkway connecting the 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> 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 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

Subject: FW: [Metro.net] customer comment  
Date: Wednesday, October 6, 2010 5:51 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: Wednesday, October 06, 2010 5:50 PM  
To: Regional Connector  
Subject: [Metro.net] customer comment

Comment from

First Name: Joseph  
Last Name: Myers  
Email: pslma7499@yahoo.com  
Phone:  
URL:

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If the 5th/Flower station is going to be removed from the Regional Connector to save money, would it be possible to add an underground walkway (with above the ground exit) from 7th/Metro Center station to 5th/Flower?

Could be a good way to get people to that location easily (walking underground is convenient) without building a whole station.

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## PC49

### Responses to Comments from Myers, Joseph

#### Response to Comment PC49-1

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> Street station as the Locally Preferred Alternative. An enhanced pedestrian walkway connecting the 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> 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 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

Subject: FW: [Metro.net] customer comment  
Date: Wednesday, October 6, 2010 5:50 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: Wednesday, October 06, 2010 1:46 PM  
To: Regional Connector  
Subject: [Metro.net] customer comment

Comment from

First Name: Rani  
Last Name: Sitty  
Email: rsitty@gmail.com  
Phone:  
URL:

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I urge Metro to construct a station at 5th/Flower as part of the fully underground option for the Regional Rail Connector. Although such a station would add to the expense of the project, it will provide a great benefit to the heart of L.A.'s highrise financial district, and will be a key link in an extensive neighborhood transit network that's quickly transforming Downtown L.A. into the first Southern California community where it's truly feasible (and in fact, advantageous) to live without an automobile. Additionally, a 5th/Flower station would relieve pressure from the already-crowded Metro Center station, which will only see more congestion after the opening of the Regional Connector.

Elimination of the 5th/Flower station is not a prudent strategy to address the funding gap presented by the fully underground option. The gap is relatively minor, and elimination of the 5th/Flower station would permanently hobble Metro's flourishing rail network.

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## PC50

## Responses to Comments from Sitty, Rani

**Response to Comment PC50-1**

Support for the Flower/5<sup>th</sup>/4<sup>th</sup> Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> 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 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> 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/5<sup>th</sup>/4<sup>th</sup> Street station would result in minimal ridership losses because most riders would use the 2<sup>nd</sup>/Hope Street station or 7<sup>th</sup> 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/5<sup>th</sup>/4<sup>th</sup> Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

Subject: FW: [Metro.net] customer comment  
Date: Wednesday, October 6, 2010 5:49 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: Wednesday, October 06, 2010 2:40 PM  
To: Regional Connector  
Subject: [Metro.net] customer comment

Comment from

First Name: Spencer  
Last Name: Gross  
Email: Spencer.gr@gmail.com  
Phone: Spencer.gr@gmail.com  
URL:

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The 5th/Flower Station is too important as relief for the heavily used 7th/flower station to be dropped from the Regional Connector plans.

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## PC51

## Responses to Comments from Gross, Spencer

**Response to Comment PC51-1**

Support for the Flower/5<sup>th</sup>/4<sup>th</sup> Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> 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 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> 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/5<sup>th</sup>/4<sup>th</sup> Street station would result in minimal ridership losses because most riders would use the 2<sup>nd</sup>/Hope Street station or 7<sup>th</sup> 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/5<sup>th</sup>/4<sup>th</sup> Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.



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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

Charles A Adelman

6146 Eleanor Ave #107 Los Angeles CA 90038

~~6146~~ (323) 460 6982

Comment Comentario コメント 의견

On page 2-54 2.6.3, The Fully Underground LRT Alternative - Little Tokyo Variation 2 is rejected due to higher cost and concerns over its effects on the Buddhist Temple. This alternative however is the only design that can safely accommodate the projected 2 1/2 minute headways for the combined Blue/Gold LRT. Running trains this close together through a single level junction creates an over-dependence on technology always working and people not erring. All it takes is a signal failing (see Washington DC Metro Accident at Lost Spring) or an operator

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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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Blowing through a signal (See recent Bluebird vs MTA Bus accident or Chatsworth Metrolink accident). If we build a single level junction and run trains at 2 1/2 min headways, Murphy's law will prevail and sooner or later, 2 trains will meet with horrible results.

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Shortly after reading this document, I personally visited the area around the Buddhist Temple at 1<sup>st</sup> street and Vignes. While the main entrance to the temple is on 1<sup>st</sup> street, this is a pedestrian entrance only, and would not therefore be affected by having the LRT portal in the middle of the street. The parking lot entrance is on Vignes street, thus also not affected by the portal. There is a gated driveway just west of the building, that leads to the rear of the temple, however left turn access from 1<sup>st</sup> street is already blocked by the existing Goldline LRT ROW running down the middle of 1<sup>st</sup> street. Replacing this At-Grade Row with a portal will have no practical effect on the Buddhist Temple

2

The Temple may be affected by construction activities along 1<sup>st</sup> street however, but this should take no more than two years. This negative short term effect can be minimized by simply shutting down the eastside Goldline during the construction period rather than re-routng the tracks. Given the extremely low ridership on this line, few people would be affected by it disappearing for a few years.

## PC52

## Responses to Comments from Adelman, Charles

**Response to Comment PC52-1**

Fully Underground LRT Alternative – Little Tokyo Variation 2 was eliminated from further study due to potential impacts to the Los Angeles Homba Hongwanji Temple. A rail simulation was performed to ensure that the Fully Underground LRT Alternative – Little Tokyo Variation 1 would be able to accommodate the Regional Connector’s projected 2.5 minute headway. Metro would use measures such as trackside signals, cab signaling, and automatic train control systems to ensure safety. Safety systems would be included to prevent train operators from passing red signals.

**Response to Comment PC52-2**

The Locally Preferred Alternative’s portal on 1<sup>st</sup> Street would be positioned away from the front of the Los Angeles Homba Hongwanji Temple per the temple’s request. Metro will implement the mitigation measures shown in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR to minimize impacts to all businesses and organizations, including the Los Angeles Homba Hongwanji Temple. Metro would maintain Metro Gold Line service during the construction phase of the project, though two primary closures of the tracks around the existing Little Tokyo/Arts District station would be needed lasting up to six weeks each. Bus bridge substitution would be needed during these times. As with any existing operating lines, maintenance of tracks and overhead power lines may result in incidental service interruptions along the Metro Gold Line during construction. Metro will attempt to minimize closures and shorten the overall project construction schedule in order to reduce customer inconvenience. Additional information is provided in Section 4.18.2.6.1 of this Final EIS/EIR.

ANDREW YICK

222 S. Central Avenue, Unit #410 • Los Angeles, CA 90012 • (213) 613-1492 • andrew\_yick@juno.com

October 9, 2010

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

Re: EIS/EIR for Regional Connector

Dear Ms. Roybal-Saltarelli:

I am a homeowner and resident of Little Tokyo. I am writing to express my strong desire that Metro choose the Fully Underground alternative.

For the past six (6) years, I have lived in Little Tokyo. I chose this section of downtown LA to live in because of its established unique community character, sense of history, and distinctive independent retail and restaurant options. I believe that any above-ground regional connector option would jeopardize the unique community character that makes Little Tokyo attractive to many visitors, current residents, and potential future residents.

1

A Fully Underground option would reduce the noise level, prevent any unnecessary tragic accidents between cars and/or pedestrians and on-coming trains. In addition, a fully underground option is aesthetically more appealing. Visible railroad tracks would create visual blight and serve as an eyesore.

Finally, please know that appealing urban neighborhoods are largely products of independent retailers and restaurants. Because these types of stores are not omnipresent, they serve as destination drivers. We cannot afford to lose these stores due to loss of revenue caused by the construction of the Regional Connect. Therefore, I urge Metro to fairly compensate these stores during the construction period so that they will emerge as continuing operations after the completion of the Metro.

2

Again, as a homeowner and resident of Little Tokyo, I urge Metro to choose the Fully Underground option.

3

Sincerely,



Andrew Yick

## PC53

### Responses to Comments from Yick, Andrew

#### Response to Comment PC53-1

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 PC53-2

Metro recognizes the important ways that independent retailers and restaurants contribute to community identity. Metro has included measures in the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR to offset impacts to businesses affected by construction. These include providing in-kind support and assistance to businesses in an effort to minimize impacts of the project.

#### Response to Comment PC53-3

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: Fully Underground LRT Alternative  
Date: Monday, October 11, 2010 3:33 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: David Moore [mailto:mrmooreinsem@earthlink.net]  
Sent: Saturday, October 09, 2010 2:16 AM  
To: Regional Connector  
Subject: Fully Underground LRT Alternative

I was pleased to attend the Little Tokyo presentation of alternatives last month. I support the concept of the Fully Underground LRT Alternative. I do have a question, however; will the tunnel along Second Street be built by excavating a trench and then covering, or by using the kind of tunneling machine that was used for the red line? A tunneling machine would have much less impact on the businesses in Little Tokyo.

1

Thank you. Yours,

David G. Moore

## PC54

### Responses to Comments from Moore, David G.

#### Response to Comment PC54-1

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 tunnels beneath 2<sup>nd</sup> Street would be constructed using a tunnel boring machine, and stations would be constructed using the cut and cover method. Similar tunnel boring machine equipment was used for Red Line construction, but the technology has since advanced to yield better performance and safety. Metro agrees that tunnel boring machine excavation is generally less impactful than the cut and cover method, and has refined the Locally Preferred Alternative to maximize tunnel boring machine use. No cut and cover would occur on 2<sup>nd</sup> Street in Little Tokyo, and the tunnel under Flower Street between 3<sup>rd</sup> and 4<sup>th</sup> Streets would be excavated using a tunnel boring machine instead of cut and cover.

Subject: FW: Regional Connector on 2nd Street  
 Date: Monday, October 11, 2010 3:33 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: Rise Axelrod [mailto:rise.axelrod@gmail.com]  
 Sent: Saturday, October 09, 2010 10:27 AM  
 To: Regional Connector  
 Subject: Regional Connector on 2nd Street

I am a resident of the Higgins Building at 108 W. 2nd Street. I very much oppose the At-Grade Alternative because of the negative impacts on the neighborhood including noise and traffic congestion on 2nd street so near to my home. There is already a great deal of traffic on 2nd Street and I am concerned that an at-grade train would make the traffic congestion much worse and increase the likelihood of accidents.

I am very much in favor of the Below-Grade option, and often use public transportation.

Thank you,  
 Rise B. Axelrod  
 McSweeney Professor of Rhetoric and Teaching Excellence  
 Chair, Committee on Academic Personnel  
 Director of Composition  
 Department of English  
 University of California  
 Riverside, CA 92521

1

## PC55

### Responses to Comments from Axelrod, Rise B.

#### Response to Comment PC55-1

Thank you for your comment. It is noted that the commenter supports a below-grade option 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: Monday, October 11, 2010 3:34 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>

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

Sent: Saturday, October 09, 2010 12:28 AM

To: Regional Connector

Subject: regional connector

Thank you for your email.

My wife and I strongly support the fully underground option. It's much better for metro users like ourselves--and for street traffic and street ambience.

1

Thank you for your solicitation of my views.

Sincerely,

Steven Axelrod

108 W. 2nd Street, #609

Los Angeles, CA 90012

Professor of English  
University of California  
Riverside, CA 92521

## PC56

### Responses to Comments from Axelrod, Steven

#### Response to Comment PC56-1

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.

October 10, 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

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,



Japhet Hom  
Savoy Resident  
100 South Alameda Street, Unit #337  
Los Angeles, CA 90012  
(213) 709-7147 cell  
Email: captk1701@aol.com

## PC57

## Responses to Comments from Hom, Japhet

**Response to Comment PC57-1**

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 PC57-2**

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).

Subject: FW: 2nd & Main

Date: Tuesday, October 12, 2010 1:18 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: Adriana Centeno [mailto:acenteno76@yahoo.com]

Sent: Tuesday, October 12, 2010 10:57 AM

To: Regional Connector

Subject: 2nd & Main

As a home owner at 108 W. 2nd Street, Unit 204, I would like it noted that the preference of our community is to have the fully below-grade option.

We love mass transit 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.

Thank you in advance for noting my preference in this matter,

Adriana Centeno

1

## PC58

### Responses to Comments from Centeno, Adriana

#### Response to Comment PC58-1

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 Connect  
Date: Tuesday, October 12, 2010 1:19 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>

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

From: elana saviolis [mailto:elanasav@yahoo.com]  
Sent: Tuesday, October 12, 2010 9:04 AM  
To: Regional Connector  
Subject: Metro Connect

Dear Sir or Madam:

I am the owner of a loft at 2nd and Main, facing 2nd street, and I am writing you today to tell you of my strong sentiments against the "at-grade" option for the metro connector. This will be right outside of my window, and the amount of noise it will generate will be unbearable. The street is narrow, and cars drive very fast on both Main and 2nd Streets, so I believe it could also be a very dangerous option to put this at street level. Please, for the consideration of downtown residents, please select the underground option.

1

Thank you,  
Elana Santana  
108 W. 2nd St. #414  
Los Angeles, CA 90012

## PC59

### Responses to Comments from Santana, Elana

#### Response to Comment PC59-1

Thank you for your comment. It is noted that the commenter supports an underground option and opposes an at-grade option. 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 Transit Corridor Feedback Form [#2]  
Date: Wednesday, October 13, 2010 11:50 AM  
From: Ginny Brideau <ginny@therobertgroup.com>  
To: Ann Kerman <kermana@metro.net>

From: Roybal, Dolores [mailto:ROYBALD@metro.net]  
Sent: Wednesday, October 13, 2010 9:24 AM  
To: Leung, Julie  
Cc: Ginny-Marie Brideau  
Subject: FW: Regional Connector Transit Corridor Feedback Form [#2]

FYI

From: Wufoo [mailto:no-reply@wufoo.com]  
Sent: Tuesday, October 12, 2010 8:03 PM  
To: Roybal, Dolores  
Subject: Regional Connector Transit Corridor Feedback Form [#2]

Name \* Fred Berk  
Email (you@email.com) \* fredaberk@gmail.com  
Phone Number (818) 789-4372

Select a Subject \* I have a suggestion

Comment \* I think the only way that the Downtown Connector will be successful is to make it underground, so that the Gold Line - Blue Line route will be a true rapid transit route until it meets the street south of downtown. In every city I know of that has rapid transit, the lines go directly through the central business district without being hindered by street traffic.

1

## PC60

### Responses to Comments from Berk, Fred

#### Response to Comment PC60-1

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.

**From:** "Gill, Jennifer" <GILLJ@metro.net>  
**Subject:** **FW: Regional Connector Transit Corridor Feedback Form [#1]**  
**Date:** October 19, 2010 9:59:16 AM PDT  
**To:** 'Ginny Brideau' <Ginny@TheRobertGroup.com>

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From: Webmaster  
Sent: Friday, October 15, 2010 4:50 PM  
To: Regional Connector  
Subject: FW: Regional Connector Transit Corridor Feedback Form [#1]

FYI,

Form results for you.

**Joe A. Simpson, Jr.**

Webmaster - Interactive Design and Strategy  
Creative Services  
Metro  
One Gateway Plaza  
99-19-20c  
Los Angeles, CA 90012-2952  
213.922.2353 (Phone)  
213.216.9286 (Cell)

[www.metro.net](http://www.metro.net)  
[simpsonj@metro.net](mailto:simpsonj@metro.net)  
[webmasters@metro.net](mailto:webmasters@metro.net)

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From: Wufoo [mailto:no-reply@wufoo.com]  
Sent: Tuesday, October 12, 2010 3:29 PM  
To: Lam, Lan-Chi  
Subject: Regional Connector Transit Corridor Feedback Form [#1]

Name *	Jason Barnes
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Email (you@email.com) *	<a href="mailto:jason64128@mac.com">jason64128@mac.com</a>
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Phone Number (559) 684-2798

Select a Subject \* I have a suggestion

Comment \* I agree with eliminating the 5th/Flower station. It is unnecessary because it is only 2 blocks from another station. It will slow the trains considerably and add expense to the project. People are not so lazy that they cannot walk two extra blocks to come to another station.

1

## PC61

### Responses to Comments from Barnes, Jason

#### Response to Comment PC61-1

Preference for the removal of the Flower/5<sup>th</sup>/4<sup>th</sup> Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> Street station as the Locally Preferred Alternative. An enhanced pedestrian walkway connecting the 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> 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 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

Subject: RE: Regional Connector Transit Corridor Feedback Form [#3]  
 Date: Wednesday, October 13, 2010 11:52 AM  
 From: Ginny Brideau <ginny@therobertgroup.com>  
 To: Dolores Roybal Saltarelli <roybald@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>  
 Cc: Ann Kerman <kermana@metro.net>, Laura Cornejo <CORNEJOL@metro.net>

Dolores,

Do you know if Laura is already set up to receive the comments that come in from the feedback form? If not, is it possible to have these redirect to regionalconnector@metro.net so that they all go to the same place?

Ginny

From: Roybal, Dolores [mailto:ROYBALD@metro.net]  
 Sent: Wednesday, October 13, 2010 11:04 AM  
 To: Leung, Julie  
 Cc: Ginny-Marie Brideau  
 Subject: FW: Regional Connector Transit Corridor Feedback Form [#3]

FYI

From: Wufoo [mailto:no-reply@wufoo.com]  
 Sent: Wednesday, October 13, 2010 10:51 AM  
 To: Roybal, Dolores  
 Subject: Regional Connector Transit Corridor Feedback Form [#3]

Name \* Aaron Kahn  
 Organization/Company White & Case LLP  
 Email (you@email.com) \* scakahn@gmail.com  
 Phone Number (323) 640-1582  
 Select a Subject \* I have a suggestion  
 Comment \*

I have recently read the suggestion that the regional connector may save money by eliminating the proposed 5th & Flower station. I write to urge Metro not to do this. I am an attorney at a major law firm in the financial district (US Bank Tower) and I ride the subway almost everyday to work from my home in Hollywood. I am a lifelong proponent of public transportation in Los Angeles. Putting another station in the financial district will help convince busy professionals that riding the rail lines are in their interests. Whether I get off the red line at 7th & Metro or at Pershing Square it is a ten minute walk to my building. That adds a significant amount of time to my commute. A station at the heart of the financial district at 5th & Flower would cut that time drastically and would convince other professionals the that the system is accessible and convenient. The number of added riders who would purchase monthly passes over the years could very well help offset a large portion of the cost of building the station. I urge you to retain the 5th & Flower station.

1

## PC62

## Responses to Comments from Kahn, Aaron

**Response to Comment PC62-1**

Support for the Flower/5<sup>th</sup>/4<sup>th</sup> Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> 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 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> 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/5<sup>th</sup>/4<sup>th</sup> Street station would result in minimal ridership losses because most riders would use the 2<sup>nd</sup>/Hope Street station or 7<sup>th</sup> 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/5<sup>th</sup>/4<sup>th</sup> Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

Subject: FW: Regional Connector Transit Corridor Feedback Form [#4]  
Date: Wednesday, October 13, 2010 1:12 PM  
From: Dolores Roybal Saltarelli <roybald@metro.net>  
To: "Leung, Julie" <LEUNGJ@metro.net>  
Cc: Ginny Brideau <ginny@therobertgroup.com>

From: Wufoo [mailto:no-reply@wufoo.com]  
Sent: Wednesday, October 13, 2010 12:43 PM  
To: Roybal, Dolores  
Subject: Regional Connector Transit Corridor Feedback Form [#4]

Name \* Derrick Lo  
Email (you@email.com) \* djlo7@sbcglobal.net  
Select a Subject \* I have a suggestion

Comment \* The 5th/Flower station MUST be built. If funding for it is out of reach, then provisions need to be made to make it easier to construct as a future infill station.

] 1

## PC63

### Responses to Comments from Lo, Derrick

#### Response to Comment PC63-1

The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> 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 4<sup>th</sup>/Flower Street area to the existing 7<sup>th</sup> 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 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

October 13, 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

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,

*Domino Cheung*

Savoy Resident  
Unit #242

## PC64

## Responses to Comments from Cheung, Domino

**Response to Comment PC64-1**

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 PC64-2**

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).

From: Regional Connector <RSC\_RegionalConnector@metro.net>  
 Subject: **FW: Comments on Draft EIS/EIR for Regional Connector**  
 Date: October 14, 2010 1:01:01 PM PDT  
 To: "Roybal, Dolores" <ROYBALD@metro.net>, "Cornejo, Laura" <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, "Ginny-Marie Brideau" <Ginny@TheRobertGroup.com>, Clarissa Filgioun <Clarissa@TheRobertGroup.com>

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From: grace lu [mailto:glu1688@gmail.com]  
 Sent: Wednesday, October 13, 2010 9:16 PM  
 To: Regional Connector  
 Subject: Comments on Draft EIS/EIR for Regional Connector

October 13, 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.

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,

Grace Lu  
 Savoy Resident  
 Unit #108

] 1  
 ] 2

## PC65

## Responses to Comments from Lu, Grace

**Response to Comment PC65-1**

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 PC65-2**

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

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

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,



Jannie Oh  
Savoy Resident  
Unit #251

## PC66

## Responses to Comments from Oh, Jannie

**Response to Comment PC66-1**

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 PC66-2**

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 13, 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

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,

Lupe Ortiz, Savoy Resident  
Unit #459

## PC67

## Responses to Comments from Ortiz, Lupe

**Response to Comment PC67-1**

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 PC67-2**

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).

Subject: FW: Subway Pro Comment  
 Date: Wednesday, October 13, 2010 3:21 PM  
 From: Dolores Roybal Saltarelli <roybald@metro.net>  
 To: "Leung, Julie" <LEUNGJ@metro.net>  
 Cc: Ginny Brideau <ginny@therobertgroup.com>

FYI

From: Westside Extension  
 Sent: Wednesday, October 13, 2010 2:09 PM  
 To: Regional Connector; Kerman, Ann; Roybal, Dolores  
 Subject: FW: Subway Pro Comment

[For you guys as well!](#)

---

From: Wally Marks [mailto:Wally@wnmrealty.com]  
 Sent: Wednesday, October 13, 2010 1:54 PM  
 To: Westside Extension  
 Subject: Subway Pro Comment

Let's move forward with these two projects, Wilshire Subway and the Downtown Regional Connector. Our traffic, our town our economy and our environment needs them all.

1

Thank you.

Wally Marks  
 WALTER N. MARKS, INC.  
 Helms Hall of Fame  
 8758 Venice Boulevard, Suite 100  
 Los Angeles, CA 90034

310-204-1865 (o)  
 310-836-2208 (f)  
 310-678-5524 (m)

Check out our new Helms Bakery website: [www.helmsbakerydistrict.com](http://www.helmsbakerydistrict.com)

*"If you give something away, you never lose it."*

PC68

Responses to Comments from Marks, Wally

Response to Comment PC68-1

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

From: Regional Connector <RSC\_RegionalConnector@metro.net>  
 Subject: **FW: Comments Regarding Draft EIS/EIR for the Regional Connector**  
 Date: October 14, 2010 1:00:38 PM PDT  
 To: "Roybal, Dolores" <ROYBALD@metro.net>, "Cornejo, Laura" <CORNEJOL@metro.net>, "Leung, Julie" <LEUNGJ@metro.net>, "Ginny-Marie Brideau" <Ginny@TheRobertGroup.com>, Clarissa Filgoun <Clarissa@TheRobertGroup.com>

From: wktakashi@aol.com [mailto:wktakashi@aol.com]  
 Sent: Wednesday, October 13, 2010 9:37 PM  
 To: Regional Connector  
 Subject: Comments Regarding Draft EIS/EIR for the Regional Connector

October 13, 2010

Dolores Roybal Saltarelli, Transportation Planning Manager  
 Los Angeles County Metropolitan Transportation Authority

Ms. Roybal Saltarelli:

As we approach the conclusion of the review period for the Draft EIS/EIR of the Regional Connector Transit Corridor Project, I would like to offer the following comments:

1. I fully support the concept of the Regional Connector as it is a uniquely critical component of a sorely needed rail transit system in the greater Los Angeles region.
  - a. The various light rail lines now in existence, and those that are either under construction or in the early planning stages, will serve a diverse group of communities that deserve to be connected to each other in a manner that will be the most efficient and cost effective for the large population of riders that is expected to materialize over the next generation.
  - b. Continuing to construct rail lines that do not permit "one-seat" or "one-ticket" rides to the outer reaches of the rail system not only may discourage long distance commutes, but it may create a hesitation to board a train even for shorter commutes if riders know that the ride will require a transfer(s), additional fare(s) and/or longer commute times.
  - c. The location of the Regional Connector Transit Corridor, as depicted in the Draft EIS/EIR, appears to offer the best option for the system as a whole.
2. With the conditions noted below, I can support only the Fully Underground alternative as the Locally Preferred Alternative (LPA). Any other build options are completely unacceptable as they will create environmental chaos and long-term difficulties for the Little Tokyo community. These concerns were well noted during the long community review process that was undertaken by the Metro staff prior to the release of the Draft EIS/EIR. Should the Fully Underground alternative not be selected as the LPA, I believe that the Little Tokyo community will fight the Regional Connector project with great intensity.

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My support for the Fully Underground alternative comes with the following conditions:

- a. To whatever extent possible, begin the tunnel boring from the west end of the project, near the 2<sup>nd</sup> Street/Flower Street/Hope Street intersection.
- b. Ensure that the Little Tokyo community stakeholders have a full seat at the table when developing and approving any impact mitigation measures.
- c. Ensure that the Little Tokyo community stakeholders are fully involved in the execution of the Mitigation Monitoring Plan that is created for this project.
- d. Ensure that the businesses within the Little Tokyo community are provided with a secure safety net, including:
  - i. A designated fund set aside for targeted marketing for all businesses
  - ii. Establishment of a Business Interruption Committee, composed of local businesses and property owners, that will have a direct line of contact with Metro so as to minimize business disruptions during all phases of the Regional Connector construction, and that will have the ability to ensure a timely resolution to any unforeseen problems.
  - iii. The establishment of a business compensation fund that will assist the businesses in Little Tokyo in surviving the years-long disruption that is sure to heavily affect their business operations. Many individuals within the business community are strongly advocating for the "No Build" option. A business compensation fund would help to allay the concerns of many business people.
- e. The redevelopment of the current Office Depot block (bounded by 1st Street, 2<sup>nd</sup> Street, Central Avenue and Alameda Street) must not be planned without formal and equitable input from the Little Tokyo community stakeholders.

If the Fully Underground alternative is selected as the LPA, and the cost of the project becomes excessive, I would advocate for the dropping of the station at 5th Street and Flower Street, as it may be unnecessary due to the proximity of the two flanking stations.

Thank you for accepting these comments and entering them into the official records for the review of the Draft EIS/EIR.

Wilbur Takashima

## PC69

## Responses to Comments from Takashima, Wilbur

**Response to Comment PC69-1**

Comment acknowledged. Support for the Regional Connector Transit Corridor project is noted. It is the vision of the Regional Connector Transit Corridor project to connect the spokes of the regional system and provide a “one-seat ride” from Long Beach to Montclair and from East Los Angeles and the San Gabriel Valley to Santa Monica.

**Response to Comment PC69-2**

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 PC69-3**

Comment acknowledged. As indicated in Section 4.18, Construction Impacts, of the Draft EIS/EIR and this Final EIS/EIR, a range of durations, 2-4 months for the TBM insertion site and 24-48 months for the 2<sup>nd</sup> Street TBM tunnel, was assumed for tunneling activities at both insertion site options. These ranges are conservative estimates. Disproportionate impacts associated with each alternative were discussed in Section 4.17, Environmental Justice, of the Draft EIS/EIR and this Final EIS/EIR.

The small size of the 2<sup>nd</sup>/Hope Street station site would require a substantial portion of construction staging activities to occur in the surrounding streets, necessitating longer downtown street closures and increased cut and cover activities. This would have the effect of reducing mobility downtown and could deter visitors from frequenting many downtown communities, including Little Tokyo. In addition, the 1<sup>st</sup>/Central Avenue station site in Little Tokyo would need to be used as the TBM receiving site if the tunnel boring machines are inserted at the 2<sup>nd</sup>/Hope Street station site.

Based on comments received on the Draft EIS/EIR and input received from community meetings held during preparation of this Final EIS/EIR, the TBM insertion site options at 2<sup>nd</sup>/Central Avenue station and the 2<sup>nd</sup>/Hope Street station are no longer being considered. Instead the vacant property at the northeast corner of 1<sup>st</sup> and Alameda Streets, formerly known as the Mangrove Site, would be used as the insertion site. The TBM would be inserted approximately 700 feet from the originally proposed 2<sup>nd</sup>/Central Avenue insertion area, which would reduce the intensity of construction on the block bounded by 1<sup>st</sup> Street, Central Avenue, 2<sup>nd</sup> Street, and Alameda Street and result in fewer acquisitions. Tunnel boring activities from this site would proceed farther down Flower Street to 4<sup>th</sup> Street, instead of ending at the proposed 2<sup>nd</sup>/Hope Street station. Spoils would be removed within the Mangrove property, and trucks would be routed to the east and/or north to reach the freeway, and would not pass through Little Tokyo. Section 4.18, Construction Impacts, of this Final EIS/EIR contains further detail regarding estimated construction durations, construction scenarios, and tunnel boring operations at the Mangrove property. Chapter 3, Transportation Impacts and Mitigation, and Chapter 4, Environmental Analysis, Consequences, and Mitigation, of the Draft EIS/EIR have been revised based on the new TBM insertion site in this Final EIS/EIR. A portion of the Mangrove property was identified for construction staging in the Draft EIS/EIR. Inserting the

TBM at the Mangrove property would not result in new significant impacts or substantially increase the severity of impacts previously identified in the Draft EIS/EIR.

Worksite Traffic Control Plans will be developed in coordination with the Los Angeles Department of Transportation and presented to the community prior to construction activities. Metro will provide the community with updates regarding the construction schedule prior to and during construction.

#### Response to Comment PC69-4

During preparation of this Final EIS/EIR, Metro held meetings with community groups, which included meetings with the Little Tokyo Working Group, and identified municipal leaders to guide them in the decision-making process as it relates to the proposed station locations, alignment options, and anticipated mitigation measures. Community input during these meetings has been taken into account in the refinement of the Locally Preferred Alternative and the Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8), which are presented in this Final EIS/EIR.

#### Response to Comment PC69-5

Please refer to Response to Comment PC69-4, above.

#### Response to Comment PC69-6

The Mitigation Monitoring and Reporting Program for the Locally Preferred Alternative (Chapter 8) of this Final EIS/EIR contains confirmed mitigation measures that Metro will implement to address the adverse impacts of the Regional Connector. This includes targeted marketing for affected businesses during the construction phase.

#### Response to Comment PC69-7

Comment acknowledged. As indicated in Section 4.3 Community and Neighborhood Impacts, mitigation to reduce community and neighborhood impacts during construction of the Locally Preferred Alternative involves the development of a community outreach plan to notify local communities of construction schedules, street lane and sidewalk closures, and detours.

In addition, Metro will create a Regional Connector Community Leadership Council, consisting of local business and property owners, to streamline Metro's communication with all communities affected by the project and respond to their concerns during construction of the Locally Preferred Alternative.

#### Response to Comment PC69-8

Metro intends to work with the Little Tokyo community to support businesses throughout the construction phase of the project. It is Metro's goal to minimize the Regional Connector's adverse impacts to businesses. 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 business community.

## Response to Comment PC69-9

Metro has refined the Locally Preferred Alternative and reduced the need for acquisitions on the block bounded by 1<sup>st</sup> Street, Central Avenue, 2<sup>nd</sup> Street, and Alameda Street. Only the northern portion of the parcel would need to be acquired for the Regional Connector. Any redevelopment of this portion of the block would occur separately from the Regional Connector project, but Metro would seek formal and equitable input from Little Tokyo stakeholders.

## Response to Comment PC69-10

Preference for the removal of the Flower/5<sup>th</sup>/4<sup>th</sup> Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> Street station as the Locally Preferred Alternative. An enhanced pedestrian walkway connecting the 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> 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 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project.

~~EOP Copies~~ COPY IDENTICAL  
TO THE ONE I  
SENT  
OCT 15

To: MS. DOLORES  
ROYBAL  
SARTARELLI

202 S. Juanita Ave., # 2-211  
Los Angeles, CA 90004  
Oct. 14, 2010

Ms. Dolores Roybal Sartarelli, Project Manager  
Metro, One Gateway Plaza, 99-22-2  
Los Angeles, CA 90012

Subject: Comments on the Draft EIS/EIR  
For the Regional Connector Transit Corridor Study

Dear Ms. Sartarelli:

This letter is primarily in support of the underground option included in the downtown connector EIS/EIR. I believe that the basic Flower-2<sup>nd</sup> Street-Alameda/1<sup>st</sup> Street light rail transit connector is of great importance in linking major parts of the LA County rail transit system, tying together the Long Beach line to Pasadena/Azusa, and Santa Monica to East LA and likely cities east-southeast of this point.

Many have said that this connector is long overdue; but with financial needs elsewhere, it has finally taken the completion (well, Expo is very close to completion of its first segment) of four major light rail spokes approaching the LA CBD from different directions to finally build up the momentum to install this major connecting link in the light rail system.

Although I have spent a few minutes during public comments at meetings discussing the future (preservation or otherwise) of the existing surface track linking Union Station with Little Tokyo and Boyle Heights, currently in use, I now conclude that the opening of the all-underground LRT connector is of far greater importance than long-term retention, for various purposes, of this Alameda Street-1<sup>st</sup> Street surface track operation. This is based on expected high levels of ridership by transit with a minimum of transfers, from and to outlying cities in the county, via the CBD connector which is expected to open in 2019.

I have a few comments on certain aspects of the downtown connector as follows; with some modifications of things I said in the recent public meetings.

STATIONS

Of the four downtown connector stations listed earlier, now I understand that one of the four (either 5<sup>th</sup> or 2<sup>nd</sup> /3<sup>rd</sup> and Flower) might have to be dropped (at least for initial operations, anyway) for reasons of available funding. Although I was rather lukewarm about the need for the 5<sup>th</sup> and Flower station at one of the public meetings, upon thinking this one through I

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now favor the 5<sup>th</sup> Street station (perhaps 5<sup>th</sup> to 6<sup>th</sup> street), in part because it would serve the main downtown library, and in part because of the steep hill linking a 2<sup>nd</sup>/3<sup>rd</sup> Street station with the Disney facility, Music Center, DWP, and so forth (I suspect many people, not just the elderly and handicapped) would prefer a small shuttle bus, which could start at 5<sup>th</sup> or 6<sup>th</sup>, to go up and down this hill.

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I support the 2<sup>nd</sup> Street station east of Bunker Hill without a specific preference between Broadway, Spring, or Main; and the 2<sup>nd</sup>-1<sup>st</sup> Street underground station for Little Tokyo.

3

POCKET TRACKS

The red/purple lines have a combined pocket track west of Alvarado, in occasional use, and are able to use the major maintenance facility east of Union Station for other such needs. The Blue Line has two end tracks along Flower north of 7<sup>th</sup>, allowing room for two x three-car trains. There has been speculation that when the Exposition Line opens, there may be inadequate storage space in this area. With the downtown connector, this may be somewhat less of a problem, although there will be trains coming in from Gold Line routes (perhaps one to receive a different color designation) from the east side of the CBD.

4

My question is whether a single pocket track will suffice (for a single 3-car train or allowing two such consists in a row) in a center section south or north of 5<sup>th</sup> Street (cut-and-cover?), or whether a second center-section pocket track (bored tunnel?) would also be needed along 2<sup>nd</sup>, west of the Little Tokyo underground station?

STATION DECORATIONS/ART-WORK

This project should be a transit "showcase" in this arena. We may have an opportunity to improve over some of the station art-work in place at some of the existing rail stations, such as the Red/Purple Line from the CBD to Vermont Avenue. (Some of the Red Line stations in the Hollywood/North Hollywood sections have much more impressive station art). Improved station art has been going in at Blue Line and Green Line stations "after the fact" which is understandable; an interesting example of rather extensive science-fiction movie 'artwork', now being colorized, exists at the Blue Line level at 7<sup>th</sup>/Metro Center in the CBD (I am still occasionally photographing some of these small pictures!).

5

I have provided some comments on possible station art subjects in Appendix A as there may be some interest in it, though perhaps doesn't require major elaboration at this point in the EIS/EIR, other than reference to the "transit showcase" concept.

FUTURE STATUS OF THE PRESENT SURFACE TRACKS FROM UNION STATION TO LITTLE TOKYO AND BOYLE HEIGHTS

Although in verbal comments on the Regional Connector project I have supported retaining the present Gold Line trackage linking the east end of Little Tokyo with Union Station to the north and Boyle Heights/East LA to the east, I recognize there are a number of drawbacks to retaining this short rail link, during and after construction/completion of the downtown connector.

Partial positive features had included a maintenance link to the facility north of Chinatown (of more use to East LA runs, than future runs from the other direction); possible use as a pocket track (though it would not be as useful as a pocket track in the tunnel); possible special service runs from East LA to Pasadena without the need for passengers to transfer at a tunnel station; and the fact that the MTA does own the track in this location.

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But a negative feature would be that it may be more difficult to retain this when the double track portals north along Alameda and east along 1<sup>st</sup> are installed, with the likely widening of Alameda Street (and possibly parts of 1<sup>st</sup> Street). Retaining this surface track from north to east would likely require moving parts of the surface track to the east of the Alameda segment, possibly allowing utility of only a single track where we now have a double track with a station.

With regard to passenger transfers from what is now the Gold Line from the east, to the Gold Line north at the Little Tokyo underground station, possibly to access the Red Line or Metrolink at Union Station; I note that in Boston the MBTA regards a transfer from rail to rail to rail in their CBD area to be very common for transit riders, being much less annoying than transfers say, from bus to bus to bus. So, passenger movements using the downtown connector for transfers at the new Little Tokyo subway station, to get from East LA to Pasadena or Union Station, may be much less of a problem than I had previously thought.

7

At present, the surface station on the 1<sup>st</sup>/Alameda link east of Little Tokyo involves two car trains every five minutes (10 min. west/north and 10 min. south/east), with probably few major complaints. However, as we move on towards 2019, what would be the local reaction of pedestrians trying to cross Alameda if there are train movements here every two or three minutes, with three car trains?

8

And another consideration that could impact both elimination of this surface track or its long-term retention, is how to maintain service to Little Tokyo before the portals open to the north and the east?

9

It looks as though to save this surface track, it would probably have to be moved over, and probably shortened to only two car service at the surface station where the tunnel trains approach the portal/the surface near Temple at the north end of the present station. A question here is, how long it will take to construct each portal? A link from single track to

10

the subway double tracks north to Union Station and east to Boyle Heights would probably require a switch to one track, with a diamond allowing the surface trains to also go over that track and switch to the other track; with improvements to the signaling system and at least gates over the westbound 1<sup>st</sup> street traffic. Do-able, but it might actually be easier to eliminate the surface link altogether.

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Although I hate to see even short rail links removed, there are always alternatives. For the period when the downtown connector tunnel portals are constructed, it may instead be possible to install a short-term bus shuttle linking the Gold Line Mariachi Plaza station with a stop at Little Tokyo (1<sup>st</sup> and Alameda), and then on to Union Station, with a stop at the Gold Line run down from Pasadena. If this were done it would be advisable to have articulated buses (maybe with two front doors in addition to double center and double rear doors), provided with traffic signal interconnects to that they would be delayed less by street traffic; and if possible even some bus lane segments to speed up service for this short term period.

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Of course, the Pasadena Gold Line service south to Union Station would not be impacted; the impacts would be on the Gold Line from East LA to the west. If this kind of service modification were implemented, it would of course be necessary to inform affected passengers that it would be only a short term solution, to be withdrawn when the LRT connector service becomes operational.

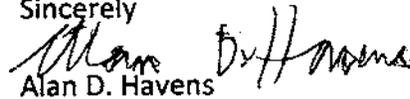
12

OTHER POSSIBLE TRANSIT LINKS/CONNECTIONS

If a downtown streetcar line is installed along Broadway or a parallel street running north/south and passing the 2<sup>nd</sup> street Regional Connector station, it could be viewed as a beneficial transit link, allowing among other things a connection south to the Garment District and north to 1<sup>st</sup> Street and the Disney and Music Center facilities. I am guessing that 4-axle, 3-section low floor articulated streamlined cars would be used; though possibly also some single section, 4 axle vintage car designs. In any case, I believe with a run up the 1<sup>st</sup> street hill, all the axles should be powered so that this unique downtown service would not be impaired by a steep gradient on that hill.

13

Sincerely



Alan D. Havens

213-736-7466

202 S. Juanita Ave., # 2-211  
 Los Angeles, CA 90004  
 Oct. 14, 2010

Comments on the Draft EIR/EIR  
 For the Regional Connector Transit Corridor Study

APPENDIX A  
 STATION DECORATIONS/ART-WORK

In regard to the Regional Connector, it is possible that station art themes relating to the west side of downtown Los Angeles, including library, literary and educational subjects, among others, might be focused on at a 5<sup>th</sup> Street station; and that the 2<sup>nd</sup> Street station east of Bunker Hill and south of the Los Angeles City Hall might have art work focusing on, at least partially, themes relating to the history of the City of Los Angeles and Los Angeles County.

At one or more points on the tunnel walls between stations, the recent concept of moving lights that parallel the speed of a train could be employed, providing a little bit of interest for passengers looking out of the train windows, where it would otherwise be just blackness. I believe that this has been used in at least one transit system somewhere else in the world, I do not recall exactly where.

Of course, other kinds of stationary colored light displays could be installed in stations, not limited to neon lights and including various moving pictorial displays.

I have already suggested that the Little Tokyo underground station could warrant a variety of themes, which might include the famous Mineki Neko cats and oriental dragons, which are both good luck symbols; and some scenes from old Japan, which would include Samurai warriors in armor from the 1500's or later, and Japanese musketeers from the same period (many people don't know that they existed!). Not seen very often are crabs with "human faces" on their backs, which are revered in respect to drowned warriors after a famous naval battle of roughly the same period.

Dr. Kohei Yoshida ("Sensei Yoshida") who owned a Japanese armor and sword museum, told me years back that the Naginata, a pole with a curved blade at the end, was especially a women's weapon on ancient Japan—when their menfolk were called to local military use in Japan, the women of the villages had to defend themselves from marauding bandits on horseback, and often took up the Naginata.

Any of these natural or historical subjects, and many others including botanical themes, might be usable for station art in this location, using not a single artist, but a number of local artists especially from Little Tokyo or elsewhere in the LA area.

14

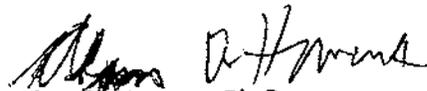
Regarding recent technology from Japan, it might be useful to display photos of the famous Shinkansen or bullet trains, for which there are at least four or five designs of electric locomotives; and also some moderately high speed narrow gauge passenger trains. The relevance to what is happening today in LA and other parts of California is obvious, as we are now looking at high speed trains operating in this state, coming right through downtown.

And, many people may have forgotten that in Los Angeles, the first modern light rail vehicles for use on our regional system were built in Japan by Sumitomo/Nippon Sharyo, after the "light rail revolution" spread from Europe to the US, Japan, and many other parts of the world. These LRVs still run on the Long Beach Blue Line, but may or may not be still in use by the time the Regional Connector will come through (they may by then be used for rush hour or special service only, or only found in a transit museum!). The one I just rode on was labeled as arriving here in 1994, still a comfortable ride after all these years.

So, another possible 'modern technology' candidate for display at the Little Tokyo station would be a model replica of one of these original Nippon Sharyo cars, with an elaborate roof-top design and the first colorful paint scheme used on the Long Beach Blue Line, which was red, two-tone blue, white, and black.

The above are possible items that might be included in light rail underground station and tunnel artwork that come to mind at present. I am not recommending any specifics, as in most cases, artistic displays will not be developed in detail until the transit facility is adopted, designed, and even after it has begun construction.

But, I recommend that likely candidates for station displays should be considered fairly early in the game as the Regional Connector is developed, with a particular focus on a number of artists and art organizations, and considerable local input.



Alan D. Havens, Ph.D.

Transit Advocate

213-736-7466

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cont'd

DEAR MS. ROYAL SARDARFU

THOUGH I SENT THE ORIGINAL  
 OF THIS 8/15, I AM  
 UNSURE OF THE RELIABILITY  
 OF MY LOCAL POST OFFICES  
 3RD / WESTERN AND 6TH /  
 HARVARD HAVE BEEN KNOWN  
 RECENTLY TO RETURN  
 LETTERS / COPIES TO ME,  
 IN POOR CONDITION  
 COPIES SENT TO EAST  
 COAST THAT SHOULD HAVE  
 GONE TO NEVADA, COPIES  
 MANAGED; LETTERS RETURNED  
 THAT THEY SHOULD HAVE KNOWN  
 WENT TO CORRECT ADDRESS

SO THIS ONE I AM  
 HAVING DELIVERING TODAY  
 TO MDA OFFICE, ON LAST  
 DATE.

PLEASE CARD IF THE ORIGINAL  
 AOVALLY DID GET THROUGH I  
 Sam D. Hancock

## PC70

## Responses to Comments from Havens, Alan

**Response to Comment PC70-1**

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 PC70-2**

Support for the Flower/5<sup>th</sup>/4<sup>th</sup> Street station is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative without the Flower/5<sup>th</sup>/4<sup>th</sup> 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 4<sup>th</sup>/Flower Streets area to the existing 7<sup>th</sup> 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/5<sup>th</sup>/4<sup>th</sup> Street station would result in minimal ridership losses because most riders would use the 2<sup>nd</sup>/Hope Street station or 7<sup>th</sup> 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/5<sup>th</sup>/4<sup>th</sup> Street station, but no funding sources were identified. However, the design of the Locally Preferred Alternative would not preclude a station at 5<sup>th</sup> and Flower Streets from being built as a possible future, separate project. 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 2<sup>nd</sup>/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. However, if the plaza is not built as part of the Broad Art Foundation Museum, a pedestrian connection would be built as part of the Locally Preferred Alternative from the elevator to Upper Grand Avenue. Under either scenario, riders would be able to easily access the top of Bunker Hill.

**Response to Comment PC70-3**

Support for stations on 2<sup>nd</sup> Street east of Bunker Hill and in Little Tokyo is noted. The Metro Board of Directors voted on October 28, 2010 to designate the Fully Underground LRT Alternative as the Locally Preferred Alternative, which includes stations at 2<sup>nd</sup> and Broadway and on the northern portion of the block bounded by 1<sup>st</sup> Street, Central Avenue, 2<sup>nd</sup> Street, and Alameda Street in Little Tokyo.

**Response to Comment PC70-4**

Metro's operations staff has determined that the single pocket track underneath Flower Street would be sufficient.