



**APPENDIX K
REPOSE TO COMMENTS RECEIVED**



THIS PAGE INTENTIONALLY BLANK



K.0 RESPONSES TO COMMENTS RECEIVED

K.1 Overview

The Draft Environmental Impact Statement/Environmental Impact Report (DEIS/DEIR) for the Crenshaw/LAX Corridor Transit Project) was circulated to the public for comment over a 45-day review period that concluded on October 26, 2009. Chapter 9.0 of the Final Environmental Impact Statement/Environmental Impact Report (FEIS/FEIR) contains a summary of comments received on the DEIS/DEIR during the public review period, as well as the responses to these comments. Section 15088(c) of the *California Environmental Quality Act* (CEQA) Guidelines describes the evaluation that is required in the response to comments:

The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be a good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.

In order to comply with Section 15088(c) of CEQA, reasoned, factual responses have been provided to all comments received, with a particular emphasis on significant environmental issues. Generally, the responses to comments provide explanation, clarification, or amplification of information contained in the DEIS/DEIR. All comments and responses to comments are included in the FEIS/FEIR and will be considered by the Metro Board prior to certification and in any approval of the project.

K.2 Organization of Comments and Response

There were 1,234 comments received during the circulation period for the DEIS/DEIR. Comments were received from federal, state, and local agencies, elected officials, community organizations, transit advocates, and from members of the general public. Additional comments were received and recorded after the circulation period closed. Comments were received via mail, e-mail, phone, and at each meeting. Comments were recorded in a database with the source, date, method of receipt, and issue area identified. There were 56 people that commented on the DEIS/DEIR at four public hearings that were held during the public review and comment period

All written and oral comments are provided and responded to in this Chapter of the FEIS/FEIR. In order to facilitate review of the responses to comments, the FEIS/FEIR includes Master Responses that respond to issues and questions raised by a number of the comments. Comments and responses to agencies and organizations are then provided, followed by individual members of the public. All of the original correspondence and public hearing transcripts are included, with responses found immediately after the correspondence or transcript. Each correspondence type, individual comments, and individual responses have been assigned corresponding numbers. Where appropriate, the individual response refers the reader to the applicable Master Response or another individual response.

K.3 List of Commenters on the DEIS/DEIR

This section lists the agencies, organizations, and individuals that commented on the DEIS/DEIR. For ease of use, an index tables is provided for the reader to find their comment correspondence and responses. Page numbers are provided in these index tables.

Table K-1. List of Commenters on the DEIS/DEIR

Comment #	Name	Source	Agency/Organization	Page #
Public Agencies				
10-1	Diane E. Watson	Email	Congress of the United States House of Representatives	K-1
10-2	Kathleen M. Goforth	Fax, Mail	United States Environmental Protection Agency	K-6
10-3	Gregor Blackburn	Mail	United States Department of Homeland Security, Federal Emergency Management Agency	K-18
10-4	Victor Globa	Email, Mail	U.S. Department of Transportation, Federal Aviation Administration	K-23
10-5	Jerry Simmer	Email	U.S. Department of Transportation, Federal Aviation Administration, National Airspace System	K-28
10-6	Scott Morgan	Mail	California Office of Planning and Research, State Clearinghouse	K-31
10-6.1	Willie R. Taylor	Mail	United States Department of the Interior	K-35
10-7	Paul Frost	Mail	California Department of Conservation	K-41
10-8	Ted W. Lieu	Email	California Legislature, 53rd District	K-45
10-9	Jose Pereyra	Email	California Public Utilities Commission	K-48
10-10	Bimla G. Rhinehart	Mail	California Transportation Commission	K-58
10-11	Jack Wayt	Email, Mail	City of El Segundo, Office of the City Manager	K-61
10-12	Wanda Williams	Fax	City of Inglewood, Planning and Building Department	K-90
10-13	Wanda Williams	Mail	City of Inglewood, Planning and Building Department	K-96
10-14	Glen W.C. Kau	Email	City of Inglewood, Public Works Department	K-102
10-15	Cecilia V. Estolano	Email, Fax, Mail	City of Los Angeles Community Redevelopment Agency	K-107
10-16	S. Gail Goldberg	Email, Fax, Mail	City of Los Angeles, Department of City Planning	K-141
10-17	Detrich B. Allen	Email, Mail	City of Los Angeles, Department of Environmental Affairs	K-146
10-18	Rita L. Robinson	Email, Mail	City of Los Angeles, Department of Transportation	K-155
10-19	Julie Yom	Email	County of Los Angeles, Department of Parks and Recreation	K-161
10-20	Gail Farber	Mail	County of Los Angeles, Department of Public Works	K-163
10-21	Councilmember Bernard C. Parks	Email, Mail	Los Angeles City Council, 8th District	K-169



Comment #	Name	Source	Agency/Organization	Page #
10-22	Councilmember Bill Rosendahl	Email, Mail	Los Angeles City Council, 11th District	K-178
10-23	Councilmember Herb J. Wesson, Jr.	Email	Los Angeles City Council, 10th District	K-182
10-24	Glenn Striegler	Email	Los Angeles Unified School District Office of Environmental Health & Safety	K-185
10-25	Michael Feldman	Email	Los Angeles World Airports	K-192
10-26	Susan Nakamura	Email, Mail	South Coast Air Quality Management District	K-197
10-27	Bernard Lee	Email	Southern California Association of Governments	K-206
Community Organizations				
20-1	Carol Tucker	Email	Baldwin Neighborhood Homeowners Association	K-216
20-2	Walter Smith	Email	BNSF Railway Company	K-218
20-3	Erica Espinoza	Email	Chevron	K-222
20-4	Hattie Babb	Mail	West Adams Neighborhood Council	K-233
20-5	Terri Tippit	Email	Neighbors for Smart Rail	K-238
20-6	Adrian Martinez	Email	National Resources Defense Council	K-244
20-7	Damien Goodmon	Email	Save Leimert Neighborhood Coalition	K-248
20-8	Darrell Clarke	Email	Sierra Club	K-268
20-9	Bryce Ross	Email	The Festival Companies	K-271
20-10	Cyndi Hench	Email	Neighborhood Council of Westchester/Playa	K-278
20-11	Damien Goodmon	Email	United Community Associations/Citizens' Campaign to Fix the Expo Rail Line	K-282
20-12	Theodore L. Irving	Email	United Homeowners Association	K-319
20-13	James Buckheit	Mail	Vistamar School	K-323
20-14	William R. Roberts	Email	Westchester Democratic Club	K-326
20-15	Denny Schneider	Email	Westchester Neighbors Association	K-331
20-16	Tom Johnstone	Mail	Wisburn School District	K-339
Individuals (Alphabetical Order – Last Name)				
30-01	Doris Aaron	Mail		K-341
30-02	Alta Abbott	Mail		K-344
30-03	Leslie Alessandro	Email		K-347
30-04	Malcolm Ali	Mail		K-349
30-05	Antonio Allah	Email		K-351
30-06	Ken Alpern	Email		K-353
30-07	Aggie Ammaniel	Mail		K-356
30-08	Sharon Anderson	Mail		K-358
30-09	Lois Atwater	Mail		K-360
30-10	Nell Ausbon	Email		K-362
30-11	Charles Austin	Email		K-364
30-12	Hattie Babb	Mail		K-366
30-13	Monique Bacon	Email		K-368
30-14	Sara A. Bagby	Email		K-370
30-15	Joyce Bagly	Mail		K-372
30-16	Katrina Baker	Mail		K-374



Comment #	Name	Source	Agency/Organization	Page #
30-17	Barie Banks	Mail		K-376
30-18	Warren Barber	Mail		K-378
30-19	Ramona Barfiel	Mail		K-380
30-20	Patric Barnett	Mail		K-382
30-21	Francine Coleman Battle	Email		K-384
30-22	Carol Becker	Public Hearing	Westchester Playhouse	K-386
30-23	Stella Belgarde	Email		K-389
30-24	Kermit Benton	Fax		K-391
30-25	Reggie Black	Mail		K-393
30-26	Gail Blackwell	Email		K-395
30-27	Terri Blank	Mail		K-397
30-28	Latisha Blanton	Mail		K-399
30-29	Dr. Robert Booker	Email		K-401
30-30	Jenny Boone	Mail		K-403
30-31	Margo Bouchy	Mail		K-406
30-32	Carla Cavalier Bowdoin	Mail		K-408
30-33	Shawny Bowen	Mail		K-410
30-34	Kim Bowens	Mail		K-412
30-35	Juliet Boyd-Benton	Mail		K-414
30-36	Deborah Bradley	Mail		K-416
30-37	Tiffany Bradshaw	Mail		K-418
30-38	Dorothee L. Brandon	Mail		K-420
30-39	Terese Brode	Mail		K-422
30-40	Barbara Brophey	Mail		K-424
30-41	Tom Brophey	Mail		K-427
30-42	Brenda Brow	Mail		K-430
30-43	Dave Brown	Email		K-432
30-44	Earnestine Brown	Mail		K-434
30-45	Kanisha Brown	Mail		K-436
30-46	Dr. La-Rita Brown	Mail		K-438
30-47	Mary Brown	Mail		K-440
30-48	Sheree Brown	Mail		K-442
30-49	Jeryl Bryant	Mail		K-444
30-50	Jackie Buchanan	Mail		K-446
30-51	Delois Burdette	Mail		K-448
30-52	Victor A. Butler	Email		K-450
30-53	George Buzzetti	Email		K-452
30-54	Diana Cabell	Mail		K-454
30-55	Steve Cady	Mail		K-458
30-56	Ben Caldwell	Mail		K-460
30-57	Lorine W. Calhoun	Mail		K-462
30-58	Olga M. Cardon	Mail		K-464
30-59	Bertha Cardriche	Email		K-466
30-60	Dennis J. Carlile	Mail		K-468

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



Comment #	Name	Source	Agency/Organization	Page #
30-61	Lars Carlson	Email		K-471
30-62	Brenda Carter	Mail		K-473
30-63	Mary Christian	Email		K-475
30-64	Mary Christian	Mail		K-478
30-65	Nicole Clark	Mail		K-480
30-66	Darrell Carke	Email		K-482
30-67	Geanne Clarke	Mail	Kentwood Players	K-486
30-68	Rhonda Cobb			K-489
30-69	Janis Cobbs	Mail		K-491
30-70	Jason Cohon	Mail		K-493
30-71	Eunice Combs	Mail		K-495
30-72	Keriz Cormeir	Mail		K-497
30-73	Danna Cope	Email		K-499
30-74	F. Paul Corneal	Mail		K-503
30-75	Jeanne Cosgrove	Mail		K-505
30-76	Jeanne & Larry Cosgrove	Mail		K-508
30-77	Sherry Costa	Email		K-511
30-78	Luis Cota	Mail		K-513
30-79	Haleah Couch	Mail		K-519
30-80	Joel Covarrubias	Email		K-521
30-81	Sarah Cowan	Mail		K-523
30-82	Angie Cox	Mail		K-526
30-83	Linda Cox	Mail		K-528
30-84	James Crawford	Mail		K-530
30-85	Ian Crossfield	Email		K-533
30-86	Carlos Cruz-Aedo	Email		K-535
30-87	Anthony Curzi	Mail		K-537
30-88	Judy Cutrin	Mail		K-541
30-89	Denise Dale	Mail		K-544
30-90	N. Danford	Email		K-546
30-91	Saleta Darnell	Mail		K-548
30-92	Damore Davis	Email		K-550
30-93	Karen Davis	Mail		K-552
30-94	Kazon Davis	Mail		K-554
30-95	Barbara Dawson	Mail		K-556
30-96	Everton Dawson	Email		K-558
30-97	Franklin De Groot	Email		K-560
30-98	Judith Dean	Email		K-562
30-99	Wanda Dean			K-564
30-100	Maureen Delph	Email		K-566
30-101	Leonard Delpit	Mail		K-568
30-102	Claudette DeWitty	Mail		K-570
30-103	Anita Dike	Mail		K-573
30-104	Lesley Dike	Mail		K-576

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



Comment #	Name	Source	Agency/Organization	Page #
30-105	Doris Dillon	Mail		K-579
30-106	Delyna Diop	Email		K-581
30-107	Terri Dismuke	Mail		K-583
30-108	Bishop Gregory L Dixon	Mail		K-586
30-109	Sherida Do Band	Mail		K-589
30-110	Charles Dorsey	Mail		K-591
30-111	Claudia Douglas	Email		K-593
30-112	M. Lorayne Douglass	Email		K-597
30-113	Hedy Downing	Mail		K-599
30-114	Jonie Drake	Mail		K-603
30-115	Mike and Laura Duhé	Email		K-605
30-116	James Dunlop	Email		K-609
30-117	Sylvia A. Dunn	Email		K-611
30-118	Bonique Edwards	Email		K-613
30-119	Norman Edwards	Email		K-615
30-120	Bernice Eleverau	Mail		K-617
30-121	Moloud Elisha	Mail		K-619
30-122	Gokhan Esirgen	Email		K-623
30-123	Gokhan Esirgen	Email		K-625
30-124	Cynthia Estell	Mail		K-627
30-125	Amos and Barbara Evans	Email		K-629
30-126	Diane Evans	Mail		K-631
30-127	Jean P. Evans	Email		K-633
30-128	Brigitte Ferry	Mail		K-635
30-129	Gina Fields	Public Hearing		K-640
30-130	Gina M. Fields	Email		K-642
30-131	Angela Fleming	Public Hearing		K-644
30-132	Lori Fleming	Public Hearing		K-646
30-133	Vincent Fleming	Public Hearing		K-648
30-134	Carol Fondevila	Fax		K-650
30-135	Tracie Ford	Email		K-655
30-136	Tim Forsyth	Public Hearing		K-657
30-137	Vada Foster	Mail	Kentwood Players	K-660
30-138	Carolyn Fowler	Public Hearing		K-664
30-139	Sherri Franklin	Email		K-666
30-140	Ginger Frelo-Hyde	Public Hearing		K-668
30-141	Kevin Fridlington	Email		K-670
30-142	Alexander Friedman	Email		K-672
30-143	Phil Frierson	Mail		K-674
30-144	Reginald Furbert	Mail		K-676
30-145	Mark Galbreath	Email		K-678
30-146	Dianne Gamble	Email		K-680
30-147	Pat Games	Mail		K-682
30-148	Will and Linda Garcia	Email		K-686

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



Comment #	Name	Source	Agency/Organization	Page #
30-149	Adelina Ghilardi	Mail		K-688
30-150	Ann Ghilardi	Mail		K-692
30-151	Daniel J. Ghilardi	Mail		K-696
30-152	Irene Ghilardi	Public Hearing		K-699
30-153	Charlotta O. Gilder	Mail		K-702
30-154	Lloyd Gladden	Email		K-704
30-155	Gary Gless	Mail		K-706
30-156	Leslie Gless	Mail		K-708
30-157	Ethan Gold	Email		K-710
30-158	Ryan Gomez	Email		K-712
30-159	Ron Gould	Mail	Kentwood Players	K-714
30-160	Mattie E. Grace	Email		K-717
30-161	Josie Grant	Email		K-719
30-162	Eddie Green	Mail		K-721
30-163	Vito Grillo	Email		K-723
30-164	Marlene Grinde	Mail		K-725
30-165	Sarah Guigliano	Email, Mail		K-728
30-166	Charlette Gunter	Mail	Kentwood Players	K-733
30-167	Alan Guttman	Email		K-736
30-168	Yvonne Hairston	Email		K-738
30-169	Bee Hall	Email		K-740
30-170	Ronald P. Hall	Mail		K-742
30-171	DeMille Halliburton	Mail		K-744
30-172	Sally Hampton	Email		K-746
30-173	Sally Hampton	Public Hearing		K-748
30-174	Demetrius Hannof	Mail		K-750
30-175	Virginia Harper	Email		K-752
30-176	Bill Harred	Mail	Kentwood Players	K-754
30-177	Lydia Hart	Mail		K-757
30-178	Alan D. Havens			K-759
30-179	Yudette Hayes	Mail		K-763
30-180	Wanda Hazure	Mail		K-766
30-181	Sandra Heath	Email		K-768
30-182	Patricia He'bert	Email		K-770
30-183	J. Maxie Hemmans	Email		K-773
30-184	Mary Henderson	Email		K-775
30-185	Dona Henry	Mail		K-777
30-186	Joaquin Hernandez	Mail		K-779
30-187	Martha Hernandez	Mail		K-781
30-188	Petrona Hernandez	Mail		K-783
30-189	Rosa Hernandez	Mail		K-785
30-190	Letisa Herod	Mail		K-787
30-191	Dorothy Herrera Settlage	Email		K-789
30-192	Irene Herrera-Stewart	Email		K-791



Comment #	Name	Source	Agency/Organization	Page #
30-193	Matthew Hetz	Email		K-793
30-194	Matthew Hetz	Email		K-814
30-195	Blossom Hicks	Mail		K-829
30-196	Eursell Hicks	Mail		K-831
30-197	Kim Hicks	Mail		K-833
30-198	Cita M. Hill	Mail		K-835
30-199	Marilyn Hill	Mail		K-837
30-200	Roger Hill	Mail		K-839
30-201	Virginia Hill	Mail		K-843
30-202	Dawn Hines	Mail		K-846
30-203	Tina Hirt	Mail		K-848
30-204	Royger L. Hobson	Email		K-851
30-205	Woody Hollier	Mail		K-853
30-206	Jita Holsey	Email		K-857
30-207	Joan Hornbecker	Mail		K-860
30-208	C. Humdy	Mail		K-864
30-209	LuJuana Hunter	Email		K-866
30-210	Teena Hunter	Mail		K-868
30-211	Sidney Hurd	Mail		K-870
30-212	Nelle W. Ivory	Mail		K-872
30-213	Deborah Jackson	Mail		K-874
30-214	Jackie Jackson	Mail		K-876
30-215	Marie Jackson	Mail		K-878
30-216	Mark Jackson	Mail		K-880
30-217	Mary Jackson	Mail		K-882
30-218	Val Jackson	Mail		K-884
30-219	Veronica Jackson	Mail		K-886
30-220	Winnifred Jackson	Mail		K-888
30-221	Patrice Jackson-Fleming	Mail		K-890
30-222	Krystal Jarrett	Mail		K-892
30-223	Arthur Johnson, Jr.	Email		K-894
30-224	Conningsby F. Johnson	Mail		K-896
30-225	Elizabeth Johnson	Mail		K-898
30-226	Kristian Johnson	Email		K-900
30-227	M Johnson	Mail		K-902
30-228	Sharinna Johnson	Mail		K-904
30-229	Mark Johnston	Mail		K-906
30-230	Mark Johnston	Email		K-912
30-231	Harvad Jones	Mail		K-915
30-232	Kathryn Jones	Mail		K-917
30-233	Kimberly Jones	Email		K-919
30-234	Larry Jones	Mail	Kentwood Players	K-921
30-235	Sarah Jones	Mail		K-924
30-236	Sheryl Jones	Mail		K-926

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



Comment #	Name	Source	Agency/Organization	Page #
30-237	Shirley Jones	Mail		K-928
30-238	Shirley Jones	Email		K-930
30-239	Alice Joyce	Mail		K-932
30-240	Bessie Kaine	Mail		K-936
30-241	Musa Kannike	Mail		K-938
30-242	John Kawakami	Email		K-940
30-243	Janet Denise Kelly	Email		K-942
30-244	Cymone Kemp	Email		K-944
30-245	Helen Kendrick	Email		K-946
30-246	Lance Kessler	Email		K-948
30-247	Vazeer Khabeov	Mail		K-950
30-248	Joseph Khoury	Email		K-952
30-249	Liz King	Email		K-954
30-250	Yolanda King	Mail		K-957
30-251	Bernadette Kirkwood	Email		K-959
30-252	Kevin Klowden	Email		K-963
30-253	Cheryl La Beau	Email		K-965
30-254	Jofaye Lambert	Mail		K-967
30-255	Alexis Lantz	Email		K-969
30-256	Karen Lawrence	Mail		K-971
30-257	Barbara Lawson	Mail		K-973
30-258	William and Sadye Lawson	Email		K-975
30-259	Chester Leonard	Email		K-977
30-260	Michele Levin	Email		K-979
30-261	Alicia Loncar	Email		K-981
30-262	Leslie Lone	Email		K-983
30-263	Shi'Anne Lovings	Mail		K-985
30-264	Rebecca Lugo	Mail		K-987
30-265	Gretchen Luna	Mail	Kentwood Players	K-989
30-266	Alice Lumsford	Mail		K-992
30-267	James Lunsford	Mail		K-995
30-268	Ben Lupejkis	Mail		K-998
30-269	Julia Maggs	Mail	Kentwood Players	K-1001
30-270	Allison Mannos	Email		K-1004
30-271	Vincent Marcais	Email		K-1006
30-272	Kathleen Marinaccio	Mail		K-1008
30-273	Lori A. Marple-Pereslete	Mail		K-1013
30-274	George E. Marr	Mail		K-1016
30-275	Cynthia Marshall	Mail		K-1020
30-276	Tekaya Martinez	Email		K-1024
30-277	Matt Mason	Email		K-1026
30-278	Joanie Matheson	Email		K-1028
30-279	Alison Mattiza	Mail	Kentwood Players	K-1030
30-280	William and Helen Maxwell	Email		K-1033



Comment #	Name	Source	Agency/Organization	Page #
30-281	Adrienne Mayberry	Email		K-1035
30-282	John Mayer	Mail		K-1037
30-283	Troi McClenton	Email		K-1039
30-284	Johnnie F. McCray	Mail		K-1041
30-285	Mamie McFrazier	Mail		K-1043
30-286	Alvin McGilbray	Mail		K-1045
30-287	Ashley McGovern	Email		K-1047
30-288	Amber McIver	Email		K-1049
30-289	Adele McJimson	Mail		K-1051
30-290	William and Maria Medina	Mail		K-1053
30-291	William and Maria Medina	Mail		K-1056
30-292	Junia Mejia	Mail		K-1060
30-293	John Meshack	Email		K-1062
30-294	Myles Meshack	Email		K-1065
30-295	Marsha Metoyer	Email		K-1067
30-296	Carl Miller	Mail		K-1069
30-297	Denise Miller	Mail		K-1072
30-298	Derrick Miller	Mail		K-1074
30-299	Walter C. Miller	Mail		K-1078
30-300	Doreen Mills	Mail		K-1080
30-301	Elisabeth Minihan	Mail	Kentwood Players	K-1082
30-302	Paula B. Minor	Mail		K-1085
30-303	Calia Mintzer	Mail		K-1087
30-304	Ernie Mixon	Email		K-1090
30-305	Aljerita L. Mobley	Mail		K-1092
30-306	Eric Mobley	Mail		K-1094
30-307	Browne Molyneux	Mail		K-1096
30-308	Joanne Moore	Mail		K-1098
30-309	Elizabeth Morales	Mail		K-1100
30-310	Mikke Morris	Mail		K-1103
30-311	Dominique Moses	Mail		K-1105
30-312	Diamond Mundy	Mail		K-1107
30-313	Venancio R. Munoz	Mail		K-1109
30-314	Patricia Myles	Mail		K-1113
30-315	Althea Myrie	Email		K-1115
30-316	Denise Myrie	Email		K-1118
30-317	Epperson Naba	Mail		K-1120
30-318	Sean Nealy	Mail		K-1122
30-319	Sherman Newsom	Mail		K-1124
30-320	Beverly Newton	Mail		K-1126
30-321	Crystal Newton	Mail		K-1128
30-322	Eva Dean Newton	Mail		K-1130
30-323	Jane Nishimoto	Email		K-1132
30-324	Philip Obaza	Email		K-1134

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



Comment #	Name	Source	Agency/Organization	Page #
30-326	Leslie O'Callaghan	Mail		K-1138
30-325	Philip Obaza	Email		K-1136
30-327	Frank J. Olivkdoti	Mail		K-1142
30-328	Jerry Oliver	Mail		K-1145
30-329	Vivian Oliver	Email		K-1147
30-330	Miriam Omiter,	Mail	Westchester Playhouse, Kentwood Players	K-1149
30-331	Jackie Ortega	Mail		K-1152
30-332	Bree Oshon	Mail		K-1154
30-333	Tony Palermo	Mail	Westchester Playhouse, Kentwood Players	K-1156
30-334	Dave Parke	Mail		K-1159
30-335	Lashon Parker	Mail		K-1162
30-336	Maria Pavone	Email		K-1164
30-337	Shirley Payton	Mail		K-1166
30-338	Brenda Penny	Email		K-1168
30-339	Loralyn Penzella	Email		K-1170
30-340	Joyce Perkins	Email		K-1172
30-341	Paul Perkins	Email		K-1175
30-342	Tangela Pickett	Email		K-1180
30-343	Mary C. Pierce	Mail		K-1182
30-344	Carla Pittman	Email		K-1184
30-345	Carla Player-Rowe	Mail		K-1186
30-346	Stephanie Plotin	Email		K-1188
30-347	Ms. Freddie Polian	Mail		K-1190
30-348	Mr. Warren & Saadia Lagarde Porche	Email		K-1192
30-349	F. Kaye Porter	Mail	Kentwood Players	K-1194
30-350	Ethelene Poston	Email		K-1197
30-351	Mary Pottala	Email		K-1199
30-352	Juanita Presley	Email		K-1201
30-353	Brittany Price	Email		K-1203
30-354	Sonia Quinones	Mail	Kentwood Players	K-1205
30-355	Milton Quon	Mail		K-1208
30-356	Sharon Randall	Mail		K-1210
30-357	Oliaeya Randolph	Mail		K-1212
30-358	Scot Renfro	Mail	Kentwood Players	K-1217
30-359	Linda Rhea	Mail		K-1220
30-360	Felecia Richard	Mail		K-1222
30-361	Herbert Richardson	Mail		K-1224
30-362	Carl & Karen Rigoli	Mail		K-1226
30-363	Scott Robertson	Email		K-1230
30-364	Dedra Robinson	Mail		K-1232
30-365	Solomon Robinson	Email		K-1236
30-366	Mary Rose	Mail		K-1238
30-367	Denise Ross	Mail		K-1240



Comment #	Name	Source	Agency/Organization	Page #
30-368	Leonard Ross	Mail		K-1242
30-369	Robyn Rothstein	Mail		K-1244
30-370	James Rowe	Mail		K-1247
30-371	Robert M. Rubio	Mail		K-1249
30-372	Dolores Russ	Mail		K-1251
30-373	Keoin L. Russell	Mail		K-1253
30-374	Gina Russell-Williams	Mail		K-1255
30-375	Joan Rustherford	Email		K-1257
30-376	Jacqueline K. Ryan	Mail		K-1259
30-377	Alanne Saunders	Mail		K-1263
30-378	Jason Saunders	Email		K-1265
30-379	Gary Schivley	Email		K-1267
30-380	Patricia Scott	Email		K-1269
30-381	Shawn Scott	Mail		K-1271
30-382	Janice Shelby	Email		K-1273
30-383	Bob Sherman	Mail	Kentwood Players	K-1275
30-384	Lori Shuler	Email		K-1278
30-385	Stephen Siegel	Email		K-1280
30-386	Clint Simmons	Email		K-1282
30-387	Suzanne Isabelle Simmons	Mail		K-1285
30-388	John Simms	Mail		K-1287
30-389	Shawn Simons	Email		K-1289
30-390	Ken Simpson	Email		K-1291
30-391	Kuldeep Singh	Mail		K-1293
30-392	Annie Smith			K-1297
30-393	Bill and Sheila Smith	Email		K-1299
30-394	Carolwyn Smith	Email		K-1301
30-395	Cherica Smith	Mail		K-1303
30-396	Renard Smith	Email		K-1305
30-397	Tony Smith	Mail		K-1307
30-398	Neel Sodha	Email		K-1310
30-399	Cheryl Soglasan	Mail		K-1312
30-400	Terry Song	Mail		K-1314
30-401	Majorie Southern	Mail		K-1316
30-402	Jeanne Spain	Mail		K-1318
30-403	Lisa Stain	Email		K-1321
30-404	Makeba Stallings	Email		K-1323
30-405	Makeba Stallings	Mail		K-1327
30-406	Tyrone Stallings	Mail		K-1331
30-407	Sybel Stanley	Mail		K-1334
30-408	George Starks	Mail		K-1336
30-409	Bruce Starret	Email		K-1338
30-410	Bruce Starret	Email		K-1340
30-411	Alma Steele	Mail		K-1342

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



Comment #	Name	Source	Agency/Organization	Page #
30-412	Barbara Strickland	Email		K-1344
30-413	Carol Studley	Mail		K-1346
30-414	Wisano Suthanurak	Mail		K-1350
30-415	Norb Sznajder	Email		K-1354
30-416	Michael Talley	Mail		K-1356
30-417	Donna Tate	Mail		K-1358
30-418	Donna Tate	Mail		K-1361
30-419	F.C. Taylor	Mail		K-1363
30-420	Valerie Vincent Taylor	Email		K-1365
30-421	Paul Ted	Mail		K-1367
30-422	Carelita Tell	Mail		K-1371
30-423	Dwayne Tell	Mail		K-1373
30-424	Stanley Tell	Mail		K-1375
30-425	Monica Carlos Tellalian	Email		K-1377
30-426	Irlene Terrell	Mail		K-1379
30-427	Connie Thomas	Mail		K-1381
30-428	Oramae Thomas	Mail		K-1383
30-429	Sharon thomas	Mail		K-1385
30-430	Stephen Thomas	Email		K-1387
30-431	Dale Thompson	Email		K-1389
30-432	Jon Tienel			K-1391
30-433	Eric Tooley	Email		K-1393
30-434	Wanda tribble	Mail		K-1395
30-435	Judith D. Trimble	Email		K-1397
30-436	Alice Turner	Email		K-1399
30-437	Nicole Turner	Mail		K-1401
30-438	Arcena Upson	Mail		K-1403
30-439	Diana Urena	Email		K-1405
30-440	Craig Veals	Email		K-1407
30-441	James Lee Walker	Email		K-1409
30-442	Justin Walker	Email		K-1414
30-443	Rosalind Walton	Mail		K-1416
30-444	Evelyn M. Warech	Mail		K-1418
30-445	Keith N. Warfield	Mail		K-1421
30-446	Saundra Warren	Mail		K-1423
30-447	Alfreda Washington	Email		K-1425
30-448	Brenna Washington	Email		K-1427
30-449	Loretta Washington	Mail		K-1429
30-450	Chorsia M. Watson	Mail		K-1431
30-451	Christopher M. Watson	Email		K-1433
30-452	Theresa Watts	Mail		K-1435
30-453	Tonya Watts	Mail		K-1437
30-454	Carole White	Mail		K-1439
30-455	Gail White	Mail		K-1441



Comment #	Name	Source	Agency/Organization	Page #
30-456	Louise White	Mail		K-1443
30-457	Sherry White	Mail		K-1445
30-458	Mrs. Lorenzo "Lo" Whittiker-Silvers	Mail		K-1447
30-459	Linda Wiggins	Mail		K-1449
30-460	Danyell Wilborn	Mail		K-1451
30-461	Renee Tapscott Wilcots	Mail		K-1453
30-462	James and Kathy Wiles	Email		K-1455
30-463	Betty Smith Williams	Email		K-1457
30-464	Caroline Williams	Mail		K-1459
30-465	Cookie Williams	Mail		K-1463
30-466	Dwight Williams	Email		K-1465
30-467	Helen Williams	Email		K-1467
30-468	Kimberly Williams	Mail		K-1469
30-469	Leone Williams	Email		K-1471
30-470	Sherilyn Williams	Mail		K-1473
30-471	Taikeasha Williams	Mail		K-1475
30-472	Tamara Williams	Mail		K-1477
30-473	Stan Wilson	Mail		K-1479
30-474	Twain Wilson	Mail		K-1481
30-475	Fred Martin Wimberley	Mail		K-1483
30-476	Kerry Winn	Email		K-1487
30-477	Mark A. Winn	Email		K-1489
30-478	Ronald and Judy Wisansky	Mail		K-1491
30-479	Toni Wolf	Mail		K-1495
30-480	Andrea Wood	Mail		K-1499
30-481	K. Woodley	Mail		K-1503
30-482	Catherine Wright	Mail		K-1505
30-483	Charles Wright	Mail		K-1507
30-484	Edna Wright	Mail		K-1509
30-485	Sammy Wu	Email		K-1511
30-486	David Wyatt	Mail		K-1513
30-487	Vernon R. Yancy	Email		K-1515
30-488	Cynthia Young	Mail		K-1517
30-489	Charles Zacharie	Mail		K-1519
30-490	Miss Hasani Young	Mail		K-1521
30-Other-A	Aaron	Mail		K-1523
30-Other-B	cirlfu futpijdpnzebw	Email		K-1525
30-Other-C	Crazy90	Email		K-1527
30-Other-D	GanjaBoy77	Email		K-1529
30-Other-E	Gretchen	Email		K-1531
30-Other-F	Rochell	Mail		K-1533
30-Other-G	hughfb3@aol.com	Email		K-1535
30-Other-H	Jimmy	Mail		K-1537

CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



Comment #	Name	Source	Agency/Organization	Page #
30-Other-I	John28	Email		K-1539
30-Other-J	John	Email		K-1541
30-Other-K	Kelvin68	Email		K-1543
30-Other-L	Laura	Mail		K-1545
30-Other-M	lionel000@aol.com	Email		K-1547
30-Other-N	Maxx10	Email		K-1549
30-Other-O	Maxx36	Email		K-1551
30-Other-P	Ronnie	Mail		K-1553
30-Other-Q	SouthWind64	Email		K-1555
30-Other-R	Stinky36	Email		K-1557
30-Other-S	Tray	Mail		K-1559
30-Other-T	Wolf88	Email		K-1561
Oral Testimony Received During Public Hearings				
40-1.	Joseph Dunn	Public Hearing		K-1563
40-2.	Supervisor Mark Ridley-Thomas	Public Hearing		K-1563
40-3.	Alan Havens	Public Hearing		K-1563
40-4.	Damien Goodmon	Public Hearing	Citizens' Campaign to Fix the Expo Rail Line	K-1563
40-5.	Jerard Wright	Public Hearing	Transit Coalition	K-1563
40-6.	Ben Green	Public Hearing		K-1563
40-7.	Lynn Kuwahara	Public Hearing		K-1563
40-8.	Dan Walker	Public Hearing	Friends of the Green Line	K-1563
40-9.	Michelle Colbert	Public Hearing		K-1563
40-10.	Dante Flores	Public Hearing		K-1563
40-11.	Owen Smith	Public Hearing	Brookside Homeowners Association	K-1563
41-12.	Damien Goodmon	Public Hearing	Fix Expo Campaign	K-1594
41-13.	Clint Simmons	Public Hearing	Expo Communities United	K-1594
41-14.	Judi Redman	Public Hearing	Bus Riders Union	K-1594
41-15.	Julian Lamb	Public Hearing	Bus Riders Union	K-1594
41-16.	Tom Burke	Public Hearing		K-1594
41-17.	Vernard Johnson	Public Hearing		K-1594
41-18.	Gina Fields	Public Hearing	McClung Drive Block	K-1594
41-19.	Marcaïl Vassel	Public Hearing		K-1594
41-20.	Dante Flores	Public Hearing		K-1594
41-21.	Carol Tucker	Public Hearing	Baldwin Neighborhood Homeowners Association	K-1594
41-22.	Kevin Fridlington	Public Hearing	Save Leimert Organization	K-1594
41-23.	Virginia Piper	Public Hearing	Junior Blind of America	K-1594
41-24.	Vincent Harris	Public Hearing	Office of Supervisor Mark Ridley-Thomas	K-1594
41-25.	Karen Ceasar	Public Hearing	Save Leimert Organization	K-1594
41-26.	Supervisor Mark Ridley-Thomas	Public Hearing		K-1594
42-27.	Joel Rane	Public Hearing		K-1634
42-28.	Dante Flores	Public Hearing		K-1634
42-29.	Claydine Burt	Public Hearing	Centinela Valley Historical Society	K-1634



Comment #	Name	Source	Agency/Organization	Page #
42-30.	Damien Goodmon	Public Hearing	Fix Expo Campaign	K-1634
42-31.	Alan Havens	Public Hearing		K-1634
42-32.	Matthew Hetz	Public Hearing		K-1634
42-33.	Cora Chong	Public Hearing		K-1634
42-34.	Supervisor Mark Ridley-Thomas	Public Hearing		K-1634
42-35.	Hugh Brockington	Public Hearing		K-1634
43-36.	Supervisor Mark Ridley-Thomas	Public Hearing		K-1665
43-37.	Councilmember Bernard Parks	Public Hearing		K-1665
43-38.	Damien Goodmon	Public Hearing	Fix Expo Campaign	K-1665
43-39.	Greg Freeman	Public Hearing	Bus Riders Union	K-1665
43-40.	Barbara Lottholland	Public Hearing	Bus Riders Union	K-1665
43-41.	Clint Simmons	Public Hearing	Expo Community United	K-1665
43-42.	Masa Alkire	Public Hearing	Planning Department, City of El Segundo	K-1665
43-43.	Andrea Canty	Public Hearing	Dorsey Alumni Association	K-1665
43-44.	Alan Havens	Public Hearing		K-1665
43-45.	Linda Ricks	Public Hearing	Park Mesa Heights Community Council	K-1665
43-46.	Juliet Boyd-Benton	Public Hearing		K-1665
43-47.	Catherine Walker	Public Hearing		K-1665
43-48.	Addie Arbor	Public Hearing		K-1665
43-49.	Jerard Wright	Public Hearing		K-1665
43-50.	Gary Gless	Public Hearing	Citizen's Coalition for a Safe Community	K-1665
43-51.	Doug Barnett	Public Hearing		K-1665
43-52.	Kevin Fridlington	Public Hearing	Neighborhood Council of the Empowerment Congress West Area	K-1665
43-53.	Steve Bagby, Sr.	Public Hearing		K-1665
43-54.	Alisia Fajinimi	Public Hearing		K-1665
43-55.	Charles Brister	Public Hearing	1-800 UNITE US	K-1665
43-56.	Tony L. Clarke, Sr.	Public Hearing		K-1665

**K.4 Master Responses**

Common themes emerged from the comments received on the DEIS/DEIR. As such, Master Responses were developed for these frequently asked questions and comments to address broad issue areas where there was extensive public comment and to deal with the various comments in a comprehensive fashion. Specifically, Master Responses are provided to address the following issues:

- Master Response 1: Comments regarding a below-grade alignment along Crenshaw Boulevard
- Master Response 2: Comments pertaining to the environmental effects of potential Maintenance Facility Sites B or D
- Master Response 3: A below-grade segment from 48th Street to 60th Street along Crenshaw Boulevard due to children’s safety, traffic, and environmental justice concerns
- Master Response 4: Regarding a fully grade separated light rail transit line along Crenshaw Boulevard with a below-grade station at Vernon Avenue (“the People’s Choice Option”)
- Master Response 5: Traffic Methodology
- Master Response 6: Selection of the LRT Alternative as the Locally Preferred Alternative
- Master Response 7: Safety Treatments and approach to safety for the project
- Master Response 8: Parking along Park Mesa
- Master Response 9: Grade separations and Environmental Justice
- Master Response 10: Park Mesa Heights
- Master Response 11: Exposition underground
- Master Response 12: Crenshaw/Vernon Station

In responding to comments, CEQA does not require a Lead Agency such as Metro to conduct every test or perform all research, study, or experimentation recommended or requested by commenters. Rather, a Lead Agency need only respond to significant environmental issues and does not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIS/EIR. Further, disagreement among experts regarding conclusions in the EIR is acceptable, and exhaustive treatment of issues is not required.

Master Response 1. Comments regarding a support for a below-grade alignment along Crenshaw Boulevard.

The general comment received requests a below-grade alignment along Crenshaw Boulevard.

On December 16, 2009, the Metro Board of Directors selected a locally preferred alternative (LPA) for the Crenshaw/LAX Transit Corridor Project. The selected LPA includes two underground segments for light rail along Crenshaw Boulevard, between 39th Street and 48th Street and between 60th Street and Victoria Avenue. The inclusion of these two underground segments follows a consistent application of criteria for considering grade separations for light rail transit (LRT). These criteria include availability of right-of-way, environmental impacts (such as traffic impacts, visual impacts, impacts to historic resources, and environmental justice impacts), and Metro's established Grade Crossing Policy. In locations where there is available right-of-way, where there is a lack of significant environmental impacts, or where conditions fail to meet the criteria of Metro's Grade Crossing Policy, the LRT alignment is proposed to remain at grade. The Metro Board also authorized continued environmental review of three design options including an extended below grade section between Exposition Boulevard and 39th Street (Exposition/Crenshaw Grade Separation) originally Design Option 6. During advanced conceptual engineering, an at-grade configuration was determined to be technically infeasible along this segment. The incorporation of Design Option 6 would be required to have a northern terminus at the Exposition Line.

The Board directed the analysis of a below grade section between 48th and 59th Streets (in the Park Mesa Heights neighborhood) on Crenshaw Boulevard. The cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard would be beyond the scope of the approved Metro budget for the project and financially infeasible. Because it is not required by Metro's policies or general criteria, elements such as a grade separation in Park Mesa Heights, are considered betterments. Betterments are typically funded by other parties using funds outside of Metro's program and are over and above expected contributions from the local jurisdictions. At its May 2011 meeting, the Metro Board considered a motion to add a below-grade grade separation between 48th and 59th Streets to the Project Definition. The Board rejected this motion/proposal and, therefore, the project definition retains an at-grade alignment between 48th and 59th Streets.

For additional information, please refer to Chapter 2.0, Alternatives Considered, and Chapter 4.0, Affected Environment and Environmental Consequences of the Alignment and Stations of the FEIS/FEIR.



Master Response 2. Comments pertaining to the environmental effects of potential Maintenance Facility Sites B or D.

The general comment received expresses concerns about the two maintenance facility alternatives that were evaluated in the DEIS/DEIR.

Although NEPA and CEQA do not requires evaluation of alternative to particular components of a project, the DEIS/DEIR identified four potential maintenance facility sites for initial screening. Two of these sites, Maintenance Facility Site B in the Westchester community and Site D in El Segundo were further analyzed as part of the proposed project. Maintenance Site D was found to have the least adverse effect on the environment in the DEIS/DEIR. The Locally Preferred Alternative selected by the Metro Board of Directors eliminated both Sites B and D from the proposed project and called for an additional evaluation of potential sites during advanced conceptual engineering to identify another preferred site. The new potential maintenance sites identified underwent a supplemental environmental review. All commenters who commented on the maintenance facility sites in the DEIS/DEIR, were notified of the additional site analysis and asked to resubmit comments based on the revised site analysis. The public was solicited to participate in the initial identification process and a public meeting with a hearing was held to receive comments when the revised analysis was circulated. Because both potential maintenance sites identified in the DEIS/DEIR were removed from consideration, no additional response specific to Sites B and D is warranted.

Master Response 3. Comments requesting a below-grade segment from 48th Street to 60th Street along Crenshaw Boulevard due to children’s safety, traffic, and environmental justice concerns.

The general comment received requests a below-grade alternative along Crenshaw due to concerns with safety, traffic at the Crenshaw/Slauson intersection, and environmental justice. The cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard would be beyond the scope of the approved Metro budget for the project and financially infeasible. The FEIS/FEIR determined that no adverse effects to traffic and safety would occur at the Crenshaw/Slauson intersection and that no adverse effects related to environmental justice would occur.

Safety

A number of comments received expressed concern about the safety of pedestrians, specifically school children and the elderly, with a light rail vehicle operating at-grade along Crenshaw Boulevard between 48th and 59th Streets. This segment contains two high schools, Crenshaw High School which is located one block to the east, and View Park Preparatory Charter High School, located on the northwest corner of the Crenshaw Boulevard/Slauson Avenue intersection. There are six at-grade crossings located along this segment, at the intersections of 48th Street, 52nd Street, 54th Street, 57th Street, Slauson Avenue, and 59th Street. In addition, a station is located to the south of the Crenshaw Boulevard/Slauson Avenue intersection. Appropriate pedestrian crossing control devices for at-grade crossings are critical for rail system safety. In addition to standard cross-walk markings, control devices for pedestrian crossings include flashing light signals, signs, markings along the outside of the rail line, curbside pedestrian barriers, pedestrian automated gates, swing gates, bedstead barriers and crossing channelization. When the light rail transit line is at-grade, it would operate in a semi-exclusive right-of-way separated from automobile traffic by a raised curb. Pedestrians are permitted to cross the street at designated crosswalk locations during protected pedestrian signal phases in which light rail vehicles are not present. Pedestrian safety along the proposed LRT line will involve gated crossings controlled using current Metro standards for crossings. Each crossing will be reviewed during design based on the California Public Utilities Report “Pedestrian – Rail Crossings in California.” Pedestrians crossing Crenshaw Boulevard across the light rail tracks will be controlled using normal pedestrian traffic signal indications; adequate crossing times will be provided at the traffic signals for pedestrians to cross the street at a normal walking pace. A pedestrian refuge area will be provided in the median at all crossings of the LRT tracks to provide a space for pedestrians to wait out of traffic and off the tracks should they not be able to complete their crossing of Crenshaw Boulevard during one signal phase. Each crossing was evaluated for pedestrian safety based on site visits and engineering design. The evaluation resulted in a list of design modifications and mitigation measures identified in the Safety and Security Section of the FEIS/FEIR to improve the level of safety at crossings. The final determination of safety measures to be implemented near school zones is determined through consultation and approval by the California Public Utilities Commission.

**Traffic**

For a description of the traffic methodology and analysis for the whole Crenshaw/LAX Transit Corridor Project, please see Master Response #5. This discussion focuses on traffic impacts at the Crenshaw Boulevard/Slauson Avenue intersection.

There were a number of comments received which specifically identified concerns with the traffic impacts that would occur at the Crenshaw Boulevard/Slauson Avenue intersection should the project be adopted. The comments stated that traffic already backed up at this intersection and that the proposed project operating at-grade would cause the traffic impacts to increase at this intersection. Table F-1 on page F-5 of Appendix F in the DEIS/DIER established that existing traffic volumes at the Crenshaw Avenue/Slauson Avenue intersection are operating beyond capacity. This intersection experiences a delay of 117 seconds during the a.m. peak period and 109 seconds during the p.m. peak period. Table G-2 on page G-4 of Appendix G of the FEIS/FEIR shows that this delay is forecasted to increase to 171 seconds in the a.m. peak period and 118 seconds during the p.m. peak period in 2030, without implementation of the proposed project. This would result in an increase of 54 seconds during the a.m. peak period and 9 seconds in the p.m. peak period for year. With implementation of the Crenshaw/LAX Transit Corridor Project, Table G-3 on page G-6 in Appendix G of the FEIS/FEIR show that the Crenshaw Boulevard/Slauson Avenue intersection would experience a delay of 102.2 seconds during the a.m. peak period and 109.3 seconds during the p.m. peak period. The Crenshaw/LAX Transit Corridor Project would reduce delay at this intersection by 68.8 seconds during the a.m. peak period and 8.7 seconds in the p.m. peak period for year 2030.

The delay and level of service for the Project was re-analyzed during preparation of the FEIS/FEIR based on new information obtained from the advanced conceptual engineering designs and additional intersection counts. For the differences in traffic methodology please refer to Master Response 5. No significant impacts would result with the Crenshaw/LAX Light Rail Line operating at-grade through the Crenshaw Boulevard/Slauson Avenue intersection.

During the refined traffic analysis, additional modeling was completed to characterize the effects of the project along the at-grade segments, which included the Crenshaw Boulevard/Slauson Avenue intersection. This intersection was analyzed with a range of signal cycle lengths ranging from 120 to 150 seconds. The analysis assumes a combination of fixed and adaptive timing to facilitate the appropriate signal progression along Crenshaw Boulevard to accommodate both light rail operations and traffic flow. A 150-second cycle length is used to represent the scenario representing maximum signal timing for intersection analysis. A 120-second cycle length represents the minimum cycle length that can accommodate the signal phasing required for both light rail operations and traffic flow. The range of cycle lengths provides flexibility during subsequent phases of design for the project to provide a foundation to coordinate with LADOT in establishing the appropriate signal operations design that is ultimately applied. The Crenshaw Boulevard/Slauson Avenue intersection would result in decreased delay at all of the signal cycle lengths (150-, 140-, 130-, and 120-seconds) compared to the No-Build Alternative for the year 2030.

Environmental Justice

A number of comments received expressed concern over the need to maintain equal standards in the study area, in terms of project development and implementation, especially in relation to other, more affluent communities. These concerns were specifically addressed to implementing a fully- grade-separated project, and being shown the same consideration as the Wilshire Corridor community. Grade separation for light rail transit is typically driven by factors related to technical design or environmental criteria, and is not dependent on the type of community where it is to be located. As shown in Table 4-70 on page 4-323 in Section 4.18.2.1 of the FEIS/FEIR, most of the grade separations that occur in the existing Metro Rail system are grade-separated in predominantly minority and low-income communities. The Metro Red and Purple Lines have fifty-five percent of the alignment traveling through minority areas and 74 percent of the lines travel through low-income areas.

The intent of Executive Order 12898 pertaining to Environmental Justice is to disclose any element of the planning, design, and alternative selection process and overall decision-making process, which indicates there has been a systematic bias toward disproportionate focusing adverse environmental impacts, on low-income, minority, or other communities and neighborhoods of concern. The transparency in the decision-making process lies at the heart of this consideration. Transit planning involves both policy choices as well as engineering and environmental impact decisions regarding the modes considered, the level of transit service, frequency of service, route alignments, and station locations. In many instances, minority and low-income communities are highly transit dependent. The planning process is designed in large part to serve the mobility and access of these communities. Serving transit-dependent communities disproportionately less than less transit-dependent communities would be a severe environmental injustice. Nonetheless, the placement of transit infrastructure – while the intent is to provide a beneficial impact to communities, may have unintended adverse effects. The alternatives evaluation and the environmental review process are designed to disclose and resolve any potential unanticipated problems that may affect adjacent communities.

The FEIS/FEIR analyzed the Crenshaw/LAX Transit Corridor Project to determine if the project would cause disproportionate adverse impacts related to transit service equity, traffic congestion, parking, displacement, community cohesion, health issues, historical, archaeological, paleontological, community facilities, economic vitality and employment opportunities, safety and security, and construction. The following considerations were utilized in the environmental justice evaluation of the Crenshaw/LAX Light Rail Transit Alternative (with the first two being required elements of Executive Order 12898):

- Whether the proposed project would have any potential adverse effects that would be disproportionately borne by minority and low-income communities;
- Whether low-income communities have had opportunities to actively participate in the planning of the project; and/or
- Whether the proposed project would provide transit equity.



As described in the FEIS/FEIR, the LPA for the Crenshaw/LAX Transit Corridor Project would operate at-grade between 48th Street and 60th Street, where it was determined that light rail could operate safely without the need of a grade separation. This determination was based on the width of Crenshaw Boulevard at this point, traffic signal proposed operation modifications, and proposed street geometry changes. No adverse effects related to environmental justice were identified along this segment.

There has been an extensive public outreach process where alternatives have been formulated, evaluated and refined. Through public outreach, information was provided during the evaluation process of the relative impacts among options (alignment routes, vertical and horizontal alignments, station locations, etc.). The Metro Board of Directors, in selecting an LPA, considered the engineering and environmental documentation, as well as public comments and concerns. In instances where issues have arisen, design and alignment decisions have been revisited. In instances where adverse effects have been identified, design options and mitigation measures have been formulated to reduce or eliminate potential impacts on adjacent communities, and on adjacent minority or low-income communities. Metro, during the public participation process, responded to community concerns regarding the safety of at-grade sections by including grade-separated design options in key sections of the corridor.

Master Response 4. Comments regarding Support for a fully grade separated light rail transit line along Crenshaw Boulevard with a below-grade station at Vernon Avenue (“the People’s Choice Option”).

During the public participation process of the DEIS/DEIR, support for a fully grade-separated light rail transit line along Crenshaw Boulevard with a below-grade station at Vernon Avenue was voiced by several members of the community. This variation of the Crenshaw Transit Project was referred to by these commenters as the “People’s Choice” or “People’s Option.” During the comment period, there were many commenters who asked for incorporation of the People’s Choice variation.

During the preparation of the DEIS/DEIR, six additional design options were considered and evaluated to assess environmental impacts and address community concerns. Those design options specifically related to the “People’s Choice Option” included Design Options 4, 5, and 6, a below-grade segment from 60th Street along Crenshaw Boulevard to Victoria Avenue along the Harbor Subdivision, a below-grade station at Vernon Avenue, and a below-grade segment from Exposition Boulevard along Crenshaw Boulevard to 39th Street, respectively. The Locally Preferred Alternative selected by the Metro Board of Directors, incorporated Design Option 4 and authorized continued environmental review of Design Options 5 and 6 in the advanced conceptual engineering stage during preparation of the FEIS/FEIR.

At its May 2011 Board meeting, the Metro Board considered whether to add the Crenshaw/Vernon Station to the Project Definition and to add project funding. The below-grade station at Vernon was not incorporated into the final project definition but is still under consideration by the Metro Board as a design option. Implementation of this station is dependent upon whether the cost of the station as reflected in bids of potential contractors can fit within designated project funding. The Crenshaw/King station is located 0.4 miles from Leimert Park Village and 0.6 miles from the Optional Crenshaw/Vernon Station entrance and would provide service to the Baldwin Hills Crenshaw Plaza, as well as the Leimert Park Village Community.

During advanced conceptual engineering, an at-grade configuration was determined to be technically infeasible along the section between Exposition Boulevard and 39th Street and the incorporation of Design Option 6 would be required to connect to the Exposition Line. The remaining at-grade segment along Crenshaw Boulevard from 48th Street to 60th Street was determined not to be required based on the criteria that Metro uses to make determinations on grade separations.

The physical conditions and the lack of significant environmental impacts do not require the alignment to be placed underground. The cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard would be beyond the scope of Metro policies and the approved Metro budget for the project and financially infeasible. Although the below-grade Vernon Station is not part of the LPA, it is still an option that has been carried into the FEIS/FEIR. The Metro Board of Directors can still choose to incorporate this design option into the LPA, should the board designate funding to pay for the design option. The revised costs for the project are provided in the Chapter 8.0, Financial Analysis and Comparison of Alternatives of the FEIS/FEIR. For additional



information, please refer to Chapter 2.0, Alternatives Considered, and Chapter 4.0, Affected Environment and Environmental Consequences, of the Alignment of the FEIS/FEIR.



Master Response 5. Traffic Methodology and Analysis

Initial Analysis

A total of 46 key intersections were analyzed to characterize the existing traffic operations within the study area. The study intersections are depicted in Figure 3-5, Chapter 3.0 Transportation Impacts, on page 3-16 of the DEIS/DEIR. The operational analysis methodology from the 2000 Highway Capacity Manual (HCM) (Transportation Research Board, 2000) was used to estimate the delay and corresponding level of service (LOS) at each of the 46 intersections. For comparison purposes, the vehicle/capacity (V/C) ratios using the Critical Movement Analysis method were also presented. The intersection conditions within the study area were based on the average delay, measured in seconds, experienced by drivers. The LOS is a qualitative measure used to describe the conditions of traffic flow ranging from LOS A (free flow) to LOS F (congested conditions), with LOS E representing theoretical capacity. Weekday AM and PM peak hours were selected for analysis because they represent the most critical periods of traffic congestion in the study area.

Methodology

The traffic impact analysis used a Travel Demand Forecasting Model. Using data generated by the travel demand forecasting model, detailed travel pattern information was collected and summarized for future 2030 conditions. Integrated highway and transit forecasts were developed by the Metro model for all project alternatives for 2030 conditions.

Screenline Analysis. The integrated highway and transit forecasts were post-processed to yield screenline-based growth factors for specific portions of the study area for each project alternative. Growth factors were used to account for the increase in future base traffic volumes as a result of areawide or regional growth and development in the project corridor. Considering that topography and land use characteristics vary throughout the project corridor, growth factors were developed for the study corridor by four geographical subareas. Each subarea is bordered by selected screenlines. Screenlines are imaginary lines drawn across the major roadways in the vicinity of the project corridor and are used to assess the traffic volumes arriving and departing the project corridor. Each screenline is analyzed by direction (north, south, east or west) to ensure that the analysis of traffic volumes (which may be more congested in one direction than the other depending on the time of day) reflects appropriate peak hour conditions rather than an average condition. The subareas and the screenlines bordering those subareas are listed below:

- Subarea 1: Wilshire Boulevard, Jefferson Boulevard, La Brea Avenue, Western Avenue
- Subarea 2: Jefferson Boulevard, Slauson Boulevard, La Brea Avenue, Western Avenue
- Subarea 3: Slauson Boulevard, Florence Avenue, Aviation Boulevard, Western Avenue
- Subarea 4: Manchester Avenue, El Segundo Boulevard, Aviation Boulevard, La Brea Avenue



A comparison of 2005 and forecast 2030 traffic volumes from the Metro model indicates that the overall traffic growth in the vicinity of the project corridor by 2030 is projected to be about 0.2 percent to 2 percent per year depending on the travel direction. These growth factors were then applied to existing 2008 count data to yield future 2030 volumes for the study intersections for all future scenarios.

Intersection Level of Service. Intersection LOS analysis was performed using Synchro (version 7) software. Synchro is a network-based interactive computer program that enables calculation of LOS at signalized intersections. Synchro uses the *Highway Capacity Manual (HCM) 2000* methodology. The HCM LOS for intersections is determined by measuring delay by seconds per vehicle. The methodology is consistent with the methodology in *HCM 2000*, Chapter 16 for signalized intersections. With this methodology, the average control delay per vehicle is estimated for each lane group and aggregated for each approach and for the intersection as a whole. Synchro also calculates signal timing (green times and cycle lengths) and maximum queue lengths to assist in evaluating signalized intersections. The pedestrian flashing do not walk crossing times at all LRT at-grade intersections were based on the actual planned roadway widths using 4 feet/minute walking speed. Pedestrians crossing Crenshaw Boulevard at lower walking speeds are provided refuge areas in the median of Crenshaw to wait for the next walk indication. The pedestrian walk times were set at a minimum of 7 seconds with 15 seconds used for walk times at LRT at-grade station entrances.

Corridor-Level Traffic Volume Forecasts. The traffic count data collected for the existing conditions analysis data was used in conjunction with the most recent travel model forecast data to estimate 2030 traffic volumes. As a result, the analysis uses a refined methodology that incorporates the most recent travel model forecast data, as well as the most consistent ground count data.

For the LPA, Metro's policy for *Grade Crossing for Light Rail Transit* (December, 2003) was used to assist in the development of 2030 traffic volumes at intersections within 200 feet of proposed at-grade roadway crossings. Initial screening results of LRT operations at the proposed at-grade crossing locations are detailed in a technical memorandum *Implications of Metro Grade Crossing Policy in the Proposed Crenshaw/LAX Transit Corridor Project Study Area* (Fehr & Peers, October 2008).

Park-and-Ride Traffic Volume Forecasts. Park-and-ride projections were used to develop trip generation and trip distribution for the LPA. Park-and-ride data was obtained from the Metro model which only provides data for riders that access stations on fixed guideways (LRT and heavy rail transit (HRT)). The park-and-ride trips were added to 2030 traffic volume forecasts to estimate the total traffic volumes.

Significance Criteria

The intersection LOS analysis assumes that an intersection would be adversely affected by traffic volume changes if the Project would cause an increase in average vehicle delay according to the following thresholds that were developed in consultation with local jurisdictions:

- Final LOS C – an adverse impact has occurred if the delay is increased by 5 or more seconds
- Final LOS D - an adverse impact has occurred if the delay is increased by 7.5 or more seconds
- Final LOS E/F - an adverse impact has occurred if the delay is increased by 10 or more seconds

Refined Analysis

The delay and level of service for the Project was re-calculated from the DEIS/DEIR based on new information obtained from the advanced conceptual engineering designs and additional intersection counts. Refined information included:

- With the removal of several alignment alternatives, the revised traffic analysis was focused on 26 of the original 46 intersections that would potentially be affected by the LPA. The intersections and detailed traffic analysis can be found in Appendix G of the FEIS/FEIR.
- Pedestrian flashing “do not walk” crossing times were increased at all at-grade intersections based on planned roadway widths using a 4 feet/second walking speed.
- Pedestrian walk times (initial walking person symbol) were adjusted to a minimum of 7 seconds with 15 seconds used for walk times in at-grade station entrances.
- The prohibition of left turn movements from Crenshaw Boulevard to 54th Street were included as part of the project design.
- Due to high traffic volumes, pedestrians, and long crossing times, the use of transit priority is not expected to be effective along Crenshaw Boulevard. To provide station to station travel for the LRT with minimum stops, progression timings were determined. The coordination plans provided bi-directional through bands along Crenshaw Boulevard for the LRT and arterial traffic. To provide the best progression for the LRT, longer than typical cycle lengths were explored. Longer cycle lengths provide larger progressive windows for the LRT and are required to provide protected left turn phasing whenever traffic turns left across the LRT tracks. The maximum LADOT allowable cycle length of 150 seconds provides the best LRT flows. A range of cycle lengths from 120 to 150 seconds was applied to the entire section of Crenshaw Boulevard, including areas without on-street running, for consistent progression along the arterial. By using longer cycle lengths, levels of service for the on-street running portions were mostly unaffected, while operations were significantly improved at King Boulevard, Stocker Street, and Vernon Avenue.
- All red time was changed at several locations to provide a consistent one second of all red time.
- Lane widths were changed from 12 feet to 10 feet on Crenshaw Boulevard in at-grade crossing intersections to better reflect proposed lane widths.
- Northbound and southbound left turns were removed at 54th Street/Crenshaw Boulevard.
- The southbound left turn at Exposition Boulevard/Crenshaw Boulevard was removed.



- Double left-turn lanes (150 feet) were added to Slauson Avenue/Crenshaw Boulevard on the east and westbound approaches. Dedicated right-turn lanes were allowed between 4:00 and 6:00 p.m. on the north and southbound approaches. It will remain a shared through right turn lane on the north and southbound approaches between 6:30 a.m. and 4 p.m. due to school drop offs.
- Westbound at Centinela Ave/Florence Avenue is now double right-turns and two through lanes.
- Protected left turns were added at the intersections of Florence Avenue with Cedar, Eucalyptus, and Ivy to provide railroad clearance operations at these locations, and address delays caused by railroad pre-emption.

Modeling Results

In general, the results support the findings contained in the environmental analysis while providing additional information on impacts to pedestrians and LRT vehicles. Microsimulation was performed using VISSIM 5.10 by PTV Vision. The simulation analysis calculated the delay at each intersection approach, queues, and corridor travel time results. The VISSIM model was based on the new advanced conceptual designs for the Crenshaw LRT, the corridor intersection lane configurations, and the updated DEIR corridor signal timing assumptions included in the *Intersection Delay & Lane Configuration Report* in the Traffic Appendix of the FEIS/FEIR. For a more detailed description of the microsimulation methodology and results, refer to the *Traffic Microsimulation Report* in the Traffic Appendix of the FEIS/FEIR.

The evaluation of intersection impacts is discussed in two parts based on whether or not the LPA operates at-grade in the same right-of-way with automobile traffic. The intersections where the LPA operates at-grade in the same right-of-way with automobile traffic are discussed separately to establish the appropriate combination of light rail transit and traffic signal operations and optimize the effectiveness of the local transportation network.

Under the LPA, 11 of the 26 intersections would operate at acceptable levels of service. Twenty-three of the 26 study intersections are not in locations where the LPA operates at-grade in the same right-of-way with automobile traffic. The remaining three of the 26 study intersections are located along the at-grade portion of the alignment along Crenshaw Boulevard from 60th to 48th Streets:

- Crenshaw Boulevard/Slauson Avenue
- Crenshaw Boulevard/54th Street
- Crenshaw Boulevard/48th Street

These three intersections are representative of the intersections along Crenshaw Boulevard where the LPA operates at-grade. Additional intersection analysis was completed during advanced conceptual engineering to characterize the full range of effects of the project along these at-grade segments. These three intersections were analyzed with a range of signal cycle lengths ranging from 120 to 150 seconds. The analysis assumes a combination of fixed and adaptive timing to facilitate the appropriate signal progression along Crenshaw

Boulevard to accommodate both light rail operations and traffic flow. The analysis also assumes the prohibition of left turns from Crenshaw Boulevard to 54th Street. A 150-second cycle length is used to represent the scenario representing maximum signal timing for intersection analysis. A 120-second cycle length represents the minimum cycle length that can accommodate the signal phasing required for both light rail operations and traffic flow. The range of cycle lengths provides flexibility during subsequent phases of design for the project to provide a foundation to coordinate with LADOT in establishing the appropriate signal operations design that is ultimately applied.

The intersection analysis for the remaining 23 intersections does not alter signal cycle lengths and the 2030 intersection LOS, delay, and V/C ratio calculations are provided for the LPA in comparison to 2030 No-Build condition.

Intersections with Ranges of Signal Cycle Lengths for At-Grade Operation. The LPA would not result in adverse traffic impacts at any of the three at-grade intersections along Crenshaw Boulevard based on a 150-second cycle length for the year 2030. The LPA would result in adverse effects at the Crenshaw Boulevard/54th Street intersection for the 140-, 130-, 120-second signal cycle lengths (using the LADOT criteria). The project would cause the LOS to degrade from C to D with an increase in delay of over 7.5 seconds. The two other study intersections (Crenshaw Boulevard/48th Street and Crenshaw Boulevard/Slauson Avenue) along the at-grade segment of Crenshaw Boulevard would not result in adverse effects at the 150-, 140-, 130-, 120-second signal cycle lengths. The longer signal cycle lengths would result in Crenshaw Boulevard getting more of the signal phase which would cause east and west-bound traffic to wait longer and some queues would build up on these streets. The LOS and delay for the range of signal cycle lengths compared to the No-Build Alternative are provided in Appendix G.

There is one location (Crenshaw Boulevard and 54th Street) that is impacted at signal cycle lengths at or less than 140 seconds. There are no changes in street geometry that would reduce impacts. Increasing the signal cycle length to 150 seconds would eliminate the impact. The determination of the signal cycle length, however, is an issue broader than the effects at a single intersection and has system implications for the grid of intersections north and south as well as east and west of this location. Within this system constraint, the intersection operations will be optimized to the extent feasible through a cooperative effort between Metro and LADOT as the project progresses toward implementation. Because there is no absolute certainty that the 150 cycle length can be achieved, the impacts at this intersection are considered significant and adverse.

Parking loss for the Crenshaw/LAX Transit Corridor Project would primarily occur on the inner portion of the frontage road bordering both sides of Crenshaw Boulevard between 48th and 60th Street. There is a total loss of 308 on-street parking spaces along Crenshaw Boulevard with a loss of 142 northbound and 166 southbound on-street parking spaces. A parking utilization survey conducted during the Advance Conceptual Engineering Phase determined that the loss of on-street parking would not result in a parking shortage for the area. The location and size of the park and ride facilities was refined during the Advance Conceptual Engineering Phase. The Crenshaw/LAX Transit Corridor Project will have park and ride sites at the La Brea, West, and Exposition Stations. The West Station park and ride lot will contain up to 120 spaces, the La Brea



Station park and ride lot will contain up to 100 spaces, and the Exposition Station park and ride lot will contain up to 110 spaces. Together, these facilities would serve the transit corridor's parking demands.

Master Response 6. Selection of the LRT Alternative as the Locally Preferred Alternative.

An Alternatives Analysis was completed during the preparation of the DEIS/DEIR to identify the transit alternatives to be evaluated in the DEIS/DEIR. The results of the Alternatives Analysis is presented in Chapter 2, Alternatives Considered, of the DEIS/DEIR. This analysis used criteria including but not limited to regional connectivity, ridership, and cost-effectiveness to compare the different modes of transit and alignment options and determine which alternatives would be carried forward for further analysis into the DEIS/DEIR. The Alternatives Analysis identified that a light rail transit and a bus rapid transit alternative be studied for further consideration based on the evaluation criteria. The two alternatives identified for further study in the Alternatives Analysis, along with a No Build Alternative and a Transportation Systems Management Alternative underwent a comprehensive environmental review in the DEIS/DEIR. Based on the results of this evaluation and public input received, the Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and a connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line). The BRT Alternative did not yield strong travel time benefits due to mixed-flow operation and the slow speeds required of BRT vehicles at un-gated crossings along the Harbor Subdivision railroad right-of-way. Additional traffic impacts would occur from the conversion of mixed flow lanes in narrow sections of Crenshaw Boulevard.

**Master Response 7. Safety Treatments and approach to safety for the project.**

Achieving vehicular and pedestrian safety near the operation of a light rail transit line is the result of several conditions, including safety oriented design, light rail operator training, and public education. When the light rail transit line is at-grade, it would operate in a semi-exclusive right-of-way separated from automobile traffic by a raised curb. The evaluations were conducted using the Metro Grade Crossing Policy for Light Rail Transit. The evaluation resulted in a list of design modifications and mitigation measures identified in the Safety and Security Section of the FEIS/FEIR to improve the level of safety at crossings. The exact safety measures to be implemented is determined through consultation and approval by the California Public Utilities Commission.

Master Response 8. Parking along Park Mesa.

Metro acknowledges that the construction of the light rail line would change traffic patterns, reduce on street parking and change access to local businesses during construction. Metro will work with and coordinate with local businesses to minimize adverse effects to the extent feasible. During operation of the Crenshaw/LAX Transit Corridor Project, access to surrounding businesses and residences would be improved and vehicle trips within the Corridor would be reduced. A parking inventory of on-street parking along Crenshaw Boulevard found that the existing parking was underutilized and the remaining parking after implementation of the project would be sufficient to accommodate the demand and would not be detrimental to the existing businesses along Crenshaw Boulevard. With removal of the frontage road that parallels Crenshaw Boulevard from 48th to 60th Streets, the existing bus stops would be relocated. Relocating the existing bus stops results in the removal of additional on-street parking spaces on Crenshaw Boulevard. Based on the advanced conceptual engineering designs and relocation of the existing bus stops, there is a permanent loss of 142 northbound and 166 southbound on-street parking spaces between 48th and 60th Streets.

**Master Response 9. Grade separations and Environmental Justice.**

When first considering rail modes for the Crenshaw/LAX Transit Corridor, several modes were considered including heavy rail and light rail. Due to the nature of the existing and planned development along the corridor and the relatively modest estimates for ridership along the corridor, heavy rail (a mode that is typically fully grade separated) was deemed to be not necessary and inappropriate for application to the Crenshaw/LAX Corridor. Furthermore, the Light Rail Transit mode provides an opportunity to connect to other existing rail facilities in the corridor (i.e., the Metro Green Line). Because Light Rail Transit can operate at several grades (at-grade, aerial, and below-grade), Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that rail and highway crossings be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods.

Metro, similar to other transit planning agencies throughout the U.S., operates on the premise that LRT is primarily an at-grade or surface-running transit technology and incorporates grade separations. This transit technology can operate in at-grade environments ranging from mixed traffic, to an exclusive right-of-way or guideway. Metro considers grade separations associated with LRT projects on a case-by-case basis primarily for severe traffic or other environmental impacts and not on the socioeconomic profile of an area. Traffic operations at intersections must be maintained at an acceptable level of service (LOS) in conjunction with adequate LRT train frequencies and overall travel times. As described in the FEIS/FEIR, the LPA for the Crenshaw/LAX Transit Corridor Project would operate at-grade between 48th Street and 60th Street, where it was determined that light rail could operate safely without the need of a grade separation. This determination was based on the width of Crenshaw Boulevard at this point, traffic signal proposed operation modifications, and proposed street geometry changes.

Master Response 10. Park Mesa Heights.

A below-grade alternative from 48th Street to 60th Street was studied during the Crenshaw/LAX Transit Corridor Project. The study documented the characteristics of such a below-grade alignment. Under the Base LRT Alternative, where the alignment is at-grade between 48th Street to 60th Street, no adverse impacts to traffic, safety, noise and vibration, aesthetic resources, environmental justice, or communities and neighborhoods would occur with implementation of mitigation measures. A below grade segment from 48th Street to 60th Street would not eliminate any of the significant and unavoidable adverse impacts that were identified in the DEIS/DEIR. Therefore, the physical conditions and the lack of significant environmental impacts would not require the alignment to be placed underground between 48th Street and 60th Street. In addition, the cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard would be beyond the scope of Metro policies and the approved Metro budget for the project and financially infeasible.

**Master Response 11.** Exposition underground.

The selected LPA included two underground segments for light rail along Crenshaw Boulevard, between 39th Street and 48th Street and between 60th Street and Victoria Avenue. The inclusion of these two underground segments follows a consistent application of criteria for considering grade separations for light rail transit (LRT). These criteria include availability of right-of-way, environmental impacts (such as traffic impacts, visual impacts, impacts to historic resources, and environmental justice impacts), and Metro’s established Grade Crossing Policy. In locations where there is available right-of-way, where there is a lack of significant environmental impacts, or where conditions fail to meet the criteria of Metro’s Grade Crossing Policy, the LRT alignment is proposed to remain at grade. The Metro Board also authorized continued environmental review of three design options including an extended below grade section between Exposition Boulevard and 39th Street (Exposition/Crenshaw Grade Separation) originally Design Option 6. During advanced conceptual engineering, an at-grade configuration was determined to be technically infeasible along this segment. The incorporation of Design Option 6 would be required to have a northern terminus at the Exposition Line subject to financial feasibility.

Master Response 12. Crenshaw/Vernon Station.

The locations of transit stations are determined on a case by case basis and are based on a combination of factors, which include, but are not limited to cost, potential ridership, displacement, engineering feasibility, and impacts on travel times. A design option for a below-grade station at Vernon Avenue adjacent to Leimert Park was carried forward into the design process for further consideration. The optional Vernon Station was not included into the project definition because of the proximity to the King Station (0.6 miles) and cost to construct an underground station.

The exact locations of the stations were determined during the station area planning workshops and final design process. The optional Crenshaw/Vernon Station is an open cut trench station located in the Leimert Triangle, west of Vernon Avenue. The Crenshaw/King Station would be located in the median of the Crenshaw Boulevard with a portal on the southwest corner of the Crenshaw/King Boulevards intersection. An optional below-grade station at Vernon Avenue was carried forward through advanced conceptual engineering for further consideration. As suggested by the commenter, the station was designed to be a trench station within the Vernon triangle, which would also contain construction staging areas and a TPSS for the purposes of environmental review and clearance. At its May 2011 Board meeting, the Metro Board considered whether to add the Crenshaw/Vernon Station to the Project Definition and to add project funding. The below-grade station at Vernon was not incorporated into the final project definition but is still under consideration by the Metro Board as a design option. Implementation of this station is dependent upon whether the cost of the station as reflected in bids of potential contractors can fit within designated project funding. . The Crenshaw/King station is located 0.4 miles from Leimert Park Village and would provide service to the Baldwin Hills Crenshaw Plaza, as well as the Leimert Park Village Community. Depending on costs reflected in contractor bids, the tunnels may be designed to accommodate a station in the future should the station be supported by funding.

The costs for construction of the at-grade station at Vernon stated in the DEIS/DEIR were preliminary projections which have since been refined during the final design process. These revised costs are provided in the Chapter 8, Financial Analysis and Comparison of Alternatives of the FEIS/FEIR. Although the below-grade Vernon Station is not part of the LPA, it is still an option that has been carried into the FEIS/FEIR. The Metro Board of Directors can incorporate this design option into the LPA at the certification hearing, should the Board designate additional funding to pay for the design option. For additional information, please refer to Chapter 2.0, Alternatives Considered, and Chapter 4.0, Affected Environment and Environmental Consequences, of the Alignment of the FEIS/FEIR.



K.5 Responses to Agency Comments

COMMENT: 10-01. Congress of the US House of Representatives Diane E. Watson.

10/26/2009 16:59 3209651111
DIANE E. WATSON
CALIFORNIA

WASHINGTON OFFICE
2400 BIRNBAUM HBS
WASHINGTON, DC 20515
(202) 225-2084
(202) 225-2422 FAX

DISTRICT OFFICE
4322 WILLOW BLVD SUITE 302
LOS ANGELES, CA 90010
(323) 986-1422
(323) 986-1113 FAX

WWW.HOUSE.GOV



Congress of the United States
House of Representatives

PNR 11/10
DELEGATION OF THE CONGRESS
ARMED SERVICES COMMITTEE
Chair, Subcommittee on Security
Management, Operations, and Readiness
Subcommittee on Defense Policy
Subcommittee on Military Policy, Programs,
and Acquisition

FOREIGN AFFAIRS (EMERITUS)
Subcommittee on Arms and Space Policy
Subcommittee on East and South Asia
and the Middle East
Subcommittee on International
Development and Trade

DEMOCRATIC SENIOR LEAD
Chair, Congressional Environment-
Industry Caucus

FAX

To: Roderick Diaz

FAX No: (213) 922-6996

Date: 26 OCTOBER 2009

Phone No: (213) 922-3018

Pages: 2

Re:

Cc:

Urgent

For Review

Please Comment

Please Reply

From:

Bell, Ken

Moon, Sharita

Chambers, Michelle

Phung, Bin Hong

Chatham, Brenda

Royston, Sylvia

Henderson, Stan

Starks, Paulette

Hill Hale, Lois

Stewart, Charles

Koopman, James

Iniem _____

Comments:

This message is intended only for the use of the individual/entity to which it is addressed and may contain information that is confidential and exempt from disclosure under applicable law.



18/24/2009 16:59 002551111

Page 82/92

DIANE E. WATSON
 California

CONSTITUTION OFFICE
 1410 BAYVIEW HOB
 WASHINGTON, DC 20515
 (202) 225-7084
 (202) 225-8572 FAX

CONSTITUTION OFFICE
 1372 WILSHIRE BOULEVARD
 SUITE 102
 LOS ANGELES, CA 90019
 (323) 946-1422
 (323) 946-1112 FAX

www.house.gov/diane-watson



Congress of the United States
 House of Representatives

October 26, 2009

OVERSIGHT AND GOVERNMENT
 REFORM COMMITTEE

Chair, Subcommittee on Government
 Management, Organization, and Procurement
 Subcommittee on Government Reform
 Subcommittee on Information Policy, Census
 and National Statistics

TRANSPORTATION COMMITTEE

Subcommittee on Access and Street Access
 Administration on the State of the
 City, Transportation

Subcommittee on Federal Transportation
 and Trade

DEMOCRATIC SENIOR LEADER

COMMITTEE COORDINATING PROGRAMS
 METRO TRANSIT

Roderick Diaz
 Project Manager, South Bay Area Team
 Los Angeles County Metropolitan Transportation Authority

Re: Crenshaw Transit Corridor Project

Having advocated strenuously for a light rail "spur line" to carry passengers from the Wilshire Corridor down the Crenshaw Corridor and, ultimately, to LAX for 23 years now, I am delighted to offer continued encouragement, advocacy and feedback for Metro to enact the most viable options to improve transportation in, through and across the Crenshaw District, pursuant to the Alternatives Analysis process that I am confident will lead to FTA approval and New Start funding by Congress.

I am committed to promote four objectives as part of this process.

- First, that the Crenshaw Transit Corridor Project utilize and operate as Light Rail Transit (LRT), providing the best designed, built and run transportation modality feasible in full accordance with the needs, values and input of the Corridor's communities and the passengers who traverse it, assuring equitable regard for the concerns, safety and service of alignment communities, maximizing aesthetic, sound, vibration, environmental & privacy mitigations, preserving/improving quality-of-life for neighborhoods, schools & businesses, and assuring cost-effective, environmentally friendly, and diverse design/construction/service/hiring with job priority for local residents and businesses.
- Second, that as much of the LRT be grade-separated as is feasible, as strenuously advocated by many concerned community residents, with priority for grade separation (completely underground) between Exposition Boulevard and Florence Avenue, with stations located, (at a minimum), at King Boulevard and Vernon and Slauson Avenues.
- Third, that the southern terminus be planned, designed and constructed so as to facilitate eventual passenger transfers to LAX and to the Green Line, thus maximizing rapid, affordable transit from the north and center of Los Angeles to the region's major airport and to the South Bay, and vice versa.
- Fourth, I strenuously advocate for future planning and implementation of LRT heading north from the Expo Line to Wilshire Boulevard to connect with the future subway as originally envisioned, with a Crenshaw LRT/Expo Line transfer station at the Exposition and Crenshaw Boulevard intersection built so as to maximize convenient passenger transfer from one to the other.

Please contact me or my transportation deputy, Ken Bell, for any follow-up.

Sincerely,

Diane E. Watson
 Diane E. Watson
 Member of Congress



Abbott, Matthew

From: Bell, Ken [Ken.Bell@mail.house.gov]
Sent: Monday, October 26, 2009 5:15 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor Project Statement (October 26, 2009)
Attachments: crenshaw/corridor 2009.jpg.zip

Roderick,

Please call me if you have any questions.

*Ken Bell
Chief Deputy
Office of Congresswoman Diane E. Watson
4322 Wilshire Blvd., Suite 302
Los Angeles, CA 90010
(323) 965-1422
(323) 965-1113 fax*

11/5/2009



DIANE E. WATSON
 CALIFORNIA

WASHINGTON OFFICE
 2400 HENRY STREET, N.W.
 WASHINGTON, D.C. 20541
 (202) 225-7200
 (202) 225-7200

LOS ANGELES OFFICE
 4222 WILSHIRE AVENUE, SUITE 220
 LOS ANGELES, CA 90010
 (323) 412-1232
 (323) 412-1232

WWW.DIANEWATSON.COM



Congress of the United States
 House of Representatives

October 28, 2009

FEDERAL SAFETY (ENVIRONMENT)
 BOARD COMMITTEE

Chair, Transportation, Safety, Security,
 Emergency, Preparedness, and Programs
 Subcommittee on Homeland Security

Subcommittee on Transportation
 Subcommittee on Railroads

CRENSHAW TRANSIT CORRIDOR
 SUBCOMMITTEE ON TRANSPORTATION,
 SAFETY, SECURITY, EMERGENCY,
 PREPAREDNESS, AND PROGRAMS

Subcommittee on Transportation
 Subcommittee on Railroads

TRANSIT (ENVIRONMENT/SAFETY)

HEALTH, ENVIRONMENT/TRANSPORTATION
 SUBCOMMITTEE

Roderick Diaz
 Project Manager, South Bay Area Team
 Los Angeles County Metropolitan Transportation Authority

Re: Crenshaw Transit Corridor Project

Having advocated strenuously for a light rail "spur line" to carry passengers from the Wilshire Corridor down the Crenshaw Corridor and, ultimately, to LAX for 25 years now, I am delighted to offer continued encouragement, advocacy and feedback for Metro to enact the most viable options to improve transportation in, through and across the Crenshaw District, pursuant to the Alternatives Analysis process that I am confident will lead to FTA approval and New Start funding by Congress.

I am committed to promote four objectives as part of this process:

- First, that the Crenshaw Transit Corridor Project utilize and operate as Light Rail Transit (LRT), providing the best designed, built and run transportation modality feasible in full accordance with the needs, values and input of the Corridor's communities and the passengers who traverse it, assuring equitable regard for the concerns, safety and service of alignment communities, maximizing aesthetic, sound, vibration, environmental & privacy mitigations, preserving/improving quality-of-life for neighborhoods, schools & businesses, and assuring cost-effective, environmentally friendly, and diverse design/construction/service/hiring with job priority for local residents and businesses.
- Second, that as much of the LRT be grade-separated as is feasible, as strenuously advocated by many concerned community residents, with priority for grade separation (completely underground) between Exposition Boulevard and Florence Avenue, with stations located, (at a minimum), at King Boulevard and Vernon and Slauson Avenues.
- Third, that the southern terminus be planned, designed and constructed so as to facilitate eventual passenger transfers to LAX and to the Green Line, thus maximizing rapid, affordable transit from the north and center of Los Angeles to the region's major airport and to the South Bay, and vice versa.
- Fourth, I strenuously advocate for future planning and implementation of LRT heading north from the Expo Line to Wilshire Boulevard to connect with the future subway as originally envisioned, with a Crenshaw LRT/Expo Line transfer station at the Exposition and Crenshaw Boulevard intersection built so as to maximize convenient passenger transfer from one to the other.

Please contact me or my transportation deputy, Ken Bell, for any follow-up.

Sincerely,

Diane E. Watson
 Diane E. Watson
 Member of Congress

**Response to comment 10-01-A.**

Comment Noted. Metro thanks the commenter for their input as it is a valuable part of the planning process. The Crenshaw/LAX Light Rail Transit Alternative was selected as the Locally Preferred Alternative by the Metro Board of Directors for many of the reasons that the commenter has cited.

Response to comment 10-01-B.

Comment noted. Please Refer to Master Response 10 regarding a below-grade segment in Park Mesa Heights. Please Refer to Master Response 11 regarding the vertical profile of the segment from 39th Street to Exposition Boulevard.

Response to comment 10-01-C.

Comment noted. The Crenshaw/LAX LRT line includes stations along Crenshaw Boulevard at King Slauson, and Exposition. Please Refer to Master Response 12 regarding a Crenshaw/Vernon Station.

Response to comment 10-01-D.

Comment noted. The Metro Board of Directors acknowledges the necessity for ensuring a seamless airport connection for the Crenshaw/LAX Transit Corridor Project and included Design Option 1, an aerial station at Century as part of the locally preferred alternative to facilitate this connection. In addition, the Crenshaw/LAX LRT Line will connect to the Metro Green Line spur at Imperial Highway and terminate at the Redondo Beach Station where passengers would be able to transfer to the Green Line and continue traveling south to the South Bay. Passengers would also be able to transfer to the Metro Green Line at the Century Station, where they would be able to travel west along the Metro Green Line.

Response to comment 10-01-E.

Comment noted. Please see Response to comment 10-01-D.

Response to comment 10-01-F.

The Locally Preferred Alternative selected by the Metro Board of Directors on December 10, 2009 has a northern terminus at Exposition Boulevard. A future expansion of the line to the north is not part of the proposed project but is included in the unfunded element of Metro's adopted Long Range Transportation Plan. As shown in the FEIS/FEIR, the Advanced Conceptual Engineering indicates a design for this terminus that does not preclude future expansion to the north. Also, the incorporation of Design Option 6 into the Project will facilitate any potential future expansion.



COMMENT: 10-02. United States Environmental Protection Agency.

OCT-26-2009 MON 03:12 PM U. S. E. P. A.

FAX NO. 4158478028

10/22/09



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 HAWTHORNE STREET
SAN FRANCISCO, CA 94105-3901

10-02

October 26, 2009

Mr. Ray Tellis
Federal Transit Administration
Los Angeles Metropolitan Office
888 S. Figueroa Street, Suite 1850
Los Angeles, California 90017

Subject: Draft Environmental Impact Statement for the Crenshaw Transit Corridor Project,
Los Angeles, California (CRQ #20090315)

Dear Mr. Tellis:

The Environmental Protection Agency (EPA) has reviewed the above-referenced document pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. Our detailed comments are enclosed.

We commend the Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (LACMTA) for seeking to improve public transportation service, especially in an area of high transit dependence, high traffic congestion, and impacted air quality.

We also appreciate that the Draft Environmental Impact Statement (DEIS) uses plain language and illustrative graphics to make the technical information more easily understood by the public. In particular, the discussion of previous and ongoing alternatives analysis and screening provides the public and decisionmakers with a good summary of the benefits and impacts of the various alternatives. In the ongoing alternatives analysis process, EPA encourages FTA and LACMTA to consider the long-term needs of, and potential benefits to, the community in determining the locally preferred alternative for the project.

EPA has some concerns about the air quality analysis for the project and has additional suggestions for water quality impact analysis and mitigation. Therefore, we have rated this document RC-2, *Environmental Concerns, Insufficient Information*. Please see the attached *Rating Factors* for a description of our rating system.

Printed on Recycled Paper



Metro

Final Environmental Impact Statement/Final Environment Impact Report
Appendix K – Responses to Comments Received

OCT-26-2009 MON 03:12 PM U. S. E. P. A.

FAX NO. 4158478026

P. 03/07

We appreciate the opportunity to review this DEIS. When the Final EIS is released for public review, please send two copies to the address above (mail code: CED-2). If you have any questions, please contact Carolyn Mulvihill, the lead reviewer for this project, at 415-947-3554 or mulvihill.carolyn@epa.gov.

Sincerely,


Kathleen M. Goforth, Manager
Environmental Review Office (CED-2)

Enclosures:
Summary of EPA Rating Definitions
EPA's Detailed Comments

cc: Rodenck Diaz, Los Angeles County Metropolitan Transportation Authority
Ray Sukys, Federal Transit Administration
Steve Smith, South Coast Air Quality Management District

OCT-26-2008 MON 03:12 PM U.S.E.P.A.

FAX NO. 4159478026

P. 04/001

EPA DETAILED COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR
THE CRENSHAW TRANSIT CORRIDOR PROJECT, OCTOBER 26, 2009

Air Quality

Air Quality Monitoring Data and Hot Spot Analysis

The Draft Environmental Impact Statement (DEIS) includes air quality monitoring data for the years 2005 to 2007. Data for 2006 to 2008 is now available and 2007 to 2009 may be available in time for publication of the Final Environmental Impact Statement (FEIS). This updated data will impact the determination of background concentrations of carbon monoxide (CO) and subsequent hot spot analysis. More information is available at <http://www.epa.gov/airtrends/values.html>

In addition, while Table 4-26 indicates that the No Build, Transportation Systems Management (TSM), and Bus Rapid Transit (BRT) alternatives would result in the same CO hot spot concentrations, the table doesn't appear to include data for the Light Rail Transit (LRT) alternative. Please verify in the FEIS what the 2030 CO concentrations would be for the LRT alternative.

Recommendations:

- Include up-to-date monitoring data in the FEIS. Update calculations of background CO concentrations and potential CO hot spots and include this data, and any measures to mitigate potential impacts, in the FEIS.
- Include CO hot spot concentrations resulting from the LRT alternative in the FEIS.

The DEIS does not include a particulate matter (PM) hot spot analysis and states that FHWA guidance says that "a project may be screened out of the project-level analysis if the 'build' vehicle miles traveled (VMT) is less than or equal to the 'no build' VMT." This statement refers to a method that is no longer current practice. A qualitative PM hot spot analysis must be performed if a project is determined to be a "project of air quality concern." See 40 CFR 93.123 for more information.

Recommendation:

- If the project has been determined to be a "project of air quality concern" then include in the FEIS a PM hot spot analysis and mitigation measures proposed for any adverse impacts.

Air Quality Conformity

The DEIS contains both general conformity and transportation conformity analyses. However, because the project is proposed to be funded in part by Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds, EPA believes that transportation conformity requirements apply to the project, rather than



OCT-28-2009 MON 03:12 PM U. S. E. P. A.

FAX NO. 4159478026

P. 06/07

general conformity. We note that both the thresholds listed in Table 4-24 and the determination of an adverse impact from LRT alternative NO_x emissions, refer to a general conformity analysis. The DEIS does not clearly identify what actions associated with the proposed project would require a general conformity discussion and analysis, so it appears that the information regarding regional operating emissions is provided for purposes of disclosure. While EPA appreciates the additional information provided for disclosure, we note that it is not a necessary component of the conformity process for this project. However, if additional funding, approval, or actions by another federal agency (besides FTA or FHWA) are anticipated, the general conformity analysis should be included.

If FTA determines that a general conformity analysis is in fact required, then the general conformity analysis on pages 4-152 and 4-153 should be clarified to discuss the source of the increased NO_x emissions from the proposed light rail transit (LRT) line. FTA should also provide potential mitigation measures for these impacts.

Recommendations:

- If federal funding or action from a federal agency other than FTA and FHWA is anticipated, provide that information in the FEIS and include a general conformity analysis. Clarify the source of increased NO_x emissions from LRT and identify measures to reduce those impacts.
- If FTA and FHWA are the only federal agencies providing funding, approval or associated actions for this project, a general conformity analysis is not necessary for the project.

Greenhouse Gases and Climate Change

The section on global climate change should be updated to reflect recent actions by the Environmental Protection Agency (EPA). EPA recommends that the FEIS include the most current information at the time of release of the FEIS. See <http://www.epa.gov/climatechange/initiatives/index.html> for current information. In particular, the following information should be included:

- On June 30, 2009, EPA granted a waiver of Clean Air Act preemption to California for the state's greenhouse gas (GHG) emission standards for motor vehicles beginning with the 2009 model year.
- In response to the FY 2008 Consolidated Appropriations Act (H.R. 2764; Public Law 110-161), EPA has issued the Final Mandatory Reporting of Greenhouse Gases Rule. Signed by the EPA Administrator on September 22, 2009, the rule requires that suppliers of fossil fuels and industrial GHGs, manufacturers of vehicles and engines outside of the light duty sector, and facilities that emit 25,000 metric tons or more of GHGs per year submit annual reports to EPA. The rule is intended to collect accurate and timely emissions data to guide future policy decisions on climate change.
- On September 15, 2009, EPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) proposed a new



OCT-26-2009 MON 03:13 PM U.S. E.P.A.

FAX NO. 4158478026

P. 08/07

national program that would reduce GHG emissions and improve fuel economy for all new cars and trucks sold in the United States. EPA proposed the first national GHG emissions standards under the Clean Air Act, and NHTSA proposed Corporate Average Fuel Economy (CAFE) standards under the Energy Policy and Conservation Act. This proposed national program would allow automobile manufacturers to build a single light-duty national fleet that satisfies all requirements under both Federal programs and the standards of California and other states.

- On April 17, 2009, the EPA Administrator proposed two related Findings under the Clean Air Act: an Endangerment Finding that six key GHGs constitute a threat to human health and welfare, and a Cause and Contribute Finding that four of these GHGs are emitted from motor vehicles and contribute to atmospheric concentrations. The comment period for this proposal closed on June 23, 2009.

Recommendation:

- include an updated discussion of the regulatory environment for GHGs and climate change in the FEIS to reflect recent actions by EPA.

The DEIS also states that the LRT alternative would result in an increase in GHG emissions compared to the No Build alternative. A phone conversation with the Los Angeles County Metropolitan Transportation Authority (LACMTA) clarified that this increase would result from increased service from "feeder buses" serving the LRT line. This explanation should be included in the FEIS along with supporting data and analyses. EPA also understands that LACMTA has discussed the GHG modeling results with the South Coast Air Quality Management District (SCAQMD) and that the modeling results may be updated for the FEIS. Please include any updated modeling results in the FEIS.

The discussion also states that new LRT stations would potentially lead to transit oriented development (TOD) along the alignment, encouraging increased use of the light rail system. The FEIS should discuss the implications that TOD and increased transit ridership could have on VMT and GHGs.

Recommendation:

- include information about sources of GHGs associated with the LRT alternative, any updated modeling results, and implications of TOD on GHG emissions in the FEIS.

Mobile Source Air Toxics

While the project may decrease concentrations of mobile source air toxics (MSATs) in the area as a result of increased transit ridership and lower automobile use, localized MSAT impacts may result from increased congestion at intersections whose level of service would decline as a result of the project. EPA encourages FTA and



LACMTA to consider whether sensitive receptors such as schools, hospitals, or residential facilities for the elderly, are located near those intersections, and if so, implement mitigation measures to protect the impacted populations.

Recommendations:

- Determine whether increased congestion at identified intersections would result in MSAT impacts on any sensitive receptors in the vicinity of those intersections.
- If adverse impacts would occur, propose mitigation for those impacts and include this information and mitigation measures in the FEIS.

Water Quality

The DEIS states that the study area drains indirectly to Ballona Creek and Dominguez Creek. It also states that Ballona Creek is a Clean Water Act (CWA) 303(d) listed impaired water body, but the DEIS contains an incomplete list of pollutants. Ballona Creek is currently CWA 303(d) listed as an impaired waterbody for coliform bacteria, dissolved copper, cyanide, lead, selenium, toxicity, trash, viruses (enteric), and zinc. Ballona Creek is no longer impaired by cadmium. Dominguez Creek (lined portion above Vermont Avenue) is CWA 303(d) listed for ammonia, copper, diazinon, indicator bacteria, lead, toxicity, and zinc. This updated information should be included in the FEIS.

Considering the existing impairment of these local water bodies, EPA encourages aggressive efforts to manage stormwater runoff to minimize additional introduction of pollutants. EPA also encourages implementation of "green infrastructure" in onsite stormwater management. "Green infrastructure" mimics natural systems by absorbing stormwater into the ground (infiltration), using trees and other natural vegetation to convert it to water vapor (evapotranspiration), and using rain barrels or cisterns to capture and reuse stormwater. These natural processes manage stormwater runoff in a way that maintains or restores the site's natural hydrology. Features such as bioretention areas, vegetated swales, porous pavement, and filter strips can serve as both stormwater treatment and visual enhancements in station areas. More detailed information on these forms of "green infrastructure" can be found at http://efpub.epa.gov/npdes/home.cfm?program_id=298.

Recommendations:

- Include current CWA 303(d) impairment information in the FEIS.
- Implement aggressive stormwater management, including green infrastructure where possible and identify commitments to specific stormwater management techniques in the FEIS.

Response to comment 10-02-A.

Comment noted. FTA and Metro appreciate the input provided. Two copies of the FEIS/FEIR were mailed to the address provided.

Response to comment 10-02-B.

Air Quality Monitoring Data and Hot Spot Analysis

The three recommendations in the comment are addressed below.

1. *Include up-to-date monitoring data in the FEIS. Update the calculations of background CO concentrations and potential CO hot spots and include this data, and any measures to mitigate potential impacts, in the FEIS* – The air quality analysis has been updated to include the most recent monitoring data. As Table 4-21 of the DEIS/DEIR indicates, the eight-hour federal standard for O₃ was exceeded between zero and four days annually at the Los Angeles-North Main Street monitoring station during the 2006 through 2008 period. During that same period, the eight-hour federal standard for O₃ was not exceeded at the LAX-Hastings monitoring station. Additionally, the 24-hour federal standard for PM₁₀ was exceeded on two days in 2007 at the LAX-Hastings monitoring station. The annual federal standard for PM_{2.5} was exceeded each year from 2006 through 2008. The federal standards for CO, NO₂, and SO₂ were not exceeded at either monitoring station from 2006 to 2008.

Table 4-21. 2006 to 2008 Air Quality Summary for Study Area Monitoring Stations

Air Pollutant	Federal Standard Exceedance	Los Angeles-North Main Street			LAX-Hastings		
		2006	2007	2008	2006	2007	2008
Carbon Monoxide (CO)	Maximum 1-hr concentration (ppm)	3	3	3	3	3	4
	Days > 35 ppm (1-hr standard)	0	0	0	0	0	0
	Days > 9 ppm (8-hr standard)	0	0	0	0	0	0
Ozone (O ₃)	Maximum 8-hr Concentration (ppm)	0.079	0.102	0.090	0.066	0.074	0.075
	Days > 0.075 ppm (8-hr standard)	0	4	3	0	0	0
Nitrogen Dioxide (NO ₂)	Annual Arithmetic Mean (ppm)	0.029	0.030	0.028	0.016	0.014	0.014
	Exceed Standard (0.053 ppm Annual Arithmetic Mean)	No	No	No	No	No	No
Sulfur Dioxide (SO ₂)	Maximum 24-hr Concentration (ppm)	0.03	0.00	0.00	0.01	0.01	0.01
	Days > 0.14 ppm (24-hr standard)	0	0	0	0	0	0
Suspended Particulate (PM ₁₀)	Maximum 24-hr concentration (µg/m ³)	59	78	66	45	96	50
	Days > 150 µg/m ³ (24-hr standard)	0	0	0	0	2	0
Suspended Particulate (PM _{2.5})	Annual Arithmetic Mean	15.6	16.8	15.7	N/A	N/A	N/A
	Exceed Standard (15 µg/m ³ Annual Arithmetic Mean)	Yes	Yes	Yes	N/A	N/A	N/A

N/A = Not Available; ppm = parts per million
 Source: SCAQMD, <http://www.aqmd.gov/smog/historicaldata.htm>, 2010.



SCAQMD defines the background level as the highest reading over the past three years. A review of data from the Los Angeles-North Main Street monitoring station for the 2006 to 2008 period indicates that the one- and eight-hour background concentrations are approximately 3 and 3.1 parts per million (ppm), respectively. Data from the LAX-Hastings monitoring station for the 2006 to 2008 period indicates that the one- and eight-hour background concentrations are approximately 4 and 2.5 ppm, respectively. Accordingly, the existing one- and eight-hour background concentrations at both stations do not exceed the federal CO standard of 35 ppm and 9 ppm, respectively.

The CO hot spot analysis in the Draft EIR was based on 2006 to 2008 data. Background concentrations were correctly assumed to be 4 and 3.1 ppm, respectively, for one- and eight-hour conditions. No updates are necessary.

- 2. Include CO hot spot concentrations resulting from the LRT Alternative in the FEIS - The comment correctly noted that the localized CO concentrations for the LRT Alternative were omitted from Table 4-26 of the DEIS/DEIR. Revised Table 4-26 is shown below. Localized CO concentrations associated with the LRT Alternative would not exceed the federal standards.

Table 4-26. 2030 Carbon Monoxide Concentrations/a/

Alternative and Intersection	1-Hour (Parts per Million)		8-Hour (Parts per Million)	
	Existing (2008)	Project Year (2030)	Existing (2008)	Project Year (2030)
No Build Alternative				
Aviation Blvd/Century Blvd - AM Peak Hour	5	2	3.8	1.4
Crenshaw Blvd/Adams Blvd - AM Peak Hour	5	2	3.9	1.4
Crenshaw Blvd/Jefferson Blvd - PM Peak Hour	5	2	3.9	1.3
Crenshaw Blvd/Slauson Ave - AM Peak Hour	5	2	3.8	1.3
Crenshaw Blvd/Stocker St - PM Peak Hour	5	2	3.9	1.4
Crenshaw Blvd/Washington Blvd - AM Peak Hour	5	2	3.8	1.4
La Brea Ave/Jefferson Blvd - PM Peak Hour	5	2	3.6	1.2
La Brea Ave/Rodeo Rd - PM Peak Hour	5	2	3.9	1.4
La Brea Ave/Slauson Ave - PM Peak Hour	5	2	3.9	1.4
Wilton Pl/Wilshire Blvd - AM Peak Hour	5	2	3.9	1.4
TSM Alternative				
Aviation Blvd/Century Blvd - AM Peak Hour	5	2	3.8	1.4
Crenshaw Blvd/Adams Blvd - AM Peak Hour	5	2	3.9	1.4
Crenshaw Blvd/Jefferson Blvd - PM Peak Hour	5	2	3.9	1.3
Crenshaw Blvd/Slauson Avenue - AM Peak Hour	5	2	3.8	1.3
Crenshaw Blvd/Stocker Street - PM Peak Hour	5	2	3.9	1.4
Crenshaw Blvd/Washington Blvd - AM Peak Hour	5	2	3.8	1.4
La Brea Ave/Jefferson Blvd - PM Peak Hour	5	2	3.6	1.2
La Brea Ave/Rodeo Rd - PM Peak Hour	5	2	3.9	1.4

Alternative and Intersection	1-Hour (Parts per Million)		8-Hour (Parts per Million)	
	Existing (2008)	Project Year (2030)	Existing (2008)	Project Year (2030)
La Brea Ave/Slauson Ave - PM Peak Hour	5	2	3.9	1.4
Wilton Pl/Wilshire Blvd - AM Peak Hour	5	2	3.9	1.4
BRT Alternative				
Aviation Blvd/Century Blvd - AM Peak Hour	5	2	3.8	1.4
Crenshaw Blvd/Adams Blvd - AM Peak Hour	5	2	3.9	1.4
Crenshaw Blvd/Jefferson Blvd - PM Peak Hour	5	2	3.9	1.3
Crenshaw Blvd/Slauson Ave - AM Peak Hour	5	2	3.8	1.3
Crenshaw Blvd/Stocker St - PM Peak Hour	5	2	3.9	1.4
Crenshaw Blvd/Washington Blvd - AM Peak Hour	5	2	3.8	1.4
La Brea Ave/Jefferson Blvd - PM Peak Hour	5	2	3.6	1.2
La Brea Ave/Rodeo Road - PM Peak Hour	5	2	3.9	1.4
La Brea Ave/Slauson Ave - PM Peak Hour	5	2	3.9	1.4
Wilton Pl/Wilshire Blvd - AM Peak Hour	5	2	3.9	1.4
LRT Alternative				
Aviation Blvd/Century Blvd - AM Peak Hour	5	2	3.8	1.4
Crenshaw Blvd/Adams Blvd - AM Peak Hour	5	2	3.9	1.4
Crenshaw Blvd/Jefferson Blvd - PM Peak Hour	5	2	3.9	1.3
Crenshaw Blvd/Slauson Ave - AM Peak Hour	5	2	3.8	1.3
Crenshaw Blvd/Stocker St - PM Peak Hour	5	2	3.9	1.4
Crenshaw Blvd/Washington Blvd - AM Peak Hour	5	2	3.8	1.4
La Brea Ave/Jefferson Blvd - PM Peak Hour	5	2	3.6	1.2
La Brea Ave/Rodeo Road - PM Peak Hour	5	2	3.9	1.4
La Brea Ave/Slauson Ave - PM Peak Hour	5	2	3.9	1.4
Wilton Pl/Wilshire Blvd - AM Peak Hour	5	2	3.9	1.4

/a/ Existing concentrations include year 2008 one- and eight-hour ambient concentrations of 4 and 3.1 ppm, respectively.
 Future concentrations include year 2030 one- and eight-hour ambient concentrations of 1 and 1.1 ppm, respectively.
 Source: TAHA, 2008.

3. *If the project has been determined to be a “project of air quality concern” then include in the FEIS a PM hot spot analysis and mitigation measures proposed for any adverse impacts –*
 The EPA specified in 40 CFR 93.123(b)(1) that projects of air quality concern are certain highway and transit projects that involve significant levels of diesel vehicle traffic, or any other project that is identified in the PM_{2.5} or PM₁₀ State Implementation Plan (SIP) as a localized air quality concern. The LRT Alternative would be powered by electricity and, therefore, would not involve significance levels of diesel traffic. In addition, the Crenshaw Transit Corridor Project is not identified in the SIP as a localized air quality concern. The LRT Alternative is not a project of air quality concern, and a PM hot spot analysis is not necessary.

Air Quality Conformity

The two recommendations in the comment are addressed below.

1. If federal funding or action from a federal agency other than FTA and FHWA is anticipated, provide that information in the FEIS and include a general conformity analysis. Clarify the source of increased NO_x emissions from the LRT Alternative and identify measures to reduce those impacts—Under EPA Guidance, the General Conformity Rule applies to all federal actions that are taken in designated nonattainment or maintenance areas. However, there are three exceptions, one of which is actions covered by the transportation conformity rule. Since the Crenshaw/LAX Transit Project falls under the transportation conformity rule and a transportation conformity analysis was completed, a general conformity analysis is not necessary. For informational purposes, 71 ppd of NO_x would be generated from the electricity required to operate a light rail system. NO_x emissions from automobiles would be reduced by four ppd and NO_x emissions from buses would be less than one ppd under the Base LRT Alternative.
2. If FTA and FHWA are the only federal agencies providing funding, approval or associated actions for this project, a general conformity analysis is not necessary for this project— See above response.

Response to comment 10-02-C.Greenhouse Gases and Climate Change

The two recommendations in the comment are addressed below.

1. Include an updated discussion of the regulatory environment for GHGs and climate change in the FEIS to reflect recent actions by EPA— The FEIS/FEIR has been updated to reflect the most recent greenhouse gas (GHG) and climate change actions taken by the USEPA. Updated regulatory information includes discussion of:
 - The USEPA Clean Air Act waiver that allows California to apply GHG standards to vehicles beginning with the 2009 model year;
 - The USEPA Final Mandatory Reporting of Greenhouse Gases Rule;
 - The Department of Transportation’s National Highway Traffic Safety Administration’s program to reduce GHG emissions and improve fuel economy for new cars and trucks sold in the United States; and
 - The USEPA finding that the current and projected concentrations of the six key well-mixed GHGs--carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆)-- in the atmosphere threaten the public health and welfare of current and future generations.
2. Include information about sources of GHGs associated with the LRT Alternative, any updated modeling results, and implications of TOD on GHG emissions in the FEIS—

The largest source of greenhouse gas emissions are from automobiles. Public transportation projects generally reduce the amount of cars driving on the road, by providing the public with

alternative means of transportation. Less cars on the road leads to less sources of pollution. Because of the higher capacity of LRT, rail vehicles are able to transport higher quantities of people while producing fewer emissions than the cars they are replacing. This results in a reduction in greenhouse gas emissions. As shown in Table 4-17 of the Air Quality section of the FEIS/FEIR, the LPA would decrease automobile VMT and associated GHG emissions compared to baseline conditions by 19,741 metric tons per year. The LPA would result in less GHG emissions than baseline conditions, and would cause a beneficial global warming impact.

Table 4-17. Estimated GHG Emissions

Source	Carbon Dioxide Equivalent (Metric Tons per Year) /a/
Operations	(21,045)
Construction /a/	1,304
Total	(19,741)

/a/ Based on SCAQMD guidance, construction emissions are amortized over a 30-year period to represent annual emissions
 Source: TAHA, 2011.

The LPA would reduce regional emissions and, as such, would be consistent with regional greenhouse reduction plans (e.g., SB 375). As discussed in Section 4.1, Land Use and Development, new stations would potentially lead to transit oriented development along the alignment. Transit oriented development would encourage the use of the light rail system.

Mobile Air Toxics

The two recommendations in the comment are addressed below.

1. Determine whether increased congestion at identified intersections would result in MSAT impacts on any sensitive receptors in the vicinity of those intersections – The comment states that the environmental analysis should assess localized MSAT impacts that may result from increased congestion at intersections. The FHWA has published detailed guidance for analyzing MSAT impacts. The guidance was recently updated on September 30, 2009 and this update contains the latest methodology recommended by the FHWA. The guidance assesses MSATs on a regional level and does not contain any reference or guidance for assessing MSAT exposure from congested intersections. In addition, as discussed on Page 4-156 of the DEIS/DEIR, neither the BRT nor LRT Alternatives would introduce new substantial sources of diesel particulate emissions and sensitive receptor exposure to MSATs is anticipated to be low.
2. If adverse MSAT impacts would occur, propose mitigation for those impacts and include this information and mitigation measures in the FEIS – The proposed project would not result in MSAT impacts, and no mitigation measures are necessary.



Response to comment 10-02-D.

Water Quality

The two recommendations in the comment are addressed below.

1. Include current CWA 303(d) impairment information in the FEIS. – Section 4.8 of the FEIS/FEIR has been updated to include the most recent CWA 303(d) impairment information for Ballona Creek and Dominguez Creek
2. Implement aggressive stormwater management, including green infrastructure where possible and identify commitments to specific stormwater management techniques in the FEIS – Section 4.8 of the FEIS/FEIR has been updated to include mitigation which would implement green infrastructure strategies for on-site stormwater management.

The FEIS includes a completed list for Ballona Creek and Dominguez Creek as listed in Clear Water Act 303 (d). The list will be included in the Preliminary Hydrology Study for this phase of the project. Proposed water runoff practices will include implementation of "green infrastructure" (to be done by others) that will minimize additional introduction of pollutants. This will be addressed upon the preparation of the Final Hydrology Report and Civil Design for the station areas in the Design Phase. See Hydrology/Hydraulics and Drainage Report

- WQ5** During construction of the Project on-site integrated management strategies that employ green infrastructure strategies to capture runoff and remove pollutants to the extent feasible and cost effective. Green infrastructure strategies combine a variety of physical, chemical, and biological processes that focus on conveying runoff to bioretention areas, swales, or vegetated open spaces.

These green infrastructure strategies incorporate Low Impact Development stormwater design (LID) aimed at maintaining or restoring the natural hydrologic functions of a site to achieve natural resource protection objectives and fulfill environmental regulatory requirements. LID employs a variety of natural and built features to reduce the rate of surface water runoff, filter pollutants out of runoff, and facilitate infiltration of water into the ground. LID strives to prevent the generation of runoff by reducing the impervious foot print of a site, thereby reducing the amount of water that needs treatment. The end hydrological results are a reduction in runoff volume, an increased time of concentration, reduced peak flow and duration, and improved water quality.

COMMENT: 10-03. FEMA United States Department of Homeland Security.

10-3

U.S. Department of Homeland Security
FEMA Region 10
1111 Broadway, Suite 1200
Oakland, CA 94607-4022



FEMA

November 24, 2009

Roderick Diaz, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-3
Los Angeles, California 90012-2952

Dear Mr. Diaz:

This is in response to your request for comments on the 2 part of the Release of the Crenshaw Transit Corridor Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) project.

Please review the current effective countywide Flood Insurance Rate Maps (FIRMs) for the County of Los Angeles (Community Number 065043), Cities of Los Angeles (Community Number 060137), Inglewood (Community Number 065036), Hawthorne (Community Number 060123), and El Segundo (Community Number 060118). Maps revised September 26, 2008. Please note that the Cities Los Angeles, Inglewood, Hawthorne, El Segundo, Los Angeles, Los Angeles County, California are participants in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A) through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.
- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any *development* must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

www.fema.gov



Roderick Diaz, Project Manager
Page 2
November 24, 2009

- All buildings constructed within a coastal high hazard area (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.
- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at <http://www.fema.gov/business/nfip/forms.htm>.

C
D

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The City of Los Angeles floodplain manager can be reached by calling Susan S. Shu, Senior Civil Engineer, at (213) 485-4493. The Los Angeles County floodplain manager can be reached by calling George De La O, Senior Civil Engineer, at (626) 458-7155. The City of Inglewood floodplain manager can be reached by calling William J. Mahar, Director, Engineering Department, at (310) 412-5333. The City of Hawthorne floodplain manager can be reached by calling Elioth B. Obando, Senior Engineer, at (310) 349-2980. The City of El Segundo floodplain manager can be reached by calling Greg Carpenter, Director, Planning and Building Safety Department, at (310) 524-2345.

B

If you have any questions or concerns, please do not hesitate to call Cynthia McKenzie of the Mitigation staff at (510) 627-7190.

Sincerely,

Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

www.fema.gov



Roderick Diaz, Project Manager
Page 1
November 24, 2009

cc:
Susan S. Shu, Senior Civil Engineer, City of Los Angeles
George De La O, Senior Civil Engineer, County of Los Angeles
William J. Malar, Engineering Director, City of Inglewood
Elioth B. Obando, Senior Engineer, City of Hawthorne
Greg Carpenter, Director, Planning and Building Safety Department, City of El Segundo
Garret Tam Sing/Salomon Miranda, State of California, Department of Water Resources,
Southern District
Cynthia McKenzie, Senior Floodplanner, C/P/M, DHS/FEMA Region IX
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX



Metro

U.S. Department of Homeland Security
Region IX
1111 Broadway, Suite 1300
Oakland, CA 94607-4037

FEMA



Roderick Diaz, Project Manager
Los Angeles County Metropolitan Transportation
Authority
One Gateway Plaza MS-99-22-3
Los Angeles, California 90012-2952

3001242552 0001 

Response to comment 10-03-A.

The current effective countywide Flood Insurance Maps (FIRM) were reviewed for the County of Los Angeles, Cities of Los Angeles, Inglewood, Hawthorne, and El Segundo. Under the LPA for the Crenshaw/LAX Transit Project, no construction would occur within a riverine floodplain (Zone A, AO, AH, AE, and A1- A30).

Response to comment 10-03-B.

The current effective countywide Flood Insurance Maps (FIRM) were reviewed for the County of Los Angeles, Cities of Los Angeles, Inglewood, Hawthorne, and El Segundo. Under the Crenshaw/LAX Transit Project, no construction would occur within a Regulatory Floodway as delineated on the FIRMs.

Response to comment 10-03-C.

The current effective countywide Flood Insurance Maps (FIRM) were reviewed for the County of Los Angeles, Cities of Los Angeles, Inglewood, Hawthorne, and El Segundo. Under the Crenshaw/LAX Transit Project, no construction would occur within a coastal high hazard area (Zone V as delineated on the FIRMs).

Response to comment 10-03-D.

The current effective countywide Flood Insurance Maps (FIRM) were reviewed for the County of Los Angeles, Cities of Los Angeles, Inglewood, Hawthorne, and El Segundo. Under the Crenshaw/LAX Transit Project, no construction would change existing Special Flood Hazard Areas.

Response to comment 10-03-E.

Under the Crenshaw/LAX Transit Project, no construction would occur within Flood Hazard Areas. Therefore, construction of the Project would not be subject to floodplain management building requirements.



COMMENT: 10-04. United States Department of Transportation Federal Aviation Administration.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western District Manager
Los Angeles/Monterey District Office

Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

October 26, 2009

Mr. Roderick Diaz
Project Manager
Metro
One Gateway Plaza, 9800 S,
Los Angeles, CA 90012
diazroderick@metro.net

**Crenshaw Transit Corridor Project
Draft Environmental Impact Statement/Draft Environmental Impact Report**

Dear Mr. Diaz:

I am in receipt of your Crenshaw Transit Corridor Project Draft Environmental Impact Statement/Draft Environmental Impact Report for the proposed transit improvements along the north-south oriented transit corridor. All of the alternatives appear to be in the vicinity of Los Angeles International Airport.

It is necessary under Part 77 of the Federal Aviation Regulations to notify the Federal Aviation Administration (FAA) of any proposal which would exceed certain elevations with respect to the ground and neighboring airports:

CWR Title 14 Part 77.13 states that any person/organization who intends to sponsor any of the following construction or alterations must notify the Administrator of the FAA:

- any construction or alteration exceeding 100 ft above ground level.

any construction or alteration:

- within 10,000 ft of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with at least one runway more than 3,200 ft
- within 10,000 ft of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 ft
- within 5,000 ft of a public use heliport which exceeds a 35:1 surface
- any highway, railroad or other traverse way whose prescribed adjusted height would exceed that above noted standards when requested by the FAA.



- * Any construction or alteration located on a public use Airport or heliport regardless of height or location.

To fulfill this requirement, it is necessary to complete and return a copy of the Form 7460-1, Notice of Proposed Construction or Alteration. This form is found on the web at: <http://forms.faa.gov/forms/7460-1.pdf>. Once completed please forward the 7460-1, and any related plans for obstruction evaluation to:

Federal Aviation Administration
Southwest Regional Office
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-4298

Or coordinate with FAA's Western-Pacific Region System Obstruction Specialist Karen McDonald to address any potential air space obstruction issues. Ms. McDonald may be contacted at 310-725-6557 or karen.mcdonald@faa.gov.

Additionally, it appears that the LRT alignment identified for alternatives 1, 2, and 3 would descend to below-grade primarily within Metro owned right-of-way, and would continue south beyond the LAX south runways. You are correct in identifying that these proposed segments of below grade alignment would be subject to a determination of necessity by the FAA. We appreciate your continued coordination with the FAA.

If you have any questions regarding this matter, please feel free to give me a call at (310) 725-3637.

Sincerely,

Victor Sloba
Environmental Protection Specialist

cc: Jerry Zimmer, ADV-330, Lead Planner, Arizona & Southern California; WAS Planning & Integration

B

C



Metro

LOS ANGELES AIRPORTS DISTRICT OFFICE
LAX-600
P.O. BOX 92007
LOS ANGELES, CA 90009



500.440
US POSTAGE



Response to comment 10-04-A.

Comment noted. According to the criteria listed by the FAA, the construction of the Crenshaw/LAX Transit Project qualifies as a project that must notify the administrator of the FAA.

Response to comment 10-04-B.

Comment noted. Form 7460-1, Notice of Proposed Construction or Alteration, will be completed and submitted for evaluation in the summer of 2011 to the address provided.

Response to comment 10-04-C.

Comment noted. Metro has continued to coordinate with FAA and has discussed two different configurations in this area – a fully-covered trench (included as part of the LPA) and the Partially-Covered LAX Trench Option. The LPA is located near the eastern limit of LAX Runways 7L/25R and 7R/25L. The LPA alignment is not located on airport-owned property. The alignment is located in an area currently used as a freight transportation corridor by the Burlington Northern Santa Fe (BNSF) railroad, as well as general traffic of all vehicle types, buses, rental car shuttles, and freight-forwarding trucks and trailers using Aviation Boulevard. These current operations are at-grade adjacent to the airport runways. While the LPA alignment is within Metro-owned right-of-way located to the west of Aviation Boulevard, it is within the designated RPZ zone of LAX. Location within this zone requires coordination between Metro, LAWA and the Federal Aviation Administration (FAA). Based on this coordination, the Advanced Conceptual Engineering design that requires maximum investment for the LPA in this area entails that the light rail alignment is depressed in a fully covered trench. This configuration is designed to address FAA and LAWA concerns regarding both the potential for interference with airport navigational equipment, as well as the for those conditions when planes using these runways would take off or land in an west to east direction (which typically occurs during the late night time hours or during adverse weather conditions) and could potentially overshoot the runway.

Consistent with previous FAA approvals, the Office of Airports requires the Crenshaw/LAX light rail transit line be below grade and covered with a concrete cap through the Runway 25L and Runway 25R RPZs. However, to meet near-term budgetary constraints of Metro, the Office of Airports has agreed to a permanent reduction in the length of the concrete cover over the below grade track from 2,200 feet to 1,600 feet. To achieve this reduced length, the FAA has agreed to allow a 300-foot reduction in the cover on both the north and south ends of the below grade track as it extends through the RPZs. The FAA now requires that Metro coordinate with LAWA to eventually cover a contiguous 1,600-foot portion of the rail line that extends through the central portion of the Runway 25L and Runway 25R RPZs. To further meet initial budget constraints of Metro, the FAA concurs with the Metro plan to temporarily cover with a concrete cap only 1,000 feet of the below grade track via a design concept called the “Hybrid Option” and discussed under the heading Partially-Covered LAX Trench Option in this environmental document. This Hybrid Option includes two 500-foot long covers over the below grade track centered on the extended centerline of Runway 25L and Runway 25R. The initial construction will include a stressed cable grid over an uncovered 300-foot portion of the below grade track located between the 500-foot covered sections.

The following conditions preserve FAA approval of the design changes mentioned above:

- Approval of the Hybrid Option as presented to the FAA on June 16, 2011 through the local Fire/Life Safety Committee (FLSC). Any significant deviations from this plan (e.g, shortening of



the covered trench) will require coordination with the FAA before construction. Metro will include in the initial construction any and all provisions necessary to allow for the permanent covering of the 1,600 feet of the track with a concrete lid that extends through the central portion of the Runway 25L and Runway 25R RPZ. This mostly focuses on allowing for the addition of mechanical ventilation in the future when the full 1,600 feet of track is covered with a concrete cap. Metro will provide to the FAA the results of a Computational Fluid Dynamic Simulation (CFD) analysis that demonstrates the design provisions for future mechanical ventilation included in the initial construction will meet local FLSC requirements when constructed.

- Metro will continue to plan and budget through its local capital improvement plan to permanently cover with a concrete cap the 1,600 feet of the track that extends through the central portion of the Runway 25L and Runway 25R approach RPZs.

Construction of the trench (both the fully-covered LPA condition and the Partially-Covered LAX Trench Design Option) adjacent to the LAX South Runway Complex involves coordination of construction schedules and construction methods with airport operations and airfield safety. There is a dual notice of construction requirement with LAWA and FAA during a project level notice of construction for establishing specific construction activity involving cranes and heavy equipment. Metro has been engaged in extensive coordination with the FAA and LAWA for the construction of this project and this coordination would continue through the procurement of permit approvals using the Form 7460-1 and through the completion of the project.¹

¹A "Conduct of Construction Plan or CCP" will be developed as part of the coordination effort to detail the specific construction sequence, means, methods, and daily and seasonal time windows that each party would follow to complete the project. The goal of this CCP would be to ensure that this construction has the minimum impact possible upon airport operations, airfield safety, airfield lighting, approach lighting and navigational aids.



COMMENT: 10-05. Jerry Simmer, NAS Planning and Integration.

10-5

Mr. Diaz:

We've had only a short time to review the draft environmental impact statement/report for subject proposed transit plan. It was not sent to us and notice of the availability of the document was otherwise delayed. But our initial review indicates a number of potential adverse impacts to air traffic operations into and out of Los Angeles International Airport (LAX) and its immediate vicinity. As such we require additional coordination of the proposals and, once a course of action is determined, the filing of a Class E airspace case via the CEAAA system (<http://ceaaa.faa.gov>). Potential impacts requiring changes to the plan and/or additional mitigation include:

- a. Impact to approach light systems to airport and FAA infrastructure during construction and operations thereafter.
- b. Frequency interference and/or congestion from remote monitoring and control systems employed by a light rail system.
- c. Visual disorientation and interference to visual acquisition of aircraft and/or the runway environment for pilots and air controllers during night and twilight conditions due to operations of light rail systems in close proximity to the airport and approach corridors.
- d. Instrument procedure revisions due to added obstacle clearance requirements (in essence, more restrictive flight minima for instrument approaches to the airport).

As a result of these factors, we cannot at this time concur with your plan and would like to establish a dialog with you and/or your agency to address the issues raised above separately.

I can be reached by telephone at 425-203-4641. My mail address is:

NAS Planning and Integration, Western Service Center (ATC-FAA)
1501 Lind Avenue SW
Renton WA 98057

Please include us in any future meeting notices and plan revisions.

A written notice is being sent to you via USPS.

Thank you.

Jerry Simmer, Lead Planner, Arizona & So. California
NAS Planning & Integration So. Team, P & R Group (WSC)
PH: 425 203 4641
Cell: 1 508 894 5670

1/25/2011



Mr Diaz:

We've had only a short time to review the draft environmental impact statement/report for subject proposed transit plan. It was not sent to us and notice of the availability of the document was otherwise delayed. But our initial review indicates a number of potential adverse impacts to air traffic operations into and out of Los Angeles International Airport (LAX) and its immediate vicinity. As such we require additional coordination of the proposals and, once a course of action is determined, the filing of a 701 response case via the CEAMA system (<http://ceama.faa.gov>). Potential impacts requiring changes to the plan and/or additional mitigation include:

- a. Impact to approach light systems to airports and FAA infrastructure during construction and operations thereafter.
- b. Frequency interference and/or congestion from remote monitoring and control systems employed by a light rail system.
- c. Visual disorientation and interference to visual acquisition of aircraft and/or the crew environment for pilots and air controllers during night and twilight conditions due to operations of light rail systems in close proximity to the airport and approach corridors.
- d. Instrument procedures revisions due to added obstacle clearance requirements (in essence) more restrictive flight minima for instrument approaches to the airport).

As a result of these factors, we cannot at this time concur with your plan and would like to establish a dialog with you and/or your agency to address the issues raised above separately.

I can be reached by telephone at 425-203-4641. My mail address is:

NAS Planning and Integration, Western Service Center (ATO-FAA)
1501 Lind Avenue SW
Renton WA 98057

Please include us in any future meeting notices and plan revisions.

A written notice is being sent to you via USPS.

Thank you.

Jerry Simmer, Lead Planner - Arizona & So. California
NAS Planning & Integration So Team, P & R Group (WSC)
PH: 1-425-203-4641
Cell: 1-509-994-6870

11/3/2009

Response to comment 10-05.

Comment noted. A filing of an airspace case via the OEAA system for construction evaluation will be completed in the summer of 2011 as instructed by the commenter. Metro has coordinated with the FAA and NAS Planning and Integration department over the issues that were raised by the commenter. This coordination has included the completion of tests related to EMI and RFI. This extensive coordination would continue through the filing of Form 740-I, for various project components and through the completion of the project.



Metro

COMMENT: 10-06. Governor's Office of Planning and Research.

10-6



ARNOLD SCHWARZENEGGER
GOVERNOR

October 27, 2009

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CRISTINA BRISANT
DIRECTOR

Roderick Diaz
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
MS 99-22-3
Los Angeles, CA 90012-2952

Subject: Crenshaw Transit Corridor Project
SCH#: 2007091148

Dear Roderick Diaz:

The State Clearinghouse submitted the above-named Draft EIR to selected state agencies for review. The review period closed on October 26, 2009, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0611 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

for: Scott Morgan
Acting Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 523-5018 www.opr.ca.gov



Document Details Report
 State Clearinghouse Data Base

SCH# 2007091148
Project Title Crenshaw Transit Corridor Project
Lead Agency Metropolitan Transportation Authority

Type EIR Draft EIR

Description The Crenshaw Transit Corridor is a heavily traveled north-south oriented urban Corridor in Los Angeles County, CA. The study area is north-south oriented and extends ~10 miles in length. The study area includes ~33 square miles and portions of 5 jurisdictions: the Cities of Los Angeles, Inglewood, Hawthorne, and El Segundo, as well as portions of unincorporated Los Angeles County. The study area is generally defined as the area extending north to Wilshire Blvd. and the Park Mile area of Los Angeles; east to Arlington Ave. south to El Segundo Blvd. and northern Hawthorne; and west to Sepulveda Blvd., La Tijera Blvd., and La Brea Ave. Three major interstate freeways traverse the Study area, including the I-10 Fwy, the I-405 Fwy, and the I-105 Fwy. Project Alternatives are: No-Build Alternative, transportation systems management (TSM) Alternative, Bus Rapid Transit (BRT) and Light Rail Transit (LRT) operating along different alignments/routes.

Lead Agency Contact

Name Rodrick Diaz
Agency Los Angeles County Metropolitan Transportation Authority
Phone (213) 922-3016 **Fax**
email
Address One Gateway Plaza
 MS 99-22-9
City Los Angeles **State** CA **Zip** 90012-2982

Project Location

County Los Angeles
City Los Angeles, City of, Inglewood, Hawthorne, El Segundo, ...
Region
Lat / Long
Cross Streets North to Wilshire Blvd and the Park Mile area east to Arlington Ave.
Parcel No.
Township

Range	Section	Base
-------	---------	------

Proximity to:

Highways
Airports LAX
Railways BNSF, UPRR, Harbor Subdivision
Waterways
Schools Numerous
Land Use Various

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Noise; Other Issues; Population/Housing Balance; Traffic/Circulation; Landuse

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Caltrans, Division of Transportation Planning; Native American Heritage Commission; Public Utilities Commission; Santa Monica Mountains Conservancy

Date Received 05/10/2009 **Start of Review** 09/10/2009 **End of Review** 10/25/2009

(Note: Entries in data fields result from insufficient information provided by lead agency.)



State of California
GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
FIVE CLARENDON DRIVE
PO BOX 944
SACRAMENTO, CALIFORNIA 95834-0944



9009292952 0001



Response to comment 10-06.

Comment noted. Metro acknowledges that it has complied with the State Clearinghouse review requirements.



COMMENT: 10-06.1. United States Department of Interior.



United States Department of the Interior
OFFICE OF THE SECRETARY
Washington, DC 20240

10-06



9043.1
PEP/NRM

FEB 18 2010

ER 09/961

Mr. Rodenck Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza, M/S 99-22-3
Los Angeles, California 90012-2952

Dear Mr. Diaz:

The Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement (DEIS) for improvements to the **Crenshaw Transit Corridor Project in Los Angeles County, California**. We appreciate your consideration of our late comments.

Section 4(f) Comments

General Comments

The Department defers to the State Historic Preservation Officer for historic properties listed or eligible for listing on the National Register of Historic Places. Therefore, our Section 4(f) comments concern recreational resources only. No wildlife or wildfowl refuges have been identified within the project area.

Although the DEIS Section 4(f) analysis seemed to begin well by identifying and describing parks and their attributes, the analysis unfortunately did not progress into a thorough discussion regarding impacts to parks.

We regret that there are no pictures of the parks discussed in Section 4.12 of the DEIS. This section also does not contain any visual simulations showing the parks after project construction. If other parts of the DEIS contain such pictures or visual simulations, these should be cited in Section 4.12. Without pictures or visual simulations, it is very difficult to visualize impacts, if any, to parks. Moreover, as discussed below, visual impacts do not appear to have been considered at all.

Under Section 4.12.3.1 Methodology on page 4-356, direct impacts are narrowly defined as "physical acquisition, displacement or relocation of parkland ..." and "indirect impacts" are similarly defined as those "involv[ing] changes to pedestrian or vehicular access." Visual impacts should be added to the list under both definitions, because such impacts can be significant.

Bus Rapid Transit Alternative and Leimert Park, Edward Vincent Jr. Park, and Grevilloa Park



The Bus Rapid Transit (BRT) exclusive busway would be located on the southern edge of Edward Vincent Jr. Park. The DEIS states that acquisition of a strip of parkland adjacent to the existing railroad would be required and result in the removal of two rows of palm trees. However, the DEIS does not state the actual acreage needed for acquisition, which would have been helpful in quantifying the percentage of land needed compared with the overall park size.

The DEIS also states, "The area within the park to be acquired consists of a heavily landscaped edge that is not suitable for recreational uses." This appears to be a conclusory statement that is not supported by further discussion of the significance and purpose of the park, and how the landscaping may or may not contribute to a visitor's recreational experience. Although there may have been additional discussion between the project proponent and park owner/manager, which is not indicated in the DEIS, more thoughtful analysis is needed in the DEIS so that the public can weigh in on the potential impacts. Characterizing the trees as "not suitable for recreational uses" disregards potential visual impacts to the park. In addition to visual impacts, the proposed action should be analyzed in terms of the potential impacts to public recreational use beyond the footprint of the acreage to be acquired.

Edward Vincent Jr. Park has received Federal funding assistance from the Land and Water Conservation Fund (LWCF) Program and therefore may not be converted to any use other than public outdoor recreation without approval of the Department of the Interior and the State Department of Parks and Recreation. Conversion requirements for LWCF-assisted parks are found in 36 C.F.R. Section 59 and in the LWCF State Assistance Program Manual. These requirements include the replacement of parkland that is of at least equal fair market value and that is of reasonably equivalent usefulness and location. As mentioned above, the analysis of park impacts is inadequate to determine the acceptability of the conversion and the total conversion acreage. Although this EIS process should provide the NEPA-compliant basis for a Federal decision on a conversion proposal, no discussion of this requirement has been provided in the DEIS.

On page 4-358, the DEIS states, "The Vernon Station would be located in close proximity to Leimert Park, which could potentially provide a benefit by increasing the park's accessibility." First, it would be helpful if the DEIS stated the specific distances of the stations to all of the parks within the 0.25-mile analysis corridor. Based on Figure 4-45, Vernon Station appears to be extremely close to Leimert Park. Second, the quoted language represents another conclusory statement that is not supported by specific evidence. Without more information, one could just as easily conclude that the park will be inundated with riders in a concentrated area, impacting the recreational experience of the typical park visitor if no further planning and mitigation occurs. We encourage the project proponent to take into account the number of additional people boarding at or exiting Vernon Station and the impacts this may have on Leimert Park, especially because it appears to be a predominantly natural park, with picnic tables, benches, and a decorative fountain, and is only 1.9 acres in size.

We have similar concerns for Grevillea Park, which appears to be very close to La Brea Station; Edward Vincent Jr. Park, which is close to West Station; and Rogers Park.



Recreation/Community Center, which appears to be approximately the same distance from La Brea Station as Grevillea Park, based on Figure 4-45. Notably, Rogers Park Recreation/Community Center is not identified along with Grevillea Park as having potential impacts from La Brea Station. See Page 4-358, fourth full paragraph. Grevillea Park is a smaller 1.5-acre park, and appears to be a predominantly natural park; therefore, close proximity to La Brea Station could have potentially negative effects.

E

Finally, there is very little discussion of Harold A. Henry Park, Washington Irving Pocket Park, and Rogers Park Recreation/Community Center. They are indirectly mentioned in the statement: "The remaining four parks within 0.25-mile of the BRT alignment would not be adversely affected." See page 4-358. Washington Irving Pocket Park, a 0.1-acre natural park, is located approximately 400 feet from the BRT alignment. Similarly, Harold A. Henry Park, a 3-acre park with children's play area and picnic tables is located approximately 1,000 feet from the BRT alignment.

G

Potential impacts could result, depending on a variety of factors, including the distance of the station from the park, additional stops near the park that are along the alignment, the size of the park, and the park's recreational attributes. These impacts should be covered in the DEIS.

H

In short, the DEIS does not provide enough clear information to verify potential impacts. As noted above, without any pictures, more detailed maps, visual simulations of the park, and additional discussion, it is difficult to fully understand the potential impacts.

Base LRT Alternative and Edward Vincent Jr. Park and Grevillea Park

For this alternative, we have concerns similar to those stated above for the BRT Alternative. For example, the DEIS states that the proximity of West Station to Edward Vincent Jr. Park will "potentially increas[e] the park's accessibility." However, the DEIS does not further expound on this. The DEIS makes a similar statement about La Brea Station with regard to Grevillea Park.

I

Design Options

For the LRT Alternative Design Option 3, the DEIS states that existing palm trees that might be removed are located in a "heavily landscaped edge that is not suitable for recreational uses." Page 4-360. As we indicate above for the BRT Alternative, this statement does not reflect any consideration of potential visual impacts.

J

Mitigation Measures

The DEIS concludes that there are no adverse impacts; "therefore, no mitigation measures are required." In our opinion, the Section 4(f) analysis is inadequate and lacks enough information and thoughtful analysis. We are unable to agree that no mitigation measures are required. We are also unable to agree to the application of *de minimis* without demonstrating any consideration of mitigation measures to minimize impacts (e.g., suggesting removal of the palm trees within Edward Vincent Jr. Park without at least replanting or revegetating the area). Proposing no mitigation measures at all seems to miss the point of using *de minimis* appropriately to bypass the need for a full

K

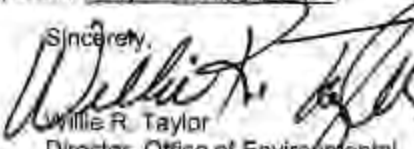


Section 4(f) alternatives analysis, while responsibly and adequately addressing impacts to parks.

Section 6(f) of the Land and Water Conservation Fund Act (LWCF)

As noted above, Edward Vincent Jr. Park has received LWCF funding assistance. Therefore, no conversion of property to a non-recreational use may occur without the approval of the Department and the California Department of Parks and Recreation. Also, replacement property of at least equal fair market value and reasonably equivalent usefulness and location is required. To resolve this issue, please contact the California Department of Parks and Recreation, Office of Grants and Local Services, PO Box 942896, Sacramento, CA 94296-0001; phone (916) 653-7423. You may also contact Mr. David Siegenthaler, National Park Service, Pacific West Regional Office, 1111 Jackson Street, Suite 700, Oakland, CA 94607; phone: (510) 817-1324, Fax: (510) 817-1505; email: David_Siegenthaler@nps.gov.

Thank you for the opportunity to provide these comments. For questions concerning these comments, please contact Ms. Kelly Powell, National Park Service, Pacific West Regional Office-Seattle, 168 S. Jackson St., 2nd Floor, Seattle, WA 98104-2853; phone (206) 220-4106, fax: (206) 447-4246; email: Kelly_Powell@nps.gov.

Sincerely,

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

cc:
Mr. Ray Tellis
Federal Transit Administration, Region IX
Los Angeles Metropolitan Office
888 S. Figueroa St., Suite 1650
Los Angeles, CA 90017

Mr. John Kirk Mukri
General Manager
City of Los Angeles Department of
Recreation and Parks
221 N. Figueroa St., Suite 700
Los Angeles, CA 90012

Mr. Kevin L. Hawkins, Director
City of Inglewood
Department of Parks, Recreation and
Community Services
One Manchester Blvd.
Inglewood, CA 90301

**Response to comment 10-06.1-A.**

Comment noted. Metro acknowledges the Department of Interior's jurisdiction over recreational resources.

Response to comment 10-06.1-B.

Comment noted. A separate 4(f) Evaluation was added to Chapter 8 of the FEIS/FEIR. This evaluation has a more detailed discussion of potential impacts to parks and historic places.

Response to comment 10-06.1-C.

Comment noted. The Section 4(f) Evaluation contains pictures of the parklands and a map showing their relationship to the project alignment. A reference to the Visual Resources was added to the discussion of parklands. Visual impacts have been added to both definitions as requested.

Response to comment 10-06.1-D.

During the advanced conceptual engineering, the acquisition of parkland required for the alignment was eliminated. Any property acquisition would occur to the south of the Harbor Subdivision, outside the boundaries of Edward Vincent Jr. Park. During this design refinement, the majority of palm trees lining the right-of-way (over 90 percent), were also able to be preserved. The discussion has been updated, accordingly.

Response to comment 10-06.1-E.

Comment noted. See response to comment 10-06D. No acquisition of parkland from Edward Vincent Jr. Park would be required for the project.

Response to comment 10-06.1-F.

Comment noted. The Section 4(f) Evaluation located in Chapter 8.0 of the FEIS/FEIR shows the location of the alignment and optional station in relation to Leimert Plaza Park. This park is one of the most heavily used parks in Los Angeles and is a center of political and cultural activity in the local surrounding community, holding events such as the 4th of July Jazz Festival, Kwanzaa Parade, Martin Luther King Jr. Parade and Festival, and Christmas Toy Giveaway. Given the urban nature of the park as a cultural center, it would not be considered a serene environment that would be disrupted by an increase in transit ridership. Rogers and Edward Vincent Jr. Parks are also analyzed in the Section 4(f) Evaluation. Grevillea Park is located approximately 2,000 feet (0.4 miles) from the site of the relocated La Brea station. Because of the distance, this park would not likely experience a significant increase in patrons from transit ridership at the La Brea Station.

Response to comment 10-06.1-G.

Comment noted. The BRT Alternative is not discussed in the FEIS/FEIR. Washington Irving Park and Harold Henry Park are both located more than ¼-mile from the LPA and would not be significantly affected by the operation of the project

Response to comment 10-06.1-H.

Comment noted. The Section 4(f) Evaluation located in Chapter 8.0 of the FEIS/FEIR takes into account that the commenter identifies, including, but not limited to proximity to the alignment, size of the park, nearest station location and park features.

Response to comment 10-06.1-I.

The accessibility of parks was expounded on in the Parklands Section of the FEIS/FEIR. Given the size of Edward Vincent Jr. Park (55 acres) and a recreational standard of 2.0 acres/1,000 people, the park can serve over 27,000 people. The West Station is located approximately ½-mile from the park and has a daily ridership of 717 persons. Only a portion of the riders would use the park. The increased accessibility to the park would not create an overuse of the facility. Similarly, the daily ridership for the optional Vernon Station was projected to be 841 persons. Given the size of Leimert Plaza Park (1.9 acres) and a recreational standard of 2.0 acres/1,000 people, the park can serve approximately 950 people. Only a portion of the riders would use the park. The increased accessibility to the park would not create an overuse of the facility. Grevillea and Rogers Park are both located more than 2,000 feet (0.4 miles) from the site of the relocated La Brea station. Because of the distance, these parks would not likely experience a significant increase in patrons from transit ridership at the La Brea Station.

Response to comment 10-06.1-J.

Comment noted. Please see response to comment 10-06D. No acquisition of Edward Vincent Jr Parkland would be required for the project. Any palm trees that would be acquired to construct the project would be located to the south of the Harbor Subdivision outside of the park boundary. The visual impacts of the removal of trees is referenced and discussed in Section 4.4 Visual Resources.

Response to comment 10-06.1-K.

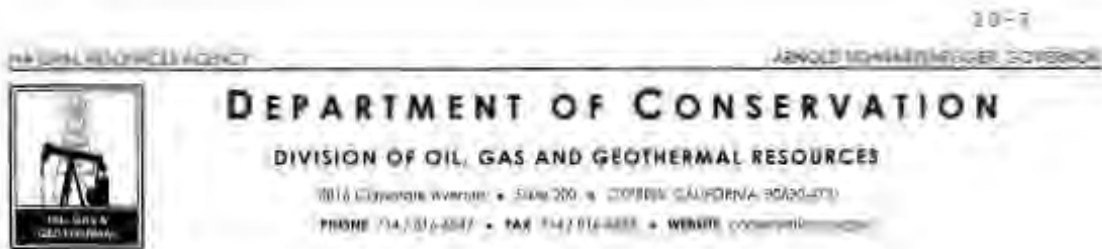
Comment noted. A separate 4(f) Evaluation was added to Chapter 8 of the FEIS/FEIR. This evaluation has a more detailed discussion of potential impacts to parks and historic places. Because no acquisition of Edward Vincent Jr. parkland was required, the application of de minimis impact was withdrawn. Mitigation measures are provided in Section 4.4, Visual Resources, for the replacement of trees that are displaced because of the project.

Response to comment 10-06.1-L.

Comment noted. Please see response to comment 10-06D. No acquisition of Edward Vincent Jr Parkland would be required for the project.



COMMENT: 10-07. Department of Conservation, Division of Oil, Gas and Geothermal Resources.



October 30, 2009

Mr. Roderick Diaz
Los Angeles County Transportation Authority
One Gateway Plaza, MS 99-22-3
Los Angeles, CA 90012

Subject: Draft Environmental Impact Report for the Crenshaw Transit Corridor Project. SCH# 2007091148

Dear Mr. Diaz:

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above referenced Draft Environmental Impact Report for the Crenshaw Transit Corridor Project. We offer the following comments for your consideration.

The Division is mandated by Section 3106 of the Public Resources Code (PRC) to supervise the drilling, operation, maintenance, and plugging and abandonment of wells for the purpose of preventing: (1) damage to life, health, property, and natural resources; (2) damage to underground and surface waters suitable for irrigation or domestic use; (3) loss of oil, gas, or reservoir energy; and (4) damage to oil and gas deposits by infiltrating water and other causes. Furthermore, the PRC vests in the State Oil and Gas Supervisor (Supervisor) the authority to regulate the manner of drilling, operation, maintenance, and abandonment of oil and gas wells so as to conserve, protect, and prevent waste of these resources, while at the same time encouraging operators to apply viable methods for the purpose of increasing the ultimate recovery of oil and gas.

The scope and content of information that is germane to the Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code (PRC), and administrative regulations under Title 14, Division 2, Chapter 4, of the California Code of Regulations.

The proposed project is located within the administrative boundaries of the El Segundo, Potrero, Inglewood, and La Brea oil fields. There are numerous active, idle, plugged and abandoned wells within or in proximity to the project boundaries. The wells are identified on Division maps and in Division records. The Division recommends that all wells within or in close proximity to project boundaries be accurately plotted on future project maps.

The Department of Conservation's mission is to balance today's needs with tomorrow's challenges and foster intelligent, sustainable, and efficient use of California's energy, land, and natural resources.



Mr. Roderick Diaz, Los Angeles County Transportation Authority
October 30, 2009
Page 2

Building over or in the proximity of idle or plugged and abandoned wells should be avoided if at all possible. If this is not possible, it may be necessary to plug or re-plug wells to current Division specifications. Also, the State Oil and Gas Supervisor is authorized to order the reabandonment of previously plugged and abandoned wells when construction over or in the proximity of wells could result in a hazard (Section 3208.1 of the Public Resources Code). If abandonment or reabandonment is necessary, the cost of operations is the responsibility of the owner of the property upon which the structure will be located. Finally, if construction over an abandoned well is unavoidable an adequate gas venting system should be placed over the well.

Furthermore, if any plugged and abandoned or unrecorded wells are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements for and approval to perform remedial operations.

To ensure proper review of building projects, the Division has published an informational packet entitled, "Construction Project Site Review and Well Abandonment Procedure" that outlines the information a project developer must submit to the Division for review. Developers should contact the Division Cypress district office for a copy of the site-review packet. The local planning department should verify that final building plans have undergone Division review prior to the start of construction.

Thank you for the opportunity to comment on the Draft Environmental Report. If you have questions on our comments, or require technical assistance or information, please call me at the Cypress district office, 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731, phone (714) 815-6847.

Sincerely,

Paul Frost
Associate Oil & Gas Engineer
Division of Oil, Gas and Geothermal Resources
District 1 - Cypress

cc: State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Adele Lagomarsino – Division Headquarters
Sacramento



Metro

THE RESOURCE AGENCY
DEPARTMENT OF CONSERVATION
DIVISION OF OIL, GAS, AND GEOTHERMAL RESOURCES
7915 CORPORATE AVENUE, SUITE 200
DUBLIN, CALIFORNIA 94568

134
5631800.440 P68579908
898 4 MAIL ROOMS CALIF. DE 90650

300124255



Response to comment 10-07-A.

Comment noted. As required by the Public Resource Code, any drilling, operation, maintenance, and plugging and abandonment of wells during construction of the Crenshaw/LAX Transit Project will be supervised under the direction of the Division of Oil, Gas and Geothermal Resources.

Response to comment 10-07-B.

Comment noted. Metro acknowledges that the Supervisor of the Division of Oil, Gas and Geothermal Resources has the authority to regulate the manner of drilling, operation, maintenance, and plugging and abandonment of wells.

Response to comment 10-07-C.

Comment noted.

Response to comment 10-07-D.

Comment noted. All wells identified on Division maps that are within 500 feet of the Project alignment were identified and plotted on all Project maps. There are a total of four wells that have been identified to be within 500 feet of the Project alignment: 1) approximately 250 feet east of the Project alignment, adjacent to Leimert Boulevard, approximately 200 feet south of the intersection of Leimert Boulevard and Vernon Avenue; 2) approximately 150 feet north of the Project alignment, adjacent to South Victoria Avenue; 3) approximately 200 feet north of the Project alignment, between Florence Avenue and East 68th Street; and 4) approximately 500 feet south of the Project alignment, adjacent to Prairie Avenue, south of the Florence/Prairie intersection. Construction on or in close proximity to an idle, plugged, or abandoned well shall be avoided to the greatest extent feasible. Should construction occur on or in the proximity of a plugged or abandoned well be required, coordination with the Division Supervisor shall occur and an adequate gas venting system will be installed.

Response to comment 10-07-E.

Comment noted. The Division district office shall be contracted for approval and satisfaction of requirements to perform remedial operations to plug a well, should it become necessary upon any damage to an existing plugged, abandoned, or unrecorded well that could potentially occur during excavation or grading.

Response to comment 10-07-F.

Comment noted. To ensure proper review of the Project, the Division Cypress district office will be contacted to receive a site-review packet prior to the construction. Final building plans will also be submitted to the Division for review prior to the start of construction.



COMMENT: 10-08. Assemblyman Ted Lieu.

Abbott, Matthew

From: Valenzuela, Helen
Sent: Monday, October 26, 2009 9:48 PM
To: Diaz, Rodrick
Subject: FW: Letter from Assemblymember Lieu for Crenshaw Transit Corridor
Attachments: Asm TedVYLieuCrenshaw.pdf

Re: personal conversation

Matthew Abbott
 Mayor, Government Relations
 313.422.1700
 fax 313.422.1720

11/5/2009



10-8



Assembly
California Legislature
TED W. LIEU
ASSEMBLYMEMBER FIFTH THIRD DISTRICT



October 26, 2009

Mr. Arthur Leiby, CEO
Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Leiby:

I am writing to express my strong support for the Light Rail Transit (LRT) build alternative currently under consideration in the Alternatives Analysis for the Draft Environmental Impact Statement/Draft Environmental Impact Report for the Crenshaw Transit Corridor Project.

As you are most likely aware, I have steadfastly advocated for an extension of the Metro Green Line to LAX. The LRT alternative would help accomplish this goal by providing a connection to the Airport People Mover. With modernization underway at LAX, a link to the regional rail system is of utmost importance, now more than ever.

I respectfully request that the Board take my views into consideration during the selection of the Locally Preferred Alternative. Should you have any questions regarding this letter, please contact me at (310) 615-3515.

Sincerely,

TED W. LIEU
Assemblymember, 53rd District



Response to comment 10-08-A.

Comment noted. The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro regional transit system (specifically, the Metro Green Line).

Response to comment 10-08-B.

Comment noted. The Crenshaw/LAX line does include provisions for a connection to the Airport People Mover at the Aviation/Century Station.



COMMENT: 10-09.State of California Public Utilities Commission.

STATE OF CALIFORNIA
PUBLIC UTILITIES COMMISSION
1205 WEST 4TH STREET, SUITE 1000
LOS ANGELES, CA 90012
(213) 676-7000

10-9
Arvid Schwaneneger, Governor



October 28, 2008

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza 201
Los Angeles, CA 90012

Re: Draft Environmental Impact Report for Crenshaw Transit Corridor Project

Dear Mr. Diaz:

Thank you for providing us with a copy of your Draft Environmental Impact Statement/Report (DEIS/R) for the Crenshaw Transit Corridor Project. Although the California Public Utilities Commission (CPUC or Commission) has been interacting with the Los Angeles County Metropolitan Transportation Authority (LACMTA) regarding the project, the CPUC has not specifically provided written comments on this project prior to this date and we appreciate the opportunity to provide the following comments:

The project is subject to a number of rules and regulations involving the CPUC. These may include: Sections 1201 et al. and 99152 of State of California Public Utilities Code, which requires Commission authority to construct rail lines over existing streets. The design criteria of the proposed project must comply with CPUC General Orders (GOs), such as GO 72-B rules governing the construction and maintenance of crossings at grade of railroads with public streets, roads and highways; GO 75-D regulations governing standards for warning devices for at-grade highway-rail crossings; GO 143-B Safety Rules and Regulations governing Light-Rail Transit; and GO 164-D regulations governing State Safety Oversight of Rail Fixed Guideway Systems.

As part of its mission to reduce hazards associated with at-grade crossings, the Commission's policy is to reduce the number of new at-grade crossings on rail corridors. While we understand the cost of grade separating an at-grade crossing makes for a perceived detriment to your project, the CPUC normally does not take cost into its consideration of the practicability of grade separating a crossing. We encourage LACMTA to evaluate grade separation of any proposed at-grade crossings.

In acquiring Commission approval for construction of at-grade rail crossings, LACMTA has two options: (1) Filing a Rail Crossing Hazards Analysis Report (RCHAR), or (2) Filing formal applications in accordance with the Commission's Rules of Practice and Procedure. These options are contained in greater detail in Commission GO 164-D.

The Light Rail Transit (LRT) Alternative described in your DEIR passes through high density commercial, residential and industrial regions of the greater Los Angeles Metropolitan Area. Higher density zones near the rail tracks lead to an increased amount of pedestrian activity around the tracks. Constructing tracks at the existing Right-of-Way elevations is likely to result in trespassing issues and pedestrian conflicts similar to those currently experienced along other Metro Rail corridors in Los Angeles. Elevating or tunneling the tracks would mitigate this concern. Additionally, fencing any remaining at-grade portions of the rail alignment selected should be a requirement of the project.



Reference Line
Project Alignment
Page 2 of 4
October 29, 2010

Commission staff has reviewed the Base LRT Alternative which includes segments along the existing Harbor Subdivision Right of Way, as well as segments at-grade, below grade and above grade. Staff has also reviewed the six additional LRT alternative design options being considered as variations of the Base LRT Alternative:

B

Some at-grade segments are proposed for street-running configurations. Street-running or center median configurations present more problematic interaction between vehicles and Light Rail Trains, usually resulting in vehicle-train collisions, such as have been experienced along The LACMTA Blue Line's Washington Boulevard segment and the street-running segment in downtown Long Beach.

Below we provide specific project concerns for the Base LRT Alternative and six additional LRT alternative design options:

Base LRT Alternative

Crenshaw Blvd Alignment, From Expo LRT Line to Harbor Subdivision

1. Your DEIR describes the alignment as located along the center of Crenshaw Blvd beginning at a connection with the Expo LRT at Exposition Blvd and heading south. We believe that LACMTA should consider not connecting to the Expo LRT as indicated in your conceptual designs due to the complexity of the proposed at-grade crossing of two roadways (Rodeo Rd and Exposition Blvd).

This proposal would create two at-grade crossings in close proximity with tracks at highly skewed angles to the travelled roadway. Such configurations present safety concerns not only to vehicles, but to narrow-wheeled vehicles like motorcycles and bicycles. In addition, both crossings would require traffic signalization and coordination with trains operating on both the Expo LRT and Crenshaw LRT tracks. Staff believes that with the planned five and ten minute headways of each line, the train frequency may not provide adequate vehicle flow and may result in extensive traffic congestion. Commission Staff cannot support such a proposal. Staff recommends LACMTA implement its Design Option 6 which calls for a below grade alignment between 39th St and Exposition Blvd with a below grade station. Otherwise, LACMTA can simply terminate its proposed street-running alignment at Rodeo Rd.

B

2. Additionally, this segment is proposed for street-running configuration and the proposed at-grade crossings will present problematic interaction between vehicles and Light Rail Trains. Experience has shown that this configuration leads to driver confusion and vehicle-train collisions, especially from vehicles making left turns across LRT tracks at roadway intersections.

B

3. One proposed street-running segment lies between Exposition Blvd. and 39th St encompassing up to four roadway intersections (Exposition Blvd, Rodeo Rd, Bolden Pl and Coliseum St) that are proposed at-grade crossings. LACMTA should evaluate the reduction of vehicular left turn movements across LRT tracks at these intersections.

G

4. An additional proposed street-running segment lies between 48th St and 59th St. This segment encompasses up to seven roadway intersections (48th, 50th, 52nd, 54th, 57th, Slauson Ave and 59th St) that are proposed at-grade crossings. LACMTA should also

H



Revised Date:
 Project Alignment:
 Page 3 of 4
 (January 25, 2010)

evaluate the reduction of valuable left turn movements across LRT tracks at those intersections.

In addition, Staff is concerned with the presence of the View Park Preparatory Charter High School and the View Park Middle School located along the west side of Crenshaw Blvd between 57th St and Stanton Ave. Due to the large number of student pedestrian activity around schools, particularly with both Middle and High Schools adjacent to the proposed LRT at this location, we recommend LACMTA grade-separate the intersections of 57th St and Stanton Ave. This may be accomplished by extending the elevated LRT structure currently planned just south of 59th St and connecting to the Harbor Subdivision Right-of-Way.

H

Harbor Subdivision Alignment: From Crenshaw Blvd to Metro Green Line at I-105 Pkwy.

1. Your DEIR describes the alignment as located within the Harbor Subdivision Right-of-Way (ROW) and continuing south to a terminus connection with the Metro Green Line. It is our understanding that the ROW would be shared with BNSF Railway freight train operations and will require shifting or relocating existing freight track to accommodate LRT track. Sharing the ROW with freight operations may require that LACMTA comply with certain Federal Railroad Administration (FRA) rules and regulations.
2. Staff recommends LACMTA evaluate closure of the existing S. Victoria Ave crossing and the Brynhurst Ave crossing. Both roadways are adjacent to each other, are small 2-lane roads in industrial areas, and alternate access to businesses exists to 67th St on the north and to 71st St on the south. There are some residences in this area but they are generally located closer to 67th and 71st Streets, further away from the tracks. Closing either of these crossings would eliminate any potential for vehicle-train collisions.
3. You've indicated that the City of Inglewood is planning on realigning Redondo Blvd to coincide with your project to create an at-grade crossing with a 90 degree track to roadway configuration. Staff will need to evaluate any such reconfiguration of the roadway and any proposed at-grade crossing at this location.
4. Staff is concerned with the presence of the St. John Chrysostom Church and School located on the south side of Florence Ave just south of the existing crossing. The Edward Vincent Jr. Public Park is also located on the northeast corner of the Florence Ave/Centirela Ave intersection and existing crossing. The St. Mary's Academy is also located one block south of the crossing (just south of St. John Chrysostom School). Due to the large number of student pedestrian activity around schools, particularly having two schools and a public park adjacent to the proposed LRT at this location, we recommend LACMTA implement its Design Option 3 and grade-separate the Centirela Ave crossing.
5. Staff is also concerned with the presence of the heavy industrial activity north of the Cedar Ave crossing. It appears that a large cement and gravel business uses the crossing to transport its products. Our concern is with the continued use of the crossing by large transport trucks with dirt hauling trailers. While the Harbor Subdivision is not currently being used frequently by BNSF Railway Company, the frequency of trains will drastically

I

J

K

L

M



Federal File:
Project ID: 00000
Page 1 of 1
January 29, 2010

increase with LACMTA's Crenshaw LRT project. LACMTA should evaluate this crossing for grade separation or possible closure if alternate access can be provided.

- 6. The Manchester Ave crossing is another of staff's concerns. A review of your Milestone 2 Analyses indicates that based on 5 and 10 minute headways, this crossing and adjacent intersections will experience significant traffic impacts resulting from the proposed LRT operations. Staff recommends that LACMTA implement its Design Option 7 and grade separate this crossing.

19

We understand that this is a highly complex and challenging project with funding, design and environmental approval for the greater Los Angeles area. It is imperative that the CPUC be involved with the details of this project from its inception in order to be informed and to be of greater assistance in the future.

The CPUC will need to provide applicable regulatory oversight for all phases of the project. This will require early consultation with not only LACMTA personnel, but also with contracted consultants in order to provide early consultation on all proposed design and engineering of the proposed project improvements on the corridor.

20

This will assist with the review of the environmental documents and final CEQA approval of the project by the CPUC, since we are a responsible agency under CEQA section 15381 with regard to this project and in complying with any and all General Order requirements as they apply to the Crenshaw Transit Corridor project.

Thank you very much for the opportunity to review and comment on your DEIR. Commission staff is available to meet with you and discuss our concerns.

We look forward to working with the LACMTA on this project. Should you have any questions, please contact me at (213) 576-7063 or email at jtp@cpuc.ca.gov.

Sincerely,

3

Jose Pareda
Utilities Engineer
Rail Crossings Engineering Section
Rail Transit and Crossings Branch
Consumer Protection and Safety Division

Response to comment 10-09-A.

Comment noted. Metro acknowledges and has complied with the rules and regulations involving the CPUC. Metro has coordinated with the CPUC throughout the planning process.

Response to comment 10-09-B.

Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that each rail and highway crossing be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods.

In acquiring Commission approval for the construction of the Crenshaw/LAX Transit Corridor Project, Metro will file both a Rail Crossing Hazards Analysis Report and a formal application in accordance with the Commission's Rules of Practice and Procedure.) These will be filed in the summer of 2011 after the FEIR has been certified.

Response to comment 10-09-C.

The locally preferred alternative, as selected by the Metro Board of Directors, is grade-separated in the highest density area of the alignment, near the Baldwin Hills Crenshaw Plaza between 39th Street and 48th Street.

Response to comment 10-09-D.

Significant improvements to safety design and operation for light rail transit within Los Angeles have occurred since the inception of the Metro Blue Line. The DEIS/DEIR determined that a less-than-significant impact to safety would occur with the Crenshaw/LAX Transit Corridor Project. Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

Response to comment 10-09-E.

Comment noted. The rail to rail connection to the Metro Exposition Line was removed from consideration during the final design process, for many of the reasons cited by the commenter. Design Option 6, a below-grade segment from 39th Street to Exposition Boulevard was carried forward for further evaluation and consideration during the final design phase of the Crenshaw/LAX Transit Corridor Project.

Preliminary cost estimates for the Project with Design Option 6 are within 95 percent of the allocated project budget. The inclusion of Design Option 6 may not be consistent with the financial plan for the project. Although costs are being refined into the Preliminary Engineering Phase, consideration of shorter routes, i.e. either a northern terminus of the Crenshaw/LAX line at the King Station (MOS-1) or a southern terminus at the Century Station (MOS-2) were examined should the cost of the project with Design Option 6 not be within the financial plan for the project.

Response to comment 10-09-F.

Specific design features have been implemented in order to reduce vehicular confusion, especially left turns, resulting from operation of the street running LRT system. The CPUC has requested that the crossing at Brynhurst Ave be considered for closure, resulting in a remaining three access points to and from the area. These being 71st Street at Crenshaw Boulevard, Victoria Avenue at Florence



Avenue and Brynhurst Avenue at Florence Avenue. Other measures involve the closing of three intersections at 59th Place, Coliseum Place and Rodeo Place, and restrictions of left turns at 54th Street/Crenshaw Boulevard intersection to provide an LOS of D or better when the project is constructed. Design features to reduce potential left turn conflicts with the LRT include the placement of a raised median island directly in front of the vehicles making the turn, and the placement of a low-level signal with active signage directly in front of the vehicles making the turn in order to provide clear indication of allowed movements.

Response to comment 10-09-G.

Comment noted. School pedestrian counts were conducted during the safety analysis of the Crenshaw/LAX Transit Corridor Project. Left turn access onto Crenshaw Boulevard will be restricted in two locations between Exposition Boulevard and 39th Street, where the Rodeo Place/Crenshaw Boulevard and Coliseum Place/Crenshaw Boulevard intersections are planned for closure.

Response to comment 10-09-H.

Comment noted. The restriction of left turn movements when the light rail alignment is at grade from 60th to 48th Streets was revisited at the request of the CPUC and LADOT during the Advanced Conceptual Engineering. LADOT asked that turn movements be reduced to the greatest extent possible to maintain access to the surrounding community. The CPUC requested that left turn prohibitions be considered along the street-running portion of the alignment to reduce the accident potential between automobiles and light rail vehicles. Additional traffic analysis and pedestrian counts were conducted along this segment in the vicinity of Slauson Avenue near View Park Prep and Crenshaw High School and are included in the Traffic Appendix of the FEIS/FEIR. Additional traffic and pedestrian counts were conducted for the following four signalized intersections along Crenshaw Boulevard:

- Crenshaw Boulevard & 50th Street (Crenshaw High School)
- Crenshaw Boulevard & 52nd Street (Crenshaw High School)
- Crenshaw Boulevard & 57th Street (View Park Preparatory/Middle Schools)
- Crenshaw Boulevard & Slauson Avenue (View Park Preparatory/Middle Schools)

New traffic and pedestrian counts were collected on Crenshaw Boulevard at 50th Street, 52nd Street, and 57th Street from 7:00 to 9:00 a.m. and 2:00 to 6:00 p.m. on a normal school day. The pedestrian and LRT effects on Crenshaw Boulevard and Slauson Avenue were analyzed in the DEIS/DEIR for the AM and PM peak hours; therefore, only new midday traffic and pedestrian count data was collected from 2:00 to 4:00 p.m. to capture school dismissal activity at this location.

The LPA has an at-grade street-running train in the center median on Crenshaw Boulevard between 48th and 60th Streets. The analysis assumed no exclusive light rail transit phase along this segment. The analyzed intersections would operate at an optimal cycle length between 90 and 150 seconds. The light rail vehicles (LRVs) would operate without preferential treatment or a dedicated train phase at the intersections. The LRVs would move concurrently with parallel through traffic and would be sufficiently accommodated within the allocated green time. Because the LRVs would operate in the median without a dedicated phase; provision of protected left turn phasing would be required to eliminate the potential conflict between the train operations and the traffic exiting Crenshaw Boulevard.

Crenshaw Boulevard at 48th Street

In the DEIS/DEIR, the average vehicle delay may increase slightly at the Crenshaw Boulevard/48th Street intersection, however, it would not result in a significant traffic impact.

Crenshaw Boulevard at 50th Street and 52nd Street

Both intersections near Crenshaw High School currently operate at acceptable LOS C or better during the AM, midday and PM peak hours. In the morning peak hour, approximately 75 pedestrians crossed Crenshaw Boulevard (north leg) and approximately 10 to 15 pedestrians crossed 50th Street (east leg). In the early afternoon, approximately 65 pedestrians crossed Crenshaw Boulevard, and 25 students crossed 50th Street. After 4:00 p.m., the pedestrian activity decreased to less than 40 persons crossing the streets. At the Crenshaw Boulevard/52nd Street intersection, approximately 80 pedestrians used the crosswalks in the AM peak hour, and only one quarter of them crossed Crenshaw Boulevard. In the early afternoon peak hour, approximately 50 pedestrians crossed the intersection, and half of them crossed Crenshaw Boulevard. After 4:00 p.m., the pedestrian volumes decreased to less than 35 persons, and about one-third to half of them crossed Crenshaw Boulevard. Under 2030 conditions, the projected corridor traffic increase would result in poor LOS E at both intersections in at least one of the analyzed peak periods. Under 2030 with LRT conditions, signal operations were assumed to change from a 90-second cycle to a 150-second cycle to accommodate proposed LRT train operations (average one train in either direction every five minutes or every two and a half minutes during the weekday peak hour) and an exclusive left-turn phase for the southbound left-turn movement from Crenshaw Boulevard to 50th Street. This could result in more delay to the side street and to the traffic exiting Crenshaw Boulevard. However, the north/south through movement would gain additional green time because it would run parallel to the LRT movements. Traffic may also decrease at both locations slightly due to the LRT transit mode share, but a minor increase in pedestrian activity walking to the Slauson Station may be expected. The LOS analysis, based on the Highway Capacity Manual analysis, indicated that both locations would operate at LOS D or better during all three analyzed peak periods under the 2030 with LRT scenario. No new significant impact was found at these two locations.

Crenshaw Boulevard at 54th Street

The Crenshaw Boulevard/ 54th Street intersection was identified as potentially impacted by LRT operations due to high left-turn volumes exiting and entering Crenshaw Boulevard. To mitigate the project-related traffic impact at the Crenshaw Boulevard/54th Street intersection, the DEIS/DEIR proposed prohibition of northbound and southbound left turns from Crenshaw Boulevard to 54th Street.

Crenshaw Boulevard at 57th Street

The Crenshaw Boulevard/57th Street intersection currently operates at acceptable LOS C during the AM, midday and PM peak hours. Being adjacent to the View Park School, approximately 20 to 25 pedestrians crossed Crenshaw Boulevard (north and south legs), while nearly 95 pedestrians crossed 57th Street (east and west legs) in the AM peak hour. In the early afternoon, approximately 30 to 35 pedestrians crossed Crenshaw Boulevard, and almost 90 students crossed 57th Street. After 4:00 p.m., the pedestrian flow crossing Crenshaw was still about 30 to 35 per hour, while the pedestrian volumes crossing 57th Street were reduced by one-third (about 65 total). Under 2030 conditions, the projected corridor traffic increase would result in a LOS change from C to D in the AM and PM peak hours. Under 2030 with LRT conditions, signal operations were assumed to change from a 90-second cycle to a 150-second cycle (to accommodate proposed LRT train operations) and an exclusive left-turn phase for the left-turn traffic exiting Crenshaw Boulevard. The LOS analysis based on the



HCM analysis indicated that both locations would continue to operate at LOS D or better during all three analyzed peak periods. No new significant impact was found at this location.

Crenshaw Boulevard at Slauson Avenue

The pedestrian and LRT effects on the Crenshaw Boulevard/Slauson Avenue intersection during the AM and PM peak hours were analyzed in the DEIS/DEIR; therefore, this analysis focused on the midday peak hour. The Crenshaw Boulevard/Slauson Avenue intersection currently operates at congested conditions at LOS F in the AM and PM peak hours and LOS E in the midday peak hour. Being adjacent to the View Park School, this intersection has high pedestrian activity in the midday peak hour. Approximately 350 pedestrians crossed Crenshaw Boulevard and 220 pedestrians crossed Slauson Avenue between 2:00 and 4:00 p.m. Under 2030 conditions, the projected corridor traffic increase would result in oversaturated conditions of LOS F in all three analyzed peak periods. Under 2030 with LRT conditions, the analysis assumed that the existing northbound and southbound left-turn storage and protected left-turn phases would be preserved for the Crenshaw Boulevard/Slauson Avenue intersection. The LOS analysis based on the HCM analysis indicated that although this location would continue to operate at oversaturated conditions of LOS F, the overall delay would be less than 2030 baseline conditions. No new significant impact was found at this location for the midday peak hour. Again, traffic is likely to slightly decrease at this location due to the LRT transit mode share. The estimated overall delay reduction is primarily because the north/south through movement may gain additional green time due to movement parallel to LRVs.

Consistent with the DEIS analysis, the proposed street-running LRV operations on Crenshaw Boulevard could affect the traffic conditions at the six signalized intersections between 48th Street and Slauson Avenue and may result in a significant traffic impact at the Crenshaw Boulevard/54th Street intersection. This impact could be mitigated with implementation of turn prohibition of northbound and southbound left turns from Crenshaw Boulevard to 54th Street, which may improve the intersection operating conditions to LOS C in both AM and PM peak hours. The adjacent intersections of Crenshaw Boulevard at 50th Street, 52nd Street and 57th Street are expected to operate at LOS D or better in all analyzed periods. The analysis has accounted for a moderate increase in pedestrian activity over the existing conditions generated by future LRT stations in the corridor. The Crenshaw Boulevard/Slauson Avenue intersection operates at LOS E or F during the peak periods under existing conditions, and may continue operating at congested conditions under future 2030 conditions without and with the LRT. The crosswalks of this intersection were heavily utilized by the surrounding schools and commercial uses, with 350 pedestrians crossing Crenshaw Boulevard and 220 pedestrians crossing Slauson Avenue in the morning peak hour. Based on the HCM LOS analysis, additional pedestrian flow to and from the future Slauson Station would not significantly degrade the traffic conditions because the estimated future pedestrian volumes could be accommodated by the allocated green time in a 150-second cycle.

Response to comment 10-09-1.

Metro acknowledges that sharing the Harbor Subdivision railroad right-of-way with freight operations would require compliance with the Federal Railway Rules and Regulations. Metro has incorporated these rules and regulations into the design and operational plan for the Crenshaw/LAX Transit Corridor Project.

Response to comment 10-09-J.

The CPUC has requested that the crossings at Brynhurst and Victoria Avenues be considered for closure. These crossings were further evaluated during Advanced Conceptual Engineering, where it was determined that Victoria Avenue would be closed because it is the portal entrance for the LRT as it transitions to a tunnel under Crenshaw Boulevard from the BNSF railroad Harbor Subdivision tracks, which are at-grade. If the Brynhurst Avenue crossing is closed, there will only be three possible points of access to and from the area: 71st Street at Crenshaw Boulevard, Victoria Avenue at Florence Avenue, and Brynhurst Avenue at Florence Avenue. Each of these intersections is currently side street stop controlled; and due to heavy volumes on Crenshaw Boulevard and Florence Avenue, left turn access into and from the area is difficult. These three intersections were considered for potential signalization as a means to provide the access needed to serve this area. Currently, 730 vehicles per day cross the tracks on Brynhurst Avenue and 900 at Victoria Avenue. Queue length was determined using both Synchro 7 and SIM Traffic models. The results for the queue lengths are contained in the Traffic Appendix of the FEIS/FEIR. Brynhurst is shown as remaining open in the Final Advanced Conceptual Engineering Drawings and is subject to the approval of the CPUC.

Response to comment 10-09-K.

Redondo Boulevard is being realigned at the intersection of Florence Avenue under a separate City of Inglewood project. The timing and funding availability of this project has yet to be determined. As stated in the DEIS/DEIR, the Redondo Avenue crossing will be closed because of poor sight distance from the angled crossing. Implementation of this separate project would result in a configuration of the LRT alignment with a perpendicular crossing across Redondo Avenue, which was determined to operate safely at grade.

Response to comment 10-09-L.

Design Option 3, a cut and cover crossing at Centinela Avenue was carried forward for further evaluation and consideration during the final design of the Crenshaw/LAX Transit Corridor Project. It was determined that the lack of significant traffic impacts did not require the crossing to be grade separated.

Response to comment 10-09-M.

There are two cement and gravel businesses that use the Cedar Avenue crossing for access. An alternate access point was evaluated for the two businesses during the design phase. However, access would require that one of the sites provide an easement for access to the other. Therefore, this option was removed from consideration. Metro would maintain access to these sites during construction. The grade crossing analysis of this crossing found that the traffic flow of trucks accessing the site would not be adversely affected by the operation of the Crenshaw/LAX Transit Corridor Project. Investigation of the rate of truck crossings across Cedar Avenue reveal that trucks rarely approach this crossing at a rate where queues would develop. Standard design treatments would enable safe operation of this crossing.

Response to comment 10-09-N.

Comment noted. Design Option 2, an aerial crossing at Manchester Avenue was incorporated into the locally preferred alternative by the Metro Board of Directors.



Response to comment 10-09-O.

Comment noted. Metro acknowledges that CPUC is a responsible agency for the Crenshaw/LAX Transit Corridor Project and has initiated early consultation and coordination which has continued throughout all phases of the project.

COMMENT: 10-10. California Transportation Commission.

BOB ALVARADO, Chair
JAMES EARL, Vice Chair
DANIEL ARRIAGA
JOHN CHALKER
LUCEY FAUBUS
DAVID FROEMER
JAMES G. GILBERT
DARL GUARDINO
FRANK MASON
JOSEPH TIVANILONE
LARRY ZIMAN

SENATOR WALTER LONGERMA, Co-Chair
ADMINISTRATIVE ASSISTANT: JILL ARON

BIMLA G. RHINEHART, Executive Director

STATE OF CALIFORNIA



10-10

WWW.CALIFORNIA.GOV

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-02
P. O. BOX 942873
SACRAMENTO, 95833-0001
FAX (916) 653-2134
(916) 654-4345
<http://www.ctc.ca.gov>

October 7, 2009

Mr. Roderick Diaz
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-3
Los Angeles, CA 90012-2952

Re: Draft Environmental Impact Report – Crenshaw Transit Corridor Project

Dear Mr. Diaz,

The California Transportation Commission, as a Responsible Agency, received the Draft Environmental Impact Report (DEIR) for the Crenshaw Transit Corridor Project.

The Commission has no comments regarding the environmental issues or project alternatives to be addressed in the DEIR. However, the Commission recommends that the funding necessary for this project be identified and secured.

If you have any questions, please contact Susan Bransen, (Associate Deputy Director) at (916) 653-2082.

Sincerely,



BIMLA G. RHINEHART
Executive Director

Jay Morvill, Chief, Caltrans Environmental Analysis Branch

CALIFORNIA TRANSPORTATION COMMISSION

STATE OF CALIFORNIA
MAIL STATION 32
P.O. BOX 940172
SACRAMENTO, CA 95823-9101



Mr. Roderick Diaz
LACMTA
One Gateway Plaza, MS 99-27-3
Los Angeles, CA 90012-2952

950129523501

Response to comment 10-10.

Comment noted. Funding provided in the DEIS/DEIR is for information only. However, this funding comment is acknowledged and will be forwarded to the decision-makers for their consideration. Metro will develop a comprehensive funding plan for the Crenshaw/LAX Transit Corridor Project. Metro will also coordinate with the California Transportation Commission (CTC) during this process.

COMMENT: 10-11. Office of the City Manager, City of El Segundo.

10-41



City of El Segundo
Office of the City Manager

Elected Officials:

Andy Mitchell, Mayor
 Bob K. Smith, Mayor Pro Tem
 Paul Avakian, Council Member
 Bill Fisher, Council Member
 Greg Smith, Council Member
 Nancy Mitchell, City Clerk
 Joseph Lombardi, City Treasurer

Appointed Officials:

Jack Ryan, City Manager
 Mark E. Jensen, City Attorney

Department Directors:

Bill Davis, Assistant City Manager
 Jennifer Coffey, Planning
 Robert Ryland, Human Resources
 Kelly Smith, Fire Chief
 Dennis Anglin, Library Services
 Greg Alexander, Planning and Building
 David Gammeter, Public Works
 Steve Thompson, Public Works
 Robert Gammeter, Recreation & Parks

www.elsegundo.org

October 22, 2009

Mr. Roderick Diaz, Project Manager
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza, MS 99-22-3
 Los Angeles, CA 90012-2952

Re: Comments Regarding the Crenshaw Transit Corridor Project Draft
 Environmental Impact Statement/Draft Environmental Impact Report

The City of El Segundo has reviewed the Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) and has serious concerns about the adequacy of the environmental review for the proposed Site "D" maintenance and operations (M and O) facility. The review of this facility contained in the DEIS/DEIR is incomplete, internally inconsistent, and in certain instances does not correctly analyze information.

The analysis of the M and O facility is not a minor and insignificant component of the project. The M and O facility includes a substantial portion of land and involves the construction of numerous buildings within the City of El Segundo. The budget for this project component is more than 55 million dollars (Table 2-8) and could comprise 5% to 7% of the overall capital cost of the Crenshaw Corridor project. The 55 million dollar figure does not include site acquisition, rail line relocation and site remediation costs, which all should be identified to disclose the total cost of placing the maintenance facility at the Site "D" location.

The DEIS/DEIR does not contain an adequate level of environmental review for the proposed M and O facility. The Site "D" M and O facility needs a full analysis to ensure compliance with the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). All impacts need to be analyzed and fully disclosed prior to certification of the DEIS/DEIR and decision-making on the project.

350 Main Street, El Segundo, California 90245-3813
 Phone (310) 524-2301 FAX (310) 322-7137



L PROJECT DESCRIPTION

A) *Where is Site "D"?*

The Executive Summary (ES-26) states that the ultimate facility size will be determined once the project operating plan is finalized. CEQA does not permit deferral of defining the scope of a project. An EIR must have an accurate and complete project description. The DEIS/DEIR contains numerous different, incomplete and conflicting descriptions of Site "D." The presentation of conflicting information on the boundaries and scope of the Site "D" maintenance facility results in questionable environmental conclusions. El Segundo City Staff identified at least five variations of Site "D" boundaries in the document. None of the descriptions are consistent with each other and in some cases there are significant discrepancies in size and configuration. The identified variations of the Site "D" project area are as follows:

1) An aerial photo diagram that outlines Site "D" is included on pages ES-16, ES-21 and 2-17. This diagram identifies Site "D" as a landlocked rectangular portion of land 14.8 acres in size, bounded by vacant land on two sides and by existing rail corridors on two other sides.

2) Two conceptual diagrams included in Volume II for the Site "D" Bus Rapid Transit (BRT) M and O facility (C-148) and the Site "D" Light Rail Transit (LRT) M and O facility (C-436) define the project area much differently than the aerial photo. Both conceptual engineering drawings appear to be much larger areas of land that include portions of parcels that are located as far east as Douglas Street and could potentially involve parcels with occupied buildings.

3) There is a list of Site "D" affected parcels (Table 4-12). There are 43 parcels on this list. City calculations identify that the 43 parcels have a total area of 29.88 acres. When these parcels are highlighted on a map, it appears the area affected does not match either the conceptual drawings or the aerial photo. Also this list of parcels does not include either the Union Pacific (UPRR) or the Burlington Northern Santa Fe (BNSF) railway right-of-way which would make using this grouping of parcels impossible to use as the site would be bisected by both existing rail lines. Therefore it is clear that the list in Table 4-12 does not even include all the parcels that are affected.

4) There is a verbal description of the project area on page 2-16 of the document that describes Site "D" as bounded by the Harbor Subdivision, a Union Pacific Branch Line and Rosecrans Avenue. This description does not correspond with either of the conceptual drawings for the facility, the aerial diagram nor the list of affected parcels.

5) In the analysis of impacts on property revenues Site "D" is identified as being 29.3 acres in size and comprised of 12 parcels (page 4-401). This identifies an area more than ten acres larger than the size referenced in the Executive Summary and the rest of the document. The DEIS does not contain any clear definition of the 29.3 acres that are included in the economic impact section.

An accurate analysis of the environmental impacts of this portion of the project is impossible without consistency in the maintenance facility description. Questions regarding vehicle access, facilities buffering, visual quality, biological resources, hazardous materials, archeological resources, cultural resources, economic impacts, impacts to existing rail lines and impacts to adjacent landowners cannot be adequately addressed without a consistent and more precise description of the land area involved.

Certain environmental determinations within the DEIS/DEIR are incorrect if Site "D" consists of the area identified in the BRT and LRT M and O facility conceptual drawings. These include the following:

- Page 4-76 states "Site D does not include any buildings. Therefore, relocation assistance would not be required." This statement is *not* correct if the LRT maintenance facility is built in the configuration shown on drawing C-436. Under this circumstance at least one existing commercial building, if not more, would be affected by the project and relocation assistance would be required.
- Page 4-318 states "Site D is located on vacant industrial land located between and surrounded by two existing freight railroad lines." If the boundaries of Site "D" are accurately reflected in the conceptual drawings or comprised of the list of affected parcels (page 4-75) this statement is inaccurate. Based upon the scenarios identified in the conceptual drawings, the site area is much larger than the area defined on Page 4-318 and the site area would incorporate the existing rail lines as well as additional parcels located beyond the rail lines. The parcels involved would include parcels that are not vacant. Occupied buildings would be included in the project area. Industrial uses and a recreational vehicle storage use would be included in the project area.

Under those scenarios the site area is much larger than defined in this statement and would incorporate the existing rail-lines as well as parcels beyond the rail lines, and incorporate parcels and buildings that are not vacant, that are currently used for industrial and recreational vehicle storage uses.

B) What Does the M and O Facility Consist of?

The document states in section 2.1.3 Maintenance and Operations Facilities Screening: "The size, location, construction and operations of the required light



rail vehicle (LRV) maintenance and operations facilities must be considered as part of the BRT and LRT Alternative evaluation." However the size and scope of the Site "D" M and O facility is inconsistent in the document, which raises questions about the adequacy of the environmental evaluation.

Page 2-32 of the document describes the BRT M and O facility as having an initial capacity of 24 buses with a capacity of 100 buses at maximum buildout. The facility would have a 40,000 square-foot administrative building, 30,000 square foot maintenance building, a paint and body shop, and parking for 150 employees and visitor vehicles. This is inconsistent with conceptual drawing C-148, which shows a much larger BRT M and O facility with a 300 bus capacity, 50,000 square-foot administrative building, 40,000 maintenance facility, 27,000 square-foot heavy repairs facility, and parking for 300 employee and visitor vehicles.

Page 2-46 of the document describes the LRT M and O facility as having a capacity of 60 light rail vehicles with a 50,000 square foot administrative building, and other associated facilities and parking for 200 employee and visitor vehicles. This is not consistent with conceptual drawing C-436 which shows a facility with a capacity of 102 light rail vehicles, a 55,000 square foot administrative building, other associated facilities and parking for well over 230 employee and visitor vehicles.

The M and O facility conceptual drawings for the BRT site (C-148) and LRT site (C-436) identify potential building locations for the structures associated with the facility. These building footprints appear to be very small compared to the size of structures that they represent. For example the 55,000 square foot administration building identified on the LRT site plan appears to have a building footprint of less than 6,000 square feet. Is this building intended to be 9 or 10 stories in height? It is important that this information be clear in the project description so that the project can be adequately analyzed for visual impacts, zoning and buffers.

Additional City comments on the size, construction and operations of the M and O Facility include:

- + The document contains no discussion of environmental impacts on the properties surrounding Site "D". This topic should be analyzed in the DEIS/DEIR. The maintenance facility is not compatible with the adjacent retail and dining commercial uses.
- The description of Site "D" as vacant land is inaccurate. There are existing uses on the site. There is a former brass foundry foundation at the site. There is an existing recreational vehicle storage business at the site. Also there is the potential that the project site includes parcels with occupied buildings.

C) Are Rail Lines in the Project Area?

It is unclear from the differing project descriptions whether the two existing rail lines are affected by the project. There is a general statement on Page J-318 that the project includes the relocation as necessary of the existing UPRR and BNSF rail-lines. The document contains no analysis on how this will occur and the impacts of this relocation. Some questions that need to be answered regarding this statement include: Will the relocation affect where the trains cross Douglas Street? Will the rail relocation affect the viability of commercial development on adjacent parcels? Will the rail relocation increase the physical land area affected by this project? Are the associated relocation costs included in the cost estimate, and if not, what are they projected to be?

ii

The Chevron Corporation is the primary user of the rail network in the project area. How will the project affect this company's railway access? Will the current amount of storage and stacking space for freight cars be maintained? Is consolidation of the two existing tracks planned?

i

D) How Does Access to Site "D" Occur?

The environmental document contains no discussion of how employees, visitors and emergency service vehicles access Site "D." The engineering drawings in Volume II Appendix A for Site D are unclear as to how access is provided as nothing is labeled on the drawings. It appears that the intent may be to include a proposed access point at Douglas Street. The location depicted is currently a gated entry restricted for use by City of El Segundo emergency service vehicles only. Will access be taken from Douglas Street as it appears to be depicted on the BRT conceptual plan (C-148) or will access occur from some other location? Some of the questions that are not answered by the environmental document include: Is an intersection required on Douglas Street? Are mitigation measures to maintain adequate traffic circulation on Douglas Street necessary as a result of this project? Would access to the site be located within close proximity of other intersections on Douglas Street and pose a public safety hazard? How would Douglas Street access to the site interface with the two existing rail lines that cross Douglas Street?

ii

A complete discussion of the access proposed for both the LRT and BRT maintenance facility alternatives must be included in the DEIS/DEIR. This discussion should include: general plan and zoning compliance, street width requirements, necessary street frontage, street capacity, adequacy of access and safety.

II. SUMMARY TABLES

There are two tables addressing the M and O facility impacts. In reviewing these two tables the City of El Segundo believes the statements made in these tables regarding Site



"D" cannot be substantiated because of lack of adequate review and analysis in the DEIS/DEIR.

The first table, the screening summary, is identified as Table ES-2 in the Executive Summary and Table 2-3 in the DEIS/DEIR. The statements in this table are highly subjective and are not supported by the analysis in the DEIS/DEIR. The City disagrees with the following statements in this table regarding Site "D":

Criteria	DEIS/DEIR Statement for Site "D"	City of El Segundo Response regarding Site "D"
Size and Proximity	14.8 Acres; not directly adjacent to alignment	Because of numerous conflicts and inadequate information in the document, the size of the project cannot be determined.
Land Use and Zoning	Vacant; zoned commercial and industrial	Statement that the land is vacant is incorrect. There are parcels that appear within the project area to have uses, as well as existing occupied structures.
Buffers	Buffers unnecessary	Strongly disagree with this statement as this site could directly abut a major existing commercial area and the future expansion of that commercial area and planned development projects. Placement of this facility could impact the adjacent existing and new commercial areas.
Potential Expansion	Greatest potential	Not possible without significant disruption of existing freight rail lines serving the Chevron Refinery and obstructing the ability to construct the planned Park Place Roadway extension.
Community Disruption	Low	Location of facility would conflict with the stated General Plan Circulation Element goal of an additional east west roadway connection in the City for the future extension of Park Place (a portion of this roadway is already constructed). Completion of this roadway is also a mitigation measure for the Plaza El Segundo commercial development in the PEIR for the project. Pre-empting this link could affect future area traffic and severely restrict future expansion of Plaza El Segundo, which could have substantial environmental and economic consequences.
Pre-Emption of Most	Best	This conclusion is not supported as the DEIS/DEIR contains no discussion of



Valuable/Best Use		existing environmental documents and entitlements for the area in question. The land use could pre-empt the development of the area as a regional shopping and employment center through direct displacement or by being a conflicting adjacent land use.
-------------------	--	---

The second table is the "Summary of Impacts of the Maintenance and Operations Facilities" identified as Table 5-3 within the DEIS/DEIR, and is reproduced in an abridged form as Table ES-5 in the Executive Summary. The City asserts that the following environmental impact conclusions regarding the Site "D" M and O Facility are erroneous:

Project Goal/Criteria	DEIS/DEIR statement regarding Site "D" M and O Facility	City of El Segundo Response regarding Site "D"
Local Land Use and Development	Consistent	Conflicts with local zoning, General Plan and existing entitlements.
Transportation	No Adverse Effect	Not enough information to make this determination, need a traffic study, need more detail on access and railroad impacts
Division of an Established Community	No Adverse Effect	Adverse Effect, based on impacts to locally adopted plans and entitlements
City of El Segundo General Plan	Consistent	Project will directly conflict with City's General Plan
Displacements	10 partial parcels 3 full parcels	Cannot be determined based on the conflicting information presented in the document.
Visual Quality	No Adverse Effect	Inadequate analysis, mitigations may be necessary to buffer facility from conflicting commercial land uses.
Air Quality	Adverse, no mitigation feasible	some mitigations should be included to lessen the adverse impacts of the facility
Noise and Vibration	No Adverse Effect	Operational noise impacts should be analyzed and mitigated given this facility will be located next to a retail/dining commercial facility. Also noise impacts of turning movements of LRT facility should be analyzed and mitigated.
Ecosystem and Biological Resources	No Adverse Effect with mitigation. Native trees and vegetation removed	Inadequate documentation of why no impact conclusion was reached. No information about a formal study conducted by qualified expert.



Geotechnical/ Hazardous	No Adverse effect with mitigation	Incomplete and deferred analysis, complete review required to adequately mitigate.
Water	No Adverse Effects	Operations of facility could impact water quality, should be analyzed and mitigated.
Historic, Archaeological, Paleontological	No Adverse Effects	Ground disturbance will occur. Basic mitigations should be in place to protect any disturbed resources.
Economic	No Adverse Effects, \$72,100 property tax loss	Incomplete and flawed analysis. Does not take into account full economic impact on the City of El Segundo.
Safety and Security	No Adverse Effects	No analysis of safety issues related to the facility. Should be studied and mitigated.
Environmental Justice	No Adverse Effects	The facility adds to overconcentration of large regionally-serving industrial facilities in and immediately adjacent to the City of El Segundo that create significant air quality, noise, safety and hazardous materials impacts.

A more detailed discussion of each of the above issues is included in the next section of this letter.

III. ENVIRONMENTAL ANALYSIS

The City of El Segundo has the following comments and concerns regarding the environmental analysis:

A) 3.0 Transportation Impacts

Page 3-1 of the document states that "regardless of level of significance, all potentially adverse environmental impacts have been analyzed and mitigations proposed where feasible to reduce identified adverse impacts." The City disagrees that all potential adverse environmental impacts regarding transportation have been analyzed and appropriate mitigations been identified for Site "D". There is insufficient information in the DEIS/DEIR to conclude that there is no adverse effect that would occur with the construction of a maintenance facility at Site "D". A traffic study must be prepared that analyzes Site "D".

The analysis of the traffic impacts of the Site "D" maintenance facility consists of the following statement (Page 3-51): "The addition of traffic to the street system as a result of staffing at these facilities is not projected to cause any increase in intersection delay. This conclusion was reached because principal arrival and departure times for employees are outside of typical weekday peak travel periods. The impact analysis considers peak period for adverse impacts; therefore, no further analysis is required." The City considers this an inadequate analysis of the facility's traffic impacts. There is no discussion of how the maintenance facility

operates to substantiate the statement that it will not generate any trips during peak periods. The document contains no information about how many individuals work at the facility and what the regular shifts are for the employees. The conceptual drawings (C-436 and C-148) show an administrative facility of up to 55,000 square feet with employee parking for close to three hundred vehicles. Do administrative personnel at the site also work irregular hours and not generate peak period trips? At a minimum the document should contain a mitigation measure to ensure that no new peak period trips are generated by the project.

There is no analysis of the vehicle access to the Site "D" facility, therefore it is impossible to conclude whether the facility's interface with the local roadway network is adequate, feasible or has traffic impacts. The BRT maintenance facility conceptual drawing (C-148) appears to have vehicle access from Douglas Street. All other versions of the site contained in the DEIS/DEIR do not show or mention how employees will access the site. Providing basic access information is necessary to allow for analysis of how public safety (police and fire) personnel, facility maintenance personnel, and visitors access the site, whether the project could potentially affect existing rail alignments that cross Douglas Street and whether site access will conflict with existing intersections that exist on Douglas Street.

The proposed BRT alternative would end at the Aviation Station. This is approximately 1 1/2 miles away from Site "D." There is no discussion of the effects of moving "out of service" buses to and from the maintenance facility therefore the City is unable to assess the impacts of bus transfer operations on local streets.

Why weren't site alternatives closer to Aviation Station considered for the BRT M and O facility? For example there are areas located under the 105 Freeway on Imperial Boulevard east of Aviation Boulevard that are very close to the Aviation Station that may be suitable for this facility. Also there is the possibility of incorporating the facility into the Aviation Station site itself.

Other traffic and transportation comments the City has are:

- The plans and project description do not discuss the impacts on freight rail service to Chevron. The Chevron El Segundo refinery processes approximately 5.2 million gallons of gasoline, 3.9 million gallons of jet fuel, and 170,000 gallons of LPG daily. Uninterrupted access to the refinery by rail is imperative and needs to be more completely addressed in the DEIR. The City is currently unable to assess if there are traffic, circulation or other impacts on the facility.
- The location of the Site D M and O Facility and/or its possible expansion will potentially eliminate the ability to construct the planned Park Place roadway extension identified in the City's General Plan and the Plaza El Segundo EIR. Not building this roadway could create a future impact to the operation and



level of service at the intersection of Rosecrans Avenue and Sepulveda Boulevard.

- How will the LRT facility connect to the Green Line? A review of the environmental implications of connecting to the elevated track is necessary.
- The existing Aviation Station provides a park and ride facility. City Staff has observed that this parking facility is well used and at capacity. With the addition of the Crenshaw Corridor Transit Line, additional parking should be provided at the Aviation Station to service the increased parking demand. The discussion in the DEIS/DEIR on Page 3-61 does not identify additional park and ride facilities at Aviation Station.

H) 4.1 Land Use and Development

The document has inadequate analysis of the City of El Segundo's local land use plan policies and regulations.

First, the Site "D" M and O facility is inconsistent with local zoning and the General Plan Land Use classification. Portions of the proposed site are located in the City's Commercial Center (C-4) Zone and Commercial Center Land Use classification. The purpose of this land use classification and zoning district is to provide for developing regional commercial establishments serving the City and surrounding area. A heavy industrial use such as this maintenance facility is not a permitted use in the Commercial Center (C-4) Zone. The DEIS/DEIR contains some analysis of Crenshaw Corridor project and City of Los Angeles zoning (Pages 4-6, 4-7), however there is no analysis of the project in relation to City of El Segundo zoning. There is a statement on Page 4-447 that construction of the maintenance and operations facility would not alter zoning and land use compatibility. The City strongly disagrees with this statement as construction of this facility would conflict with the intent of the Commercial Center (C-4) Zone and would potentially create an incompatible land use in this commercial zone.

Second, it is stated in numerous locations the DEIS/DEIR that the Site "D" maintenance facility is consistent with the El Segundo General Plan. This statement is inaccurate as the project directly conflicts with the following adopted General Plan goals, objectives and policies:

- The Circulation Element (adopted June 2004) of the General Plan anticipates the extension of Park Place so that traffic could travel from Nash Street to Sepulveda Boulevard. Attached is the City of El Segundo adopted Master Plan of Streets which identifies this extension as a four lane divided collector road. It appears that constructing the facility at the Site "D" location would directly interfere with completing this General Plan identified roadway project. This could severely hamper improving future circulation within the southeast portion of the City since there are no east-west oriented through streets between El Segundo Boulevard and Rosecrans Avenue. Obstructing the Park Place roadway extension project would result in the conflicts with the

following Circulation Element Policies: Conflict with the policy to upgrade all master plan roadways (Policy C1-1.2); Conflict with providing adequate roadway capacity on all Master Plan roadways (Policy C1-1.3); Conflict with constructing missing roadway links to complete the roadway system designated in the Circulation Element (C1-1.4) and Policy C1-1.15, conflict with the pursuit and protection of adequate right-of-way to accommodate future circulation system improvements.

- Any property taking to accumulate land for a Site "D" facility (particularly west of parcels 4138-012-004 and 4138-012-005) will significantly reduce the financing options for the street's construction. This conflicts with Circulation Element Goal C1 of providing a safe, convenient and cost effective circulation system.
- Circulation Element Policy C1-1.14 requires the City to fully evaluate potential traffic impacts associated with proposed new developments prior to project approval and require the implementation of appropriate mitigation measures. The lack of Site "D" traffic impact information in this DEIS conflicts with the City's ability to achieve this policy.
- The DEIS has not addressed Circulation Element Policy C2-3.10 which encourages Metro to provide bicycle storage facilities at its stations.
- The Site "D" facility appears to conflict with a significant portion of the Phase II of the Plaza El Segundo lifestyle/commercial center. Plaza El Segundo is the primary retail commercial center and largest retail sales tax generator in the city. As the City of El Segundo is essentially built out, with the exception of the proposed site and Campus El Segundo (a mixed-use development immediately south of LAX), the taking of these properties could result in the significant loss of future sales taxes due to the disruption or cancellation of the Phase II development. This would conflict with Land Use Element Goal LU4, the provision of a stable tax base for El Segundo through commercial uses and Economic Element Policy ED 1-2.1, seek to expand El Segundo's retail and commercial base, and Policy ED 1-2.2 maintain and promote land uses that improve the City's tax base.
- Land Use Element Policy LU 4-1.1 requires permanent maintained landscaping on all new commercial developments. Placement of this facility in a commercial zone with no buffering will conflict with the General Plan policy.
- The facility conflicts with Land Use Element Goal LU5 which is to retain and attract clean and environmental safe industrial uses that provide a stable tax base and minimize any negative impact on the City. The maintenance facility use will negatively impact the City's tax base by pre-empting commercial development and subsequent sales tax and eliminate property tax from the site.

C) 4.2 Displacement and Relocation of Existing Uses

This section of the DEIS states "the preliminary physical locations of each affected parcel (M an O facility) can be found in the conceptual engineering



drawings in Appendix A." The section then goes on to state that Site "D" does not include any buildings; therefore relocation assistance would not be required. This statement appears to be incorrect as when the conceptual engineering drawings are superimposed on aerial photos of the location, it is apparent that existing uses and buildings could be physically impacted by the project.

W

D) 4.3 Community and Neighborhood Impacts

Impacts on the sensitive land uses of the Bright Horizons Day Care (2270 El Segundo Blvd), Oceanside Christian Fellowship (343 Coral Circle) and the Vista Mar School (737 Hawaii St) have not been evaluated. These facilities are within close proximity to the maintenance facility and could both be subject to direct and indirect impacts.

W

E) 4.4 Visual Quality

The analysis of visual quality consists of this statement (Page 4-128): Development of a maintenance and operations facility at this location would not have a negative effect on the visual environment as it would fit within the context of the existing uses and would not obstruct views or vistas. The City disagrees with this statement as the industrial use does not fit within the context of existing and proposed retail, office and restaurant uses. The DEIS/DEIR should include buffering mitigations to screen the use from the existing commercial areas, as well as screening for areas slated for future commercial development.

W

The proposal also includes Traction Power Substation (TPSS) units in public view along rights-of-way. No screening of these units is proposed, which does not conform to zoning requirements to screen equipment from public view (El Segundo Municipal Code § 15-2-81).

F) 4.6 Noise and Vibration

The operational impacts of noise on adjacent office, retail and other commercial uses should be included and studied in the noise analysis. Noise impacts on nearby research and development facilities and manufacturing facilities, such as Raytheon Company, should also be studied. The Raytheon facility contains national security defense system projects that are sensitive to noise and vibration. Noise producing activities such as LRV turning movement should be analyzed. The noise and vibration analysis should discuss compliance with all relevant sections of ESMC Chapter 7-2 for both construction and operational conditions.

W

G) 4.7 Ecosystems/Biological Resources

It is not clear from the document if a qualified professional conducted the May 14, 2008 visual survey of Site "D" for biological resources. There is no information about the scope and methodology of the review. A one-day visual

W

analysis is not sufficient to determine the existence, location and extent of any wildlife habitat. Suggested Mitigation Measure EB1 defers the analysis of the biological resources. This analysis should be included in the DEIS/DEIR, not deferred to a later date. Prior studies in the area have identified potentially significant biological resources such as the burrowing owl, other native birds and raptors, and the pacific pocket mouse and therefore biological surveys should be conducted and evaluated to determine if any of these species are present on the site.

B

H) 4.8 Geotechnical/Subsurface/Seismic/Hazardous Materials

The DEIS/DEIR discloses that the Phase I Environmental Site Assessment (ESA) conducted for the project did not include the maintenance facility sites (Page 4-220). The City strongly believes that the DEIS/DEIR needs to include a proper evaluation of the potential for hazardous materials at Site "D." Portions of the site were previously used by heavy industry and are known to be contaminated as documented in the Plaza El Segundo EIR and in various Environmental Protection Agency (EPA) and Los Angeles Regional Water Quality Control Board (LARWQCB) documents and orders. A basic level of disclosure needs to occur in this DEIS/DEIR and cannot be deferred to a later date. Given the potential for a high level of contamination for materials such as arsenic, a Phase II should also be included in the DEIS/DEIR and not deferred to a later date as is proposed in mitigation measure GEO2.

AA

Some key environmental hazards that the DEIS/DEIR should identify, study and analyze are: an investigation of the former Kramer brass foundry site, disclosure of abandoned oil wells on and in close proximity to the site as there is the potential of up to four wells being located on the site (see attachment), full disclosure of the chemicals that will be used at the maintenance facility, and a discussion of the safety procedures and mitigations related to the potential storage of large quantities of CNG fuel at the site, and identification of the location of underground utilities and pipelines that may transect the site. As an example, the DEIS/DEIR should discuss in detail that one of the parcels included in the list of affected properties, includes the former Kramer brass foundry site which was subject to an order issued in 1988 by the EPA. The EPA supervised surface cleanup of the site. The EPA also directed a subsurface investigation which determined that the uppermost aquifer had been impacted by arsenic from this parcel. Subsequently, the LARWQCB became the lead agency for site investigation and mitigation activities. Clean up and abatement orders were issued by the LARWQCB relating to groundwater and soil contamination for the arsenic. Lead and volatile organic compounds (VOC's) were also constituents of concern by the LARWQCB. The site has been capped and is subject to restrictions regarding future excavation activities on the cap. Since the site has restrictions regarding future excavation activities on the cap, the DEIS/DEIR should discuss this significant impact and propose mitigation measures that would address the additional site clean up that would be necessary subject to review and

BB



approval by the LARWQCB. Phase I and Phase II risk assessments and analysis should be conducted and evaluated, along with incorporation of appropriate mitigation measures to address any significant impacts for each parcel that is included in the LRT Alternative and/or the BRT Alternative M and O facility.

CC

I) 4.9 Water Resources

There is no discussion of how water will be provided to the site as there may not be adequate existing infrastructure for the proposed facility.

DD

J) 4.10 Energy

There is no discussion regarding the energy requirements for the proposed maintenance facility. The impact on infrastructure and the power needs of Site "D" should be evaluated in the DEIS/DEIR document.

EE

K) 4.11 Historic, Archaeological and Paleontological Resources

The historic resource located on Site "D" is not identified in the document. This resource is the brass foundry foundation (Resource 19-186856) located on the Kramer portion of the site. This resource should be disclosed and further evaluation should be conducted to determine whether this resource is eligible for listing on either the California or National Registers.

FF

L) 4.13 Economic and Fiscal Impacts

The analysis of economic and fiscal impacts is inadequate. The analysis focuses on property tax loss and estimates this loss at \$72,100 a year. To fully assess the economic and fiscal impacts of using Site "D" as a maintenance facility the DEIS/DEIR needs to address sales, business and utility user tax losses to the City of El Segundo due to the inability to construct the remainder of the Plaza El Segundo project. Also if the maintenance facility disrupts rail access to the Chevron refinery, the economic impacts on this major facility need to be analyzed and mitigated.

GC

Table 4-75 incorrectly identifies that the El Segundo Elementary and High Schools are taxing entities for the site. The school taxing entities are the Wiseburn School District and Centinela Valley Union High School District.

M) 4.14 Safety and Security

There is no discussion on how the maintenance facility will be secured. The DEIS/DEIR should include information on lighting, security features, and any perimeter fencing or walls. Also the DEIS/DEIR should address any homeland security issues related to this major public facility. The site is in close proximity

HH

to the Los Angeles Air Force Base immediately adjacent to Raytheon and this should be taken into consideration in the security analysis of the site.

N) 4.18 Environmental Justice

State environmental law affirms that all Californians have the right to a clean and healthful environment and protection from the release of and exposure to environmental contaminants under all environmental laws, regulations, policies, programs, and activities. Residents of the City of El Segundo already contend with a number of uses which denigrate and negatively impact their environment through noise, air pollution, ocean pollution, traffic congestion and the presence of many environmentally hazardous chemicals and industrial processes. El Segundo residents are impacted by emissions from an investor owned utility (NRG El Segundo Power Generation Station), a large oil refinery (Chevron El Segundo) which accounts for roughly 1/3 of the city's land area), as well as, the largest concentration of LA City's environmentally-damaging 24 hour-by-7 day a week operational infrastructure including Los Angeles International Airport (which runs the length of the entire northern El Segundo boundary), the City of Los Angeles Hyperion Waste Treatment Facility (portion of the western El Segundo boundary) and the Scattergood Power Generation Station (portion of western El Segundo boundary). Furthermore, the proposed site is a contaminated brownfield that is in need of extensive remediation. Because of these considerations and the presence of a number of other heavy industrial uses (printing plants, aerospace and defense factories), the City of El Segundo already shoulders an over-concentration of environmentally impacting installations and bears a disproportionate burden of the regions polluting and environmentally damaging uses. Consequently, the addition of a rail yard maintenance and operations facility (another heavy industrial use with identified unmitigatable air quality impacts) would further exacerbate the quality of life, unnecessarily and unfairly further burden the community and represent a violation of the basic tenets of environmental justice laws and regulations.

11

IV. INADEQUATE PARTICIPATION AND NOTICING

Page ES-2 states that letters of invitation were mailed to addresses within a quarter mile of the Crenshaw Transit Corridor Alignment. Were letters mailed to addresses within a quarter mile of the proposed transit maintenance facility in El Segundo? If the footprint of the conceptual drawings of the BRT and LRV maintenance facilities is used to delineate Site B then numerous properties near Douglas Street could be directly impacted by the project. Have all landowners with property directly affected by a project at Site "D" been informed of this project and included in the public participation process? Have property owners within a 1/4 mile of Site "D" been notified of the project? These property owners include, without limitation, Union Pacific Railroad, BNSF Railroad, Chevron, and Raytheon.

12



Has Westminster High School, a school within a quarter mile of the project and the affected school districts, Centinela Valley Union High School District, and Wisburn School District been directly notified about the project?

V. CEQA COMPLIANCE

The DEIS/DEIR does not comply with numerous Government Code Sections of the California Quality Act (CEQA) and CEQA Guidelines that need to be addressed. These Sections are listed and discussed below.

A. Government Code § 21081 No approval of project if there are significant effects that are not studied.

The DEIS/DEIR is inadequate, inconsistent, and deficient in that several studies (Phase I and Phase II Risk Assessments, Cultural Resources, Biological Surveys, and Traffic) were not performed or not performed beyond visual surveys that do not meet the minimum requirements for analysis to determine if there are any significant effects. Therefore based upon the requirements of Government Code § 21081 that states that no public agency shall approve or carry out a project if there are significant effects that are not studied. The project may have significant effects in these issue areas of controversy since insufficient studies have been performed. Feasible mitigation measures for impacts cannot be determined until the impact study and analysis has been completed. Furthermore, CEQA does not permit deferral of analysis. The City of El Segundo contends that the MTA Board should not and cannot make a decision regarding a locally preferred alternative because of potentially significant impacts that have not been studied based upon the requirements of Government Code § 21081. Therefore, any decision should be deferred until the DEIS/DEIR has been revised to address the issues raised in this letter and a full analysis of additional potentially significant impacts have been provided in the DEIS/DEIR with appropriate mitigation measures and full disclosure to the public and the MTA Board.

KK

B. Government Code § 21081.5 Substantial evidence required for findings.

Government Code § 21081.5 requires that the public agency shall base its findings on substantial evidence in the record. The inadequacy and incompleteness of the DEIS/DEIR (including but not limited to the discrepancies between the project description and analysis and the lack of sufficient technical studies) results in insufficient evidence in the record for the Los Angeles County Metropolitan Transit Authority to make findings regarding the environmental impacts of the Crenshaw Transit Corridor Project, especially as it relates to the impacts of a proposed Maintenance Facility at Site "D." Therefore, the City of El Segundo contends that the MTA Board should not and cannot make a decision even regarding a locally preferred alternative because of the inadequacy of the EIR and its associated technical studies, and the requirement to have substantial evidence required for findings based upon the requirements of Government Code

§ 21081.5. The decision should be deferred until the DEIS/DEIR has been revised to address the issues raised in this letter correcting the inaccuracies in the DEIS/DEIR providing a sufficient level of technical study and analysis and a full analysis of additional potentially significant impacts with full disclosure to the public and the MTA Board.

C. Government Code § 21081.6 Public agency shall adopt a monitoring program of mitigation measures and insure their enforceability.

Government Code § 21081.6 requires that the public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of approval, adopted in order to mitigate or avoid significant effects on the environment. It further states that the reporting or monitoring program shall be designed to ensure compliance during project implementation and that for changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program. Additionally, it requires that a public agency shall provide the measures to mitigate or avoid significant effects on the environment which are fully enforceable.

Since the analysis in the DEIS/DEIR for the Crenshaw Transit Corridor Project is inaccurate, incomplete, inconsistent, and lacks complete technical studies, and therefore significant impacts have not been fully identified and cannot be analyzed for mitigation, the necessary mitigation and enforceability of those measures cannot be determined. Further, the City of El Segundo requests that all mitigation measures be provided in a reporting and monitoring program with clear demonstration of the enforceability of the mitigation measures.

D. Government Code § 21092.1 Significant New Information Requires Re-notification.

Government Code § 21092.1 states that "When significant new information is added to an environmental impact report after notice has been given pursuant to Section 21092 and consultation has occurred pursuant to Sections 21104 and 21153, but prior to certification, the public agency shall give notice again pursuant to Section 21092, and consult again pursuant to Sections 21104 and 21153 before certifying the environmental impact report." The issues raised in this letter, including, without limitation, the inconsistent, inaccurate and incomplete project description, many inaccuracies in the DEIS/DEIR, and the lack of complete technical studies, clearly demonstrate that the necessary revisions to the DEIS/DEIR will raise significant new information. Therefore, re-notification and recirculation of the DEIS/DEIR for meaningful and complete public comment must occur.



E. Government Code § 21098 Notification Requirements in “Low-Level Flight Path,” “Military Impact Zone,” and “Special Use Airspace.”

Government Code § 21098 requires military service notification if the project is within a two mile radius of a military impact zone; the project is of statewide, regional, or area-wide significance. Since the Crenshaw Corridor Transit Project, including both the location of the light rail line and the maintenance facility, and possibly the bus line are within two miles of the Los Angeles Air Force Base, military service notification is required. The Los Angeles Air Force Base was not listed as a facility that was sent notice or was part of the community outreach.

F. Government Code § 21151.4 and 21151.8 Hazardous Materials Near Schools and CEQA Guidelines § 15186 School Facilities.

Government Code § 21151.4 and 21151.8 states that an environmental impact report shall not be certified involving the construction or alteration of a facility within one-fourth of a mile of a school that might reasonably be anticipated to emit hazardous air emissions, or that would handle an extreme hazardous substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specifies pursuant to subdivision (j) of Section 25532 of the Health and Safety Code, that may pose a health or safety hazard to persons who would attend or would be employed at the school, unless both of the following occur:

- (1) The lead agency preparing the environmental impact report or negative declaration has consulted with the school district having jurisdiction regarding the potential impact of the project on the school.
- (2) The school district has been given written notification of the project not less than 30 days prior to the proposed certification of the environmental impact report or approval of the negative declaration.

RR

CEQA Guidelines § 15186 has similar provisions that require notification and consultation with a school within one-fourth mile of the facility to be constructed or altered.

The DEIS/DEIR indicates that the facility is anticipated to emit hazardous air emissions and that the air quality impacts are not mitigatable. Further, two school districts (Wiseburn School District, Centinela Valley Union High School District) and one private high school, Vistamar School, have not been notified of the project, the DEIS/DEIR or the potential impact of the project on Vistamar School located on Hawaii Street.

G. Government Code § 15088.5 Recirculation of an EIR Prior to Certification.

The DEIS/DEIR will require recirculation as significant new information will need to be added after public notice is given of the availability of the DEIS/DEIR

Chevron's products by rail to the Ports of Los Angeles and Long Beach for shipping. No other rail access would be feasible because of existing development in the area.

J. Government Code § 15144 Forecasting.

Government Code § 15144 states that while foreseeing the unforeseeable is not possible, an agency must use its best efforts to find out and disclose all that it reasonably can. When studies have not been conducted to determine if there are impacts, the requirement to find out and disclose information has not been met.

K. Government Code § 15146 Degree of Specificity.

The DEIS/DEIR lacks the degree of specificity required to describe and analyze the proposed maintenance facility in the City of El Segundo (described as Site "D" in the DEIS/DEIR) for any of the proposed LRT or BRT alternatives in the DEIS/DEIR. Government Code § 15146(a) states that "an EIR on a construction project will necessarily be more detailed in the specific effects of the project...."

L. Government Code § 15147 Technical Detail.

Government Code § 15147 requires that the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. The DEIS/DEIR does not provide complete, accurate, consistent maps, plot plans and diagrams of the location and boundaries of "Site D," the proposed maintenance facility in the City of El Segundo. The project description and maps, plot plans and diagrams are inconsistent with each other. Furthermore, none of these plot plans, diagrams or maps provide property line boundaries and dimensions and distances from identifiable, measurable benchmarks of streets, other parcels or readily identifiable structures.

M. Government Code § 15148 Citation.

The DEIS/DEIR provides no citations of the El Segundo General Plan, Municipal Code and other relevant documents (Plaza El Segundo Development Agreement and Amendments) in Appendix D ("References"). No specific Goals, Policies and Objectives are cited when references are made to the LRT and BRT alternatives as "consistent with the El Segundo General Plan" throughout the DEIS/DEIR. Examples include, but are not limited to: Pages ES-47, ES-73, 4-41, 4-47, 4-51, 4-54, etc.



N. Government Code § 15151 Standards for Adequacy of an EIR.

Government Code § 15151 requires that an EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. The draft EIR must be prepared with sufficient adequacy, accuracy, completeness, and with a good faith effort at full disclosure. The DEIS/DEIR as discussed throughout this letter does not meet the standards for adequacy of an EIR because of the lack of accuracy, completeness, and consistency of information and the insufficient good faith effort at full disclosure. Thus the decision-makers do not have adequate and accurate information in which to make a decision that accounts for the environmental consequences of the proposed project. The DEIS/DEIR must be revised as addressed throughout this letter, before this environmental document is evaluated and presented to the Los Angeles County Metropolitan Transportation Authority and considered in a public hearing for this project. Additionally, the City of El Segundo contends that the MTA Board should not and cannot make a decision even regarding a locally preferred alternative because of the inadequacy of the EIR based upon the requirements of Government Code § 15151. Therefore, any decision should be deferred until the DEIS/DEIR has been revised to address the issues raised in this letter correcting the inaccuracies in the DEIS/DEIR and a full analysis of additional potentially significant impacts have been provided with appropriate mitigation measures and full disclosure to the public and the MTA Board.

#K

VI. LAX CONNECTIVITY ISSUES

The City of El Segundo is supportive of increasing the functionality, connectivity, and access to a regional transportation system in the Los Angeles metropolitan area. The City has supported and passed a resolution supporting the Green Line Extension to provide direct access into Los Angeles International Airport (LAX) to benefit the residents and business people of El Segundo and throughout Los Angeles. The City of El Segundo believes that the extension of the Green Line into LAX is a superior option to extending the Green Line to the Aviation/Century Boulevard Station with a connection to a people mover into LAX. The design of the Crenshaw Corridor Transit Project should be designed to ensure that the Green Line extension can occur with direct access into LAX from El Segundo.

#L

The City of El Segundo respectfully requests that the issues identified and discussed in this letter are addressed in the EIS/EIR. Further, the City of El Segundo believes that the DEIS/DEIR will need to be re-circulated once these issues have been addressed and corrected to allow adequate opportunity to provide meaningful comment based upon a clear project description and thorough and complete analysis in compliance with the requirements of the California Environmental Quality Act and the National Environmental Policy Act. Please direct any questions you may have regarding the comments provided in this letter to Greg Carpenter, Director of Planning and Building.

#M



Safety at (310) 524-2345 (gcarpenter@elsegundo.org) or Kimberly Christensen, AICP, Planning Manager at (310) 524-2340 (kchristensen@elsegundo.org).

Sincerely,

Jack Way, City Manager

Attachments:

- 1. Oil and Gas Well Map
- 2. Site List of Oil and Gas Wells

Cc: Los Angeles County Metropolitan Transportation Authority Board of Directors
 Renee Berlin, Executive Officer, Metro
 El Segundo City Council
 Greg Carpenter, Director, Planning and Building Safety
 Kimberly Christensen, AICP, Planning Manager
 Mark Hensley, City Attorney
 Karl Berger, Assistant City Attorney
 Dana Greenwood, Public Works Director
 Musa Alkire, Principal Planner

F:\Planning & Building Safety\Planning - DisPLANNING FILES BY TOPIC\METRO+MTA Environmental Comment Letters and Documents\Crenshaw Corridor\2008 10.22.DEIS-DEIR El Segundo Comment Letter.doc



Agency/Commenter	Letter	City/County	Project ID	Response ID	Response Date	Response Status	Response Description	Response	Page No.	
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	721	10/1/10	Final	408-114101 1	CHRYSTAL MARY	81
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	722	10/1/10	Final	408-114101 2	CHRYSTAL MARY	82
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	723	10/1/10	Final	408-114101 3	CHRYSTAL MARY	83
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	724	10/1/10	Final	408-114101 4	CHRYSTAL MARY	84
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	725	10/1/10	Final	408-114101 5	CHRYSTAL MARY	85
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	726	10/1/10	Final	408-114101 6	CHRYSTAL MARY	86
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	727	10/1/10	Final	408-114101 7	CHRYSTAL MARY	87
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	728	10/1/10	Final	408-114101 8	CHRYSTAL MARY	88
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	729	10/1/10	Final	408-114101 9	CHRYSTAL MARY	89
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	730	10/1/10	Final	408-114101 10	CHRYSTAL MARY	90
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	731	10/1/10	Final	408-114101 11	CHRYSTAL MARY	91
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	732	10/1/10	Final	408-114101 12	CHRYSTAL MARY	92
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	733	10/1/10	Final	408-114101 13	CHRYSTAL MARY	93
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	734	10/1/10	Final	408-114101 14	CHRYSTAL MARY	94
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	735	10/1/10	Final	408-114101 15	CHRYSTAL MARY	95
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	736	10/1/10	Final	408-114101 16	CHRYSTAL MARY	96
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	737	10/1/10	Final	408-114101 17	CHRYSTAL MARY	97
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	738	10/1/10	Final	408-114101 18	CHRYSTAL MARY	98
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	739	10/1/10	Final	408-114101 19	CHRYSTAL MARY	99
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	740	10/1/10	Final	408-114101 20	CHRYSTAL MARY	100
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	741	10/1/10	Final	408-114101 21	CHRYSTAL MARY	101
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	742	10/1/10	Final	408-114101 22	CHRYSTAL MARY	102
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	743	10/1/10	Final	408-114101 23	CHRYSTAL MARY	103
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	744	10/1/10	Final	408-114101 24	CHRYSTAL MARY	104
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	745	10/1/10	Final	408-114101 25	CHRYSTAL MARY	105
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	746	10/1/10	Final	408-114101 26	CHRYSTAL MARY	106
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	747	10/1/10	Final	408-114101 27	CHRYSTAL MARY	107
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	748	10/1/10	Final	408-114101 28	CHRYSTAL MARY	108
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	749	10/1/10	Final	408-114101 29	CHRYSTAL MARY	109
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	750	10/1/10	Final	408-114101 30	CHRYSTAL MARY	110
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	751	10/1/10	Final	408-114101 31	CHRYSTAL MARY	111
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	752	10/1/10	Final	408-114101 32	CHRYSTAL MARY	112
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	753	10/1/10	Final	408-114101 33	CHRYSTAL MARY	113
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	754	10/1/10	Final	408-114101 34	CHRYSTAL MARY	114
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	755	10/1/10	Final	408-114101 35	CHRYSTAL MARY	115
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	756	10/1/10	Final	408-114101 36	CHRYSTAL MARY	116
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	757	10/1/10	Final	408-114101 37	CHRYSTAL MARY	117
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	758	10/1/10	Final	408-114101 38	CHRYSTAL MARY	118
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	759	10/1/10	Final	408-114101 39	CHRYSTAL MARY	119
6202162	Chicago Public Health	Chicago	7	EL SEGUNDO	760	10/1/10	Final	408-114101 40	CHRYSTAL MARY	120



APPENDIX K	COMMENT	DATE	RESPONSE	STATUS
010001	Comment 1.1	11/11/10	Response 1.1	Open
010002	Comment 1.2	11/11/10	Response 1.2	Open
010003	Comment 1.3	11/11/10	Response 1.3	Open
010004	Comment 1.4	11/11/10	Response 1.4	Open
010005	Comment 1.5	11/11/10	Response 1.5	Open
010006	Comment 1.6	11/11/10	Response 1.6	Open
010007	Comment 1.7	11/11/10	Response 1.7	Open
010008	Comment 1.8	11/11/10	Response 1.8	Open
010009	Comment 1.9	11/11/10	Response 1.9	Open
010010	Comment 1.10	11/11/10	Response 1.10	Open
010011	Comment 1.11	11/11/10	Response 1.11	Open
010012	Comment 1.12	11/11/10	Response 1.12	Open
010013	Comment 1.13	11/11/10	Response 1.13	Open
010014	Comment 1.14	11/11/10	Response 1.14	Open
010015	Comment 1.15	11/11/10	Response 1.15	Open
010016	Comment 1.16	11/11/10	Response 1.16	Open
010017	Comment 1.17	11/11/10	Response 1.17	Open
010018	Comment 1.18	11/11/10	Response 1.18	Open
010019	Comment 1.19	11/11/10	Response 1.19	Open
010020	Comment 1.20	11/11/10	Response 1.20	Open
010021	Comment 1.21	11/11/10	Response 1.21	Open
010022	Comment 1.22	11/11/10	Response 1.22	Open
010023	Comment 1.23	11/11/10	Response 1.23	Open
010024	Comment 1.24	11/11/10	Response 1.24	Open
010025	Comment 1.25	11/11/10	Response 1.25	Open
010026	Comment 1.26	11/11/10	Response 1.26	Open
010027	Comment 1.27	11/11/10	Response 1.27	Open
010028	Comment 1.28	11/11/10	Response 1.28	Open
010029	Comment 1.29	11/11/10	Response 1.29	Open
010030	Comment 1.30	11/11/10	Response 1.30	Open
010031	Comment 1.31	11/11/10	Response 1.31	Open
010032	Comment 1.32	11/11/10	Response 1.32	Open
010033	Comment 1.33	11/11/10	Response 1.33	Open
010034	Comment 1.34	11/11/10	Response 1.34	Open
010035	Comment 1.35	11/11/10	Response 1.35	Open
010036	Comment 1.36	11/11/10	Response 1.36	Open
010037	Comment 1.37	11/11/10	Response 1.37	Open
010038	Comment 1.38	11/11/10	Response 1.38	Open
010039	Comment 1.39	11/11/10	Response 1.39	Open
010040	Comment 1.40	11/11/10	Response 1.40	Open
010041	Comment 1.41	11/11/10	Response 1.41	Open
010042	Comment 1.42	11/11/10	Response 1.42	Open
010043	Comment 1.43	11/11/10	Response 1.43	Open
010044	Comment 1.44	11/11/10	Response 1.44	Open
010045	Comment 1.45	11/11/10	Response 1.45	Open
010046	Comment 1.46	11/11/10	Response 1.46	Open
010047	Comment 1.47	11/11/10	Response 1.47	Open
010048	Comment 1.48	11/11/10	Response 1.48	Open
010049	Comment 1.49	11/11/10	Response 1.49	Open
010050	Comment 1.50	11/11/10	Response 1.50	Open





Response to comment 10-11-A.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 10-11-B.

Please see response to comment 10-11-A.

Response to comment 10-11-C.

Please see response to comment 10-11-A.

Response to comment 10-11-D.

Please see response to comment 10-11-A.

Response to comment 10-11-E.

Please see response to comment 10-11-A.

Response to comment 10-11-F.

Please see response to comment 10-11-A.

Response to comment 10-11-G.

Please see response to comment 10-11-A.

Response to comment 10-11-H.

Please see response to comment 10-11-A.

Response to comment 10-11-I.

Please see response to comment 10-11-A.

Response to comment 10-11-J.

Please see response to comment 10-11-A.

Response to comment 10-11-K.

Please see response to comment 10-11-A.

Response to comment 10-11-L.

Please see response to comment 10-11-A.

Response to comment 10-11-M.

Please see response to comment 10-11-A.

Response to comment 10-11-N.

Please see response to comment 10-11-A.

Response to comment 10-11-O.

Please see response to comment 10-11-A.

Response to comment 10-11-P.

Please see response to comment 10-11-A.

Response to comment 10-11-Q.

Please see response to comment 10-11-A.

Response to comment 10-11-R.

Please see response to comment 10-11-A.

Response to comment 10-11-S.

No additional parking is planned to be provided at the Aviation/Imperial Metro Green Line Station. However, parking is planned at other three stations of the Crenshaw/LAX line, at the La Brea, West, and Exposition Stations.

Response to comment 10-11-T.

Please see response to comment 10-11-A.

Response to comment 10-11-U.

Please see response to comment 10-11-A. There are no new stations being constructed within the City of El Segundo and the circulation element policy referred to would not apply for the project.

Response to comment 10-11-V.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 10-11-W.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 10-11-X.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Title 15 Chapter 2-8 of the El Segundo Municipal Code requires that appurtenances and associated equipment be screened from public view or located in a fully enclosed structure. Traction Power Substations (TPSS) for all of the Metro Light Rail Lines are built within fully enclosed structures. Should a TPSS be located within the City of El Segundo, it would be fully enclosed and would require no additional screening to comply with the City of El Segundo Municipal Code.

**Response to comment 10-11-Y.**

The comment states that operational noise impacts should have been assessed for commercial land uses in the City of El Segundo. The comment letter is concerned over Site D for the Maintenance and Operations (M and O) Facility. This facility is no longer being considered under the LPA and noise levels associated with M and O Facility operations would not impact any land uses within the City of El Segundo, including Raytheon.

The southern terminus of the LRT would be at the intersection of Imperial Highway and Aviation Boulevard. The City of El Segundo is located west of this intersection. The nearest City of El Segundo land use to the project site is Classic Party Rentals. This is not considered a noise-sensitive land use and project-related noise would not adversely affect this business. Northrop Grumman Corporation, located approximately 500 feet southwest of the project site, is the closest City of El Segundo noise-sensitive land use.

Regarding construction noise and vibration, Section 7-2-10(D) of the City of El Segundo Municipal Code exempts construction activity from the Municipal Code given that, "Noise sources associated with or vibration created by construction, repair, or remodeling of any real property, provided said activities do not take place between the hours of six o'clock (6:00) P.M. and seven o'clock (7:00) A.M. Monday through Saturday, or at any time on Sunday or a Federal holiday, and provided the noise level created by such activities does not exceed the noise standard of sixty five (65) dBA plus the limits specified in subsection 7-2-4(C) of this Chapter as measured on the receptor residential property line and provided any vibration created does not endanger the public health, welfare and safety." Construction activity would not be located near residential land uses in the City of El Segundo. The Municipal Code does not specify construction noise limitations for commercial land uses.

Construction activity would typically generate a noise level of 89 dBA L_{eq} at 50 feet. This would result in a noise level of 69 dBA L_{eq} at 500 feet. The Northrop Grumman building is a well-constructed building and exterior noise would be substantially attenuated at useable interior space. Exterior construction noise would not typically be audible within the building. The *Transit Noise and Vibration Impact Assessment* (May 2006) guidance document provided by the Federal Transit Administration (FTA) states that a daytime construction noise level of 80 dBA L_{eq} is acceptable for their most sensitive identified land use. Based on FTA Guidance, construction activity would not result in an adverse noise impact.

Regarding construction vibration, construction activity would typically generate a vibration level of 87 VdB at 25 feet. This would attenuate to 48 VdB at the Northrop Grumman building. This would be less than the 65 VdB standard stated in the FTA guidance for buildings where vibration would interfere with interior operations. Based on FTA Guidance, construction activity would not result in an adverse vibration impact.

Regarding operational noise, the FTA guidance includes a noise screening procedure. The screening procedure notes that land uses located more than 350 feet from a light rail line would not experience adverse noise levels. Therefore, operational noise would not result in an adverse impact at the Northrop Grumman building.

Light rail activity typically generates a vibration level of 73 VdB at 50 feet. This would attenuate to 39 VdB at the Northrop Grumman building. This would be less than the 65 VdB standard states in the

FTA guidance for buildings where vibration would interfere with interior operations. Based on FTA Guidance, operational activity would not result in an adverse vibration impact.

Response to comment 10-11-Z.

Please see response to comment 10-11-A.

Response to comment 10-11-AA.

Please see response to comment 10-11-A.

Response to comment 10-11-BB.

Please see response to comment 10-11-A.

Response to comment 10-11-CC.

Please see response to comment 10-11-A.

Response to comment 10-11-DD.

Please see response to comment 10-11-A.

Response to comment 10-11-EE.

Please see response to comment 10-11-A.

Response to comment 10-11-FF.

Please see response to comment 10-11-A.

Response to comment 10-11-GG.

Please see response to comment 10-11-A.

Response to comment 10-11-HH.

Please see response to comment 10-11-A.

Response to comment 10-11-II.

Please see response to comment 10-11-A.

Response to comment 10-11-JJ.

Please see response to comment 10-11-A.

Response to comment 10-11-KK.

Please see response to comment 10-11-A. The deficiencies in studies referred to by the commenter all refer to the effects of a maintenance facility site located at potential Site D. The studies referred to were all completed for the Crenshaw/LAX Transit Corridor Project. The findings of the report referenced these studies as well as additional resources and evidence. The requirements for analysis to determine significant effects of the Crenshaw/LAX Transit Corridor Project were satisfied under Government Code 21081. A Mitigation and Monitoring Reporting Program was created during preparation of the FEIS/FEIR. This program was created in compliance with Government Code



21081.6. This program was based on the significant impacts identified under the DEIS/DEIR as well as the Supplemental Draft Environmental Impact Statement/Recirculated Draft Environmental Impact Report (SDEIS/RDEIR) on the additional maintenance facility sites selected for the proposed project.

Renotification and recirculation were completed for the additional maintenance facility sites that were included and analyzed as part of the revised SDEIS/RDEIR. No additional circulation and notification was required.

A military impact zone is defined as an area of at least 100 acres of City-incorporated land. The Los Angeles Air Force Base in El Segundo does not satisfy this size requirement and notification was not required. The two school districts referenced by the commenter are not located within ¼ mile of the Crenshaw/LAX Transit Corridor Project. All schools within ¼ mile of the alignment were evaluated during the environmental analysis of the proposed project.

The proposed project was found to be consistent with the relevant land use policies of the City of El Segundo. While specific policies may not have been cited, they were given consideration in the land use analysis of the Crenshaw/LAX Transit Corridor Project.

Response to comment 10-11-LL.

The Metro Green Line project is a separate project. The Crenshaw/LAX Transit Corridor Project would be designed to be compatible with the existing rail system and to minimize potential conflicts with future lines. It should also be noted that the Green Line Extension Project is still in the planning stages and the exact location of the alignment has not been determined.

Response to comment 10-11-MM.

A revised Supplemental Draft Environmental Impact Statement/Recirculated Draft Environmental Impact Report (SDEIS/RDEIR) on maintenance facility sites for the Crenshaw/LAX Transit Corridor Project was circulated before preparation of the FEIS/FEIR. This SDEIS/RDEIR also included a Section 4(f) Evaluation on the refined Area of Potential Effects (APE) for the project. During this circulation, all commenters who made comments regarding the original proposed maintenance facility sites in the DEIS/DEIR were notified and asked to resubmit comments based on the SDEIS/RDEIR for maintenance facility sites for the Crenshaw/LAX Transit Corridor Project. This SDEIS/RDEIR ensured that the FEIS/FEIR for the Crenshaw/LAX Transit Corridor Project is in compliance with the requirements of CEQA and NEPA. No additional recirculation of the DEIS/DEIR was required.



COMMENT: 10-12. Inglewood City Council.

OCT-28-2008 WED 10:40 AM

FAX NO.

P. 01

**City of Inglewood
Planning and Building Department**

One Manchester Boulevard
Inglewood, CA 90301

310.412.5230 – Planning Office 310.412.5294 – Building Office 310.412.5681 – Fax

FAX COVER SHEET

Date: 10-28-2008
To: Mr. Robert Diaz, Proj. Manager
Fax #: (213) 422-6886
From: Ms. Wanda Nelson, Acting P&B Director
Subject: Inglwood City Council Reso in Support of
The LRT Alternative for the Crenshaw
Transit Corridor Project.

Number of pages 5
(Including Cover Sheet)



Metro

OCT-28-2009 WED 10:46 AM

FAX NO.

P. O.

18-12

Inglewood  California

PLANNING AND BUILDING DEPARTMENT

Wanda J. Williams
ACTING PLANNING AND BUILDING DIRECTOR

October 26, 2009

Mr. Rodenok Diaz
Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza 201
Los Angeles, CA 90012

RE: Inglewood City Council Resolution in Support of the LRT Alternative for the Crenshaw
Transit Corridor Project

Dear Mr. Diaz:

On October 20, 2009, the Inglewood City Council unanimously voted to support the Crenshaw Transit
Corridor Project Light Rail Transit (LRT) Alternative that would potentially generate 980 new jobs to
the local economy, increase economic output by an estimated \$73.2 million and add \$42.4 million in
household earnings by year 2030. The Mayor and Council Members determined that with proper
mitigation this alternative that would serve 13,144 daily riders (boardings) in 2030 would be more
beneficial for Inglewood over the No Build Alternative and several other alternatives that were
presented during public meetings and further refined in the *Crenshaw Transit Corridor Project Draft
Environmental Impact Statement/Draft Environmental Impact Report (September 2009)*. I am
enclosing a copy of the signed Resolution that was adopted by City of Inglewood Mayor Roosevelt F.
Dorn and Council Members Daniel K. Tabor, Judy Dunlap, Eloy Morales and Ralph L. Franklin.
Please ensure that this document is made reference to or included in the final record for
Environmental Impact Statement/Draft Environmental Impact Report for this project.

Thank you for including the City of Inglewood in the public review process for the proposed project.
Please contact me at (310) 412-5230 if you need clarification regarding the action taken by the
Inglewood City Council. Thank you.

Sincerely,

Wanda Williams
Acting Planning and Building Director

cc: Timothy E. Wanamaker, City Administrator
Sheldon Curry, Assistant City Administrator
Raymond Sukys, Federal Transit Administration

One Manchester Boulevard / P.O. Box 6500 / Inglewood, CA 90312 / (310) 412-5230 (www.cityofinglewood.org)



OCT-28-2009 WED 10:47 AM

FAX NO.

7, 03

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28

RESOLUTION NO. 09-108

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF INGLEWOOD, CALIFORNIA, ENDORSING
A PREFERRED ALTERNATIVE TO THE
CRENSHAW TRANSIT CORRIDOR IN THE CITY OF
INGLEWOOD**

WHEREAS, the City of Inglewood provides major arterial access to the Los Angeles International Airport because of its location; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is conducting studies and is soliciting proposals for the future development of a light rail or bus transit corridor between the Crenshaw District of Los Angeles and the Los Angeles International Airport (LAX) which will pass through the City of Inglewood; and

WHEREAS, Light Rail Transit (LRT) will provide an efficient and clean mode of transportation that will aid in improving air quality; and

WHEREAS, LRT would be the first alternative transportation mode to the roadways running north-south in western Los Angeles County; and

WHEREAS, the LRT will require grade separation at Manchester Boulevard and Aviation Boulevard, La Cienega Boulevard and the 405 Freeway, La Brea Avenue and Florence Avenue, Centinela Avenue and Florence Avenue, and West Boulevard and Redondo Boulevard; and

WHEREAS, the LRT at multiple locations will stimulate other public and private investments leading to robust economic development and job creation; and

WHEREAS, it is projected by the Draft EIR/EIS that Light Rail Transit will stimulate economic development and generate approximately 7,800 jobs for the region.

NOW, THEREFORE, BE IT RESOLVED that the City Council does hereby endorse the Light Rail Transit as the preferred alternative to the Crenshaw Transit Corridor Project.



OCT-28-2009 WED 10:47 AM

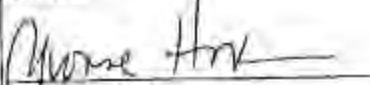
FAX NO.

P. 04

1- PASSED, APPROVED, and ADOPTED this 20th day of October, 2009.


MAYOR of the City of Inglewood

5 Attest:


CITY CLERK

- 2
- 3
- 4
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23
- 24
- 25
- 26
- 27
- 28



OCT-28-2009 4:00:10 PM

PAGE 88

11

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)
CITY OF INGLEWOOD)

SS

I, YVONNE HORTON, City Clerk of the City of Inglewood, California do hereby certify that the whole number of members of the CITY COUNCIL of said city is five, that the foregoing resolution, being Resolution No. 09-108 is the full, true and correct original of Resolution No. 09-108 of the said City of Inglewood, California entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF INGLEWOOD, CALIFORNIA, ENDORSING A PREFERRED ALTERNATIVE TO THE CRENSHAW TRANSIT CORRIDOR IN THE CITY OF INGLEWOOD,

which was duly passed and adopted by the said City Council, approved and signed by the Mayor of said city, and attested by the City Clerk of said City, all at a regular meeting of said Council held on the 20th day of October, 2009, and that the same was so passed and adopted by the following vote:

Aye: Council Members Morales, Tabor, Junlap, Franklin, and Mayor Dom
Nay: None
Absent: None
Not Voting: None

I do hereby further certify that pursuant to the provisions of Section 6, of Article X, of the City Charter of said City, the said foregoing Resolution No. 09-108 and regularly published according to the California Crusader, a newspaper of general circulation, printed, published and circulated within the said City, and that the same was so published thereon on the following date, to wit: October 6, 2009.

WITNESS my hand and the seal of said City the 20th, October, 2009.

(SEAL)

City Clerk of the City of Inglewood



Response to comment 10-12.

Comment noted. Metro appreciates the views and input from the City of Inglewood as it has been a valuable part of the planning process for the Crenshaw/LAX Transit Corridor Project. The Inglewood City Council Resolution in support of the LRT Alternative for Crenshaw will be included in the final record for the Environmental Impact Statement/Environmental Impact Report for the Crenshaw/LAX Transit Corridor Project. The resolution is consistent with the goals, objectives, and design for the Crenshaw/LAX Transit Corridor Project except for the grade separations cited at Centinela Avenue and West Boulevard. The grade crossing analysis conducted by Metro determined that grade separations were not required at these locations.

COMMENT: 10-13. City of Inglewood Planning and Building Department.

Inglewood  California

PLANNING AND BUILDING DEPARTMENT

Wanda E. Williams
PLANNING AND BUILDING DEPARTMENT

October 26, 2009

Mr. Roderick Diaz
Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza 201
Los Angeles, CA 90012

RE: Crenshaw Transit Corridor Project

Dear Mr. Diaz:

Thank you for the opportunity to review and comment on the Crenshaw Transit Corridor Project. The City of Inglewood Planning and Building Department would like to offer the following comments for further consideration:

The document omitted from discussion the 425 student Wilder Elementary-Middle School located at 830 North Avenue in its discussion of sensitive land uses, air quality and other community facilities discussions. The Fresh Start Academy (charter school) located at 3405 West Imperial Highway was also omitted.

Land Use Maps shown on pages 4-23, 4-24 and 4-25 should refer to City of Inglewood General Plan. Also the Legend shown on Page 4-24 contains an incorrect spelling of the word facility. Neighborhood Commercial is designated as "Limited Commercial" in the City of Inglewood.

If hydroelectric cars will be used for the LRT alternative, electromagnetic field interference (EMI) should be considered in relation to commercial and business uses adjacent to Florence Avenue in the City of Inglewood. In some instances, EMI may pose a larger risk to business operations than vibration that is confined to a raised line.

Page 4-357 De Minimus is spelled incorrectly. Also, the De Minimus discussion may not fully account for the inadequate amount of park lands located in the City of Inglewood. The City provides less than .78 acres per 1,000 residents and therefore an

One Manchester Boulevard, P.O. Box 67007, Inglewood, CA 90312 / (310) 412-3230 / www.cityofinglewood.org

alternative design that would further deplete park land could pose a negative impact on the provision of open space called for in the City's Open Space Element.

CEQA requires that an EIR identify the significant environmental effects of a Project (CEQA Guidelines Section 15126), and CEQA Guidelines Section 15064(b) states that "the determination... calls for careful judgment on the part of the public agency involved."

Some impact categories lend themselves to scientific or mathematical analysis, and therefore to quantification. Other impact categories such as Environmental Justice are more qualitative in nature or are dependent on changes to the existing setting. A clearly identified threshold is not generally feasible. In these cases, the definition of significant effects from the CEQA Guidelines (Section 15382), "a substantial adverse change in physical conditions" can be applied as the significance criterion. NEPA also requires a discussion of socioeconomic effects. The socioeconomic impacts related to displacement of about 300 residents from 60 parcels (assuming 2 units per parcel and 3.0 residents per household) should be considered significant and further evaluation should be conducted.

The TSM, BRT and LRT Alternatives would potentially increase use of public services by adding 9,412 to 15,680 daily riders in the City of Inglewood. A portion of these riders would reside in Inglewood. The report should carefully consider if the additional daily ridership poses a direct or indirect physical impact to the police services including police facilities, squad cars and police equipment. The City is authorized for a staff of about 213 sworn officers and 92 non-sworn positions, not including part-time positions. As of September 2009, the IPD had 187 actual sworn officers and approximately 79 civilian personnel, which means that they have 26 sworn and 13 civilian vacancies. With an estimated 2008 population estimate of 118,878, the City currently has a ratio of approximately 1.6 officers per 1,000 residents. The federal Department of Justice has established a policing ratio of 2.4 sworn officers per 1,000 residents and therefore, the City of Inglewood already is potentially at a disadvantage in terms of serving new ridership. Using a conservative ratio of one-half ridership originating in the City of Inglewood, the bus or rail project alternatives could potentially add new 4,706 daily riders that passed through the City of Inglewood, thereby requiring additional police personnel, facilities and equipment. The report should consider the impact of adding this additional pass-through population in terms of police response time to incidents that occur at or near the rail lines.

The document should consider if the location of some sections of the rail line in industrial areas could potentially increase the likelihood for terrorists or others to vandalize rail lines or to penetrate rider cars with explosive devices.

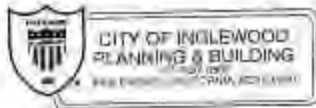


If any of the above items require clarification I can be contacted at (310) 412-5230. The City of Inglewood looks forward to receiving updates regarding the progress of this planning effort and thank you for including the City of Inglewood to date.

Sincerely,

Wanda Williams
Acting Planning and Building Director

cc: Timothy E. Waramaker, Inglewood City Administrator
Sheldon Curry, Assistant City Administrator



LOS ANGELES, CA 90011
25 UNIT-2009 9/10/11



Roderick Diaz
Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza, 2nd
Floor, Los Angeles, CA 90012

Response to comment 10-13-A.

Wilder Preparatory Academy Charter Elementary and Middle School, located at 830 North La Brea Avenue is located approximately 0.6 miles from the Crenshaw/LAX Light Rail Transit alignment. Similarly, the Fresh Start Academy is located approximately 2.6 miles from the Crenshaw/LAX Light Rail Transit alignment. No impacts were determined to occur to sensitive land uses, sensitive receptors, and community facilities located more than 0.25 miles of the Project alignment. Therefore, only sensitive receptors, sensitive land uses, and community facilities within 0.25 miles of the alignment were identified and evaluated in the EIS/EIR.

Response to comment 10-13-B.

Comment noted. The land use maps in the Land Use Section of the Affected Environment and the Environmental Consequences chapter were revised to refer to the City of Inglewood General Plan. The legend on page 4-24 was also revised to reflect the changes requested by the commenter.

Response to comment 10-13-C.

Electromagnetic Field Interference (EMI) derives from the presence of unwanted electromagnetic fields (EMF), which are produced by voltages and currents wherever wires distribute electric power and wherever electrical equipment is used. EMF levels decrease with distance from operating equipment or distance from current-carrying electric lines, such as those associated with the Crenshaw/LAX Light Rail Transit System. Such movement in proximity to sensitive equipment can distort the earth's magnetic field and perturb the field in a time varying way. These are known as geomagnetic perturbations, are a function of mass, and can potentially be significant in magnitude.

The key determinants of EMI potential include:

- Magnitude of electric currents and voltages used by the light rail vehicles (LRVs)
- Mass and size of the ferromagnetic material in LRVs
- Proximity of sensitive receptors to the LRT corridor
- Pattern of current and voltage time variations
- Spatial configuration of the conductors supplying electric power
- The quantity of LRV traffic
- The degree of EMI mitigation required by sensitive receptors

The type of sensitive receptors that would be likely to be affected by EMI include research laboratories that contain nuclear magnetic resonance (NMR) machines or electron microscopy machines. Coordination and review of existing potentially sensitive equipment at facilities near the LRT alignment and City of Inglewood indicate that there is no existing equipment that would be sensitive to the level of EMI generated by the Crenshaw/LAX Transit Corridor Project. Therefore, no adverse impacts from EMI are anticipated to occur under the Crenshaw/LAX Transit Corridor Project.

Response to comment 10-13-D.

The term “de minimis” is spelled as defined in the Department of Transportation Act of 1966 Section 4(f) in which the context is used.

Under FHWA guidance for determining a de minimis finding, the amount of existing parkland and ratio per citizen is not a contributing factor. During the advanced conceptual engineering for the



project, the design of the project was refined to eliminate any acquisition of parkland from Edward Vincent Jr. Park. Therefore, no adverse effects would occur and a de minimis finding was no longer required.

Response to comment 10-13-E.

Because the Crenshaw/LAX Transit Corridor Project is located along an existing railroad right-of-way and major arterial, the displacement that would occur would be limited to primarily industrial uses and some commercial uses. The FEIS/FEIR found that only a few would be displaced as a result of the Crenshaw/LAX Transit Corridor Project. Therefore, no socioeconomic effects from displacement to residents would occur.

Response to comment 10-13-F.

The Crenshaw/LAX Transit Corridor Project would offer an alternative mode of transit to the existing buses and automobiles. The LRT system was forecasted to result in an approximate ridership of 1,500 daily boardings at the La Brea Station and approximately 750 daily boardings at the Manchester and West Stations. The additional ridership would slightly reduce the officer to resident ratio. The IPD station is located within 0.25-mile of the project alignments and the proposed Florence/La Brea Avenue Station. Security on the Light Rail Vehicles and at station areas would be provided by Metro security personnel. Metro will coordinate and consult with the LAPD, the LA County Sheriff's Department, the Inglewood Police Department, and the LAX Police to develop safety and security plans for the alignment, parking facilities, and station areas for the Crenshaw/LAX project. With the incorporation of Mitigation Measures **SS1** through **SS9** identified in Chapter 4-14 of the FEIS/FEIR, no adverse effects to police services would occur with the Crenshaw/LAX Transit Corridor Project.

Response to comment 10-13-G.

The location of rail sections in industrial areas is no more likely to result in risks from terrorism or vandalism than when the rail sections are located in commercial, residential, or institutional areas.

COMMENT: 10-14. City of Inglewood Public Works Department.

Abbott, Matthew

From: Glen Kau [gkau@cityofinglewood.org]
Sent: Monday, October 26, 2009 4:45 PM
To: Diaz, Roderick
Subject: FW: Crenshaw Corridor DEIS comments
Attachments: 10-26-09_CrenshawCorridorDEIS-CityComments.pdf

Sorry, I misspelled your email address the first time.

Glen W. C. Kau, P.E.

Public Works Director
City of Inglewood
310.412.5333
www.cityofinglewood.org

From: Glen Kau
Sent: Monday, October 26, 2009 4:42 PM
To: 'diazroderick@metro.net'
Cc: Keith Lockard; Barbara H. Gilbert; Timothy E. Wanamaker; Wanda Brown
Subject: Crenshaw Corridor DEIS comments

Hi Roderick: please find attached the City's Public Works Department comments for the subject proposed project. Thanks.

Glen W. C. Kau, P.E.

Public Works Director
City of Inglewood
310.412.5333
www.cityofinglewood.org

11/5/2009



Abbott, Matthew

From: Glen Kau [gkau@cityofinglewood.org]
Sent: Monday, October 26, 2009 4:47 PM
To: Diaz, Roderick
Subject: FW: Crenshaw Corridor DEIS comments
Attachments: 10-26-09_CrenshawCorridorDEIS-CityComments.pdf

Sorry, I misspelled your email address the first time.

Glen W. C. Kau, P.E.
Public Works Director
City of Inglewood
310.412.5333
www.cityofinglewood.org

From: Glen Kau
Sent: Monday, October 26, 2009 4:42 PM
To: 'diazroderick@metro.net'
Cc: Keith Lockard; Barbara H. Gilbert; Timothy E. Waniamaker; Wanda Brown
Subject: Crenshaw Corridor DEIS comments

Hi Roderick: please find attached the City's Public Works Department comments for the subject proposed project. Thanks.

Glen W. C. Kau, P.E.
Public Works Director
City of Inglewood
310.412.5333
www.cityofinglewood.org

11/5/2009



CITY OF INGLEWOOD
Public Works Department



GLEN W. C. KAU, P.E.
Public Works Director

October 26, 2009

Mr. Roderick Diaz, Project Manager
Metro
One Gateway Plaza
Mail Stop 99-22-3
Los Angeles, CA 90012

RE: Crenshaw Transit Corridor DEIS/DEIR

Dear Mr. Diaz:

We appreciate the opportunity to comment on the subject DEIS/DEIR dated September 1, 2009. The mission of the Public Works Department is to enhance the City of Inglewood's quality of life through the construction and operation of a safe and effective physical environment. The provision of safe and effective transportation systems is critical to both residents and visitors.

The alternative projects are of interest as the alignment of the corridor traverses through the City of Inglewood from West Boulevard to Arbor Vitae Street. Accordingly, we seek to be actively involved throughout the planning, design, and construction phases of the project, assuming a "build" alternative is selected.

The Inglewood City Council adopted a resolution endorsing Light Rail Transit (LRT) as the preferred alternative at their meeting of October 20, 2009. A copy of that resolution will subsequently be forwarded to you.

As noted in the resolution (and in discussion by the Council when considering the resolution), economic development and employment are important considerations. The LRT alternative has the most positive impact relative to those economic factors.

The LRT Alternative has the most favorable performance relative to travel time. Mobility is a very important consideration, as SCAG and Metro plans indicate that travel conditions in the Crenshaw Transit Corridor will worsen in the future and there is a continuing need for mobility improvements.

If the basic LRT Alternative is selected, then related decisions must subsequently be

One W Manchester Boulevard • Inglewood, CA • 90301 • Phone (310) 412-5333 • Fax (310) 412-5552 • www.cityofinglewood.org



made regarding Alternative Design Options 2 and 3 that involve consideration of grade separation designs at the crossings of Manchester Avenue and Centinela Avenue. The document indicates final decisions on these features will be dependent on further traffic analysis and evaluation of the grade separation analysis. We have an interest in that more detailed analysis and also support focused community consideration of these design alternatives that will affect the City's physical environment.

The City of Los Angeles boundary is proximate to the Metro right-of-way (BNSF rail line) in the area of Design Option 2; their comments should be considered relative to the alternative at-grade and aerial options.

The at-grade LRT Alternative would have adverse traffic impacts at the Centinela/Florence and Florence/Manchester intersections. We would seek mitigation of these impacts (subject to more detailed analysis and preliminary design) if the at-grade LRT Alternative is selected.

We note the need for a text correction on page 5-56 of the document. The text presented subsequent to "Grade Separation at Manchester" is incorrect.

If you have questions or if there is a need for discussion regarding our comments, I can be reached at 310-412-5383.

Yours truly,

Glen W. C. Kau, P.E.
Director of Public Works

cc: Timothy E. Wanamaker, Inglewood City Administrator
Keith Lockard, Principal Transportation Engineer

Response to comment 10-14-A.

Comment noted. Metro has coordinated with the City of Inglewood, and the Inglewood Public Works Department throughout the planning process of the Crenshaw/LAX LRT Project. The Light Rail Transit Alternative was selected as the Locally Preferred Alternative for the Project. Metro appreciates the views and input from the City of Inglewood as it has been a valuable part of the planning process for the Crenshaw/LAX Transit Corridor Project. The Inglewood City Council Resolution in support of the LRT Alternative for Crenshaw will be included in the final record for the Environmental Impact Statement/Environmental Impact Report for the Crenshaw/LAX Transit Corridor Project.

Response to comment 10-14-B.

Design Option 2, an aerial crossing at Manchester Avenue was incorporated as part of the Locally Preferred Alternative. Design Option 3, a cut and cover crossing at Centinela was carried forward for further consideration during the design process. As requested by the commenter, further traffic analysis, design, and coordination with the CPUC took place after release of the DEIS/DEIR to decide whether a grade separation at Centinela Avenue was necessary. This decision also weighed the community comments in the decision making process.

Response to comment 10-14-C.

Please see response to comment 10-14-B.

Response to comment 10-14-D.

Comment noted.

Response to comment 10-14-E.

The Crenshaw/LAX Transit Corridor Project has an aerial grade separation at the Florence Avenue/Manchester Avenue intersection. After further consideration during the design process, it was determined that the lack of significant traffic impacts did not require the Centinela Avenue crossing to be grade separated.

Response to comment 10-14-F.

Comment noted. The text has been revised to correctly characterize the Manchester grade crossing.



COMMENT: 10-15. Community Redevelopment Agency of the City of Los Angeles.



Community Redevelopment Agency
CITY OF LOS ANGELES

10-15

DATE / October 26, 2009

FILE NO.:

100 South Spring Street / Suite 800
Los Angeles, California 90012-3500

T 213 871 1600 / F 213 577 1600
www.metro.net

Mr. Roderick Diaz
Project Manager, Crenshaw
Transit Corridor Project
LACMTA
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Mr. Diaz:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement – Draft Environmental Impact Report (DEIS/DEIR) for the Crenshaw Transit Corridor project.

The success of this project is immensely important to the fulfillment of CRA/LA's mission and the potentials of the Crenshaw community. That mission includes the elimination of conditions of blight and deterioration that have long plagued the communities along the Crenshaw Corridor, the dearth of quality consumer services, the relative isolation from the regional transportation system, limited local circulation, the poor and insecure quality of the pedestrian environment, inadequate housing to meet the needs of the entire community, and a lack of access to jobs for the local population, especially youth.

The DEIS/DEIR contains a large volume of documentation. This letter highlights CRA/LA's priority concerns regarding the project. The Attachment to this letter provides additional details and comments that should be responded to in the subsequent environmental documents and transit corridor design program.

The Scope of Consideration in the DEIS/DEIR is Incomplete

The Crenshaw Transit Corridor project is a first phase of a larger major rail transit corridor that will be an important component in the region's rail transit system.

Failure to comprehend the larger context of this major rail project could cause the Crenshaw transit corridor to fall short of fulfilling its ultimate potential as part of the regional transit in the future. As a result, the possibilities of revitalizing the businesses and neighborhoods in the Crenshaw corridor will most certainly have been compromised as well.

LACMTA should appropriately expand the scope of the DEIS/DEIR to include the reasonably foreseeable system extensions, the potential cumulative implications of implementing those extents, and carefully reflect back as to how reasonable future growth and system scenarios should be given consideration in the design choices for this initial phase of the Crenshaw Transit Corridor.



A Below Grade Design Is Preferable

An at-grade LRT on Crenshaw Boulevard would create significant impact that cannot be adequately mitigated. These impacts include:

- the loss of community parking resources,
- issues of vehicular and pedestrian safety,
- noise and visual intrusion, and
- the overall quality of the continued function of Crenshaw Boulevard as the central spine in this part of South Los Angeles.

But most fundamentally, we believe that at-grade and aerial alignments within the Crenshaw Boulevard right-of-way will forever limit and diminish the ultimate economic development and redevelopment potentials of Crenshaw Boulevard. The visual and physical impact of the at-grade and aerial alignments on the commercial and residential uses fronting on Crenshaw Boulevard could largely negate the blight eradication efforts of CRA/LA in this critical portion of South Los Angeles. For these reasons, CRA/LA believes the entirety of the line in Crenshaw Boulevard should be built in a below-grade configuration.

System Performance and System Alternatives

CEQA and NEPA require consideration of all reasonable and appropriate project and system alternatives and, for that reason, a Bus Rapid Transit alternative is included in the DEIS/DEIR, along with a TSM and No Build alternative. Frequent, efficient bus services along Crenshaw have been and will continue to be very important for the Crenshaw community and for the Hollywood, Wilshire and South Bay communities with which these services connect. However, in the context of a truly responsive plan for the region's transit, it has to be clear that buses operating on surface streets, even with efforts to create exclusive lanes to attempt to reduce traffic interference and increase speed, cannot effectively substitute for the higher patron travel speeds regional transit requires in this corridor. Moreover, the loss of on-street parking, turning options, the noise and intrusion impacts and the potential risk to pedestrians of over-sized, diesel buses moving at high speed in a curb lane would be difficult or impossible to mitigate to acceptable levels. Thus, CRA/LA believes that a bus rapid transit alternative is not a workable solution. It should also be clear, as mentioned above, that where the alignment is in a major urban arterial, CEQA and NEPA require that fully below-grade configurations be included among the alternatives considered and diesel buses cannot be effectively operated in tunnel configurations.

Finally, only a rapid rail alternative adequately responds to the mandate of Measure R and the long-held aspirations of the Crenshaw community. The LRT corridor alternatives presently represented in the DEIS/DEIR are not offering as competitive travel speeds as should be expected and those aspects should be reevaluated for further improvement.



Attached to this letter are more detailed comments on aspects of the DEIS/DEIR for the present phase of the Crenshaw Transit Corridor construction that CRA/LA believes need to be addressed with additional analyses and mitigation measures for the best long-term results for the regional transit system and to best realize the aspirations and potentials of the Crenshaw community.

D

These very important concerns notwithstanding, I want to express CRA/LA's appreciation to you and your team for the dedication and quality of effort that you have brought forth on this project. It has been a privilege to share in your team's commitment to this project's success and we forward to continuing a fruitful and productive working relationship.

Sincerely,

Cecilia V. Estolano
Chief Executive Officer

Attachments:

- Attachment A: CRA/LA Detailed Comments
- Attachment B: LADCP Detailed Comments
- Attachment C: LAEAD Detailed Comments

Copy to Attachments:

- Mayor Antonio Villaraigosa
- Deputy Mayor Jaime de la Vega
- Deputy Mayor Bud Ovrom
- Deputy Mayor Helmi Haaserich
- Councilmember Bernard Parks, Council District 8
- Councilmember Herb Wesson, Council District 10
- Councilmember Bill Rosenthal, Chair, Council Transportation Committee
- S. Gail Goldberg, Director, Department of City Planning
- Rita Robinson, General Manager, Department of Transportation
- Gary Lee Moore, City Engineer, Public Works Department
- County Supervisor Mark Ridley-Thomas, Second District
- State Assemblywoman Karen Bass, 47th District
- State Senator Curran Price, 26th District
- Congresswoman Diane Watson, 33rd District
- Congresswoman Maxine Waters, 35th District
- Congresswoman Jane Harmon, 36th District
- Raymond Sukys, FTA, Region IX, San Francisco
- Ray Tellis, FTA, Region IX, Los Angeles
- Hassan Ikhata, Executive Director, SCAG
- Jackie Bacharach, Executive Director, South Bay Council of Governments



ATTACHMENT A
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR
 Cecilia Estolano to Roderick Diaz
 October 26, 2009

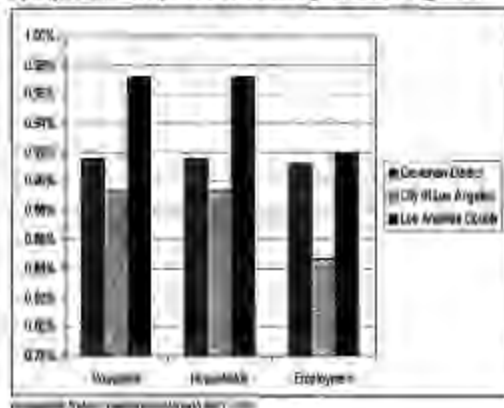
ATTACHMENT PAGE | 116 30

The following are additional CRA/LA detailed comments to be attached to the comment letter of Cecilia Estolano to LACMTA Crenshaw Transit Corridor Project Manager Roderick Diaz:

Overall System Selection

CEQA and NEPA require LACMTA to consider a range of alternatives using project evaluation criteria that focus on a specific, limited range of estimated cost and performance factors. As presently evaluated in the DEIS/DEIR, a rail (LRT) system concept is among the most viable alternative for this initial phase of corridor construction. However, the extent of the LRT alternatives as currently outlined in the DEIS/DEIR contain elements that are contradictory to existing City of Los Angeles and CRA/LA plans and policies. CRA/LA supports a Light Rail Alternative that mitigates impacts to the surrounding communities to greatest extent possible. The mitigations that are needed may need to go beyond limited design and cost criteria that the DEIS/DEIR may have been operating within, however.

The No-Build and Transportation Systems Management (TSM) Alternatives do not alleviate the strain on the existing bus ridership or address the Southern California Association of Government's (SCAG) long term projections for the area (see chart below), which illustrate higher growth rates for population, dwelling units and employment compared to the City of Los Angeles.



The Bus Rapid Transit (BRT) Alternative as well as the Light Rail Transit (LRT) Baseline Alternative incorporate fundamental design features that are contrary to the Mid City Crenshaw Vision and Implementation Plan ("Crenshaw Vision Plan") approved by the Los Angeles City Council in February 2009 as well as the pending revisions to the West Adame-Leimert Park-Baldwin Hills Community Plan which are in the approval process.



ATTACHMENT A:
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR
Cecilia Estolano to Rogerick Diaz
October 26, 2009

ATTACHMENT PART 2 OF 28

The Crenshaw Vision Plan is a comprehensive planning strategy that provides development incentives by addressing land use, zoning and design for development guidelines while providing public infrastructure improvements to streamline the entitlement process, stimulate economic development, spur job growth, and create a healthy community environment by increasing mobility and connectivity among pedestrians, bicycles, public transit and other vehicular transportation.

The State of California has awarded CRA/LA \$14.7 million in Proposition 13C funds which commit the City to implementing the Crenshaw Vision Plan over the next 2 years with measures that—

- "Encourage the development of open space through limit street vacations," [page 87 of the Crenshaw Vision Plan] and
- "Emphasize retaining and enhancing the existing frontage roads," [page 71 of the Crenshaw Vision Plan]

All at-grade and above-grade Crenshaw Transit Corridor project alternatives conflict with the Green Street elements adopted, such as—

- Bioswales, wide landscaped medians, and traffic calming devices
- Vehicular traffic management complementing the increased pedestrian oriented environment along wide Crenshaw Boulevard sidewalks
- Vehicular circulation and accessibility entering, leaving and along Crenshaw Boulevard, and
- The removal of visual bight in all forms along the corridor.

All of these elements are required to enhance the desirability for both commercial and residential developers, tenants and customers of the Crenshaw Boulevard adjacent properties and communities. The BRT alternative and the LRT alternatives as currently presented would prohibit or destroy many of the infrastructure improvements approved in the Plan and awarded funding by the State of California.

In addition, portions of the Crenshaw/South Bay Transit Corridor Project are located within the Mid-City Recovery Redevelopment Project Area. The Mid-City Recovery Redevelopment Plan governing the Mid-City Project Area includes the following:

- "Support and encourage a circulation system which will improve the quality of life in the Project Area, including pedestrian, automobile, parking and mass transit systems, with an emphasis on serving seniors and the disabled" [paragraph 8, Section 105, page 3].
- "Promote the development of safeguards against noise and pollution to enhance the quality of the residential/commercial community" [paragraph 12, Section 105, page 3], and



ATTACHMENT A
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR
Cecilia Estolano to Roderick Diaz
October 26, 2009

ATTACHMENT PAGE 3 (11) (1)

- "Promote the provision of well-planned community uses and facilities, pedestrian and vehicular circulation, and adequate parking" paragraph 14, Section 105, page 3).

The DEIS/DEIR is thus not accurate in Table 5-1 when it characterizes without qualification that the LRT Baseline (and, in some cases, other system alternatives) as being in conformity with applicable City of Los Angeles plans and policies.

The BRT Alternative and the above-grade LRT Alternatives all require losses of on-street parking without providing adequate mitigations (such as publicly-available substitute local parking supplies). The loss of on-site parking along the corridor removes an important buffer between vehicular traffic and the pedestrian zone and street front businesses. The loss of this buffering zone and this publicly-available parking will be detrimental to economic viability of the existing businesses and the livability and amenity of the Crenshaw Boulevard corridor.

In our estimation, bringing into consideration requirements of the entire Crenshaw transit corridor, the larger range of land use relationships and community livability considerations that are fundamental to sound, long-term decisions for this corridor, CRA/LA's response to "Issues To Be Resolved" [p. 5-51, section 5.6] is that a properly mitigated rail system is a far superior alternative for both the long-term productivity of the regional transit system and the sustainable revitalization of this portion of South Los Angeles than the No-Build, TSM or the BRT alternatives. We believe that only a properly-designed rail system fulfills the intent of Measure R as passed by the voters of Los Angeles County.

Insofar as, in CRA/LA's estimation, only a rail alternative is a truly viable—and truly acceptable—long-term transit investment for this regional corridor, this review focuses on providing guidance to the implementation of that option. Should there be serious consideration given to implementation of a non-rail alternative for this corridor, CRA/LA would respectfully request that additional time be given to address those system issues in more detail.

Overall System Definition and Assessment Parameters

As defined in Measure R, the Crenshaw Transit Corridor extends at least as far north as a terminus with an extension of the Purple Line along Wilshire Boulevard (at Crenshaw Boulevard, La Brea Avenue or another location). Measure R also provides that the north-south segment of the Green Line, which could logically be operated as part of Crenshaw rail transit operation, will be extended to the planned Torrance Regional Transit Center. In fact, at some time in the future, it would be logical to extend this corridor even further to the south into the South Bay and possibly further north into Hollywood.



ATTACHMENT A:
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR
Cecilia Estolano Jo Rodesch Diaz
October 26, 2009

ATTACHMENT PAGE 4 OF 30

While it is understood that the present project document is only considering construction of an initial phase of the Crenshaw Transit Corridor, it has to be considered a potential, integral part of this larger corridor if appropriate, long-term system design decisions are going to be made.

The DEIS/DEIR should, therefore, contain forecasts of critical factors that could bear upon the configuration of the Crenshaw corridor generally and the specific design issues of this initial phase in particular, including—

- Estimates and forecasts of corridor population and employment, currently and under various scenarios into the future, for the fuller extent of the corridor. Included among these scenarios must be appropriate responses to AB 32, SB 375 and other State mandates. Scenarios should also include the potentials of coordinated land use development with fully grade-separated rail transit.
- Estimates and forecasts of rail system operating speeds and travel times for a reasonable range system configurations over the fuller extent of the corridor. The DEIS/DEIR gives some limited consideration to the performance of different LRT options (p. 3-43) but not as these considerations might relate to the entirety of a future transit corridor (as illustrated with the limitations of the table on p. 3-36). In addition to an evaluation of a complete corridor LRT "baseline" with a related "street-running"/at-grade concept, one or more whole corridor grade-separated configurations, perhaps below-grade in some instances to most directly serve the highest future development potentials, should be analyzed.
- Estimates of transit and vehicular delays that fully reflect the effects of on-street bus lanes and at-grade rail operations. It is not clear that the 2030 LOS and street congestion forecasts in the DEIS/DEIR (pp. 3-18 ff.) are fully incorporated into the LRT Baseline operations analyses (p.3-45), particularly if they may have an impact on transit running speeds, traffic speeds, demands for turning movements and impacts on pedestrian crossings. That needs to be clarified.
- Estimates and forecasts of a reasonable range of travel need and transit usage scenarios for the corridor configuration scenario alternatives. Modeling of travel need and potential transit patronage needs to take into account important future context issues such as potential automobile congestion delays, future household costs for transportation and other expenses, as well as prospective mandates to reduce greenhouse gas emissions.

Incorporating these analyses into the DEIS/DEIR will provide a better understanding of the ultimate needs and potentials of the transit corridor will add important dimensions to the long-term costs and benefits of design decisions that have to be made in this initial construction phase of the Crenshaw Transit Corridor project.



ATTACHMENT A
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR.
Cecilia Estrano to Roderick Diaz
October 25, 2009

ATTACHMENT PAGE 144 / 150

In addition to questions as to whether the transportation performance factors of the alternatives have been fully and clearly reflected, we have to question a number of the environmental resource impacts that the DEIS/DEIR assigns to the alternatives:

- **Air Quality** As we understand the two primary "build" alternatives, the BRT alternative would use fossil-fueled (diesel-cycle) buses, while the LRT alternatives would all use electricity supplied by an overhead catenary. The alternatives using buses depend upon combustion processes that inherently produce toxic gas emissions (such as NOx) and carbon/Greenhouse Gas (GhG) emissions (such as CO and CO2). The LRT alternatives, by contrast, use electricity which has the future potential to be produced entirely from non-polluting, sustainable energy sources.

However, the DEIS/DEIR identifies the LRT alternatives as the only alternatives with an "Adverse Effect" on air quality [Table 5.1, p. 5-8]. The DEIS/DEIR finds the LRT alternatives as the only alternatives that produce NOx emissions over the Federal threshold. The DEIS/DEIR also finds that the BRT alternative reduces GhG emissions by a very large amount while the LRT alternatives increase GhG emissions.

These assessments are highly questionable and could only result from some very particular assumptions and calculation procedures. For such unusual and counter-intuitive assessments, the DEIS/DEIR needs to provide a very clear and detailed explanation of its calculations and its assumptions and why critical assumptions were made. Total dependence upon combustion-engine, fossil-fueled transportation systems has generally not been held to be a sustainable policy for the South Coast Air Basin. The DEIS/DEIR needs to very thoroughly explain why it would appear to be commending this course of action for the Crenshaw transit corridor for purposes of air quality. The DEIS/DEIR should also bring forth credible alternative calculation and analysis methods and provide a reasonable range of assessments of long-term air quality impacts of the alternative transit system investments.

- **Energy Resources** Following upon the characterization of the alternatives above, the combustion engines that power buses in the BRT alternative are relatively inefficient, losing a great deal of their energy to heat. They are also typically using petroleum fuels, an ultimately unsustainable energy resource. The LRT alternatives, on the other hand, use electric traction which is much more energy efficient and delivers superior torque and acceleration and provides regenerative braking, helping recapture energy otherwise lost in braking. But equally important, by relying upon electricity, the LRT alternatives provide the broadest base for energy sustainability, utilizing a resource that can be sustainably generated in a variety of ways.

However, the only energy assessment of the alternatives in the DEIS/DEIR identifies the BRT alternative as reducing energy consumption over the baseline.



ATTACHMENT A
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR
Cecilia Estolano in Frederick Blair
October 26, 2009

ATTACHMENT PAGE 6 OF 30

condition by 560,523,312 BTUs/year, an amount over ten times the amount of energy saved by the LRT alternatives at 52,699,515 BTUs/year

Again, these calculations are counter-intuitive and need to be thoroughly examined and explained. As above, it would appear that very particular assumptions and calculation procedures were used.

The basis for analysis is also inappropriately narrow and limited, neglecting as it does to clearly distinguish between the potentials for using sustainable energy resources and less sustainable energy resources (such as petroleum-based fuels). The DEIS/DEIR must very thoroughly detail the assumptions and procedures it used in producing its assessments and then should also bring forth credible alternative calculation and analysis methods and provide a reasonable range of assessments of long-term energy resource impacts of the alternative transit system investments.

General Assessment of At-Grade Rail and Land Use Mitigation Measures

In general, CRA/LA would express skepticism about the appropriateness of installing regional rail infrastructure at-grade in the existing rights-of-way of urban arterials, given the rail system's need to achieve higher operating speeds, higher capacities and, collaterally, reduce the risks of delay and collisions with pedestrians and other traffic. CRA/LA's experience to date, for instance with the Blue Line operation on Washington Boulevard, has yet to demonstrate that the added mobility resulting from the construction of the transit way significantly outweigh the detriments to traffic and community development potential. It is also not clear that in-street running on major, congested urban arterials is viable as an operating environment for regional high-speed rail links over the long term.

Slower, local circulator rail systems ("trolleys" and "streetcars" such as CRA/LA has advocated in Downtown) may be designed to integrate with and support local corridor land use. These applications should not be confused with the fast, higher-capacity services into, out of and through the Crenshaw community that the Crenshaw Transit Corridor project is being developed to provide. In our examination, the DEIS/DEIR's treatment of the following issue areas needs to be enhanced:

- True high speed regional rail transit. There need to be clear and substantial assurances that the LRT Baseline system will be able to provide the overall average patron travel times (e.g. in excess of 35 mph) typically expected for competitive regional rail transit services, thus providing the level of benefit justifying the investment and the prospective disruption to the community;



ATTACHMENT A:
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR
Cecilia Estolano to Roderick Diaz
October 26, 2009

ATTACHMENT PAGE 7 OF 20

- Street traffic congestion, delays and collisions. We believe there needs to be a more thorough accounting of and forecasting of the street traffic delays, congestion and compromises to street safety that the at-grade portions of the Line have the potential to create.
- Loss of long-term development potential and community livability. The potential intrusion, noise and disruption engendered by at-grade transit operations will almost certainly compromise the long-term development potential of the Crenshaw corridor. Most certainly, the potential would be considerably lower than if the rail transit system were completely below grade. In our estimation, there could well be a question as to whether the overall long-term community development potential and livability is, on balance, significantly improved with the LRT Baseline (or other DEIS/DEIR alternatives) for costs involved.

Over the last decade, transportation professionals have become increasingly sensitive to the need to appropriately 'calm' and buffer the impacts of street traffic from the pedestrian zone and building frontages. Techniques such as bulb-outs and dedicated frontage alleys that have been hallmarks of great, classic boulevards are now being rediscovered for their value in building overall urban livability and function. As it happens, there are significant stretches of Crenshaw Boulevard that anticipated and embodied these enlightened design practices. The Crenshaw Transit Corridor project now proposes to remove these classic features.

We respect the fact that DEIS/DEIR alternatives reflect pre-determined cost constraints imposed upon the project. It may be, however, that these cost constraints are below the threshold at which transit corridor investments can demonstrate the greatest productivity and benefit return over the long term. The real measure of the worthiness of a transit system investment is not simply in the operation of the system itself, but in the totality of benefit that its services engender over the life of that transit system investment.

The DEIS/DEIR inventories existing land use and land use plans. However, the discussion of impacts between different LRT configurations (pp. 4-33, 4-34) is really not that helpful for decision-makers. What CRA/LA believes would add important value to this information would be to draw upon the system scenarios and transit usage forecasts called for in the preceding section to create estimates of overall development potential that would be created (or diminished) with the critical LRT system options. These benefits should then be arrayed to help inform the MTA Board's decisions on this project.



ATTACHMENT A:
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR
Cecilia Esteban to Rodrick Olin
October 28, 2009

ATTACHMENT PAGE 8 OF 10

Specific Concerns About the Impacts of Proposed Rail Facility Configurations and Mitigation Measures

The DEIS/DEIR has developed an extensive inventory of important parcels, historic properties, land uses and physical attributes along the corridor. CRA/LA has identified a number of specific areas of concern with the LRT system designs as presented in the DEIS/DEIR:

- Option 4 CRA/LA believes that the aerial configuration proposed in the LRT Baseline would permanently and irreversibly blight this length of Crenshaw Boulevard, which is already one of the most marginalized segments of the corridor. We very strongly believe that the Option 4 underground alternative is a necessary and appropriate investment.
- Option 5 In earlier parts of the design process, CRA/LA had the belief that a Leimert Park/Vernon station, being at the very center of the Crenshaw community, would be integral to any LRT system design. We believe that still to be the case. A Leimert Park station is an essential part of the LRT system and must be included in the adopted design.

The characterization in the DEIS/DEIR (Table 5-2, p. 5-14) that Option 5 would have a "Potentially Adverse Effect" on local land use and development is inappropriate. The suggestion that undesirable development would be created in Leimert Park by the provision of a subway station overlooks the provisions of the Crenshaw Specific Plan, sections 7-10 addressing development configurations, and section 14 addressing the jurisdiction of the Design Review Board.

- Option 6 CRA/LA strongly believes that an in-street, at-grade LRT alignment is patently unreasonable and inappropriate from Coliseum Road north. The adverse impacts to existing and potential development, particularly on the east side of Crenshaw Boulevard between Coliseum Road and Exposition Boulevard would be devastating to both existing and planned development and development potential. What should be an attractive, pedestrian-friendly hub for two major rail transit lines will instead be turned into a hazardous, congestion-choked "no-man's land" of traffic lanes and rail tracks crossing at odd angles.

CRA/LA takes very strong objection to the DEIS/DEIR assertion (section 4.16.3.5, p.4-489) that "... Option 6 would not alter the potential for growth from [that of] an at-grade station." There is a radical difference between the development potentials, the quality of traffic operation, the quality of the potential pedestrian environment and the general livability of the Exposition crossing that Option 6 could provide over the LRT Baseline design. This needs to be clearly acknowledged and evaluated by the DEIS/DEIR.



ATTACHMENT A:
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR
Cecilia Estolano to Roderick Diaz
October 25, 2009

ATTACHMENT PAGE 9 OF 30

On page 5-21 in Table 5-2, CRA/LA believes the safety attributes of Option 6 are understated. While Option 6 "would eliminate collisions [between] LRVs and motorists," the following two bullets on train crossings, traffic signals and pedestrian gates appear to apply to the LRT Baseline, not Option 6. Among those safety attributes that should be given to Option 6 (and Option 5) are their provisions for safe, direct, below-grade pedestrian connections, avoiding potential collisions on surface streets with vehicles and trains:

- Preservation of the Capability to Complete the Extension of the LRT Crenshaw Corridor North to Wilshire Boulevard. In addition to the concerns above about the necessity of incorporating Option 6 into the design of the LRT system, CRA/LA would further note that it has always been the intention of the Crenshaw Transit Corridor design, of Measure R, as well as the clear aspiration of the Crenshaw community that the Crenshaw Transit Corridor ultimately connect directly to the Wilshire subway. As recognized by the DEIS/DEIR, the extension of this corridor north of Exposition must be in subway, as no other configuration is feasible. However, were LACMTA to adopt the LRT Baseline design, with the track alignments turned to the east to parallel the Exposition Line, such an extension north would be highly problematic if not impossible. The ultimate potential for extending the Crenshaw corridor north as has always been intended can only be fulfilled if its Exposition station is below ground as proposed in Option 6.

We strongly urge LACMTA to continue the LRT alignment below grade north of MLK Boulevard, providing an interim terminal station below grade that will facilitate the ultimate extension of the Crenshaw Transit Corridor north to Wilshire Boulevard.

- Need to Add Option 7: Underground Alignment from Option 4 Underground Alignment to Underground Alignment at 48th Street. To repeat a point raised at the start of comments, CEQA and NEPA require that all reasonable project alternatives be included for study and evaluation. For an instance where a major regional rail line is to go along a major, inner-city arterial where numerous conflicts and constraints have already been noted, there is no defensible basis for not including the option of running the entire length of the rail line under Crenshaw in subway. The merits of removing the last segment of above-ground LRT from Crenshaw Boulevard have been given mention throughout these comments. To recap a few points—
 - (i) Visual, Intrusion and Noise Impacts: The great majority of the extensive list of adverse visual impacts (noted Table 5-1, p. 5-7; pp. 4-529ff. among other places) would disappear with the line placed entirely underground before entering Crenshaw. The characterization on p. 4-532 that "no disproportionate impact" is not, in our view, accurate, given the size and speed of the trains and the associated grade crossing safety devices that will likely be necessary.



ATTACHMENT A:
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR.
Cecilia Estebano to Roderick Diaz
October 26, 2009

ATTACHMENT PAGE 10 OF 20

Traffic Flow and Traffic Safety: The hazards of cross traffic and left-turn movements across in-street LRT operations have proven to be very significant in other Metro corridors. This experience is not adequately evaluated and applied in the DEIS/DEIR for the Crenshaw Transit Corridors. These are significant costs of these risks and hazards that accrue not only to MTA rail operations, but to automobile users, truck traffic and pedestrians. All of these hazards would be avoided with the line underground in Crenshaw.

Rail Operation Speed and Reliability: Needing to stop at intersections for traffic lights to cross intersections and (at the Exposition terminus) cross traffic lanes imposes both time delays and compromises reliability; this will become increasingly a problem over time as street congestion increases (and which the at-grade LRT system itself will exacerbate). While the LRT Baseline configuration has four grade-level transitions, an all-subway alternative would only have one transition (at the Harbor Subdivision), thus saving the additional energy required to bring the train up to grade or up to an aerial level. Incorporating gravity profiling in an all-subway segment could further enhance the energy efficiency of LRT operations. None of these considerations appear to be adequately evaluated and applied in the DEIS/DEIR's analyses.

Construction Efficiencies and Cost Savings: With the short below-grade sections as designed for the LRT Baseline, there are no opportunities to utilize larger economies of scale and the efficiencies of tunnel boring machines. The cut-and-cover construction techniques that would likely have to be employed are disruptive, costly and time-consuming ways to construct below-grade facilities. Even with all of the DEIS/DEIR's below-grade options, the long at-grade section between 50th and 48th Streets greatly limits options for staging and using TBMs. In the course of including an all-subway alignment LRT alternative under Crenshaw, the DEIS/DEIR should pay particular attention to the opportunities for construction efficiencies, time and cost savings.

Land Use and Development Potentials: The development potentials and commercial attractiveness of business property along segments of the LRT alignment between stations will, in almost all cases, suffer net decreases as a result of the effects of at-grade LRT operation. Aerial frontage residential development is likely to become particularly blighted and will no longer be viable along above-grade LRT segments. The DEIS/DEIR fails to identify and account for these impacts. While station locations should provide some stimulus for economic activity, the level and range of development potentials will be much more limited around stations placed at-grade, such as Exposition and Station, than if these stations were in a below grade configuration with direct, safe, below-grade patron connections into pedestrian-oriented development sites.

Environmental Justice: The DEIS/DEIR acknowledges in section 4.18.3.1 [p.4-514] that "...the decisions for grade separations in the Crenshaw



ATTACHMENT A
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR.
Cecilia Estolano to Roderick Pinar
October 26, 2009

ATTACHMENT PAGE 11 OF 20

Transit Corridor were not driven by the type of community, but rather by engineering considerations” and that “Grade separation for BRT or LRT is typically engineering-driven, and is not dependent on the type of community where it is to be located.” While CRA/LA would acknowledge that systems engineering and performance criteria should have a major role in the grade configuration decisions for a transit system, these criteria alone seem inadequate—and possibly inconsistent—as they are being applied.

On the one hand, it would be myopic and contrary to good practice to suggest that transportation infrastructure investments should only be configured with respect to their own operational criteria and without regard to the viability, sustainability or potentials of the adjacent land uses that could be affected. Grade separation decisions should go beyond just transportation systems engineering considerations and include long-term performance and sustainability standards for the larger corridor as a whole, including land uses.

On the other hand, in other corridors, it would seem that LACMTA is, in fact, taking community context into consideration. The proposed extension of the Metro Purple Line from Western to La Brea (with or without a prospectively optional station at Crenshaw) is presently being proposed only in a subway configuration. Most of that reach, from Wilton to Highland, borders a very low density, affluent residential district. That stretch is about the same length as the distance from 67th to 48th and could, conceivably with some right-of-way adjustments, be considered for the type of aerial configuration that is proposed for the Hyde Park section of the Crenshaw Transit Corridor. That would, as is being presented in the Crenshaw Transit Corridor planning, save some money without seeming to affect transit engineering criteria.

But that configuration would be absolutely terrible for that community context. Not only would it completely contradict the Park Mile Specific Plan and virtually all other plans and policies for the area, it would irreparably degrade the quality of life for those adjoining residential districts. Given that at some point that the Purple Line would need to return to a subway configuration, it would also introduce many of the excessive grade transition issues that confront the Crenshaw Transit Corridor. That LACMTA would directly define a subway configuration for that corridor extension is fully understandable. What CRA/LA believes is appropriate, however, is to acknowledge that community context deserves more consideration in the definition of grade configuration alternatives for the Crenshaw Transit Corridor and that a full Crenshaw subway configuration should be among those alternatives evaluated for this project.



ATTACHMENT A:
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR
Deolva Estolano to Rodenck Diaz
October 26, 2009

ATTACHMENT PART II (E) (50)

- Right-of-Way Takes at 67th and Crenshaw. While the both the SWC and SEC of the intersection of Crenshaw and W 67th would necessarily (as shown in Drawing C-422) require a r-o-w take in order to support the bents for the aerial guideway of the LRT Baseline configuration, the property to be taken (and the appropriate accommodations to accommodate pedestrian circulation, clear sightlines and traffic safety) are not delineated. Parcels L-37 to L-43 involving several acres, are located at the vicinity of Exposition Blvd. and Crenshaw, and yet, the Assessor Block and Parcel Numbers (identifies these parcels to be located at the SEC of 67th and Crenshaw. Additionally, the proposed use, as outlined in Chart on C-550A states "O & M FACILITY SITE D", which conflicts with Drawings shown on C-435.

In the Option 4 (below grade configuration), Drawing C-622 still shows facility intrusions into this corner, variously identified as subject parcel 32 (SEC), and L-29, L-30, and L-31 (SWC) in Drawing C-621. Parcels L-37 to L-43 involving several acres, are located in the vicinity of Exposition Blvd. and Crenshaw; however, the Assessor Block and Parcel Number does NOT identify L-45 as shown on C-753a which Chart states "O & M FACILITY SITE D", consisting of 1,186,440 sq. ft. or 27.2 acres of land. There is no apparent delineation of the property taken shown or its purpose clearly defined. All of the proposed r-o-w actions and mitigation measures at this intersection need to be much more clearly delineated and described for all Alternatives.

- Potential Loss of Turning Movements, Cross Access from W 67th to W 69th Street (LRT Baseline Configuration). In CRA/LA's examination of the drawings in Volume II, we could not determine to what extent intersection left-turn lanes and mid-block left turn capabilities are compromised by the placement of aerial columns. There are a number of potential traffic conflicts that the DEIS/DEIR should clarify, among them:
 - o Crenshaw at W 67th Street: Appears that s/b left turn lane could be compromised;
 - o Crenshaw at W 68th Place, W 66th Street: Unclear if s/b left turn access preserved;
 - o Crenshaw at Hyde Park Blvd.: Unclear if left turn lanes preserved in both s/b and n/b;
 - o Crenshaw at W 63rd Street. Unclear if left turn lanes provided in both directions;
 - o Crenshaw from W 67th to W 60th Streets. Unclear where mid-block left turn access is compromised. Mid-block left turn access into and out of properties from the continuous median lane along this stretch of Crenshaw is important to some properties' access.

W



ATTACHMENT A:

CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR

Cecilia Estelero to Wladimir Diaz
October 28, 2009

ATTACHMENT PAGE 13 (of 10)

- Crenshaw at W.80th Street: It appears that a s/b left turn lane is provided by a n/b left turn lane is not. Additionally, the 120-unit West Angelus Senior Housing Development is located at this intersection (SEC) as well as St. John's Catholic Elementary School (SWC), putting an imperative on maintaining full and complete safe access through the intersection for both vehicles and a wide range of pedestrian users.
- Crenshaw at W.59th Place: All left turn access appears blocked by LRT grade transition structure in both LRT Baseline and Option 4 alternatives.
- Potential Loss of Turning Movements, Effective Intersection Capacity and Other Traffic Impacts from W.59th Street to W.48th Street [LRT Baseline Configuration at Grade]. There are a number of potential impacts that are of particular concern along this reach of the LRT Baseline corridor design. Among them are:
 - Crenshaw at Slauson intersection: Essential that full capability for safe n/b and s/b turning movements be fully preserved. Volume II drawings (Drawing C-425) appear to indicate left-turn lanes are provided, but would want to confirm the full, safe preservation of traffic functions.
 - W/S of Crenshaw to W. 57th Street: The View Park Prep Charter High School is a major traffic generator which presently has unresolved drop-off, pick-up and parking conflicts. Current proposals call for a separate, dedicated loading and/or parking lane along this block face. The proposed curb adjustment does not appear to be consistent these proposals or with the need to remediate these conflicts. Left turn ingress and egress from W.57th to Crenshaw is important to maintain for this campus; it appears that the LRT Baseline design could compromise left turn access.

If the Crenshaw Transit Corridor is going to preclude the possibilities for resolving these traffic conflicts that are presently being pursued for this location, the DEIS/DEIR needs to provide appropriate and effective mitigation measures to resolve these land use traffic conflicts along this block face.
 - Crenshaw at W.54th Street: It would appear (Drawing C-426) that all turning movements are being fully preserved at this intersection, but would want to confirm that this is the case. In any case, the preservation of left turn movements at this intersection is essential. West 54th Street is an important east-west corridor; its function and use levels seem to be under-estimated in the DEIS/DEIR count data [Appendix F, Tables F-1 and F-2]. Additionally, CRA/LA is working with the site owners on a potential mixed use development at the southeast corner of this intersection. Southwest of this intersection is a major Economic Development Department office and Bank of America branch, both of which are heavily used by the community. Preserving full and safe

ATTACHMENT A:

**CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR**

Cecilia Estelmo to Wladimir Diaz

October 28, 2009

ATTACHMENT PAGE 131 W 10

- Crenshaw at W.80th Street: It appears that a s/b left turn lane is provided by a n/b left turn lane is not. Additionally, the 120-unit West Angelus Senior Housing Development is located at this intersection (SEC) as well as St. John's Catholic Elementary School (SWC), putting an imperative on maintaining full and complete safe access through the intersection for both vehicles and a wide range of pedestrian users.
- Crenshaw at W.59th Place: All left turn access appears blocked by LRT grade transition structure in both LRT Baseline and Option 4 alternatives.
- Potential Loss of Turning Movements, Effective Intersection Capacity and Other Traffic Impacts from W.59th Street to W.48th Street [LRT Baseline Configuration at Grade]. There are a number of potential impacts that are of particular concern along this reach of the LRT Baseline corridor design. Among them are:
 - Crenshaw at Slauson intersection: Essential that full capability for safe n/b and s/b turning movements be fully preserved. Volume II drawings (Drawing C-425) appear to indicate left-turn lanes are provided, but would want to confirm the full, safe preservation of traffic functions.
 - W/S of Crenshaw to W. 57th Street: The View Park Prep Charter High School is a major traffic generator which presently has unresolved drop-off, pick-up and parking conflicts. Current proposals call for a separate, dedicated loading and/or parking lane along this block face. The proposed curb adjustment does not appear to be consistent these proposals or with the need to remediate these conflicts. Left turn ingress and egress from W.57th to Crenshaw is important to maintain for this campus; it appears that the LRT Baseline design could compromise left turn access.

If the Crenshaw Transit Corridor is going to preclude the possibilities for resolving these traffic conflicts that are presently being pursued for this location, the DEIS/DEIR needs to provide appropriate and effective mitigation measures to resolve these land use traffic conflicts along this block face.
 - Crenshaw at W.54th Street: It would appear (Drawing C-426) that all turning movements are being fully preserved at this intersection, but would want to confirm that this is the case. In any case, the preservation of left turn movements at this intersection is essential. West 54th Street is an important east-west corridor; its function and use levels seem to be under-estimated in the DEIS/DEIR count data [Appendix F, Tables F-1 and F-2]. Additionally, CRA/LA is working with the site owners on a potential mixed use development at the southeast corner of this intersection. Southwest of this intersection is a major Economic Development Department office and Bank of America branch, both of which are heavily used by the community. Preserving full and safe



ATTACHMENT A:
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR:
Cecilia Estolano to Rodenck Diaz
October 26, 2009

ATTACHMENT PAGE 14 OF 24

access at this intersection for both vehicles and pedestrians must be assured.

- Crenshaw at W.50th Street. It would appear (Drawing C-427) that left turn access into and out of this offset intersection is preserved. However, there is also a new curb line drawn across the entry point at this intersection. This would appear to close off the street, yet no cul-de-sac is shown in the street design. Please clarify what the design and function is for this intersection.
- **Mature Median Street Trees:** Mature street trees, particularly in the street median between 60th Street and Vernon Avenue, are mentioned as a visual resource (p.4-106; pp. 4-120 ff.) but not, in CRA/LA's estimation, given adequate consideration. In general, those segments of Crenshaw Boulevard proposed for at-grade operation (60th to 48th Streets and MLK to Exposition Boulevards) are wide and easily become barren and inhospitable without the visual relief provided by mature tree stock. Where there are losses of trees, there should be a commensurate level of mature forestation restored to the street. If it is not feasible to replace specimens in the median, then additional plantings should be made in the parkways to restore the overall ambience of the corridor.
- **Transition to Below-Grade Configuration at 48th Street.** As presently designed, the LRT line does not begin its transition from grade to below grade until it is north of W.48th Street. As a result, the transition structure appears to require the taking and removal of the Leimert Park gateway monument (designed parcel L-32D) and likely otherwise obscure the potentials of this iconic viewpoint in the corridor. The DEIS/DEIR does not specifically recognize this visual point of interest, but does recognize the unique scenic value of this corridor and its views north from 50th Street (Exhibit A, p.4-106; Exhibit D-1, p.4-110). An important ingredient to the quality of this view are the mature trees in the median of this corridor, which the LRT Baseline will remove.

To help partially mitigate loss of visual quality and orientation (current and potential) that the gateway park provides, it would be recommended that the LRT Baseline design be modified to complete its descent before 48th Street, thereby removing the LRT line from this end of the viewshed and allowing the restoration of the gateway park and its monument features.
- **Right-of-Way Take, Historic Resource Adverse Impacts of Traction Power Substation (TPSS).** The LRT alternatives require a TPSS to be located somewhere between MLK and Rodeo. The DEIS/DEIR identifies a site for this TPSS, labeled L-37A, immediately adjacent the Angelus Funeral Home (3886 Crenshaw Blvd). In section 2.3.4.5, the TPSS is described as requiring a pad 14 by 43 feet, housed in 16-foot high enclosure.

ATTACHMENT A:
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR
 Cecilia Estolano to Roderick Diaz
 October 26, 2009

ATTACHMENT PAGE 11 OF 30

It has been LACMTA's typical practice to locate TPSS facilities entirely above-grade and directly on the frontage property line, thus creating the maximum adverse impact. While it is understood that there must be ready access for heavy equipment to quickly service (and, if necessary, remove and replace) major substation components, this can still allow for some flexibility in design and siting. A major reduction in impact can be achieved by situating the TPSS in a below grade vault where the surface area can revert to use as parking, alleyways or other open space use. Removal of the vault deck and heavy components will require the use of a crane, but this equipment is often required even when the equipment is on-grade. While removing the TPSS's visual impacts, below-grade siting also can serve to quiet potential noise and vibration, which could be a concern next to the Funeral Home. Another siting mitigation would be to avoid situating the TPSS on the front property line, but instead at least move it the back area of a surface parking lot where it could be behind building frontages.

CRA/LA respectfully requests that LACMTA employ these and other mitigation measures to the greatest extent possible in siting this installation. If this TPSS installation were to be done in a typical fashion, it would have a significantly adverse effect on this stretch of commercial frontage.

- **Right-of-Way Takes Proposed North of Coliseum Road.** There appears to be considerable inconsistencies in the parcel acquisitions listed, their APN data and their listed locations. According to some tables in the DEIS/DEIR, various parcels along the east side of Crenshaw Boulevard north of Coliseum Road, now part of major commercial development proposals, are listed as "Full Takes." This would result in LACMTA acquiring huge parcels of prime land that CRA/LA presently has in discussion for development. It may be that LACMTA has concluded that the partial takes, as is indicated in the engineering drawings (volume II, C-434) are not feasible severances—a concern that CRA/LA shares.

We believe that these kinds of prospective right-of-way impacts cannot be justified and should further make the case for incorporating Option B into the LRT Baseline and removing the need for these very extensive property acquisitions.

- **West Boulevard Station Location.** CRA/LA believes that an alternative location for the station at West Boulevard, moved to the east of West Boulevard in a CRA/LA redevelopment project area, merits study. If situated with improved access and coordinated development, a station location east of West Boulevard could be ultimately be made into a more effective and attractive station complex than the LRT Baseline location. CRA/LA would advocate for consideration of this station location and, should it be selected, would look forward to working with LACMTA on a coordinated station area design and development plan for this location.



ATTACHMENT A:
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR
 Cecilia Estolano to Rodolfo Diaz
 October 26, 2009

ATTACHMENT PAGE (A) OF (3)

Management and Mitigation of Parking Impacts

The proposed project creates two types of potentially adverse parking impacts:

- Loss of on-street parking due to street r-o-w because of rail facilities in and around the street and
- Induced parking demand as a result of transit patrons wanting to drive to the stations to use the rail system.

(b)

Lost Parking Spaces. According to Table 5-1 (p. 5-4), the LRT Baseline alternative would result in a loss of 295 on-street parking spaces. The great majority of this loss appears to be in the at-grade segment between W.60th and W.48th Streets. In addition to these losses, there appears to be significant losses of on-street parking between 67th and 60th that now has peak hour restrictions but would be permanently lost in the event that Option 4 of the LRT alternative is not adopted. In addition to on-street parking losses, approximately 69 on-street parking spaces are indicated as being lost in the LRT Baseline design in the segment between MLK and the Exposition Line.

On-street parking is essential to the viability of some smaller businesses in older parts of the corridor. In our review of the DEIS/DEIR (pp.3-25 ff., pp.3-63, 64) there was not an adequate analysis of where these impacts might occur, who would be affected, and a clear definition of the mitigation measures that are going to be programmed.

(b)

Of particular concern is the Hyde Park portion of the corridor (W.67th to W.60th) is a mixed business and residential area that is severely under-parked. Perhaps because of the existing peak-hour parking restrictions, the DEIS/DEIR seems to have made some assumptions and not treated the impacts to this area in depth. Should LRT Option 4 not be adopted, the DEIS/DEIR must much more definitively identify potential impacts to parking resources in this area and identify its program to provide replacement spaces to fully mitigate any losses.

(b)

Also needing significant, additional analysis are the areas between W.60th Street and between W.48th Street and from W.39th to Exposition. To the extent that portions of the on-street parking has to be removed (or significantly limited in use), a clear program for providing replacement parking needs to be identified as a mitigation measure, with appropriate attention to location, access, proximity to affected businesses and users, appearance, and resulting pedestrian environment.

(b)

Several developments would be directly and adversely impacted either by property condemnation or vehicular accessibility to their sites. Among these developments would be the District Square project, located on the southeast corner of Rodeo and Crenshaw Boulevard. District Square is 318,000 sq ft retail center which will provide 491 construction jobs and 600 permanent jobs. This project is scheduled for the December

(b)



ATTACHMENT A:
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR
Cecilia Estalero to Rodrick Diaz
October 26, 2009

ATTACHMENT PAGE 17 OF 20

15. 2009 CRA/LA Board of Commissioners meeting to request approval of the Owner Participation Agreement. According to the DEIS/DEIR, the LRT Baseline alternative could require the condemnation of a large portion of the site. In addition, to the safety issues outlined by the Los Angeles Department of Transportation (LADOT) the severe impact to the economic opportunity and vitality of the center is unavoidable with the at-grade option.

EE

Some parts of the DEIS/DEIR seem to imply that losses of on-street parking will simply be absorbed by parking spaces that were observed off-street parking lots. This is simply not an acceptable or viable mitigation approach. Most all of those parking resources are owned by particular businesses and not available for public use. Even if LACMTA were to attempt to purchase these parking resources to mitigate the loss of public parking, in many cases those owners could not sell their parking without losing the code-required parking required to continue operating their businesses.

EE

The Crenshaw corridor is an economically impacted area. That LACMTA would appear to asking the business community to sustain significant net, uncompensated losses in local public parking supply is simply not appropriate and acceptable. The DEIS/DEIR must much more thoroughly identify, evaluate and define effective mitigation measures for the parking displaced by the Crenshaw Transit Corridor facilities.

Transit Station Parking Needs. Table 2-5 (p.2-44) lists "potential parking spaces at station locations. At the Exposition terminus, it identifies the need for 300-870 parking spaces. [Spaces [to] share with [the] Exposition LRT Line at a common station location at Crenshaw/Exposition.] Park-and-Ride facilities at this location are assumed to be initially developed as part of the Exposition Line project."

At the Martin Luther King Jr. Station, the need for 100-300 spaces are identified. At Crenshaw and Stauson, although it could be expected to be a major intercept station for traffic coming along the Route 90 corridor from the west, the DEIS/DEIR fails to identify what number of spaces the transit station function is going to need and how it is proposed to provide those spaces. The DEIS/DEIR similarly fails to definitively evaluate the station parking impacts and mitigation measures for the Vernon Station of LRT Option 5.

EE

It appears that LACMTA is assuming that it will be able to simply purchase the needed parking supplies needed for effective Crenshaw Transit Corridor park-and-ride operations at the transit corridor stations from commercial property owners abutting those stations and that this can be done without adversely impacting the commercial viability of these owner's investments. The DEIS/DEIR needs to much more thoroughly identify the overall accessibility needs of each station, what kind of parking needs each station can be expected to have, what are the various scenarios for effectively responding to those parking needs, and defining the feasible mitigation response that LACMTA is committing itself to for managing the parking impacts and needs created by the Crenshaw Transit Corridor stations.



ATTACHMENT A:
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR
Cecilia Estolano to Rodenick Diaz
October 26, 2009

ATTACHMENT PAGE 18 OF 20

The Need for a Coordinated, Collaborative Approach to Managing Parking Impacts: As noted above, the Crenshaw Transit Corridor project is going to create a wide range of parking impacts. Rather than LACMTA mitigating these impacts in a piecemeal fashion, however, it is suggested that it would be more effective for the long-term benefit of both LACMTA and the local Crenshaw community to address parking issues in the context of local area parking and access management districts formed around areas of impact. LACMTA would be asked to participate in these local districts to the extent its facilities and operations required mitigating actions. But the larger objectives of these parking and access management districts would be to—

- Coordinate and integrate transit patron parking and access needs with those of local area businesses and, in some cases, perhaps local residents;
- Achieve, through coordinated management, more efficient use of available parking supplies and reduce unnecessary confusion and congestion, especially around station-area intersections;
- Create a comprehensive, multi-modal planning framework to manage parking and pedestrian access needs in precincts served by rail transit facilities, to promote transitions away from single occupant vehicle use and towards more sustainable modes of local access;
- Directly and actively involve local businesses and residents in the planning and implementation of more measures for more sustainable local access and circulation around rail facilities.

It would be CRA/LA's intent, over time as regional rail transit services are provided and new development is attracted to the corridor, to try to broadly restrain the growth in parking and perhaps ultimately reduce the amount of parking provided relative to development. CRA/LA and other City departments would look forward to partnering with LACMTA on local parking and access management districts that could help achieve these public policy goals.

Station Area Development Potentials

As fundamental as providing quick, sustainable transit travel is to the success of the Crenshaw Transit Corridor project, another very important measure of success will be how effectively the effects of the Corridor's transit stations can be harnessed to create hubs of more sustainable, walkable commercial activity and vitality.

The DEIS/DEIR has the task of identifying the range of adverse and potentially adverse impacts of installing what should promise to be a very important and positive investment in high-speed rail transit. While the DEIS/DEIR is called upon to provide appropriate mitigation measures, these measures taken alone and in the narrower sense fail both the potentials of the transit system investment and the community that the transit system



ATTACHMENT A:
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR
Cecilia Filasino to Rodrick Diaz
October 26, 2009

ATTACHMENT PAGE 19 (1) OF 38

serves. What CRA/LA would propose is that the DEIS/DEIR incorporate into the project program, as part of a larger, strategic mitigation framework, a long-term collaborative station area planning process. This collaborative planning and development process would partner LACMTA with CRA/LA and other City departments. It would be undertaken in phases, concentrating on the primary areas of concern and commit the partners had as the project develops. As CRA/LA envisions this process, it would incorporate planning for joint station area development potentials, planning and programming for station area parking and access, and possibly concerns such as construction impact management and local employment development (discussed below).

100

Construction Impact Mitigation

Reducing the Impact of Below Grade Construction. There has been extensive preceding discussion of the desirability of putting the entirety of the Crenshaw Boulevard segment of the project below ground. As discussed in the DEIS/DEIR as individual options, much or all of this construction would be anticipated to be constructed by cut-and-cover.

100

To the previously stated merits of putting the entirety of the Crenshaw reach in subway, the DEIS/DEIR should evaluate the possibility that this configuration would make it much more feasible to tunnel boring machines for much more if not all of the line's construction (except for the station box construction). The possibility that this could preclude the need for a great deal of surface disruption, expedite the construction schedule and, possibly, reduce the overall cost per-foot basis for underground construction needs to be assessed.

Reducing Adverse Business Impacts of Construction. It has been part of CRA/LA's mission to help revitalize businesses and to attract new economic activity and development to the Crenshaw district since the formation of the various redevelopment project areas. There are many businesses in the corridor that have been long marginalized and have now been even more impacted by the current economy. CRA/LA is very concerned that transit construction-related activities could have, if not fully and effectively mitigated, devastating effects on many of these businesses. The marginal circumstances of many of these businesses and the current economy create the need for measures and responses that are likely to go beyond the conventions of construction impact management.

100

CRA/LA would propose to formally partner with LACMTA in a program of concerted response and customized support to local businesses directly or indirectly impacted by construction, with the goal of very substantially reducing the loss of businesses and business activity that could otherwise occur during construction.



ATTACHMENT A:
CRA/LA COMMENT LETTER DETAILS ON
CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR
Cecilia Estoleno to Rodrick Diaz
October 26, 2009

ATTACHMENT PAGE 18 OF 19

Local Resident Employment Participation

The CRA/LA and City of Los Angeles has adopted policies and procedures for its project areas to build livable and sustainable communities. As a significant portion of the Crenshaw Transit Corridor project is located within the City and CRA/LA project areas, we would strongly urge that the project's construction should conform to these policies. The policies include:

- Construction Careers program participation
- Joint Labor Agreements
- Local Hiring goals and program support
- Contractor participation

Recent experience with LACMTA in meeting community expectations in participating in transit construction employment has been notably disappointing. This pattern must be decisively reversed with the Crenshaw Transit Corridor project.

CRA/LA believes that the best assurance of meeting the goals and expectations for community hiring could be brought about by LACMTA formally partnering with CRA/LA and the utilization of our established capabilities in managing project labor agreements in our redevelopment project areas.

Bicycles

As delineated in Figure 3-14 (p 3-13) of the DEIS/DEIR, there are (Class I and III) bicycle facilities proposed for Slauson and Martin Luther King, Jr. Blvd. CRA/LA would respectfully request that LACMTA, should it pursue the street reconstructions involved in the LRT Baseline give serious consideration to incorporating a bicycle linkage (Class II or better facility) on Crenshaw between Slauson and the Crenshaw and Exposition station complex.

The DEIS/DEIR needs to reflect the need for each LRT station to provide high-security, Class I bicycle parking accommodations

**Response to comment 10-15-A.**

Metro system extensions are dictated by the Board-adopted Long Range Transportation Plan (LRTP) which contains planned projects with individual financial constraints. The environmental review of projects in the LRTP are taken as individual corridors and include other committed projects in the LRTP. The design of the Crenshaw/LAX Transit Corridor Project includes considerations of other committed transportation projects consistent with Metro's Long Range Transportation Plan (LRTP). The inclusion of system extensions not adopted in the LRTP would be speculative and cannot be considered since these unfunded system extensions are not foreseeable. Population and employment forecasts are discussed in the Economic and Fiscal Effects, Growth-Inducing Effects and Cumulative and Indirect Effects Chapters of the FEIS/FEIR. Design decisions for the project are based primarily on environmental factors, application of Metro Grade separation policies, and financial constraints. Preliminary forecasts of rail system operating speeds and travel times were provided as a comparison between alternate modes of transportation. The refined travel times and operating speeds of various system configurations that the commenter requests require preliminary engineering and design elements which would not occur until the final design of the project.

Response to comment 10-15-B.

Comment noted. Please refer to Master Response 1 regarding a below-grade segment along Crenshaw Boulevard.

Please Refer to Master Response 8 regarding parking along Park Mesa. The EIS/EIR also found that light rail system traveling at-grade in the Crenshaw Boulevard median would be consistent with the existing visual character and not result in a visual impact. The light rail system would operate at-grade within the Crenshaw Boulevard median and would not diminish the economic development and redevelopment potentials of properties along Crenshaw Boulevard. The significant capital investment of a light rail system would be much more likely to increase these development potentials compared to the existing conditions. The Crenshaw.LAX Light Rail Transit Project was also designed to minimize the potential impacts of redevelopment projects within the Crenshaw/LAX Corridor.

Response to comment 10-15-C.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Please Refer to Master Response 11 regarding the vertical profile of the segment from 39th Street to Exposition Boulevard.

Response to comment 10-15-D.

The travel times of the Crenshaw/LAX Transit Corridor Project are dependent on a number of factors, including, but not limited to maximum operating speeds, distance between stations and interaction with the existing arterial transportation system. The Crenshaw.LAX Light Rail Transit Project was designed to provide the lowest possible travel times while minimizing the impacts to traffic and safety.

Response to comment 10-15-E.

The BRT and LRT Alternatives considered under the Crenshaw/LAX Transit Project were determined to be consistent with the applicable plans and policies of corresponding jurisdictions, which included the Crenshaw Vision Plan and West Adams-Leimert Park-Baldwin Hills Community Plan. The West Adams-Baldwin Hills-Leimert Park Community Plan supports the intensification of land uses in conjunction with improved mass transit. The plan promotes inter-connectivity between residential uses and transit systems, and sets as a goal the development of new housing close to transit lines so as to reduce vehicle trips while promoting growth. Primary goals in the plan include measures to reduce vehicle trips, traffic congestion, and air pollution while enhancing the job opportunities and quality of life in the area. In accordance with the Crenshaw Vision Plan, station designs would incorporate open space where possible (i.e. plazas) for pedestrians and frontage roads would remain where possible. In places where frontage roads would be removed, there will be pedestrian friendly amenities. During the design of the project, consideration was given to minimize the potential impacts to any of the planned improvements under the Crenshaw Vision Plan and West Adams-Leimert Park-Baldwin Hills Community Plan.

Response to comment 10-15-F.

During the design of the project, consideration was given to minimize the potential impacts to any of the planned improvements under the Crenshaw Vision Plan. As a result of comments citing concerns regarding the funds awarded to the CRA for Vision Plan Area improvements along Crenshaw Boulevard from the I-10 to King Boulevard, Metro has coordinated with the CRA throughout the design process and provided design layout plans to identify areas where the frontage roads could be reconfigured or planned improvements could be affected so that the Proposition 1C funds would not be wasted. The at-grade segment of the Crenshaw/LAX Transit Corridor Project along Crenshaw Boulevard that would be affected by the CRA improvements, from Exposition Boulevard to 39th Street, was removed from the project definition because it was determined to be technically infeasible. The incorporation of Design Option 6 would not affect any of the CRA improvements.

Response to comment 10-15-G.

The FEIS/FEIR determined that the Crenshaw/LAX Transit Corridor Project would be consistent with the goals and policies of the Mid City Recovery Redevelopment Plan. The latest editions of the code, standards and regulations that were applicable at the time the design was initiated were used. No adverse operational air quality or noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation. Mitigation measures were also included in Section 4.15.2.7 and 4.15.2.8 of the FEIS/FEIR to reduce the impacts from air quality and noise during construction. Significant and unavoidable operational air quality impacts were determined to occur during construction. The project is designed to facilitate pedestrian circulation and provide the opportunity for future development of transit supported land uses, while minimizing the impacts to pedestrian and vehicular circulation and to parking. This is consistent with the goals and policies of the Mid-City Recovery Plan.

Response to comment 10-15-H.

A summary of land use consistency for the project alternatives by applicable jurisdiction has been incorporated into the Land Use Section of the FEIS/FEIR. The Crenshaw/LAX Transit Corridor Project was determined to be consistent with the overall goals and policies of the City of Los Angeles General



Plan. Language is provided under the Mid-City Recovery Plan and Vision Plan that states any at-grade sections of the project, along Crenshaw Boulevard, would conflict with streetscape plans.

Response to comment 10-15-I.

Metro acknowledges that the construction of the light rail line would change traffic patterns, reduce on street parking and change access to local businesses during construction. Metro will work with and coordinate with local businesses to minimize adverse effects to the extent feasible. During operation of the Crenshaw/LAX Transit Corridor Project, access to surrounding businesses and residences would be improved and vehicle trips within the Corridor would be reduced. A parking inventory of on-street parking along Crenshaw Boulevard found that the existing parking was underutilized and the remaining parking after implementation of the project would be sufficient to accommodate the demand and would not be detrimental to the existing businesses along Crenshaw Boulevard. With removal of the frontage road that parallels Crenshaw Boulevard from 48th to 60th Streets, the existing bus stops would be relocated. Relocating the existing bus stops results in the removal of additional on-street parking spaces on Crenshaw Boulevard. Based on the advanced conceptual engineering designs and relocation of the existing bus stops, there is a permanent loss of 142 northbound and 166 southbound on-street parking spaces between 48th and 60th Streets.

Response to comment 10-15-J.

Comment noted. The Crenshaw/LAX Transit Corridor Project was designed by giving consideration to potential future extensions both to the north and south. This consideration incorporated a system design that would not preclude it from future extensions.

Response to comment 10-15-K.

Please see response to comment 10-15A. Population and employment forecasts are discussed in the Economic and Fiscal Effects, Growth-Inducing Effects and Cumulative and Indirect Effects Chapters of the FEIS/FEIR. Design decisions for the project are based primarily on environmental factors, application of Metro Grade separation policies, and financial constraints. Preliminary forecasts of rail system operating speeds and travel times were provided as a comparison between alternate modes of transportation. The refined travel times and operating speeds of various system configurations that the commenter requests require preliminary engineering and design elements which do not occur until the final design of the project has been implemented. At this point in the planning process, all of the system configurations have been screened out based on environmental factors, application of Metro Grade separation policies, and financial constraints.

The LRT Baseline operation analysis was based on the Metro Travel Demand Model for 2030. The model took into account projected street congestion forecasts for 2030. Growth factors were used to account for the increase in future base traffic volumes as a result of area wide or regional growth and development in the project corridor. These growth factors were then applied to existing 2008 count data to yield future 2030 volumes for the study intersections for all future scenarios. Future volumes for study intersections are based on a number of growth factors, which include but are not limited to, regulatory requirements, population trends, and land use constraints.

Response to comment 10-15-L.

The Build Alternatives using buses (TSM and BRT Alternatives) would operate entirely on compressed natural gas and not fossil fueled (diesel-cycle) emissions. Electricity does have the potential to be produced from non-fossil fuel sources, however, to provide a conservative estimate of air quality emissions, electricity produced from entirely fossil fuels was used. Regional emissions were calculated based on the Metro Travel Demand Model and VMT data. The model forecasted the BRT Alternative would result in a VMT reduction of approximately 125,000 miles over the No Build Alternative and the LRT Alternative would only result in a reduction of 26,000 VMT over the No Build Alternative. This difference in VMT reflect the changes in emissions between the two Alternatives considered in the DEIS/DEIR. GHG emissions were also based on similar modeling and VMT data. The calculations of emissions were based on the methodology suggested by the SCAQMD. Comments concerning guidance for the calculation procedures may be directed to the SCAQMD.

Response to comment 10-15-M.

Please see response to comment 10-15L. Energy calculations were also calculated using VMT and modeling data.

Response to comment 10-15-N.

Please Refer to Master Response 9 regarding grade separations and environmental justice.

The traffic analysis was refined during the design phase of the project to provide a more thorough accounting of forecasting intersection delays, street configurations, and turning movements. This information is presented in the Appendices of the FEIS/FEIR.

The potential impacts for noise were evaluated in the environmental document. No significant noise from light rail operations or from warning devices would occur. Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects, including noise, to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

The classic design features of Crenshaw Boulevard that the commenter refers to (bulb-outs and frontage alleys) could be removed along certain portions of Crenshaw Boulevard in order to maintain the flow of vehicular traffic. These areas are typically underutilized in an urban area where land is at a premium. The design of the Crenshaw/LAX Transit Corridor Project will maintain adequate areas to buffer the impacts of street traffic from pedestrian zones and building frontages.

Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw/LAX Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability. A light rail system was determined to be the most effective means of satisfying these transit needs of the Crenshaw/LAX Corridor.



The commenter states that the analysis does not differentiate the changes in land use benefits between the various LRT configurations. The DEIS/DEIR determined that none of these design options would result in a significant land use impact. Implementation of the project would not result in a change of land use designation or zoning, nor would implementation of the project result in an incompatibility of adjacent land uses. While differentiating the benefits of potential land use development between design options may be helpful to decision makers, attempting to characterize that indirect development potential of the design options would be speculative and beyond the intent of the environmental document.

Response to comment 10-15-O.

The selected LPA includes an underground segment for light rail along Crenshaw Boulevard, between 60th Street and Victoria Avenue which replaces the aerial structure that was originally considered as part of the Base LRT Alternative.

Response to comment 10-15-P.

Please Refer to Master Response 12 regarding a Crenshaw/Vernon Station.

The impact determination of Design Option 5 was revised to result in no adverse impact to local land use and development as requested by the commenter and based on the local land use controls.

Response to comment 10-15-Q.

Comment noted. The traffic analysis acknowledges that there would be a significant and unavoidable traffic impact at the Crenshaw Boulevard/Exposition Boulevard intersection. The section the commenter refers to (4.16.3.5) is assessing the potential for growth-inducing impacts of a below-grade station at Vernon and/or at Exposition. Metro acknowledges that the development potential of an underground station could be greater than an at-grade station. However, as the commenter noted in the previous section, the existing land use controls would limit the potential for any significant growth-inducing impacts to occur.

Table 5-2 provides a summary of impacts for the six design options. A below-grade station at Exposition or Vernon would not eliminate any at-grade crossings along the alignment. Therefore, the language regarding traffic signals and pedestrian gates would still apply. Section 4.14.4.1 of the EIS/EIR acknowledges that Design Option 6 would eliminate potential safety impacts from pedestrian and vehicular conflict over the Base LRT Alternative

Response to comment 10-15-R.

The Crenshaw/Exposition Station was designed to not preclude the future northern extension of the Line to Wilshire Boulevard. During advanced conceptual engineering, an at-grade configuration was determined to be technically infeasible along this segment. The incorporation of Design Option 6 would be required to connect to the Exposition Line subject to financial feasibility. The technical requirement for this section to be underground would provide a smoother transition for a future connection to the north, which would also have to be below grade.

Response to comment 10-15-S.

The physical conditions and the lack of significant environmental impacts still do not require the alignment to be placed underground between 48th Street and 60th Street. The cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard would be beyond Metro policies and the scope of the approved Metro budget for the project and financially infeasible.

Response to comment 10-15-T.

Please Refer to Master Response 9 regarding grade separations and environmental justice.

Response to comment 10-15-U.

The aerial structure originally considered under the Base Alternative was not included as part of the LPA. The parcel numbers and assessor blocks have been revised to reflect the updated information. The plan and profile drawings were refined during the final design process. These drawings delineate the necessary ROW takes to accommodate pedestrian circulation, sightlines and traffic safety.

Response to comment 10-15-V.

Please see response to comment 10-15-U. No mitigation measures were required where the refined profile drawings were completed.

Response to comment 10-15-W.

The aerial structure originally considered under the Base Alternative was not included as part of the LPA. The plan and profile drawings were refined during the final design process. These drawings delineate the turning movements that would occur under the LPA.

Response to comment 10-15-X.

The plan and profile drawings were refined during the final design process. These drawings delineate the turning movements and lane configurations for the LPA.

Response to comment 10-15-Y.

The DEIS/DEIR determined that the removal of the mature trees along the Crenshaw median required to build the light rail transit system would result in an adverse visual impact without the implementation of mitigation measures. Mitigation Measures **V1** through **V6** were provided in Section 4.4.3 of the FEIS/FEIR to replace the trees and reduce the effects of removing the mature trees or other vegetation along the alignment. The following mitigation measure has been revised to provide for the replacement of all mature trees that are removed during the construction of the Crenshaw/LAX Transit Corridor Project.

- V3** Any mature trees that are removed during construction of the Crenshaw/LAX Transit Corridor Project shall be relocated or replaced with a tree of similar size and species, or if inappropriate for climate conditions, a species that is low-water use and compliant with



the applicable City's landscape ordinance. Replacement should occur at a ratio which is the ratio acceptable to the Los Angeles Bureau of Street Services Street Tree Division.

Response to comment 10-15-Z.

Comment noted. Metro acknowledges that the Leimert Park Gateway monument at 48th Street is an important cultural and visual element of the Leimert Park community. The monument will be relocated to the north at the southern tip of the Leimert triangle where Leimert Boulevard begins away from Crenshaw Boulevard. This relocation would preserve the viewshed of the monument.

Response to comment 10-15-AA.

Comment noted. The TPSS site near the Angelus Funeral Home was relocated to the east side of Crenshaw Boulevard to the south of the Los Angeles Sentinel building. Its location is depicted in the Final Advanced Conceptual Engineering Drawings contained in Appendix A of the FEIS/FEIR.

Response to comment 10-15-BB.

Comment noted. There are ten TPSS that are needed to power the Crenshaw/LAX LRT Line. The TPSSs would be spaced approximately a mile apart. Four of the TPSSs would be located along Crenshaw Boulevard. Development of the substations in some cases would require an access roadway for maintenance vehicles. As stated in the DEIR/DEIS, a TPSS would require an approximate 1,000 square-foot footprint and each site would include a substation concrete slab with grounding mat. The TPSS would be a prefabricated structure approximately 14 feet wide by 43 feet long and 16 feet high. It would be delivered to the site, connected to the slab, and connected to the utilities. All TPSS sites that are located above ground have the potential to result in visual impacts. In commercial and industrial areas a TPSS would generally be considered compatible with existing land uses. Fencing would be installed around the site perimeter and architectural and landscaping treatments would be provided, as appropriate. The TPSS site near the Angelus Funeral Home was relocated to the east side of Crenshaw Boulevard to the south of the Los Angeles Sentinel building. No noise or vibration impacts would occur to the Angelus Funeral Home from the operation of the relocated TPSS. While all of the TPSSs would be located at ground level, the siting of the TPSS structures was setback from commercial frontages to the greatest extent feasible to reduce any potential visual impacts.

Response to comment 10-15-CC.

The plan and profile drawings were refined during the Advance Conceptual Engineering Phase. The removal of the at-grade configuration north of 39th Street, resulted in a substantial reduction of property acquisition required for the project. The incorporation of Design Option 6 into the project would still require the acquisition of parcel APN 5033-003-005 (south of LA Sentinel) for a TPSS and the block on the southeast corner of Crenshaw and Exposition Boulevards for station portals, TPSS, parking, construction staging and laydown areas (APNs 5044-002-006, 5044-002-007, 5044-002-008, 5044-002-010, 5044-002-009).

Response to comment 10-15-DD.

A station community workshop took place to identify the community's interests, particularly in regards to the location of the West Boulevard Station. There were competing community interests regarding whether the station was located in the City of Inglewood, west of West Boulevard or in the City of Los Angeles, east of West Boulevard. The community participation was included as part of the final evaluation for station locations. The final location for the West Station was sited to the west of West Boulevard.

Response to comment 10-15-EE.

The majority of on-street parking loss would occur on the inner portion of the frontage road bordering both sides of Crenshaw Boulevard from 48th to 60th Streets where there would be a loss of 142 northbound and 166 southbound on-street parking spaces. Additional parking is included at the West Boulevard and Florence Avenue, La Brea and Florence Avenue, and Crenshaw and Exposition Boulevard stations to further reduce the impacts of any lost parking.

Response to comment 10-15-FF.

The Crenshaw/LAX Transit corridor would result in the removal of 308 on-street parking spaces along Crenshaw Blvd. An additional parking analysis was conducted during the Advanced Conceptual Engineering Phase and is contained in the Traffic Appendix of the FEIS/FEIR. Based on the advanced conceptual engineering designs, there would be a permanent loss of 142 northbound and 166 southbound on-street parking spaces between 48th and 60th Streets.

Response to comment 10-15-GG.

See Response to Comment 10-15-FF. Design Option 4 was incorporated into the LPA and no significant parking impacts were found to occur in the Hyde Park portion of the corridor that the commenter references.

Response to comment 10-15-HH.

See Response to Comment 10-15-FF.

Response to comment 10-15-II.

Comment noted. One of the reasons that the at-grade configuration from 39th Street to Exposition Boulevard was removed from consideration was due to significant property acquisition that would be necessary, including the proposed redevelopment project referred to by the commenter.

Response to comment 10-15-JJ.

Comment noted. See Response to comment 10-15II.

Response to comment 10-15-KK.

See Response to Comment 10-15-FF.

**Response to comment 10-15-LL.**

The location and size of the park and ride facilities was refined during the Advance Conceptual Engineering Phase. The Crenshaw/LAX Transit Corridor Project will have park and ride sites at the La Brea, West, and Exposition Stations. The West Station park and ride lot will contain approximately 120 spaces, the La Brea Station park and ride lot will contain approximately 100 spaces, and the Exposition Station park and ride lot will contain approximately 110 spaces. Together, these facilities would serve the transit corridor's parking demands.

Response to comment 10-15-MM.

Comment noted. The FEIS/FEIR determined that there would be no adverse parking impacts from implementation of the Crenshaw/LAX LRT Line. The Crenshaw/LAX Transit Corridor Project will have park and ride sites at the La Brea, West, and Exposition Stations. The West Station park and ride lot will contain approximately 120 spaces, the La Brea Station park and ride lot will contain approximately 100 spaces, and the Exposition Station park and ride lot will contain approximately 110 spaces. Together, these facilities would serve the transit corridor's parking demands. The FEIS/FEIR determined that the loss of on-street parking from 48th to 60th Streets would not result in a shortage of parking supply for local area business and residents.

Metro welcomes the opportunity to coordinate with local agencies, including the CRA, to develop a management strategy regarding the availability and access to parking in the corridor.

Response to comment 10-15-NN.

Metro held several community station area planning workshops and coordinated with the CRA and public agencies throughout the planning process. CRA/LA participated in the station area community planning meetings and explored the issues cited by the CRA (planning and programming, joint development, and employment development). Metro will continue to support ideas for future joint development opportunities.

Response to comment 10-15-OO.

The below-grade sections of the Crenshaw/LAX Transit Corridor are envisioned to be bid as part of a design/build contract. Potential proposers are open to propose tunnel boring machines if they provide value to the construction cost or schedule.

Response to comment 10-15-PP.

Metro welcomes the opportunity to coordinate with the CRA in planning to minimize construction impacts to local businesses. Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Underground segments of the alignment would result in increased disruption to communities during construction because of the longer time required for excavation. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the system would provide enhanced access to

members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

Response to comment 10-15-QQ.

During the construction, Metro is incorporating a local hiring policy and actively pursues:

- Construction Careers program participation
- Joint Labor Agreements
- Local hiring goals and program support
- Contractor participation

Metro welcomes the opportunity to work with CRA/LA in utilizing their established capabilities.

Response to comment 10-15-RR.

Consideration of bicycle linkages was incorporated in all stations along the Crenshaw/LAX Transit Project alignment. Crenshaw Boulevard between Martin Luther King Jr. Boulevard and Exposition Boulevard is currently identified as having potential for bike lanes in the City of Los Angeles 2010 Bicycle Network Plan. Potential Bicycle Lanes are described as “key corridors where bike lanes are desirable, but would require either roadway widening or the removal of travel lanes or on-street parking.” The description from the plan would also apply to the affected section of Crenshaw Boulevard. Bicycle lanes are proposed to be added along Crenshaw Boulevard between 48th and 57th Streets.



COMMENT: 10-16. City of Los Angeles, Department of Planning.

DEPARTMENT OF
CITY PLANNING
333 N. Grand Street, Room 120
Los Angeles, CA 90012-4801
MAIL
6801 Van Ness Blvd., Suite 555
Van Ness, CA 94133
CITY PLANNING COMMISSION
WILLIAM HITCHCOCK
Mayor
MICHAEL R. FORT
Commissioner
JEAN L. BURNETT
President
DEBORAH T. GIBSON
President Elect
BARBARA STRONG
President Elect
MICHAEL J. JOSE
Vice President
JAMES WILLIAMS
Commissioner
310.778.1200

CITY OF LOS ANGELES



HERSCHEL R. VILLARREAL
Mayor

10-16

EXECUTIVE OFFICER
KATHLEEN BROWN
310.778.1200
310.778.1201
VINCENT P. BOLDEN, AICP
COMM. MANAGER
(310) 898.1276
STEPH M. LAURENCE
COMM. MANAGER
(310) 898.1275
LVA PLANNING UNIT
JENN VANDERBEEK
(310) 479.1203
TALIAFERRO, AICP
COMM. MANAGER
(310) 479.1270
www.planning.lacounty.gov

October 26, 2009

Mr. Roderick Diaz
Project Manager, Crenshaw Transit Corridor Project
Los Angeles County Metropolitan Transit Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

**SUBJECT: DEPARTMENT OF CITY PLANNING COMMENTS REGARDING
THE CRENSHAW TRANSIT CORRIDOR PROJECT DEIS/DEIR**

The Los Angeles Department of City Planning (DCP) appreciates the opportunity to provide comments relative to the Draft Environmental Impact Statement (DEIS) and Draft Environmental Impact Report (DEIR) for consideration by the Los Angeles County Metropolitan Transportation Authority (Metro) Board in selecting a Locally Preferred Alternative (LPA) for the Crenshaw Transit Corridor Project.

The Crenshaw Transit Corridor Project, which is designed to traverse three of the City's 35 Community Plan Areas (CPAs) will be predominately located within the boundaries of the West Adams - Baldwin Hills - Leimert Community Plan area. This particular CPA, which is currently being updated consistent with the City's General Plan as part of the DCP's New Community Plan Program, identifies specific goals, policies and programs that seek to foster community health and sustainability through the regeneration of complete neighborhoods where commerce and industry are revitalized, and historic and cultural identity are enhanced, all through the creation of a network of safe, multi-modal linkages throughout the area. For this reason, the DCP strongly recommends that the Project strive to be consistent with these goals, both adopted and emerging.

Based on review of the document and recognizing the Project's potential to facilitate attainment of these goals, the DCP comments are as follows:

1. **Alignment** - The DCP strongly supports the implementation of this strategic north-south transportation facility providing the critical link toward further fulfilling effective connectivity within the regional transportation system as well as enabling future opportunities for strategic economic and aesthetic enhancement of the Crenshaw Corridor.



Los Angeles Department of City Planning
Crenshaw Transit Corridor DEIS/DEIR Comments
October 20, 2009
Page 2

2. **Mode** – Of the four options considered, the DCP believes that a Light Rail Transit (LRT) alternative over the No-Build, Transportation Systems Management (TSM) or Bus Rapid Transit (BRT) alternatives should be viewed as the optimal mode toward achieving meaningful mass transit along Crenshaw Boulevard. In this regard, LRT can provide the public with a high quality system offering speed, safety, access and convenient linkages to existing LRT lines, and effectively connecting surrounding neighborhoods to destinations throughout greater Los Angeles including the International Airport and downtown Los Angeles.
3. **Grade Separations** – The DCP further recommends that, if economically feasible, Metro construct the LRT mode below-grade within the boundaries of the West Adams - Baldwin Hills - Leimert Community Plan area, and especially through the historic neighborhoods of Leimert Park and Hyde Park, as delineated through design options 4 and 6, as well as Lafayette Square, Wellington Square, Victoria Park and others, should a northern alignment along Venice Boulevard to a station at Wilshire/ La Brea be selected as a future phase.

Furthermore, the DCP generally opposes an aerial alignment as delineated through the base LRT (and BRT) alternatives as the visual, noise, lighting and land use impacts to adjacent low-scale neighborhoods would be significant. If aerial segments are to be included in the LPA, their implementation within the boundaries of the CPA should be limited only to those light industrial and manufacturing areas located along the Harbor Subdivision Railroad right-of-way where the elevated facility has the best potential to be adequately buffered from nearby residential neighborhoods.

To this end, DCP strongly recommends that Metro move to secure full abandonment of the existing Burlington Northern Santa Fe (BNSF) tracks within the Harbor Subdivision Railroad right-of-way in order to accommodate an at-grade and preferably below-grade design option in combination with the creation of a greenway corridor, which would provide much needed recreational open space for residents and employees in the area.

Should at-grade LRT (or BRT) segments be included as part of the LPA, the highest consideration for safety relative to pedestrian crossings, as well as streetscape beautification that is consistent with the Crenshaw Corridor Specific Plan and Mid-City Crenshaw Vision & Implementation Plan should be realized throughout the design and construction of the project. In particular, implementation of "green street" principles that coordinate landscaping, hardscaping, street lighting, street furniture and art in public places, as well as the inclusion of bike lanes/routes that support the City's adopted and emerging Bicycle Plan should all be addressed.

4. **Station Area Planning** – The DCP further favors the inclusion of below-grade stations at Crenshaw/ Vernon as well as Crenshaw/ Martin Luther King Jr. (Design Option 5) to connect the Baldwin Hills Crenshaw Plaza shopping center and Leimert Park Village to the line effectively in a context sensitive manner. In



Los Angeles Department of City Planning
Crenshaw Transit Corridor DEIS/DEIR Comments
October 26, 2009
Page 3

In this regard, stations should incorporate the highest degree of excellence in architectural and environmental design and safety as well as adhere to a high level of quality in construction and material methods toward reinforcing the distinctive character of established neighborhood districts.

Similarly, a below-grade station at the Crenshaw/ Exposition Blvd. terminus is also recommended due to the severe traffic delays, safety concerns and aesthetic challenges associated with an at-grade alignment as well as the potential negative impacts to future development due to the encroachment of the required turning radius onto parcels directly adjacent to the south across from the Expo LRT station portals.

In conclusion, the DCP strongly supports the implementation of this important transit project in that it will better enable Crenshaw Boulevard to function effectively as the multi-modal, commercial spine of South Los Angeles and effectively link nearby neighborhoods to numerous activity, recreation and employment destinations throughout greater Los Angeles thereby ensuring equity in access toward future economic and environmental sustainability for the region.

Sincerely,

S. GAIL GOLDBERG, AICP
Director of Planning

Cc: Councilmember Bernard Parks, Council District 8
Councilmember Herb Wesson, Council District 10
Cecilia V. Estolano, Chief Executive Officer, Community Redevelopment Agency
Rita Robinson, General Manager, Department of Transportation
Detrich B. Allen, General Manager, Environmental Affairs Department

FAR/RNG:ct

Response to comment 10-16-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

Response to comment 10-16-B.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 10-16-C.

Please refer to Master Response 1 regarding a below-grade alignment along Crenshaw Boulevard. Alignments north of Exposition Boulevard are not specified or determined as a part of this project as the northern terminus of this project is at Exposition Boulevard.

Response to comment 10-16-D.

The selected LPA eliminated the aerial segment originally considered under the Base LRT Alternative. The only remaining aerial segments occur at the following grade crossings:

- Century
- Manchester
- 405/La Cienega

Response to comment 10-16-E.

Metro has been in discussions throughout the planning process to obtain exclusive use of the BNSF right-of-way. The right-of-way is not generally wide enough to create significant open space along a greenway corridor.

Response to comment 10-16-F.

Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

Metro acknowledges that the City of Los Angeles and the CRA has significant investments planned along Crenshaw Boulevard. Metro has coordinated with these agencies throughout the planning process to minimize the effects of the Crenshaw/LAX Transit Corridor Project has on these investments. “Green Street” principles that coordinate landscaping, hardscaping, street lighting, street furniture and art in public spaces will be implemented where possible. Consideration of bicycle linkages will be incorporated in all stations along the Crenshaw/LAX alignment.

Response to comment 10-16-G.

These stations were designed to be underground stations to minimize impacts to the adjacent Baldwin Hills Crenshaw Plaza and Leimert Park Village. The station planning process has incorporated a high level of architectural and environmental design as well as safety, to ensure that this significant capital investment within the Crenshaw/LAX Corridor is fully realized.



Response to comment 10-16-H.

During advanced conceptual engineering, an at-grade configuration was determined to be technically infeasible along this segment. The incorporation of Design Option 6 would be required to connect to the Exposition Line subject to financial feasibility.



COMMENT: 10-17. City of Los Angeles Environmental Affairs Department.

Oct 26, 2009 4:48PM

No. 2009- P-18

10/13

ATTACHMENT
CITY OF LOS ANGELES
ENVIRONMENTAL AFFAIRS DEPARTMENT
DETAILED COMMENTS ON CRENSHAW TRANSIT CORRIDOR PROJECT
DEIS/DEIR
Provided by Detrich B. Allen to Cecilia Estelano for inclusion in comments to be sent to Roderick Diaz
October 26, 2009 ATTACHMENT PAGE 1 OF 4

4.15.3.2 Traffic, Circulation, Parking

Deliveries to the construction staging area should be limited to non-peak hours whenever possible.

Restrict construction vehicles to designated roadways or lanes of traffic wherever feasible.

Make every effort to ensure that haul routes are located away from sensitive noise receptors.

Establish a Construction Management Plan with community members to designate detour and/or haul routes, consider construction employees work hours and parking locations, and other relevant factors.

Select construction employee parking locations as close to the worksite as possible, avoiding going into residential neighborhoods and occupying commercial parking spaces.

Establish Designated Truck Routes for 691 and aggregate and all other materials and equipment, on freeways and non-residential streets.

4.15.3.8 Visual Quality

Establish a Landscape Maintenance Program for Parcels acquired for the Light Rail Transit (LRT) and/or Bus Rapid Transit (BRT).

4.15.3.7 Air Quality

Fugitive Dust Controls.

Apply non-toxic soil stabilizer to all unpaved inactive construction areas.

After adding materials to or removing materials from storage piles, the piles must be stabilized of fugitive dust emissions using non-toxic stabilizer.

Post a publicly visible sign with the telephone number and person to contact regarding dust complaints.

Prohibit staging or parking of construction vehicles (including workers' vehicles) on streets adjacent to sensitive receptors such as schools, daycare centers, senior facilities, hospitals.

Prohibit construction vehicle idling in excess of five minutes per CARB Rules.

Utilize on-site rock crushing facility using wetting techniques to suppress dust, when feasible, during construction to reuse rock/concrete and minimize off-site truck haul trips.

Any portable generators must use ultra low sulfur diesel (>15 ppm sulfur) or gasoline and employ exhaust emission controls.

Construction equipment should use combination ultra low sulfur diesel (>15 ppm sulfur) and exhaust emission controls where available.



Oct 26 2009 4:43PM

000000

ATTACHMENT
CITY OF LOS ANGELES
ENVIRONMENTAL AFFAIRS DEPARTMENT
DETAILED COMMENTS ON CRENSHAW TRANSIT CORRIDOR PROJECT
DEIS/DEIR

Provided by Denise H. Allen to Cecilia Eskandari for inclusion in comments to be sent to Roderick Diaz
October 26, 2009 ATTACHMENT PAGE 2 OF 4

Suspend use of all construction equipment during a second stage smog alert in the immediate vicinity of sensitive receptors.

Utilize construction equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for intended job).

Require that all construction equipment working on site is properly maintained (including engine tuning) at all times in accordance with manufacturers' specifications and schedules.

Prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices.

Designate a person or persons to ensure the implementation of all components of the construction-related measure through direct inspections, records reviews, and investigations of complaints.

Due to the long term construction impacts to air quality and the proximity of the project to sensitive receptors, specifically elementary schools, mitigation measures should be adopted to protect these receptors from the particulate matter and other air pollution sources that may infiltrate the centers. Consider mitigation measures, such as air filtration at qualifying public schools and centers with sensitive receptors which have air conditioning systems in place, and that may be affected by fugitive dust from construction.

4.15.3.8 Noise and Vibration

Prepare a Noise Control Plan to provide feasible measures to reduce significant noise impacts throughout the construction period for all segments of the project near noise sensitive areas.

Construction Staging – Construction operations shall be staged as far from noise sensitive units as feasible.

Equipment Replacement – Noisy equipment shall be replaced with quieter equipment when technically and economically feasible.

If project is at grade or above grade, ensure interior noise levels for adjacent commercial and residential uses achieve an interior noise level at or below the appropriate CNEL.

List local sound control and noise level rules, regulations, and ordinances that apply to the work performed.

4.15.3.9 Ecosystems/Biological Resources

Replace any full-grown tree with one of the same size and species or, if inappropriate for climate conditions, change species to one that is low-water use and compliant with the City's landscaping ordinance.

In CON 28, identify the practices expected to be used in the removal of hazardous material and debris.



Doc. No. 2009-8-ARFM

No. 9854 6-13

ATTACHMENT
CITY OF LOS ANGELES
ENVIRONMENTAL AFFAIRS DEPARTMENT
DETAILED COMMENTS ON CRENSHAW TRANSIT CORRIDOR PROJECT
DEIS/DEIR.

Provided by Dr. Ulrich B. Allen to Cecilia Estilano for inclusion in comments to be sent to Rodolfo Uski
 October 26, 2009 ATTACHMENT PAGE 1 OF 4

in CON 27, include sensitive receptors in the Health and Safety Plan.

F

4.15.3.10 Water Resources

In CON 31, provide a list of the appropriate and permissible manners of treatment and transport to be used.

G

4.15.3.18 Environmental Justice

As stated in the Transportation Element of the City of Los Angeles' General Plan, "Assure the fair and equitable treatment of people of all races, cultures, incomes and education levels with respect to the development and implementation of citywide transportation policies and programs, including affirmative efforts to inform and involve environmental groups, especially environmental justice groups, in the planning and monitoring process through notification and two-way communication."

Where feasible, give preference to workers from the immediate and surrounding communities in order to assist residents with job training, community investment and economic opportunities.

H

Where feasible, encourage workers to purchase within the local community to show interest in the economic well-being of the community and reduce unnecessary trips.

Where feasible, encourage participation in this project from all sectors of the affected community and surrounding communities by placing signage and announcements in appropriate and visible locations and that they are written in the various languages found in these communities.

Establish an small business outreach and establish contract requirements that will ensure meaningful contract participation of small businesses in the area.

ALTERNATIVES ANALYSIS

The EIR/EIS does not identify environmental impacts associated with the specific options under the light rail alternative. Therefore, the options preferred by the community (options 4, 5, 6 and any other options presented) must be moved forward for further consideration.

I

CLIMATE CHANGE

The City of Los Angeles has been working to remain environmentally responsible and reduce its impact on the environment through development of its own GreenLA Climate Plan and GHG emissions inventories to better understand and reduce the City's GHG footprint. Adding to the importance of climate change not only for the City, but for the State as well, the California Attorney General's Office has commented that CEQA analyses for general plans and larger development and industrial projects need to evaluate GHG emissions impacts. In addition, Senate Bill 67 states that proposed changes to the CEQA Guidelines must be adopted by January 2010 by the State Resources Agency. The revised guidelines will likely include quantifying GHG emissions, both existing and those projected from proposed activities within a defined geographic area.

J



00:1:26 2009-10-26 4:46 PM

00:1:26 2009-10-26 4:46 PM

**ATTACHMENT
CITY OF LOS ANGELES
ENVIRONMENTAL AFFAIRS DEPARTMENT
DETAILED COMMENTS ON CRENSHAW TRANSIT CORRIDOR PROJECT
DEIS/DEIR**

Provided by Detrich B. Allen to Cicilia Estalera for inclusion in comments to be sent to Rodrick Diaz
October 26, 2009 ATTACHMENT PAGE 4 OF 4

As the City has developed its own GreenLA Climate Action Plan to address GHG emissions, the proposed project must be consistent with the City's Climate Action Plan and implementation program. Therefore, the final EIR must contain an evaluation of the project's GHG emissions impacts. This evaluation should include the following:

Calculate greenhouse gas (GHG) emissions resulting from project construction and anticipated GHG reductions from project operation.

Provide mitigation measures to reduce GHG emissions from project construction. Describe how the project is consistent with goals of the City of Los Angeles GreenLA Climate Action Plan, SCAG Regional Transportation Program (RTP), AB32, and depending on timing, the City's Sustainable Communities Strategy.

Pledge to make GHG emissions information from the project (construction & operation) available to local/regional agencies preparing city or regional GHG inventories.

Utilize energy efficiency best practices for the project construction & operation.

Thank you for your consideration of these comments.

APPROVED BY:

Detrich B. Allen
General Manager
Environmental Affairs Department
City of Los Angeles

Response to comment 10-17-A.

Mitigation Measure T2 of the Transportation Impacts Section of the FEIS/FEIR requires that a traffic management plan be implemented to facilitate the flow of traffic in and around construction zones. This plan would take into consideration the timing of deliveries to construction staging areas, as well as the flow of construction vehicles and vehicular traffic. Mitigation Measure T1 of the Transportation Impacts Section of the FEIS/FEIR would plan and designate haul routes which would minimize noise, vibration, and other air environmental impacts. To comply, the designated haul routes would be located as far away from noise sensitive receptors as feasible. Locating truck routes for dirt and aggregate and all other materials and equipment near freeways and non residential streets would also be considered for minimizing air quality impacts. Employee parking locations would be located on or as close to construction staging areas as feasible to minimize impacts to surrounding residential neighborhoods and communities.

Response to comment 10-17-B.

A landscaping maintenance plan will be established for parcels acquired for the project. Landscaping improvements along the alignment would be minimal. Vegetative buffers will be drought tolerant and low maintenance to conserve water.

Response to comment 10-17-C.

The comment lists air quality mitigation measures for reducing pollution during construction activity. Many of the suggested measures are designed to reduce fugitive dust emissions. The proposed project is required by law to implement South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust). The DEIS/DEIR includes nine mitigation measures (**CON4** through **CON12**) to ensure compliance with Rule 403, some of which overlap with the mitigation measures suggested in the comment letter. Compliance with SCAQMD Rule 403 will reduce fugitive dust emissions to the greatest extent feasible and no additional measures are necessary.

The comment lists mitigation measures to limit vehicle idling, suspend the use of equipment during smog alerts, and ensure that equipment is properly maintained. Similar mitigation measures are included in the DEIS/DEIR under Mitigation Measures **CON11**, **CON13**, and **CON15**. Revisions to the existing mitigation measures are not necessary.

The comment also includes additional air quality mitigation measures that have been incorporated into the DEIS/DEIR.

- CON18** Construction staging and vehicle parking, including workers' vehicles, shall be prohibited on streets adjacent to sensitive receptors such as schools, daycare centers, senior facilities, and hospitals.
- CON19** The construction process shall utilize an on-site rock crushing facility with water control to suppress dust, when feasible.
- CON20** Portable generators shall be low-emitting and use ultra low sulfur diesel (<15 parts per million) or gasoline.



- CON21** Construction equipment shall use a combination of low sulfur diesel (<15 parts per million) and exhaust emission controls.

- CON22** The construction process shall use equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for the intended job).

- CON23** Contractors shall be prohibited from tampering with construction equipment to increase horsepower or defeat emission control devices.

- CON24** Metro shall designate a person to ensure the implementation of air quality mitigation measures through direct inspections, records reviews, and complaint investigations.

The comment suggests a mitigation measure to limit the long-term construction impact on sensitive receptors. The entire construction process would occur over approximately four to five year period. However, local construction activity would be relatively short-term along specific portions of the alignment. The DEIS/DEIR included 14 construction-related air quality mitigation measures and this response to comment includes an additional seven mitigation measures. These 21 mitigation measures would substantially reduce localized exposure to air emissions. No additional mitigation measures (e.g., site-specific air filtration) are being considered at this time.

Response to comment 10-17-D.

The comment suggests that a noise control plan be prepared for construction activity. As stated in Section 4.15.2.8 of the FEIS/FEIR, the construction noise mitigation measures (**CON25** and **CON26**) are examples of those that will be incorporated and should be re-evaluated in greater detail during preliminary design because adverse effects to residences cannot be accurately determined without detailed construction plans and schedules. The general mitigation measures are guidelines in developing measures to reduce construction noise. The measures will be incorporated into site-specific construction plans to minimize adverse noise effects to sensitive receivers along the project corridor. Equipment noise emission limits also will be developed and/or adopted from existing sources. Construction hours will be set, and construction activity noise level emission criteria will be determined and compliance required during construction.

The comment letter states that all local sound and noise level rules, regulations, and ordinances should be listed in the environmental document. Section 4.6.2, Regulatory Framework, of the Draft EIR discusses local construction and operational noise regulations for the Cities of Los Angeles, Inglewood and El Segundo and the County of Los Angeles. Refer to this section for a complete discussion of local noise regulations.

The comment letter states that the construction noise analysis should ensure that interior noise levels for adjacent commercial and residential uses achieve an interior noise level at or below the appropriate CNEL. The construction noise analysis was consistent with the methodology set forth by the Federal Transit Administration. The proposed project will include comprehensive noise mitigation measures designed to reduce construction noise to the greatest extent feasible. No additional mitigation measures are being considered at this time.

Response to comment 10-17-E.

The DEIS/DEIR provided mitigation for tree replacement if a tree was protected under the Native Tree Protection Ordinance. The following mitigation measure has been revised at the request of the commenter to provide for the replacement of all mature trees that are removed during the construction of the Crenshaw/LAX Transit Corridor Project.

- V3** Any mature trees that are removed during construction of the Crenshaw/LAX Transit Corridor Project shall be relocated or replaced with a tree of similar size and species, or if inappropriate for climate conditions, a species that is low-water use and compliant with the applicable City's landscape ordinance. Replacement should occur at a ratio which is the ratio acceptable to the Los Angeles Bureau of Street Services Street Tree Division.

Response to comment 10-17-F.

Mitigation Measures **CON26** (now **GEO2** in the FEIS/FEIR) and **CON27** (now **GEO3** in the FEIS/FEIR) have been revised to reflect the changes suggested by the commenter to the following:

- GEO2** Hazardous Material and Debris Removal - All hazardous materials, drums, trash, and debris shall be removed and disposed of in accordance with regulatory guidelines. Waste would be disposed of by a licensed hazardous waste transporter at an authorized and licensed disposal facility or recycling facility utilizing properly completed Uniform Hazardous Waste Manifest forms. A Department of Health Services certified laboratory should sample waste to determine the appropriate disposal facility.
- GEO3** A health and safety plan shall be developed for sensitive receptors with potential exposure to the constituents of concern identified in the preliminary Geotechnical Report contained in Appendix H.

Response to comment 10-17-G.

Mitigation measure **CON31** (now **WQ3** in the FEIS/FEIR) was revised as follows to include treatment methods as suggested by the commenter.

- WQ3** A dewatering permit is required due to the high groundwater table. The proposed project is located in an urbanized area where potential groundwater contamination may exist. If contaminated groundwater is encountered during construction, the contractor shall stop work in the vicinity of the suspect find, cordon off the area, and contact the appropriate hazardous waste coordinator and maintenance hazardous spill coordinator at Metro and immediately notify the Certified Unified Program Agencies (LAFD, County of Los Angeles Fire Department, and Los Angeles RWQCB) responsible for hazardous materials or waste incidents. Coordination with the appropriate regulatory agencies will be initiated immediately to develop an investigation plan and remediation plan for expedited protection of public health and environment. Contaminated groundwater is prohibited from being discharged to the storm drain system. The contractor shall properly treat or dispose of any hazardous or toxic materials, according to local, state, and federal regulations. Potential treatment methods include, but are not limited to, extraction,



treatment and reinjection, bioremediation, recirculating wall technology, deep well treatment, vapor extraction, and natural attenuation. The appropriate method of treatment and monitoring would be subject to the responsible agency determined in the Mitigation Monitoring Reporting Program.

Response to comment 10-17-H.

During the construction, Metro is incorporating a local hiring policy and actively pursues:

- Construction Careers program participation
- Joint Labor Agreements
- Local hiring goals and program support
- Contractor participation

Response to comment 10-17-I.

The impacts for the specific design options are identified in Chapter 4.0, and are discussed and identified throughout Chapter 4, Affected Environment. In addition, the Metro Board of Directors decided to carry all of the design options for the project forward during preparation of the FEIS/FEIR for further review and consideration.

Response to comment 10-17-J.

The comment discusses project-related greenhouse gas (GHG) emissions and compliance with GHG reduction plans. As shown in Table 4-13 of the FEIS/FEIR, the LPA would decrease automobile VMT and associated GHG emissions compared to baseline conditions by 19,741 metric tons per year. The LPA would reduce regional emissions and, as such, would be consistent with regional greenhouse reduction plans (e.g., SB 375). Construction air quality mitigation measures included in the DEIS/DEIR would also reduce GHG emissions. These include:

- CON13** Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers’ specifications.
- CON14** Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.
- CON15** Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.

In addition, the mitigation measures suggested in the comment letter and discussed above in Response to Comment 10-17-C would reduce regional construction GHG emissions. No additional mitigation measures are being considered at this time.

Metro is committed to constructing energy efficient stations and operating state-of-the art, efficient rail cars. The majority of GHG emissions will occur during the generation of electricity that will be used to power the light rail system. Metro does not generate the electricity and cannot directly reduce emissions (increased efficiency will indirectly reduce emissions). Electricity will be provided by the Los Angeles Department of Water and Power (LADWP). LADWP, in conjunction with the Mayor’s directive, is working to increase renewable energy and decrease regional reliance on fossil fuels. This change in energy

source will result in a long-term decrease in GHG emissions, including that associated with operation of the LRT.

The City of Los Angeles is working diligently to reduce GHG emissions. The goal of the Green LA Action Plan (Plan) is to reduce greenhouse gas emissions 35 percent below 1990 levels by 2030. Transportation goals in the Plan include expanding the regional rail network and promoting walking and biking to work, within neighborhoods, and to large events and venues. To this extent, the proposed project is consistent with the Plan.

The Southern California Regional Transportation Plan (RTP) presents the regional transportation vision through year 2035 and provides a long-term investment framework for addressing the region's transportation challenges. RTP goals include:

- Maximize mobility and accessibility for all people and goods in the region
- Ensure travel safety and reliability for all people and goods in the region
- Preserve and ensure a sustainable regional transportation system
- Maximize the productivity of our transportation system

Transportation within and from the Crenshaw/LAX Transit Corridor is constrained, congested, and urgently in need of system improvements. Implementation of an effective north-south transportation network within the Crenshaw/LAX Transit Corridor is vital to alleviate current and projected connectivity and mobility problems affecting corridor residents and businesses by providing essential linkages from residential areas to commercial, activity, employment, and institutional centers within and adjacent to the corridor. The proposed project would increase regional mass transit and decrease the volume of passenger vehicles on the transportation system. This would reduce congestion thus increasing mobility and accessibility for people and goods in the region. To this extent, the proposed project is consistent with the RTP.

On September 27, 2006, Governor Schwarzenegger signed Assembly Bill 32, the Global Warming Solutions Act of 2006 (Núñez, Chapter 488, Statutes of 2006). This plan calls for an ambitious reduction in California's carbon footprint. The goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. This would entail cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 15 percent from existing levels. The California Air Resources Board developed a Scoping Plan to reduce overall greenhouse gas emissions in California. The Scoping Plan states that implementing sound transportation policies to lower VMT and shift travel modes would reduce GHG emissions. To this extent, the proposed project is consistent with AB 32.

The commenter asks that project-related GHG information be made available to local/regional agencies. The FEIS/FEIR is a public document available to all agencies or persons. Metro will comply with all requests for supporting documentation for assisting agencies with preparing GHG inventories.



COMMENT: 10-18. California Department of Transportation, City of Los Angeles.

RITA L. ROBINSON
GENERAL MANAGER

CITY OF LOS ANGELES
CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

DEPARTMENT OF
TRANSPORTATION
100 S. Main St., 10th Floor
LOS ANGELES, CA 90010
(213) 972-2470
FAX (213) 972-6410

October 26, 2009

Mr. Roderick Diaz, Project Manager
Crenshaw Transit Corridor Project
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: Comments on the Crenshaw Transit Corridor Project DEIS/DEIR

The City of Los Angeles Department of Transportation (LADOT) appreciates the opportunity to work with the Los Angeles County Metropolitan Transportation Authority (Metro) to develop a safe and effective Locally Preferred Alternative for the Crenshaw Transit Corridor Project. We have reviewed the Draft Environmental Impact Statement/Report (DEIS/DEIR), and this letter summarizes our technical findings.

Depending upon the funding availability, we believe light rail transit (LRT) is a more logical mode choice than bus rapid transit (BRT) for the Crenshaw Corridor since it would provide a connection between two other light rail lines, the Expo Line to the north and Metro Green Line to the south. LRT would help complete the regional rail network and offer a long-term solution for the transportation needs of the Crenshaw Corridor.

Specific comments for each Alternative and Design Option are as follows:

LRT Alternative

Exposition Boulevard to 39th Street

The LRT Alternative is an at-grade alignment, with Design Option #6 for a below-grade alignment between Exposition Boulevard and 39th Street.

An at-grade alignment would not work safely or efficiently in this segment, even if Crenshaw Boulevard between Coliseum Street and Exposition Boulevard were widened. Traffic operations in this heavily-travelled segment, where trains would be running in the center median and then curving easterly to connect with the Metro Expo Line, would be highly problematic. Northbound traffic on Crenshaw Boulevard approaching Exposition Boulevard would have to skew to the left and could easily block the railroad tracks due to the short block length, creating safety hazards for both vehicles and trains. Further, as identified in the



DEIS/DEIR, traffic impacts at the intersections of Crenshaw/Exposition and Crenshaw/Rodeo would be significant and could not be fully mitigated. The on-street parking loss of 67 spaces on the east side and 12 spaces on the west side of Crenshaw Boulevard is also a big concern to the community. LADOT would recommend the below-grade Design Option #6 be implemented to avoid potential safety hazards, traffic impacts and parking losses.

B

39th Street to 48th Street

The LRT Alternative is a below-grade alignment between 39th and 48th Streets, with Design Option #5 for an additional station near Vernon Avenue in Leimert Park. We concur with the below-grade alignment in this segment and with the additional station, which would provide access to an important commercial center in this community.

48th Street to 60th Street

The LRT Alternative is an at-grade alignment between 48th and 60th Streets. This alignment takes advantage of a wide segment of Crenshaw Boulevard with frontage roads on both sides and reconstructs the street into a "Transit Parkway." The design would accommodate LRT in the center median with trains operating in street-running mode. There would be three traffic lanes in each direction, on-street parking and landscaped areas. LADOT requests that a Class II Bikeway, shared with the parking/right turn lanes between 48th and 60th Streets, be included in the base alternative for this segment.

D

The removal of the frontage roads would remove more than 226 parking spaces, and no mitigations have been proposed. This significant parking impact should be more adequately mitigated. The intersection of Crenshaw/54th Street would experience significant traffic impacts. Left-turns from Crenshaw Boulevard onto 54th Street are proposed to be prohibited to mitigate this impact. We are opposed to this mitigation measure because of its impacts on local circulation and access. Other mitigation measures have to be explored.

C

60th Street to Harbor Subdivision

The LRT Alternative is an above-grade alignment to the Harbor Subdivision, with Design Option #4 for a below-grade alignment.

We generally agree with the assessment that an above-grade alignment would not have significant adverse impacts on traffic and on-street parking, but only if structure-supporting columns do not block left-turn pockets near intersections and outrigger support structures do not occupy existing peak period travel lanes. We need to review more detailed engineering plans to determine the potential impacts of such an aerial structure. Nonetheless, the supporting columns and their surrounding crash cushions would occupy the center two-way left-turn lane and block left-turn access to and from driveways and cross streets. This would impact access to many businesses and residences. Design Option #4, with below-grade alignment, avoids these impacts to the community.

A



Mr. Roderick Diaz

October 26, 2009

Manchester Boulevard

The LRT Alternative is an at-grade alignment, with Design Option #2 for an above-grade alignment.

The proposed at-grade crossing would create significant "spill back" queues and "influence zone" queues between the LRT tracks and the adjacent complex intersection of Florence Avenue/Manchester Boulevard/Aviation Boulevard, resulting in potential safety hazards for vehicles and trains. The proposed mitigation measures – extending the southbound right-turn bay and adding a southbound right-turn overlap phase at the intersection of Florence/Manchester/Aviation – would not adequately alleviate this problem. We strongly recommend Design Option #2, incorporating an aerial grade separation, to avoid these impacts and reduce delays for LRT trains at this crossing.

15

Century Boulevard/Aviation Boulevard

The LRT Alternative is an above-grade alignment, with Design Option #1 for an above-grade station.

We would highly recommend Design Option #1 for an above-grade station on the north side of Century Boulevard at Aviation Boulevard. The base Alternative proposes an at-grade station approximately 1,500 feet north of Century Boulevard near 96th Street, much further from the activity centers on Century Boulevard. Design Option #1's above-grade station would provide a much more direct connection with the proposed, above-grade LAX People Mover System that will terminate near the intersection of Century/Aviation.

11

Maintenance and Storage Facility Site at Westchester

The proposed maintenance and storage facility Site B near Westchester is in a mixture of commercial, industrial and residential neighborhoods. Many local residents have expressed concerns about the close proximity of the facility to their homes. The proposed closure of Hindry Avenue at Florence Avenue would have significant impact on traffic circulation and access since Hindry Avenue is one of the few egresses into the Osage Park area. We need to review the traffic circulation plan for this site before the Final EIS/EIR is completed. The circulation plan needs to have limited disruption to local businesses in the area between Manchester Avenue, Osage Avenue and 83rd Street with retention of full access to 83rd Street and no restriction or closure of Hindry Avenue. The maintenance facility might be better located at Site D near El Segundo since it is in an industrial/commercial area near the end of the Metro Green Line, and no adverse impacts on traffic circulation or parking have been identified at that location.

1

BRT Alternative

We concur with the DEIS/DEIR that the BRT Alternative would have significant and unavoidable impacts on seven critical intersections along Crenshaw Boulevard. Our

11



Mr. Roderick Diaz

October 26, 2009

analysis indicates that the intersection of Florence/Manchester/Aviation would also be impacted by an exclusive busway on the Harbor Subdivision. The mitigation measure proposed for the segment of Crenshaw Boulevard between 48th and 60th Streets - narrowing of the existing frontage roads - would create significant secondary parking impacts which could not be mitigated.

If BRT were to operate in mixed-flow traffic, rather than in a dedicated facility such as bus lanes, bus speeds and travel times would certainly be inferior. But even if curbside bus lanes could be created through street widening, buses would be delayed by right-turning vehicles and pedestrians at intersections as well as vehicles entering and exiting driveways, hampering overall bus performance, reliability and safety. The long term sustainability of BRT is questionable without a fully dedicated facility throughout the corridor.

Because of these problems with the BRT Alternative, as well as for regional rail system connectivity (see discussed above), we recommend the LRT Alternative, with the Design Options noted, over the BRT Alternative for the Crenshaw Transit Corridor.

Thank you for this opportunity to comment on the DEIS/DEIR. We look forward to continuing to work with you to develop a viable project for the Crenshaw Transit Corridor. If you have any questions regarding our comments, please call Kang Hu at (213) 972-8627 or Susan Bak at (213) 972-8623.

Sincerely,

Rina L. Robinson
General Manager

- cc: Hon. Bernard Parks, Council District 8
- Hon. Herb Wesson, Council District 10
- Hon. Bill Rosendahl, Council District 11
- Jamie de la Vega, Mayor's Office
- Cecilia V. Estolano, Community Redevelopment Agency
- Gail Goldberg, City Planning Department
- Dee Allen, Environment Affairs Department

**Response to comment 10-18-A.**

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 10-18-B.

On December 16, 2009, the Metro Board of Directors selected a locally preferred alternative (LPA) for the Crenshaw/LAX Transit Project. The selected LPA includes two underground segments for light rail along Crenshaw Boulevard, between 39th Street and 48th Street and between 60th Street and Victoria Avenue. The inclusion of these two underground segments follow a consistent application of criteria for considering grade separations for LRT. These criteria include availability of right-of-way, environmental impacts (such as traffic impacts, visual impacts, impacts to historic resources, and environmental justice impacts), and Metro's established Grade Separation Policy. In locations where there is available right-of-way, where there is a lack of significant environmental impacts, or where conditions fail to meet the criteria of Metro's Grade Separation Policy, the Light Rail Transit alignment is proposed to remain at grade. Please Refer to Master Response 11 regarding the vertical profile of the segment from 39th Street to Exposition Boulevard. Provisions for parking are located at the La Brea, West and Exposition Stations

Response to comment 10-18-C.

Comment noted. Please Refer to Master Response 12 regarding a Crenshaw/Vernon Station.

Response to comment 10-18-D.

Consideration of a Class II bikeway along Crenshaw Boulevard between 48th and 60th Streets was given consideration during the final design phase, where it was determined that bicycle lanes could be added from 48th to 57th Street. Bicycle linkages will be incorporated in all stations along the Crenshaw/LAX alignment where feasible.

Response to comment 10-18-E.

The location and size of the park and ride facilities was refined during the Advanced Conceptual Engineering Phase. The Crenshaw/LAX Transit Corridor Project will have park and ride sites at the La Brea, West, and Exposition Stations. The West Station park and ride lot is planned to contain approximately 120 spaces, the La Brea Station park and ride lot is planned to contain approximately 100 spaces, and the Exposition Station park and ride lot is planned to contain approximately 110 spaces. Together, these facilities would serve the transit corridor's parking demands.

Parking loss for the Crenshaw/LAX Transit Corridor Project would primarily occur on the inner portion of the frontage road bordering both sides of Crenshaw Boulevard between 48th and 60th Street. There is a total loss of 308 on-street parking spaces along Crenshaw Boulevard with a loss of 142 northbound and 166 southbound on-street parking spaces. A parking utilization survey conducted during the Advance Conceptual Engineering Phase determined that the loss of on-street parking would not result in a parking shortage for the area.

Response to comment 10-18-F.

Comment noted. Design Option 4 was incorporated into the LPA in part to the reasons cited by the commenter.

Response to comment 10-18-G.

Comment noted. Design Option 2 was incorporated into the LPA in part to the reasons cited by the commenter.

Response to comment 10-18-H.

Comment noted. Design Option 1 was incorporated into the LPA in part to the reasons cited by the commenter.

Response to comment 10-18-I.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 10-18-J.

See Response to Comment 10-18-A.



COMMENT: 10-19. County of Los Angeles Department of Parks and Recreation.



COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"

10-19

Russ Guiney, Director

October 21, 2009

Sent via email: diazroderick@metro.net

Mr. Rodenck Diaz
Project Manager
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Dear Mr. Diaz:

**DRAFT ENVIRONMENTAL IMPACT STATEMENT/
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIS/DEIR)
FOR THE CRENSHAW TRANSIT CORRIDOR**

The Department of Parks and Recreation has reviewed the above project for potential impact on the facilities under the jurisdiction of the Department. We have determined that the proposed project will not affect any Departmental facilities.

Thank you for including this Department in the environmental review process. If we may be of further assistance, please contact me at (213) 351-5127 or jyorn@parks.lacounty.gov.

Sincerely,

Julie Yorn
Park Planner

JYorn@parks.metro

c: Parks and Recreation (N. E. Garcia, L. Hensley, J. Rupert)

Response to comment 10-19.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.



COMMENT: 10-20. County of Los Angeles Department of Public Works.



CHIEF FINANCIAL OFFICER

October 26, 2009

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

"To Connect Lives Through Efficient and Daring Design"

AN ADMINISTRATIVE AGENCY
OF THE STATE OF CALIFORNIA
14000 E. Imperial Ave., Suite 200
Los Angeles, CA 90045

ADMINISTRATIVE SERVICES
14000 E. Imperial Ave., Suite 200
Los Angeles, CA 90045

INTERNAL USE ONLY
LD-1

Mr. Roderick Diaz
Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza, M/S 99-22-3
Los Angeles, CA 90012-2952

Dear Mr. Diaz:

**DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
CRENSHAW TRANSIT CORRIDOR PROJECT
LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY**

We reviewed the DEIR for the Crenshaw Transit Corridor project. The project would improve transit services in the corridor and connect corridor residents and employees with existing transit lines such as the Metro Green Line or approved transit lines such as the Exposition Light Rail Transit Line thereby improving mobility and access to regional activity centers.

The following comments are for your consideration and relate to the environmental document only.

Hazards-Flood/Water Quality

1. The DEIR should note how the project will comply with National Pollutant Discharge Elimination System permit.
2. Once a project alternative is selected, submit a hydrology study for review and approval to the County of Los Angeles Department of Public Works. The hydrology study should also address applicable Standard Urban Stormwater Mitigation Plan and Total Maximum Daily Load requirements.
3. The area of the proposed project contains Los Angeles County Flood Control District facilities. If encroachments, connections, or alterations to Los Angeles County Flood Control District facilities are proposed, contact Public Works' Construction Division for permitting requirements.

If you have any questions regarding flood comments, please contact Ms. Lizbeth Cordova at (626) 458-4921 or by e-mail at lcordova@dwp.lacounty.gov.



Mr. Roderick Diaz
October 26, 2009
Page 2

Hazards-Geotechnical/Soils/Geology

The site is located within a potentially liquefiable area per the State of California Seismic Hazard Zones Map–Hollywood and Inglewood Quadrangles. Also, all or portion of the site is located within the Alquist Priolo Earthquake Fault Zone. Site-specific geotechnical and geologic reports addressing the proposed development and recommending mitigation measures for geotechnical and geologic hazards should be included as part of the DEIR.

If you have any questions regarding geotechnical comments, please contact Mr. Jeremy Wan at (626) 458-4925 by e-mail at jwan@dpw.lacounty.gov.

Services-Road/Flood Maintenance

1. Page ES-12, Executive Summary: Alignment option C-2 would impact County road maintenance services. This alignment travels north on Hawthorne Boulevard from the Green Line Station to Florence Avenue. This section of Hawthorne Avenue is maintained by the County and has a landscaped median in the center of the alignment from 111th Street to 104th Street. This median would have to be removed if Route C-2 was approved for the alignment. In addition, this segment of Hawthorne Boulevard was resurfaced less than three months ago by the County.

All other alignments are either in the City of Los Angeles or the City of Inglewood. Page ES-14 summarizes the proposed alignments, and Alignment C-1 is listed as the most favored route; Alignment C-2 is the second more favored route. We would agree with the rankings and prefer Alignment C-1 since it has the least impact to the County.

2. Pages ES-16 and ES-17 discuss the alternatives considered for a Maintenance and Operations Facilities Site. The report ranks Site D the highest. We concur with this assessment since Site D is a vacant lot of 14.8 acres on Rosecrans Avenue in the City of El Segundo, has access to the rail, and is privately owned. A facility at this site would minimize the impact of the project on the county in terms of facility, relocations, and on-going maintenance operations.

The report ranks Site B as the next highest. The selection of Site B could have a major operational impact to Public Works since Site B would require Public Works' Road Maintenance District 3 (Westchester, RD233, Fleet, Construction Division, Permits; Operational Services' warehouse) and Flood Maintenance Division (83rd Street yard) to be relocated. If Site B is selected, a suitable site of equivalent size and functionality should be identified for relocation.



Mr. Roderick Diaz
October 26, 2009
Page 3

of these critical facilities to minimize the potential impacts. Additionally, plans should be made to allow construction of the replacement facility and relocation such that on-going operations are not significantly impacted.

Of the four sites in the Executive Summary, Site C should be argued as the next best site after Site D. It is larger than Site B and does not require any "buffers" to make the site useable. Table ES-2 lists the pros and cons of each site and Site C looks more favorable than B from the data in the table.

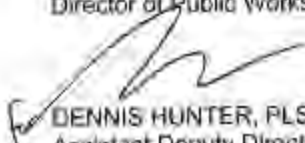
3. The DEIR should explore other potential sites not listed in the Executive Summary that could be better potential sites than Site B including expansion of existing MTA-owned facilities. If Site B is chosen as the Maintenance and Operations Facility Site for the Crenshaw Transit Corridor project, the DEIR should discuss the relocation, financial, logistic, and operational impacts to Public Works.

If you have any questions regarding comments, please contact Mr. Joe Young at (310) 348-6448 by e-mail at jyoung@dpw.lacounty.gov.

When the final Environmental Impact Report is available, we would like the opportunity to review it for comment. If you have any other questions or require additional information, please contact Mr. Toan Duong at (626) 458-4945 or by e-mail at tduong@dpw.lacounty.gov.

Very truly yours,

GAIL FARBER
Director of Public Works



DENNIS HUNTER, PLS PE
Assistant Deputy Director
Land Development Division

MA:cs
1. PUBLIC COMMENT PERIOD FOR THIS COMMENTARY SUBMITTATION IS CLOSED.



COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS
911 Sycamore St.
Los Angeles, CA 90012-1400
www.lacounty.gov
DEVELOPMENT DIVISION



MR RODERICK DIAZ
PROJECT MANAGER
LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA M/S 99-22-3
LOS ANGELES CA 90012-2952



**Response to comment 10-20-A.**

The following language was added to the regulatory discussion in Appendix F of the FEIS/FEIR:

The specific steps to obtain an NPDES permit are as follows:

- File the appropriate NPDES application forms with the Regional Water Board.
- State or Regional Water Board staff reviews the application for completeness and may request additional information.
- Staff determines if the discharge is to be permitted or prohibited. If a permit is needed and the application is complete, staff prepares a draft and sends out a notice for a 30-day public comment period.
- The discharger must publish the public notice for one day in the largest circulated paper in the municipality or county and submit proof of posting or publication to the Regional Water Board within 15 days after posting or publication.
- The Regional Water Board holds a public hearing after the 30-day public notification. The State or Regional Water Board may adopt the permit as proposed or with modification, or not adopt it at all. A majority vote of the Water Board members is required to adopt the permit. USEPA has 30 days to object to the draft permit, and the objection must be satisfied before the permit becomes effective.

The permit issuance process takes approximately six months, but may take longer depending upon the nature of the discharge.

After the LPA was selected by the Metro Board of Directors, a hydrology study was submitted to the County of Los Angeles Department of Public Works for review and approval as requested by the commenter. This study also addressed applicable storm water mitigation plan and total maximum daily load requirements.

Response to comment 10-20-B.

Comment noted. During the design process, it was determined that there is a potential conflict with two Los Angeles County Flood Control storm drains; one eight foot by ten foot drain with a six foot cover, located approximately 29 feet west of Aviation Boulevard centerline and another nine foot storm drain with a two foot cover. These are located along aerial portions of the alignment. There is a three foot RCP storm drain with a 12 inch cover located six feet south of the centerline of 39th Street, which crosses the alignment and is therefore in vertical conflict with the alignment. The Public Works Construction Division has been contacted for permitting requirements.

Response to comment 10-20-C.

Site-specific geotechnical and geologic reports were not included as part of the DEIS/DEIR. These reports and recommended mitigation measures were completed during the final design phase and preparation of the FEIS/FEIR, when the final design of the alignment was identified. The geotechnical reports are located in the Appendix of the FEIS/FEIR and the refined mitigation measures were included in the FEIS/FEIR.

Response to comment 10-20-D.

Comment noted. Alignment option C-2, identified by the commenter, was eliminated during the screening of alternatives. Alignment option C-1 was included as part of the LPA selected by the Metro Board of Directors.

Response to comment 10-20-E.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 10-20-F.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 10-20-G.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

COMMENT: 10-21. Los Angeles City Councilmember Bernard Parks.

COMMENTS:

Chair

Burton & Harwood
433 North Dearborn

Metrolink

Metrolink Corporation
1411 Madison (East) & Grand Service
433 North Dearborn, Torrance & Wilmington

Member

California Commission
Diana Sewell
Board of Directors/Member
Los Angeles County Metropolitan
Transit Authority
1411 Madison (East)
Exposition North Line Construction Authority
Internal
BTRW 14

Los Angeles City Council



BERNARD C. PARKS
Councilmember, Eighth District

10-21

CONTACT INFORMATION

City Hall Office

307 North Spring Street
Room 450
Los Angeles, CA 90012-0450
(213) 473-1000
(213) 485-7800 fax
(800) 475-4750 TDD

Councilmember's Office

415 S. Vermont Ave.
Los Angeles, CA 90014-1400
(213) 485-7000
(213) 485-7000 fax
(800) 475-4750 TDD

Crenshaw Office

3847 S. Vermont Street
Inglewood, CA 90304
(310) 633-9400
(714) 939-7070 fax

October 26, 2009

Mr. Ara Najarian
Chairman, Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Attn: Mr. Arthur Leahy
Mr. Rodenok Diaz

Dear Mr. Najarian:

I would first like to congratulate you and your team for your accomplishments on the Crenshaw Transportation Corridor Project thus far. Bringing this incredibly important project to this point in the process is no small feat. I am very excited about the potential for positive impact that this project can bring to the residents of the Eighth District and the Crenshaw Corridor community. Since being elected Councilmember I have prioritized my goals of promoting regional transportation, promoting job creation, improving access to jobs and to spurring economic development within the Eighth District. I believe this project has the potential to accomplish that list of important goals and that is why this project is so critical to the residents of South Los Angeles.

A

Today is the deadline for comments and responses on the Los Angeles County Metropolitan Transportation Authority's (LACMTA) Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) for the initial construction phase of the Crenshaw Transit Corridor Project. A very important part of this project goes through the heart of the Eighth Council District, the Crenshaw District. Over the





past several weeks, my staff has worked with the affected departments within the City of Los Angeles; namely the Community Redevelopment Agency of Los Angeles, the Los Angeles Department of City Planning, the Los Angeles Department of Transportation and the Los Angeles Environmental Affairs Department, to clarify our thoughts and concerns on this project. Attached to this letter are their comments within their respective areas of concern and authority as they have been sent to the LACMTA Project Manager, Roderick Diaz.

What I believe emerges as a common thread of the concern is that we are at a critical juncture as we struggle to reconcile our desire to quickly build a regional rail transit system, which is an essential ingredient for the future prosperity and sustainability of our region, with the equally strong desire for truly livable, sustainable neighborhoods. However, no mode of transportation has been perfected to the point that its promise can't be negated by short-sighted design-related decisions. Because we are physically able to build a transit line in a seemingly expedient manner does not mean that we will be best served by expedient decision-making within that process. Ultimately, the success of our transportation investments will be judged not just on how fast, frequent and safely the trains run, but how successful we are in harnessing the benefits of this transportation system for the posterity of the communities that they serve.

The attached comments, from the affected departments within the City of Los Angeles, as well as my comments on the Crenshaw Transit Corridor project are directing LACMTA towards a level of system design and responsiveness to land use, development, safety concerns and community vision that was not fully anticipated in the Long Range Transportation Plan and the provisions of Measure R. I truly appreciate how this makes LACMTA's job even more difficult than it already is. But I believe that there are fundamentally valid concerns raised in these comments and I would urge the LACMTA Board and management to use this as an occasion to begin an important dialogue on how to better understand and respond to the mission that we have ahead of us, which is to improve our regional transportation capabilities.

Based on a review of the DEIS/DEIR, my comments are as follows:

Mode

- * Of the four alternatives being considered I believe that the Light Rail Transit (LRT) alternative is the most meaningful method of achieving the goal of an integrated, effective mass transit system along the Crenshaw Corridor. None of the other alternatives being considered achieve this goal.



Grade Separation

- I strongly believe that the Crenshaw Corridor community voice needs to be heard and the LRT mode needs to be constructed below-grade to the greatest extent possible within the Crenshaw Corridor. As has been illustrated on previous LRT lines built within Los Angeles, such as the Gold Line through Boyle Heights, the need to go below-grade is demonstrated by the commercial and residential activity above-grade.
- I firmly believe that option #6 needs to be implemented and the connection at Exposition and Crenshaw needs to be constructed below-grade. Any above-grade connection will have a detrimental affect on vehicular and pedestrian traffic as well as future economic development of that intersection, including the proposed District Square development. I also believe that an above grade LRT connection would have a negative visual affect for both community residents and for any future economic development.
- I strongly believe that option #4 needs to be implemented and a below-grade alignment needs to be constructed through the Hyde Park community through to the Harbor Subdivision. I am opposed to any aerial or at-grade LRT alignment within Hyde Park as the visual, noise, lighting and land use impact will have a severely negative impact to the adjacent low-scale neighborhoods within this portion of the Crenshaw Corridor.

Station Area Planning

- Option #5 needs to be implemented and the inclusion of a below-grade station stop at Leimert Park near Vernon Ave needs to be constructed. As community residents know, Leimert Park is considered the center of the African-American arts scene in Los Angeles. Without an accompanying station stop at Leimert Park, which matches and reinforces the unique character of the surrounding neighborhood, this cultural destination point will be severely impacted. This station would also be critical to serving the high-density, residential communities of Leimert Park, Hyde Park, View Park and Baldwin Hills.
- I believe that the station stop planned near Florence Ave. and West Blvd. needs to be adjusted and shifted east closer to Crenshaw Blvd. As a destination point, Crenshaw Blvd. is an optimal location in comparison to West Blvd.
- Station development at all station stops along the Crenshaw Corridor need to provide the following: seasonal coverage, comfort for passengers, accommodations that support all public transit riders, as well as the inclusion of visual elements that capture the essence of the surrounding communities.
- The development of a Metro service center at a central location along the alignment, which includes services and informational materials to meet the needs of transit riders, needs to be included in the design and implemented.
- The development of a Metro Police 'Drop-In' Center at a central location along the alignment to meet the security needs of transit riders needs to be included in the



design and implemented.

Parking

- The construction of parking facilities and/or appropriate parking accommodations along the Crenshaw Transportation Corridor needs to be included in the design and implemented. Specific emphasis should be given to major east/west transportation corridors, such as Exposition Blvd., Martin Luther King Jr. Blvd., Vernon Ave., Slauson Ave. and Florence Ave. Specific emphasis should also be given to developing park and ride facilities to accommodate single-modal ridership.
- The development of a parking-loss mitigation plan needs to be incorporated into design and implemented. Parking loss at any location along the corridor will have severe impacts on the adjacent business and residential communities.

Construction Standards

- The inclusion of local hiring provisions for construction of the project needs to be incorporated into the project and implemented.
- Compliance with all Federal Transportation Agency construction standards needs to be incorporated into the project and implemented.

Design Elements

- Consideration of future economic development and mixed-use projects along the Transit Corridor, which meets or exceeds what was provided for the Metro Gold Line in Pasadena, needs to be incorporated into the design and implemented.
- Where appropriate along the at-grade portions of the alignment, specifically adjacent to the Harbor Subdivision portion of the alignment, the following elements need to be incorporated into the design and implemented:
 - The inclusion of landscaping treatment that meets or exceeds what was provided along the Metro Orange Line in the San Fernando Valley.
 - A bike lane and bicycle facilities that are user-friendly and compatible with the surrounding communities.
 - The installation of sound walls of a sufficient height to reduce noise from the project in the immediate and surrounding communities and that eliminate two-way negative visual.
 - Special safety mitigation near school crossings.

In conclusion, it is critical that the Los Angeles City Council as a whole include a policy position relative to the light rail transit project design options that reflect the needs and concerns of the surrounding communities. With the support of Councilmember Bill Rosenblat, I will be asking the City Council to vote on a unified policy position during Wednesday's Council meeting. As Metro staff has informally agreed to consider additional comments relative to an official City position on policy issues up until Friday,



October 30, 2009, I believe that this City Council policy vote will be incorporated into the City's comments as part of the City's response to the DEIR/DEIS. I encourage you to join me in supporting the needs of the community and design elements that I have outlined above. Its completion will help to meet the transportation, job-creation and economic development goals and objectives for the Eighth Council District. Please direct your staff to contact Dennis Rodríguez, my Economic Development Deputy, at (213) 473-7008 or via e-mail at Dennis.Rodriguez@lacity.org if there are any questions.

Respectfully,

BERNARD C. PARKS
Councilmember

Attachment: Community Redevelopment Agency/Los Angeles Comments
Los Angeles Environmental Affairs Department Comments
Los Angeles Department of Transportation Comments
Los Angeles Department of City Planning (comment)

Cc: Mayor Antonio Villaraigosa
Councilmember Herb Wesson, Council District 10
Councilmember Bill Rosendahl, Chair, Transportation Committee
Gail Goldberg, Director, Department of City Planning
Rita Robinson, General Manager, Department of Transportation
Dietrich Allen, General Manager, Environmental Affairs Department
Cecilia Estolano, Chief Executive Officer, Community Redevelopment Agency
Jaime de la Vega, Deputy Mayor for Transportation
Congresswoman Diane Watson, 33rd District
Congresswoman Maxine Waters, 35th District
Congresswoman Jane Harmon, 36th District
Congresswoman Lucille Roybal-Allard, 34th District
Congresswoman Linda Sánchez, 39th District
Congresswoman Virginia Napolitano, 38th District
Congressman Adam Schiff, 29th District
Congresswoman Judy Chu, 32nd District
Congressman Gary Miller, 42nd District
Congressman David Drieh, 26th District
Congressman Jerry Lewis, 41st District
Congressman Joe Baca, 43rd District
Congresswoman Mary Bono Mack, 45th District
Congressman Ken Calvert, 44th District
State Assemblywoman Karen Haas, 47th District
State Assemblyman Ted Lieu, 33rd District
State Assemblyman Steven Bradford, 51st District



State Senator Curran Price, 26th District
State Senator Rod Wright, 25th District
State Senator Jenny Oropeza, 28th District
County Supervisor Mark Ridley-Thomas, Second District
Hassan Ikhrata, Executive Director, SCAAG
Jackie Bacharach, Executive Director, South Bay Council of Governments

Table

**Response to comment 10-21-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

Response to comment 10-21-B.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Careful time and consideration went into the planning and design of the Crenshaw/LAX Transit Corridor Project to provide the best possible transit line while maintaining quality of life.

Response to comment 10-21-C.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Metro through the environmental process analyzed the potential effects from the construction and operation of the Crenshaw/LAX Transit Corridor Project, which included the issues of land use and development, and safety brought forth by the commenter.

Response to comment 10-21-D.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 10-21-E.

On December 16, 2009, the Metro Board of Directors selected a locally preferred alternative (LPA) for the Crenshaw/LAX Transit Project. The selected LPA includes two underground segments for light rail along Crenshaw Boulevard, between 39th Street and 48th Street and between 60th Street and Victoria Avenue. The inclusion of these two underground segments follow a consistent application of criteria for considering grade separations for LRT. These criteria include availability of right-of-way, environmental impacts (such as traffic impacts, visual impacts, impacts to historic resources, and environmental justice impacts), and Metro's established Grade Separation Policy. In locations where there is available right-of-way, where there is a lack of significant environmental impacts, or where conditions fail to meet the criteria of Metro's Grade Separation Policy, the Light Rail Transit alignment is proposed to remain at grade. The physical conditions and the lack of significant environmental impacts do not require the alignment to be placed underground between 48th Street and 60th Street. The cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard would be beyond the scope of Metro policies and the approved Metro budget for the project and financially infeasible.

Response to comment 10-21-F.

Please see response to comment 10-21-E. The DEIS/DEIR determined that there would be significant and unavoidable traffic impacts at the Crenshaw Boulevard/Exposition Station if the alignment was at-grade from 39th Street to Exposition Boulevard. The DEIS/DEIR found that there would be no visual or safety impacts from the light rail transit system operating at grade from 39th Street to Exposition Boulevard. Metro acknowledges the importance of the District Square redevelopment project and has planned and design the light rail system to reduce any potential impacts to this development to the greatest extent feasible. The Metro Board authorized continued environmental review of an extended below grade section

between Exposition Boulevard and 39th Street (Exposition/Crenshaw Grade Separation) originally Design Option 6. During advanced conceptual engineering, an at-grade configuration was determined to be technically infeasible along this segment. The incorporation of Design Option 6 would be required to connect to the Exposition Line subject to financial feasibility.

Response to comment 10-21-G.

Comment noted. Alignment Design Option 4 was included as part of the LPA selected by the Metro Board of Directors for many of the reasons cited by the commenter.

Response to comment 10-21-H.

Please Refer to Master Response 12 regarding a Crenshaw/Vernon Station.

Response to comment 10-21-I.

A station community workshop took place to identify the community's interests, particularly in regards to the location of the West Boulevard Station. There were competing community interests regarding whether the station was located in the City of Inglewood, west of West Boulevard or in the City of Los Angeles, east of West Boulevard. The community participation was included as part of the final evaluation for station locations. As the alignment of the LRT line prevented the location of the station right at Crenshaw Boulevard, the station needed to be located at least two blocks to the west. A careful evaluation of physical conditions and community comments resulted in the location of the at-grade West Station west of West Boulevard, north of Florence Avenue and south of the Harbor Subdivision in the City of Inglewood.

Response to comment 10-21-J.

The following features are the accommodations that have been recommended for the stations: a 16 foot wide by 270 foot long platform, protection walls on the street side of tracks, two (2) ticket vending machines, free-standing double sided map cases, 12 seating stations (including one ADA compliant seating station), weather protection in the form of canopies covering the ticket vending area and the platform, Metro identification pylon, trash receptacle, trash receptacle, Stand Alone Validators (SAV) instead of entry gates due to space limitations, station attendants booth, unisex restroom for Metro drivers, two (2) fire hydrants, one (1) recessed hose bib, one (1) passenger assist telephone, and one (1) public telephone.

Response to comment 10-21-K.

At all stations a description of services and informational materials would be displayed adjacent to ticket vending machines. Also, ticket vending machines will be equipped to handle sales of passes and other fare media. Any additional police personnel that is determined to be necessary would be staffed at existing locations along the alignment. An additional security facility will be located with the maintenance and operation facility.

**Response to comment 10-21-L.**

The Crenshaw/LAX Transit corridor would result in the removal of 308 on-street parking spaces along Crenshaw Blvd. Please Refer to Master Response 8 regarding parking along Park Mesa.

The location and size of the park and ride facilities was refined during the Advance Conceptual Engineering Phase. The Crenshaw/LAX Transit Corridor Project will have park and ride sites at the La Brea, West, and Exposition Stations. The West Station park and ride lot will contain approximately 120 spaces, the La Brea Station park and ride lot will contain approximately 100 spaces, and the Exposition Station park and ride lot will contain approximately 110 spaces. Together, these facilities would serve the transit corridor's parking demands.

Response to comment 10-21-M.

Comment noted. During the construction, Metro is incorporating a local hiring policy and actively pursues:

- Construction Careers program participation
- Joint Labor Agreements
- Local hiring goals and program support
- Contractor participation

In addition, Metro will comply with all Federal Transportation Agency construction standards.

Response to comment 10-21-N.

Metro actively pursues joint development opportunities. The extent to which these developments can and will occur is dependent on the economic climate and interest of private investors since Metro does not initiate these development projects.

Metro will include landscaping treatment wherever possible. A bike facility is being planned along Crenshaw Boulevard where the LRT is proposed to operate at grade. The FEIS/FEIR analyzed the potential noise impacts of the Crenshaw/LAX Transit Project and found that the project would not significantly impact surrounding residences or other sensitive receptors. The FEIS/FEIR analyzed the potential safety impacts to school children from operation of an at-grade LRT system and found that there would not be adverse effects. Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

Response to comment 10-21-O.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.



COMMENT: 10-22. City of Los Angeles City Councilmember Bill Rosendahl.



BILL ROSENDAHL
 City of Los Angeles
 Councilmember, Eleventh District

10-22
 Councilmember
 City of Los Angeles
 City Hall, Room 200
 100 N. Spring Street, Los Angeles, CA 90012
 Telephone: (213) 473-9111
 Fax: (213) 473-9126

October 26, 2009

Mr. Ara Najarian
 Chair, Board of Directors
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza
 Los Angeles, CA 90012-2952

Dear Mr. Najarian:

As you know, today is the deadline for comments and responses on the Los Angeles County Metropolitan Transportation Authority's Draft Environmental Impact Statement/Draft Environmental Impact Report for the initial construction phase of the Crenshaw Transit Corridor Project. An important part of this project travels through Council District Eleven.

Based on review of the DEIS/DEIR, this letter serves to support the findings of the Department of Transportation comment letter, dated October 26, 2009, as well as state my strong support for the following individual issues:

- Selection of light rail transit as the preferred transit mode | A
- Integration of the project with the Green Line to make travel as simple as possible with the fewest number of conveyance changes. | B
- Close coordination with Los Angeles World Airports to ensure convenience and coordination with the multimodal transportation center. | C
- Support for an El Segundo repair facility site to ensure that maintenance and repairs remain in an industrial/commercial area and away from residential areas, as well as at a location that is more central along the length of the project. | D
- Minimization, to the greatest degree possible, of noise, lighting and air quality impacts to the nearby residential neighborhoods. | E
- Location of a station at Manchester/Aviation/Florence Avenues that is convenient to the Manchester bus system and easily accessible to resident from the west. | F
- No restriction or closure of Hindry Avenue, which is one of the few egresses into the Osage Park area. | G
- Limited disruption to local businesses in the area north of Manchester Avenue/east of Osage Avenue/South of 83rd Street. | H
- Retention of full access to 83rd Street. | I
- Adequate remediation for ground contamination along Hindry Avenue if any development is required. | J

Westminster Office
 7110 W. Northcott Boulevard
 Westminster, CA 92683
 (714) 544-8777
 (714) 410-8888 fax

City Hall
 200 N. Spring Street, Room 412
 Los Angeles, CA 90012
 (213) 473-9111
 (213) 473-9126 fax

West Los Angeles Office
 1643 Colorado Avenue, Room 201
 Los Angeles, CA 90025
 (310) 575-4100
 (310) 575-8985 fax





- No development of parking lots that abut single-family residences. | 3
- Thorough mitigation of noise, light and air quality impacts of a repair station in | 4
- Osage, particularly if 24/7 operations are anticipated.

Thank you for the opportunity to comment on this project and for your efforts and those of your team for moving forward on this critical transit corridor project. I look forward to working with you as this project is being built. If you have any questions or require further information, please feel free to contact Paul Backstrom of my staff at (213) 474-7011.

Regards,

BILL ROSENDAHL
Councilmember, 11th District

BK:lm

Cc: Mr. Roderick Diaz, Project Manager, Crenshaw Transit Corridor Project
Mr. Arthur Leahy

Response to comment 10-22-A.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 10-22-B.

The Light Rail Transit mode provides an opportunity to connect to other existing rail facilities in the corridor (i.e., the Metro Green Line). The Crenshaw/LAX Transit Corridor Project would connect to the existing Metro Green Line as it travels south towards the South Bay where it would stop at the existing Green Line Mariposa Station. Transit riders would then have the opportunity to transfer to another Metro Green Line Light Rail vehicle where they could have the option to either travel to the east or further south. New Metro Green Line Service will also be able to extend from Norwalk to the proposed LAX connection at Aviation/Century.

Response to comment 10-22-C.

Metro, throughout the planning process, has coordinated with LAWA to develop a connection at the Century Station which would satisfy all interested parties.

Response to comment 10-22-D.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 10-22-E.

The FEIS/FEIR identifies mitigation measures for the construction and operation of the Crenshaw/LAX Transit Corridor Project that would reduce any potential impacts to the greatest extent feasible.

Response to comment 10-22-F.

The location of the optional Manchester Station was designed to ensure convenient access to the existing buses that travel along Manchester Boulevard and to residents and businesses of the surrounding community. These concerns raised by the commenter were also raised during the station area planning workshop for the Manchester Station, and Metro has given them serious consideration in the design process.

Access to and from Hindry Avenue, which was initially considered for closure, will be maintained, except for rare closures, during construction and operation of the Crenshaw/LAX Transit Corridor Project.

Response to comment 10-22-G.

Metro acknowledges that the construction of the light rail line would change traffic patterns, reduce on street parking and change access to local businesses during construction, which would include the area north of Manchester Avenue, south of 83rd Street and east of Osage Street, as referenced by the commenter. Metro will work with and coordinate with local businesses to minimize adverse effects to the



extent feasible. During operation of the Crenshaw/LAX Transit Corridor Project, access to surrounding businesses and residences would be improved

Response to comment 10-22-H.

Access to/from 83rd Street which occurs through Hindry and Isis Avenues would be maintained during construction and operation of the Crenshaw/LAX Transit Corridor Project.

Response to comment 10-22-I.

No development is required at Hindry Avenue, therefore no remediation for ground contamination would occur.

Response to comment 10-22-J.

None of the three park and ride stations for the Crenshaw/LAX Transit Corridor Project would abut single-family residences.

Response to comment 10-22-K.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 10-23. Los Angeles City Councilmember Herb Wesson, Jr.



Herb Wesson, Jr.
City Councilmember, District 11

October 26, 2009

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Dear Mr. Diaz:

Re: Crenshaw Transit Corridor Draft EIS/EIR Comments

As a Councilmember representing a portion of the proposed Crenshaw Transit Corridor (Martin Luther King Blvd, to Exposition), I take great interest in how the Corridor would be configured. After reviewing the draft Crenshaw Transit Corridor (CTC) EIS/EIR, I strongly urge that the Base LRT Alternative be constructed below-grade at all points along Crenshaw Boulevard (between Exposition Boulevard and the Harbor Subdivision Right-of-Way). In addition, I support the adoption of the Crenshaw Transit Corridor Light Rail Alternative Connection to the Exposition Light Rail, ensuring a grade separation at the intersection of the two lines. These would allow us to minimize disruption of Crenshaw Boulevard and the lives of the people I represent; preserve the Crenshaw economic revitalization projects currently underway; and provide for a Crenshaw public transportation system that would connect with the Expo Line.

Crenshaw Boulevard is one of the major corridors in the City of Los Angeles and considered a gateway to the religious, cultural and historical core of South Los Angeles. As such, any disruption of Crenshaw would have wide repercussions to the community as a whole. Based on our experience with the Expo Line—on which Construction Authority I serve as Chair—constructing an at-grade or above-grade light rail line along Crenshaw Boulevard would cause significant construction, visual, environmental and community problems. The problems currently facing the Expo Line would be magnified not only because Crenshaw is a much more heavily traveled street than Exposition Boulevard but also because it holds great significance to the people in South Los Angeles. These impacts would not only be felt during construction, but would also reverberate throughout the communities in the area for decades to come.

Building the CTC at-grade or above-grade would also disrupt the economic revitalization programs currently underway on Crenshaw Boulevard. As a Councilmember, I have made it a priority to revitalize Crenshaw Boulevard. At my request, the Community Redevelopment Agency (CRA) adopted the Mid-City Crenshaw Vision and Implementation Plan—developed



with the community and approved by the City Council in February 2009 – a master plan for the redevelopment of Crenshaw Boulevard. Implementation of the Plan is now in progress. In fact, the CRA recently received over \$14 million in Prop C funding from the state for infrastructure improvements along Crenshaw Boulevard as called for by the Plan. While the Crenshaw Vision Plan recognizes the importance of the Crenshaw stop of the Expo Line and potentially the presence of the CTC, it does not envision an at-grade or above-grade CTC. An at-grade or above-grade CTC would be inconsistent with the Vision Plan and disrupt our long-term efforts to revitalize Crenshaw Boulevard.

Moreover, if the CTC were to be built at-grade, it would severely and negatively affect a 7-acre development project currently in the final planning stages of Crenshaw Boulevard and Rodeo Road called District Square, which is set to start construction in 2010. Investment in South Los Angeles is very hard to attract. Over the past four years my office has worked very hard to attract development to this area so that my constituents could have access to quality goods and services. District Square is one of the few developments actually making progress in South Los Angeles, which is why it is one of the catalytic economic development projects included in the Mayor's South LA Initiative. An at-grade construction of the CTC would mean that District Square would lose a significant portion of its acreage, undoing all the work that has been done over the past four years and depriving this community of quality retail and business services.

Finally, in supporting a below-grade construction of the CTC from Exposition Boulevard to the Harbor Subdivision Right-of-Way, the only configuration that would make sense at the intersection of the Expo Line and the CTC would be grade separated stations with the Expo Line station at-grade and the CTC station below-grade. As stated in the Draft EIS/EIR, "Grade separation of the crossing between the two lines would reduce traffic flow considerations and eliminate the expense of the platform rebuild. The only viable grade separation would be to bring the Crenshaw LRT underground at Exposition."

For these reasons, it is important that the Base LRT Alternative be constructed below-grade at all points along Crenshaw Boulevard; and the Alternative Connection to the Exposition Light Rail be adopted.

If you have any questions or concerns, please contact myself or my Senior Deputy, Andrew J. Westall, at (213) 473-7010.

Sincerely,


HERB J. WESSON, JR.
Councilmember, 11th District

HJW/AW/CH

Response to comment 10-23-A.

Comment noted. Metro appreciates the input from the commenter as it is a valuable part of the planning process. On December 16, 2009, the Metro Board of Directors selected a locally preferred alternative (LPA) for the Crenshaw/LAX Transit Project. The selected LPA includes two underground segments for light rail along Crenshaw Boulevard, between 39th Street and 48th Street and between 60th Street and Victoria Avenue. Please Refer to Master Response 10 regarding a below-grade segment in Park Mesa Heights. Please Refer to Master Response 11 regarding the vertical profile of the segment from 39th Street to Exposition Boulevard. The physical conditions and the lack of significant environmental impacts do not require the alignment to be placed underground between 48th Street and 60th Street. The cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard would be beyond the scope of Metro policies and the approved Metro budget for the project and financially infeasible.

Response to comment 10-23-B.

Please Refer to Master Response 11 regarding the vertical profile of the segment from 39th Street to Exposition Boulevard.

Response to comment 10-23-C.

Metro acknowledges that the CRA and City of Los Angeles have significant investments planned along Crenshaw Boulevard. Metro has coordinated with these agencies throughout the planning process to minimize the effects of the Crenshaw/LAX Transit Corridor Project has on these investments. The Crenshaw/LRT Project is being designed to be consistent with planned improvements under the Crenshaw Vision Plan.

Response to comment 10-23-D.

Metro acknowledges that the City of Los Angeles and CRA have significant investments planned along Crenshaw Boulevard. Metro has coordinated with these agencies throughout the planning process to minimize the effects of the Crenshaw/LAX Transit Corridor Project has on these investments during Advanced Conceptual Engineering. The City of Los Angeles has approved the plan for District Square to preclude the at-grade LRT configuration disclosed in the DEIS/DEIR. Therefore, the Crenshaw/LAX Transit Corridor Project was designed to minimize the potential impacts to the District Square redevelopment project.

Response to comment 10-23-E.

The Metro Board authorized continued environmental review of three design options including an extended below grade section between Exposition Boulevard and 39th Street (Exposition/Crenshaw Grade Separation) originally Design Option 6. During advanced conceptual engineering, an at-grade configuration was determined to be technically infeasible along this segment. The incorporation of Design Option 6 would be required to connect to the Exposition Line subject to financial feasibility.



COMMENT: 10-24. Los Angeles Unified School District Office of Environmental Health and Safety.

10-24

Los Angeles Unified School District Office of Environmental Health and Safety

SAFETY & COMPLIANCE

SAFETY & COMPLIANCE

YERWA ERM

October 26, 2009

Roderick Diaz, Project Manager
LACMTA
One Gateway Plaza
Los Angeles, CA 90012-2952
rdiaz@lacmta.com

Re: Crenshaw Transit Corridor Project DEIS/DEIR: *State Clearinghouse Number 2007091148*

Dear Mr. Diaz,

The Crenshaw Corridor, a heavily traveled north-south-oriented urban corridor in Los Angeles County, California, is being considered for transit improvements by the Los Angeles County Metropolitan Transportation Authority (LACMTA) in cooperation with the Federal Transit Administration (FTA). The LACMTA has initiated an environmental review of proposed transit improvements in the corridor as a key step in providing the Metro Board and the general public with information that will support selection of a Locally Preferred Alternative (LPA). Issues raised by the Los Angeles Unified School District's (District) review of the Draft Environmental Impact Statement (DEIS) - Draft Environmental Impact Report (DEIR) are related to the deficient analysis of issues related to the health and safety of school occupants at schools located in close proximity to the proposed transit corridor. Table 1 *L.A.U.S.D. Schools Along the Crenshaw Corridor* lists schools along both the proposed Bus Rapid Transit (BRT) and Light Rail Transit (LRT) alignments. The main difference between the BRT and LRT alignments is that the BRT will extend north from Exposition Boulevard to Wilshire Boulevard, while the LRT ends at Exposition Boulevard. The extension of the LRT from Exposition Boulevard to Wilshire Boulevard will occur as a future project by the LACMTA.

Our evaluation is based upon the technical adequacy of the environmental documentation and consideration of the project's potential to: 1) compromise the health and safety of students and staff; and 2) disrupt the learning environment during construction and subsequent operation. As such identified impacts that may potentially affect our schools are related to the following areas of concern:

- Pedestrian Safety
- Noise and Vibration
- Detachment
- Air Quality

Concerns related to the close proximity of the schools to the proposed alignments are as follows:

- **Pedestrian Safety.** The proposed identified alignments cross existing and proposed routes to schools. Mitigation must be provided to eliminate all pedestrian conflicts.
- **Noise and Vibration.** To ensure a quality learning environment, interior and exterior noise levels must maintain acoustical standards not exceeding American National Standards Institute (ANSI S12.60-2002) values of 35 dBA (*indoor noise levels*) and 67 dBA (*outdoor*). Also, ground-borne vibration levels must not exceed ANSI and Federal Transit Administration standards.

333 South Boundary Avenue, 20th Floor, Los Angeles, CA 90017 • Telephone (213) 241-3199 • Fax (213) 241-0016

The Office of Environmental Health and Safety is dedicated to providing a safe and healthy environment for the 1,000,000 students and 30,000 employees of the Los Angeles Unified School District.



Transbay Corridor (DEIS/DEIR)

October 24, 2010

- **Train Derailment.** Mitigation must be thoroughly analyzed and provide measures to ensure that hazards related to train derailment are totally eliminated. No discussion related to derailment is presented in the DEIR.
- **Air Quality:** Impacts associated with near-field pollutant emissions associated with construction-related activities were not addressed. Although LACMTA is cognizant of SCAQMD's Localized Significance Threshold (LST) Methodology, no analysis was conducted in this regard. Notwithstanding, the applicant reports that construction-related air quality impacts would be "temporary" and with implementation of mitigation measures "no substantial adverse construction effects are anticipated." This finding is without merit as LACMTA fails to document their claim of insignificance or quantify the effectiveness of identified mitigation measures.

Due to MTA's failure to prepare the appropriate analysis, the District contends that construction-related activities will generate excessive emissions and impact the health of students and staff attending and/or working in our local schools. As such, the District requests LACMTA complete an LST analysis and provide all relevant and appropriate documentation used to assess project-related impacts.

In general, the DEIS/DEIR does not analyze the above concerns in sufficient detail and provides only broad and generalized statements related to schools located in proximity of the proposed alignments. Since schools are occupied by sensitive receptors, CEQA requires specific mitigation requirements related to school-based occupancies.

The District's Office of Environmental Health & Safety serves to protect the health and safety of students and staff, and to minimize any disruptions of the learning environment. We therefore request due consideration be given to our local schools and appropriate detail be provided in a subsequent analysis. As such, the District believes recirculation of the DEIS/DEIR is warranted. This will allow MTA sufficient time to complete the appropriate studies and allow our office time to review their technical adequacy.

Respectfully,

Glenn Striegler, PVI
Environmental Assessment Coordinator
LAUSD Office of Environmental Health & Safety

Attachment

- Yi Hwa Kim, Deputy Environmental Health & Safety Director OEHHS
- Pat Schanen, Environmental Health Manager OEHHS
- Edward Morelan, Site Assessment Manager OEHHS
- Bill Piazza, Site Assessment Coordinator OEHHS
- Jay Golida, LAUSD Legal Counsel OGC

333 South Broadway Avenue, 20th Floor, Los Angeles, CA 90017 • Telephone (213) 241-3199 • Fax (213) 241-8216

The Office of Environmental Health and Safety is dedicated to promoting a safe and health-conscious environment for the 900,000 students and 80,000 employees of the Los Angeles Unified School District.

LAUSD Schools Along the Crenshaw Corridor

Exposition Boulevard South to LAX (BRT & LRT)

- Crenshaw HS 486 ft E
- View Park Prep Acc MS/HS Adjacent to W
- Hyde Park Blvd ES 425 ft E (*720 ft by MTA*)

North of Exposition Boulevard to Wilshire (BRT Only)

- Wilshire Park ES 1,040 ft E-SE
- Wilton Place ES 1,200 ft E-SE
- Queen Anna Place ES 1,450 ft W-NW
- J.A. Tech Center 1,150 ft E
- Arlington Heights ES 1,170 ft E (*Not Shown by MTA*)
- Johnnie Cochran MS 330 ft SE
- New Design Charter School 1,370 ft E (*Not Shown by MTA*)
- Virginia Road ES 1,280 ft W (*560 ft by MTA*)

Note: Italicized text indicates information either not shown by or information incorrectly reported by LACTRA in the EIR/EIS/DEIR. Distances listed from their location from north to south along proposed alignments.

Response to comment 10-24-A.

Comment noted. Metro appreciates the concerns and input from the commenter as it is a valuable part of the planning process. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 10-24-B.

Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

Response to comment 10-24-C.

Potential noise impacts were identified as: no impact, moderate impact, or severe impact, in accordance with FTA Noise Impact Criteria. The noise analysis in the FEIS/FEIR reflects the most recent design information for the project. As a result, the number of noise impacted buildings is different than presented in the DEIS/DEIR because of design changes. Moderate impacts would occur at 15 residential buildings (14 along La Colina Drive and one residence along East Beach Avenue). A moderate impact would also occur at the Briercrest Inglewood Healthcare Center. The resilient or damped wheels required in Mitigation Measure **N1** would reduce passby noise levels by 2 dBA. Mitigation Measure **N1** would eliminate the unmitigated passby noise adverse impacts.

Noise impacts from warning signal noise were found to occur at the intersections of Crenshaw and West Boulevards and Crenshaw Boulevard and 57th Street. Mitigation Measure **N2** would reduce warning signal noise by 6 dBA. Warning signal noise at the 57th Street grade crossing would be reduced to 62.1 dBA, which would be less than the 63 dBA FTA impact threshold for this location. Warning signal noise at the West Boulevard grade crossing would also be reduced to 62.1 dBA, which would be less than the 64 dBA FTA impact threshold for this location. Mitigation Measure **N2** would eliminate the unmitigated warning signal adverse impacts.

General mitigation measures presented below are guidelines in developing measures to reduce construction noise. The measures shall be incorporated into site-specific construction plans to minimize adverse noise effects to sensitive receivers along the project corridor. Equipment noise emission limits also would be developed and/or adopted from existing sources. Construction hours would be set, and construction activity noise level emission criteria would be determined and compliance required during construction.

CON25 The construction contractor shall develop a Noise and Vibration Control Plan demonstrating how to achieve the more restrictive of the Metro Design Criteria noise limits and the noise limits of the city noise control ordinance. The Plan should also show how to achieve FTA vibration limits. The Plan shall include measurements of existing conditions, a list of the major pieces of construction equipment that will be used, and predictions of the noise and vibration levels at the closest noise-sensitive receptors (residences, hotels, schools, churches, temples, and similar facilities). The Noise and Vibration Control Plan will need to be approved by Metro prior to initiating construction. Where the construction cannot be performed in accordance with the requirements of Metro, the contractor shall investigate alternative construction measures that would result in lower noise and vibration levels. The contractor shall conduct monitoring to demonstrate compliance with contract noise limits.



- CON26** The construction contractor shall utilize a combination of the following options of best management practices for noise abatement to comply with the Metro Design Criteria:
- The contractor shall utilize specialty equipment equipped with enclosed engines and/or high-performance mufflers as commercially available.
 - The contractor shall locate equipment and staging areas as far from noise-sensitive receptors as possible.
 - The contractor shall limit unnecessary idling of equipment.
 - The contractor shall install temporary noise barriers as determined by the Noise Control Plan.
 - The contractor shall reroute construction-related truck traffic away from residential streets to the extent permitted by the relevant municipality.
 - The contractor shall avoid impact pile driving near noise-sensitive receptors (residences, hotels, schools, churches, temples, and similar facilities) where possible. Where geological conditions permit their use, drilled piles or a vibratory pile driver is generally quieter.

Response to comment 10-24-D.

The unlikely derailment of a light rail vehicle would be less likely along straight sections of the track. There are two locations where the alignment curves significantly, specifically at the Crenshaw/Harbor Subdivision turn and the Aviation Manchester turn. There are no schools located in close proximity to these areas. No significant impact from derailment would occur.

Response to comment 10-24-E.

The comment states that the lead agency failed to complete a localized construction analysis per South Coast Air Quality Management District (SCAQMD) guidelines. Section 4.15.5 (CEQA Determination) on Page 4-481 of the DEIS/DEIR concluded that construction activity would result in a significant and unavoidable impact under CEQA. The discussion references mitigation measures previously discussed within the NEPA analysis. The mitigation measures applicable to the CEQA air quality construction analysis include Mitigation Measures **CON4** through **CON17** on Page 4-451 of the DEIS/DEIR. The mitigation measures are:

- CON4** Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.
- CON5** Track-out shall not extend 25 feet or more from an active operation and track-out shall be removed at the conclusion of each workday.
- CON6** Contractors shall be required to utilize at least one of the measures set forth in South Coast Air Quality Management District Rule 403 section (d)(5) to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.

- CON7 All haul trucks hauling soil, sand, and other loose materials shall maintain at least 6 inches of freeboard in accordance with California Vehicle Code Section 23114.
- CON8 All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
- CON9 Traffic speeds on unpaved roads shall be limited to 15 mph.
- CON10 Operations on unpaved surfaces shall be suspended when winds exceed 25 mph.
- CON11 Heavy equipment operations shall be suspended during first and second stage smog alerts.
- CON12 On-site stockpiles of debris, dirt, or rusty materials shall be covered or watered at least two times per day.
- CON13 Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.
- CON14 Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.
- CON15 Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.
- CON16 Construction parking shall be configured to minimize traffic interference.
- CON17 Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours, as feasible.

For informational purposes, Table AQ-1 shows regional and localized construction emissions for the BRT and LRT Alternatives based on SCAQMD calculation methodologies. Emissions are shown for volatile organic compounds (VOC), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur oxides (SO_x), particulate matter 2.5 microns or less in diameter (PM_{2.5}), and particulate matter 10 microns or less in diameter (PM₁₀). The emissions have been updated from what is presented in the Draft EIR using additional calculations. Construction emissions for the BRT Alternative would exceed the regional thresholds for NO_x and the localized thresholds for NO_x, PM_{2.5}, and PM₁₀. Construction emissions for the LRT Alternative would exceed the regional thresholds for VOC, NO_x, CO, and PM_{2.5} and the localized thresholds for NO_x, PM_{2.5}, and PM₁₀. Mitigation Measures **CON4** through **CON17** include requirements for reducing fugitive dust emissions and emissions related to the combustion of fossil fuels. BRT and LRT Alternative construction emissions would still exceed the regional and localized SCAQMD significance thresholds, and would result in a significant and unavoidable impact under CEQA.



Table AQ-1. Regional and Localized Construction Emissions

Scenario	Pounds Per Day					
	VOC	NO _x	CO	SO _x	PM _{2.5}	PM ₁₀
BRT Alternative						
Maximum Regional Emissions	66	287	157	<1	28	34
Regional Significance Threshold	75	100	550	150	55	150
Exceed Threshold?	No	Yes	No	No	No	No
Maximum Localized Emissions	22	164	69	<1	20	26
Localized Significance Threshold¹	--²	91	664	--²	3	5
Exceed Threshold?	-- ²	Yes	No	-- ²	Yes	Yes
LRT Alternative						
Maximum Regional Emissions	173	465	686	<1	76	92
Regional Significance Threshold¹	75	100	550	150	55	150
Exceed Threshold?	Yes	Yes	Yes	No	Yes	No
Maximum Localized Emissions	45	388	164	<1	55	70
Localized Significance Threshold	--²	91	664	--²	3	5
Exceed Threshold?	-- ²	Yes	No	-- ²	Yes	Yes

¹ The localized thresholds were based in the smallest project site used in the SCAQMD guidelines (one-acre) and a 25-meter (82-foot) receptor distance.

² SCAQMD has not developed localized significance methodology for VOC or SO_x.

Source: TAHA, 2010

Various schools are located near the alignment. As shown in Table AQ-1, localized construction emissions would result in a significant impact at nearby sensitive receptors. These impacts will be relatively short-term as construction activity moves along the length of the alignment. The Draft EIR included 14 mitigation measures to reduce construction emissions. Seven additional construction air quality measures have been added based on the comment letter provided by the City of Los Angeles Department of Environmental Affairs (Comment Letter 10-17). These 21 mitigation measures would substantially reduce construction-related air emissions. Nonetheless, localized construction emissions would result at significant and unavoidable impact.



COMMENT: 10-25. Los Angeles World Airport.



10-25

October 26, 2009

Mr. Roderick Diaz
 Project Manager
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza, Mail Stop 99-22-3
 Los Angeles, CA 90012-2952

LAX
 LAX/OnAir
 LAX/Monster
 Van Nuys
 City of Los Angeles
 Bureau of Transportation
 Planning
 Board of Airport
 Commissioners
 Aviation/Aviation
 Planning
 World Center
 Administration
 Board of Airports
 Authority
 Board of Airports
 Authority
 Board of Airports
 Authority

Re: Crenshaw Transit Corridor – Draft Environmental Impact Report

Dear Mr. Diaz:

Los Angeles World Airports (LAWA) appreciates the opportunity to review the Draft Environmental Impact Statement/ Draft Environmental Impact Report (DEIS/ DEIR) for the Crenshaw Transit Corridor Project. Please consider this letter our agency's comments regarding the Project's DEIS/ DEIR.

Alternatives

LAWA agrees with the report's Trade-Offs Analysis that the Light Rail Transit (LRT) Alternative has distinct advantages over the Bus Rapid Transit (BRT) Alternative, for the reasons stated in the report. In addition, LAWA believes that the LRT Alternative provides a service significantly more conducive in encouraging airline passengers to use transit to travel to and from Los Angeles International Airport (LAX) than would the BRT Alternative. The LRT Alternative would provide transit users with the most convenient connection to a proposed LAX Automated People Mover (APM) and would more easily accommodate airport passengers with baggage.

Neither the Transportation Systems Management Alternative nor the BRT Alternative provides the transportation enhancements required to draw airport passengers away from private vehicles to transit.

Aviation/Century Station

Like Metro, LAWA recognizes the importance of providing passengers with an effortless connection between the proposed Project and LAWA's future APM. This station connection will be an extremely important driver for potential ridership and ultimately for regional airport access by public transit. While LAWA has conducted a series of planning studies for the proposed APM, final decisions regarding its alignment and specific station locations must still be determined. The planning studies indicate the linkages between the APM and the LRT would be most advantageous for both systems if Design Option 1, or a variation thereof, was the selected LRT Alternative.

©2009 LAWA. All rights reserved. LAX/OnAir, LAX/Monster, Van Nuys, City of Los Angeles, Bureau of Transportation Planning, Board of Airport Commissioners, Aviation/Aviation Planning, World Center Administration, Board of Airports Authority, Board of Airports Authority, Board of Airports Authority.

October 26, 2009
Mr. Roderick Diaz
Page 2

Design Option 1 provides an aerial station near the intersection of Aviation Century in place of the baseline option of an at-grade station approximately 1,500 feet north of Century Boulevard. The various corridor and station options being considered for the LAX APM indicate that an LRT station between 96th Street and Century Boulevard would offer significantly better opportunities for convenient connection between the two systems as opposed to the at-grade station near 96th Street/Aviation Boulevard in the Base LRT Alternative. We agree with the statement on Page 4-52 of the DEIR: *"The aerial station would be located closer to Century Boulevard where the majority of pedestrian activity in the area occurs. This center of pedestrian activity would make a more desirable location for connecting passengers to LAX."*

Aviation Corridor between Century Boulevard and Imperial Highway

The alignment of an LRT through the runway protection zone of the LAX south runways has been a point of discussion since the Green Line to LAX was proposed several years ago. FAA's concern regarding the potential interference by an LRT's overhead contact system on the airport's aviation navigation system is a critical issue which must be addressed to their satisfaction. The graphic on Page ES-23 of the Crenshaw Transit Corridor DEIS/DEIR shows the proposed LRT in a covered trench as it crosses the approaches to the south airfield. LAWA is encouraged that Metro recognizes the importance of this issue and is proposing a potential solution.

Page ES-24 states *"Approximately 20 feet of additional right-of-way or easement would be required in some sections either through acquisition or easement."* If the LRT is chosen as the preferred alternative, LAWA encourages Metro to begin discussions with our staff regarding acquisitions or easements of airport property as early in the process as possible. Please note the granting of airport property for an easement is subject to federal law regarding airport revenue diversion and requires FAA approval. Acquisitions and/or easements would also be subject to the City of Los Angeles approval process (including but not limited to the approval of the Board of Airport Commissioners).

Page 3-61 of the DEIS/DEIR states: *"The southern section from 111th Street to 104th Street is designated for cut and cover construction. All east-west crossings would be prohibited for approximately eight months."* Because 111th Street (and to a lesser degree, 104th Street) is an important access point for airport cargo, this closure would require a coordinated effort to detour traffic during construction. In addition, LAWA requests that Metro consider widening 111th Street where it crosses Metro's right-of-way (west of Aviation Boulevard) as part of this project. The current lane configuration, combined with the short distance between Aviation Boulevard and the cargo service road west of Aviation Boulevard, creates queues and difficulty with larger-sized vehicles turning right into or from 111th Street.



October 26, 2011
Mr. Roderick Diaz
Page 3

Additional Comments

LAWA requests that on Figure 4-15, Aviation/Century Station Area Land Uses, the designation for the bottom half of the figure be changed from "Existing Land Use Designations" to "Existing Uses of Land." The area south of Century Boulevard and west of Aviation Boulevard should be shown as "Airport Airside" for both the "General Plan Land Use Designations" and the "Existing Uses of Land" depictions.

LAWA looks forward to working with your agency to improve transit to LAX. As LAWA continues to evaluate the final route and station locations for the proposed APM, LAWA also looks forward to working with Metro to plan a seamless passenger connection between transit and the future APM. If you have any questions regarding any of the above comments, please contact Patrick Tomcheck or my staff at (424) 646-5192.

Sincerely,



Michael Feldman
Deputy Executive Director
Los Angeles World Airports

cc: Steve Martin
Debbie Bowers
Michael Molina
Cynthia Guldry
Suzanne Tracy
Jaldeep Vaswani
Yolanda Mancilla
Mansoor Ishaq
Patrick Tomcheck
ConRAC file

**Response to comment 10-25-A.**

An Alternatives Analysis was completed during the preparation of the DEIS/DEIR to identify the transit alternatives to be evaluated in the DEIS/DEIR. The results of the Alternatives Analysis is presented in Chapter 2, Alternatives Considered, of the DEIS/DEIR. This analysis used criteria including but not limited to, regional connectivity, ridership, and cost-effectiveness to compare the different modes of transit and alignment options and determine which alternatives would be carried forward for further analysis into the DEIS/DEIR. The Alternatives Analysis identified that a light rail transit and a bus rapid transit alternative be studied for further consideration based on the evaluation criteria. The two alternatives identified for further study in the Alternatives Analysis, along with a No Build Alternative and a Transportation Systems Management Alternative underwent a comprehensive environmental review in the DEIS/DEIR. Based on the results of this evaluation and public input received, the Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line). The BRT Alternative did not yield strong travel time benefits due to mixed-flow operation and the slow speeds required of BRT vehicles at un-gated crossings along the Harbor Subdivision railroad right-of-way. Additional traffic impacts would occur from the conversion of mixed flow lanes in narrow sections of Crenshaw Boulevard.

Response to comment 10-25-B.

Comment noted. The Metro Board of Directors acknowledged the necessity for ensuring a seamless airport connection for the Crenshaw/LAX Transit Corridor Project and included Design Option 1, an aerial station at Century as part of the locally preferred alternative to facilitate this connection.

Response to comment 10-25-C.

Comment noted. Metro acknowledges the concern expressed by LAWA and has designed the portion of the Crenshaw/LAX Transit Corridor Project alignment to comply with FAA regulations where it is adjacent to the airport runway. Throughout the planning process, Metro has been coordinating with LAWA and the FAA to ensure compliance with all applicable airport and aviation regulations.

Response to comment 10-25-D.

Comment noted. Throughout the planning process, Metro has been coordinating with LAWA, the City of Los Angeles, and the FAA to facilitate any potential easements or acquisitions of airport property that would be necessary to construct and operate the Crenshaw/LAX Transit Corridor Project. It is anticipated that the LRT facility will fit largely within Metro-owned right-of-way.

Response to comment 10-25-E.

Metro acknowledges that 111th Street is a primary access point for airport facilities along the west side of Aviation and should 111th Street require temporary closure during the construction of the Crenshaw/LAX Transit Corridor Project, alternate access would be provided for the duration of the closure. During the construction of the LRT at 111th Street and 114th Street, it will be necessary to temporarily detour traffic

around these points until the structures are built. During the construction of the 111th Street crossing, traffic destined to the cargo area 25L – 7R will need to use Imperial Highway to N. Douglas Street to access this area.

Response to comment 10-25-F.

At the request of the commenter, Figure 4-15 on page 4-26, of the DEIS/DEIR was revised to “Existing uses of Land and the Airport Airside designation was corrected as noted.



COMMENT: 10-26. South Coast Air Quality Management District.

03/25/2009 17:34 2009-10-23 10:30 AM

10/23/09 10:30 AM

10/23



South Coast
Air Quality Management District

11865 Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-3000 • www.scaqmd.gov

FAXED October 23, 2009

October 23, 2009

Mr. Rodrick Diaz
Project Manager
Los Angeles County Transportation Authority
One Gateway Plaza, MS 99-22-1
Los Angeles, CA 90012-2952

Review of the Draft Environmental Impact Statement Report (DEIR/DEIS)
for the Proposed Crenshaw Transit Corridor Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above mentioned document. The following comments are meant as guidance for the lead agency and should be incorporated into a revised draft or final Environmental Impact Report/Statement (final EIR/EIS) as appropriate.

The lead agency failed to quantify criteria pollutant emissions during construction. Based on the project description the proposed project includes a substantial amount of construction activities. Emissions from construction equipment should be quantified to determine if construction impacts are significant regionally and locally. Without quantification of construction emissions, the air quality analysis is deficient. Therefore, the SCAQMD staff requests that the lead agencies quantify all the construction emissions and revise the CEQA document as appropriate. If the project's construction emissions result in significant impacts the SCAQMD staff recommends that the lead agency mitigate these impacts pursuant to CEQA Guidelines Section 15170. Please refer to comment #4 for recommended mitigation measures.

Pursuant to Public Resources Code Section 21092.5, please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the final EIR/EIS. Further, staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Dan Garcia, Air Quality Specialist.



18/21/2009 17:34 504010 + 912133226996

10.586 0002

CEQA Section 41 (909) 396-3304, if you have any questions regarding the enclosed comments.

Sincerely,

Susan Nakamura
Planning Manager
Planning, Rule Development & Area Sources

Attachment

SS:EE:DG

LAC090909-04
Control Number



08/23/2009 11:24 SCQMD + 812139226996

NO. 598 2009

Air Quality Analysis:

- 1) The lead agencies did not quantify construction air quality impacts from the proposed project. To adequately evaluate air quality impacts, it is necessary to quantify construction emissions and compare them to applicable significance thresholds. Therefore, SCAQMD staff requests that the lead agency revise the draft EIR/EIS to identify all potential adverse air quality impacts that could occur from the construction phase of the project and all air pollutant sources related to project construction (including demolition, if any). Construction-related air quality impacts typically include, but are not limited to, emissions from the use of construction equipment such as but not limited to heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings used for striping traffic lanes or any associated structures, off-road equipment and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips).

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the lead agency use this Handbook as guidance when preparing its revised air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Additionally, the lead agency may be able to use the URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.sqmd.gov/ceqa/models.htm

- 2) In addition to analyzing regional air quality impacts the SCAQMD staff recommends calculating localized air quality impacts from the project's construction and operation emissions (buses, maintenance yards, parking structures and/or parking lots). The resulting localized air quality impacts should be compared to the localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, SCAQMD staff requests that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.sqmd.gov/ceqa/handbook/LST/ST.htm>.

Health Risk Assessment

- 3) The California Air Resources Board (CARB) identified PM from diesel-fueled engines as a toxic air contaminant (TAC) in 1998, following an exhaustive 10-year scientific assessment process. In addition, as part of the identification process, the Office of Environmental Health Hazard Assessment (OEHHA) evaluated the potential for diesel exhaust to affect human health. OEHHA found that exposure to diesel PM resulted in an increased risk of cancer and an increase in chronic non-cancer health effects including a greater incidence of cough, labored breathing, chest tightness, wheezing, bronchitis, and asthma.

11/25/2010 17:34 S:\0000 + 41217502544

NO. 1000 0204

There are a number of studies that show a correlation of adverse health impacts of diesel PM and proximity to roadways. CARB recommends avoiding development of urban roads with 100,000 vehicles/day, that are within 500 feet of sensitive land uses due to increased cancer risk from diesel PM¹. The health effects from diesel PM can and must be quantified in the draft EIR/EIS. There are a variety of air dispersion models available, including but not limited to, CAL3QHCR and AERMOD to conduct air dispersion modeling of mobile source emissions. Additional information on these models can be obtained at www.epa.gov/scram001/dispersion_prefs/en.htm.

The Crenshaw Transit Corridor Project will generate additional bus trips increasing mobile source emissions occurring close to sensitive receptors along the affected corridor. Therefore, SCAQMD staff urges the lead agency to use alternative fueled buses such as compressed natural gas (CNG) buses for the proposed project. If diesel fueled buses are used for the proposed project SCAQMD recommends that the lead agency perform a mobile source health risk assessment (HRA) that includes air dispersion modeling, quantified health risk, and a significance determination in the draft EIR/EIS from implementation of the proposed project. There are several guidance documents available for air dispersion modeling and HRAs. Below is a discussion to assist the lead agency in developing a HRA for the proposed project.

HRA Guidance

The SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis and be found at: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.htm. Also, both Ports of Los Angeles and Long Beach have SCAQMD approved HRA protocols, ARB has air dispersion guidance in Appendix 7 of the Diesel Risk Reduction Plan, which can be found at: <http://www.arb.ca.gov/diesel/documents/rpapp.htm>, and HARP can be downloaded from the ARB website at <http://www.arb.ca.gov/toxics/harp/harp.htm>.

If the SCAQMD's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis is used, the health risk estimates should be completed according to OEHHA's cancer potency methodology. The SCAQMD's recommended threshold for cancer risk should not exceed 10 in one million at any receptor location, when compared to the pre-project risk.

Dispersion Modeling

CALINE3 and CAL3QHCR are the current EPA regulatory models for estimating maximum CO concentrations at roadways. Carcinogenic risk is estimated based on annual average concentrations over 70 years for residential and sensitive receptors.

¹ California Air Resources Board, April 2001 "Air Quality and Land Use Handbook: A Community Health Perspective." Accessed at <http://www.arb.ca.gov/landuse/handbook.htm>

and 40 years for worker receptors. Chronic non-carcinogenic risk is also estimated based on annual average concentrations. CAL3QHCR can be used to estimate carcinogenic health risk for roadway risks.

AERMOD and ISCST3 can be used to estimate carcinogenic health risk for both roadway and non-roadway sources. AERMOD is the current EPA approved model for general air dispersion modeling. Since CAL3QHCR and AERMOD are the current EPA approved models, either may be used for air dispersion modeling. For CEQA modeling, SCAQMD staff recommends use of any of these models (AERMOD, ISCST3, or CAL3QHCR) or HARP, which uses ISCST3.

Mitigation Measures

4. In the event that the lead agency's revised or final draft EIR/EIS requested in comment #1 through comment #3 demonstrates that any criteria pollutant emissions from the regional and/or localized construction emissions analysis create additional significant adverse impacts the SCAQMD recommends that the lead agency require mitigation pursuant to CEQA Guidelines §15370, which could minimize or eliminate significant adverse air quality impacts. To assist the lead agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. A list of mitigation measures can be found on the SCAQMD's CEQA webpage at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_info.htm

Additionally, SCAQMD's Rule 403 - Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required.

5. On page 4-161 of the draft EIR/EIS the lead agency states that "there are no feasible mitigation measures that would reduce these emissions, therefore, an unavoidable significant operational air quality impact is anticipated." However, the lead agency does not identify which mitigation measures are infeasible. The SCAQMD recommends that the lead agency consider the following mitigation measures to reduce air quality impacts from the operation phase of the project, if feasible:

- Improve traffic flow by signal synchronization;
- Require or provide incentives for particulate traps that meet CARR certified level 3 requirements;
- Restrict operation to alternative fueled buses, such as compressed natural gas which is used in the project's BRT Alternative to restrict the operation to "clean" buses, such as 2010 compliant vehicles;
- Require all vehicles and equipment to be properly tuned and maintained according to manufacturers' specifications;
- Electrify service equipment at service facilities;
- Conduct air quality monitoring at sensitive receptors; and
- Require a reduction in electricity use for light rail transit by implementing the use of alternative energy, such as wind and solar power.

Response to comment 10-26-A.

The comment states that the lead agency failed to quantify criteria pollutant emissions during construction. Section 4.15.5 (CEQA Determination) on Page 4-481 of the DEIS/DEIR concluded that construction activity would result in a significant and unavoidable impact under CEQA. The discussion references mitigation measures previously discussed within the NEPA analysis. The mitigation measures applicable to the CEQA air quality construction analysis include Mitigation Measures **CON4** through **CON17** on Page 4-451 of the DEIS/DEIR. The mitigation measures are:

- CON4** Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.
- CON5** Track-out shall not extend 25 feet or more from an active operation and track-out shall be removed at the conclusion of each workday.
- CON6** Contractors shall be required to utilize at least one of the measures set forth in South Coast Air Quality Management District Rule 403 section (d)(5) to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.
- CON7** All haul trucks hauling soil, sand, and other loose materials shall maintain at least 6 inches of freeboard in accordance with California Vehicle Code Section 23114.
- CON8** All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).
- CON9** Traffic speeds on unpaved roads shall be limited to 15 mph.
- CON10** Operations on unpaved surfaces shall be suspended when winds exceed 25 mph.
- CON11** Heavy equipment operations shall be suspended during first and second stage smog alerts.
- CON12** On-site stockpiles of debris, dirt, or rusty materials shall be covered or watered at least two times per day.
- CON13** Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.
- CON14** Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.
- CON15** Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.
- CON16** Construction parking shall be configured to minimize traffic interference.
- CON17** Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours, as feasible.



For informational purposes, Table AQ-1 shows regional and localized construction emissions for the BRT and LRT Alternatives based on SCAQMD calculation methodologies. Emissions are shown for volatile organic compounds (VOC), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur oxides (SO_x), particulate matter 2.5 microns or less in diameter (PM_{2.5}), and particulate matter 10 microns or less in diameter (PM₁₀). The emissions have been updated from what is presented in the Draft EIR using additional calculations. Construction emissions for the BRT Alternative would exceed the regional thresholds for NO_x and the localized thresholds for NO_x, PM_{2.5}, and PM₁₀. Construction emissions for the LRT Alternative would exceed the regional thresholds for VOC, NO_x, CO, and PM_{2.5} and the localized thresholds for NO_x, PM_{2.5}, and PM₁₀. Mitigation Measures **CON4** through **CON17** include requirements for reducing fugitive dust emissions and emissions related to the combustion of fossil fuels. BRT and LRT Alternative construction emissions would still exceed the regional and localized SCAQMD significance thresholds, and would result in a significant and unavoidable impact under CEQA.

Table AQ-1. Regional and Localized Construction Emissions

Scenario	Pounds Per Day					
	VOC	NO _x	CO	SO _x	PM _{2.5}	PM ₁₀
BRT Alternative						
Maximum Regional Emissions	66	287	157	<1	28	34
Regional Significance Threshold	75	100	550	150	55	150
Exceed Threshold?	No	Yes	No	No	No	No
Maximum Localized Emissions	22	164	69	<1	20	26
Localized Significance Threshold¹	--²	91	664	--²	3	5
Exceed Threshold?	-- ²	Yes	No	-- ²	Yes	Yes
LRT Alternative						
Maximum Regional Emissions	173	465	686	<1	76	92
Regional Significance Threshold¹	75	100	550	150	55	150
Exceed Threshold?	Yes	Yes	Yes	No	Yes	No
Maximum Localized Emissions	45	388	164	<1	55	70
Localized Significance Threshold	--²	91	664	--²	3	5
Exceed Threshold?	-- ²	Yes	No	-- ²	Yes	Yes

³ The localized thresholds were based in the smallest project site used in the SCAQMD guidelines (one-acre) and a 25-meter (82-foot) receptor distance.

⁴ SCAQMD has not developed localized significance methodology for VOC or SO_x.

Source: TAHA, 2010

Response to comment 10-26-B.

The comment states that the lead agency failed to quantify criteria pollutant emissions during construction. This comment is addressed in Response to comment 10-26-A.

Response to comment 10-26-C.

The comment states that SCAQMD staff recommends calculating localized air quality impacts from the project's construction and operational (e.g., buses, maintenance yards, parking structures and/or parking lots) activity. Localized construction impacts are presented above in Response to comment 10-26-A. The level of detail needed to complete a localized operational analysis for maintenance yards and parking areas was not known at the time that the Draft EIR analysis was completed. A localized analysis was completed during the final design stage of the project. The results are located in the Air Quality section of the FEIS/FEIR.

Response to comment 10-26-D.

The comment states that a health risk assessment should be completed if the BRT Alternative would operate diesel-fueled buses. The BRT Alternative was not selected as the locally preferred alternative. The light rail utilized in the LRT Alternative would be powered with electricity and would also not result in diesel particulate emissions.

Response to comment 10-26-E.

The comment lists approved dispersion models for completing health risk assessments. As discussed in Response to comment 10-26-D, a diesel particulate matter health risk assessment is not necessary.

Response to comment 10-26-F.

The comment states that mitigation measures should be considered for significant impacts. The Draft EIR concluded that construction emissions would result in a significant and unavoidable impact. Mitigation Measures **CON4** through **CON17** include requirements for reducing fugitive dust emissions and emissions related to the combustion of fossil fuels. The fugitive dust mitigation measures are based on South Coast Air Quality Management District Rule 403 (Fugitive Dust).

Response to comment 10-26-G.

The comment suggests operational mitigation measures to reduce air quality emissions. The suggested mitigation measures are addressed below.

1. Improve traffic flow by signal synchronization – The majority of the transportation corridor is located in the City of Los Angeles. Over 82 percent of Los Angeles' signal-controlled intersections are now synchronized. The transportation corridor also runs through the City of Inglewood and most signals in Inglewood are wired or connected to the central computer at Traffic Management Center through a web of underground cables. In addition, both the BRT and LRT Alternatives would include signal priority, which would improve travel times along the busiest roadway segments.
2. Require or provide incentives for particulate traps that meet CARB certified level 3 requirements – As discussed in Response to comment 10-26-D, buses operating as part of the BRT Alternative would be powered by CNG. CNG buses do not emit diesel particulate matter and particulate traps would not be necessary. The LRT alternative would be powered with electricity and would also not emit diesel particulate matter.



3. Restrict BRT operations to alternatively-fueled buses (e.g., compressed natural gas) or restrict operations to “clean buses”, such as 2010 compliant vehicles - As discussed in Response to comment 10-26-D, buses operating as part of the BRT Alternative would be powered by CNG.
4. Require all vehicles and equipment to be properly tuned and maintained according to manufacturers’ specifications – Metro has a comprehensive maintenance policy to ensure that their vehicles function properly with efficient engines. The suggested mitigation measure is already part of Metro standard practices.
5. Electrify service equipment at service facilities – While not electrified, service equipment at service facilities use low emissions technologies where appropriate and are properly maintained for efficient function.
6. Conduct air quality monitoring at sensitive receptors – The Draft EIR identified an air quality operational impact on a regional level. Air quality monitoring at sensitive receptors would provide information on localized impacts. A localized carbon monoxide hot spot analysis was completed and no impact was identified. In addition, neither the BRT nor LRT Alternatives would be powered with diesel fuel that would increase localized particulate matter concentrations.

Require a reduction in electricity use for light rail transit by implementing the use of alternative energy, such as wind and solar power – Electricity used to power the LRT Alternative would be provided by the Los Angeles Department of Water and Power. At the end of 2008, LADWP had increased its renewable power to over 12 percent, well on its way to meet the target of 20 percent for 2010. (*Sustainable LADWP Evaluation and Report*, August 20, 2009). In 2009, LADWP completed the construction of the Pine Tree Wind Farm which is the largest municipally owned and operated wind farm in the nation, delivering 120 megawatts of wind power to Los Angeles, and contributes 1.4 percent renewable power towards LADWP’s 20 percent goal. An additional ten turbines (15 Mega-Watts) were slated for construction in 2009.



COMMENT: 10-27. Southern California Association of Governments.



October 26, 2011

Mr. Roderick Diaz
 Project Manager
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza
 MS 99-22-3
 Los Angeles, CA 90012-2962
diazroderick@metro.net

Main Office
 100 West Seventh Street
 12th Floor
 Los Angeles, California
 90017-0345

1 (818) 296-1000
 1 (213) 296-1000

www.socalog.com

Officers
 President
 Vice President
 Secretary
 Treasurer
 Immediate Past President
 Executive/Advisory Committee Chair
 Executive/Advisory Committee Chair

Policy Committee Chairs
 Community, Economic and
 Urban Development
 Land Use/Housing/Planning

Energy & Environment
 Cultural/Arts, Parks &
 Recreation

Transportation
 Intergovernmental Relations

RE: SCAG Comments on the Draft Environmental Impact Statement/Draft Environmental Impact Report for the Crenshaw Transit Corridor Project [SCAG No. 120090573]

Dear Mr. Diaz,

Thank you for submitting the Draft Environmental Impact Statement (DEIS)/Draft Environmental Impact Report (DEIR) for the Crenshaw Transit Corridor Project [SCAG No. 120090573] to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act (CEQA) Guidelines, Sections 15125 and/or 15206. The project DEIS/DEIR considers various transportation solutions in the north-south oriented Crenshaw Transit Corridor including the No-Build Alternative, Transportation System Management (TSM) Alternative, Bus Rapid Transit (BRT) and Light Rail Transit (LRT).

We have evaluated this project based on the policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Vision (CGV) that may be applicable to your project. The RTP and CGV can be found on the SCAG web site at <http://socalog.com/rtp/>. The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures reflected from the RTP to aid with demonstrating consistency with regional plans and policies. Please provide a copy of the Final Environmental Impact Report (FEIR) for our review. If you have any questions regarding the attached comments, please contact Bernard Lee at (213) 296-1800. Thank you.

Sincerely,

 Jacob Lieb, Manager
 Assessment, Housing & EIT

DOC# 152514

The Regional Council is composed of 63 elected officials representing 159 cities, six counties, five County Transportation Communities, Imperial Valley Association of Governments and a Tribal Government representative within Southern California.



October 26, 2009
Mr. Diaz

SCAG No. I20090673

**COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT/DRAFT
ENVIRONMENTAL IMPACT REPORT FOR THE CRENSHAW TRANSIT
CORRIDOR PROJECT
[SCAG NO. I20090673]**

PROJECT LOCATION

The Crenshaw Transit Corridor study area is generally a north-south corridor that extends approximately ten miles in length through much of Central Los Angeles. The study area includes approximately 33 square miles and portions of five jurisdictions: the Cities of Los Angeles, Inglewood, Hawthorne, and El Segundo, as well as portions of unincorporated Los Angeles County. The study area, as shown below, is generally defined as the area extending north to Wilshire Boulevard and the Park Mile area of Los Angeles, east to Arlington Avenue, south to El Segundo Boulevard and the downtown Hawthorne area, and west to Sepulveda Boulevard, La Tijera Boulevard, and La Brea Avenue. Three major interstate highways traverse the study area, including the Santa Monica Freeway (I-10) and Glenn Anderson Freeway (I-108), running east-west and the San Diego Freeway (I-405) which runs north-south. The Harbor Freeway (I-110) parallels the corridor, running north-south immediately to the east of the study area.

PROJECT DESCRIPTION

Travel demand forecasts prepared by the Southern California Association of Governments (SCAG) and Metro over the past decade have identified the need for transit improvements throughout the Southern California region, particularly in Los Angeles County, to meet the mandates of the federal Clean Air Act and address the increasing mobility needs of the region.

The 2005 SCAG Regional Transportation Plan (RTP) determined travel conditions in the Crenshaw Transit Corridor will worsen by 2035 and the area will not meet regional objectives for transportation mobility, accessibility, reliability, or safety without additional transportation improvements. Subsequent travel demand forecasting conducted for the current update of the Metro Long Range Plan has confirmed the continuing need for mobility improvements in the corridor.

Existing transportation facilities and services within the Crenshaw Corridor include arterial streets, freeways, bus routes, and rail lines. The topography and street grid of the corridor present unique challenges to existing transportation facilities and services. There are few north-south arterials in the corridor that cross the western portion of the Crenshaw Transit Corridor. As a result of this constrained network, pressure is placed on nearby north-south arterials such as La Cienega Boulevard and La Brea Avenue.

The following factors highlight the need for transit improvements such as the proposed project:

- Peak Period Congestion
- Limited Transportation Accessibility
- Poor Connections with Regional Transportation
- Limited Access to Services Outside of the Corridor
- The Corridor's Economic Future Is Dependent on Improved Accessibility
- High Transit Demand, Transit Dependency, and Transit
- Operation Challenges
- Benefit to the Environment and Improved Sustainability for Corridor Communities

The purpose of the Crenshaw Corridor Transit Project is to provide for the implementation of transit improvements that addresses the identified transportation needs in the corridor. The proposed project would address the needs by expanding transit capacity in the corridor to accommodate existing and future

DOC# 153814
Page 2



October 26, 2009
 Mr. Diaz

SCAG No. I20090573

travel demand and by providing a higher speed and reliable transit alternative that improves mobility in the corridor by connecting with or extending existing lines, such as the Metro Green Line, or transit lines under construction, such as the Expo LRT line.

Several alternatives have been considered.

- No-Build Alternative
- Transportation Systems Management (TSM) Alternative
- Two build alternatives – a Bus Rapid Transit (BRT) Alternative and a Light Rail Transit (LRT) Alternative

CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN

Regional Growth Forecasts

The DEIS/DEIR should reflect the most current SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region, subregion, and cities are as follows:

Adopted SCAG Regionwide Forecasts¹

	2010	2015	2020	2025	2030	2035
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,256,377	24,057,286
Households	8,086,986	8,474,074	8,840,328	9,156,645	9,449,484	9,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,176	10,267,125

Adopted City of Los Angeles Subregion Forecasts¹

	2010	2015	2020	2025	2030	2035
Population	4,140,516	4,214,082	4,292,139	4,357,538	4,440,017	4,509,435
Households	1,386,658	1,445,177	1,505,664	1,554,478	1,600,754	1,638,923
Employment	1,860,672	1,905,337	1,933,860	1,967,368	2,003,196	2,037,472

Adopted SBCOG Subregion Forecasts¹

	2010	2015	2020	2025	2030	2035
Population	913,321	934,398	952,278	969,641	986,883	1,002,927
Households	307,091	313,990	319,699	325,897	329,064	331,386
Employment	402,615	408,809	412,765	417,420	422,386	427,141

Adopted Unincorporated County of Los Angeles Forecasts¹

	2010	2015	2020	2025	2030	2035
Population	1,188,321	1,282,524	1,378,396	1,471,608	1,561,983	1,648,894
Households	325,615	357,468	381,363	417,840	443,414	464,468
Employment	320,171	336,371	346,717	358,881	371,668	384,300



October 26, 2009
Mr. Diaz

SCAG No. I20090573

Adopted City of Los Angeles Forecasts¹

	2010	2015	2020	2025	2030	2035
Population	4,057,484	4,128,125	4,204,329	4,277,732	4,348,282	4,415,773
Households	1,385,985	1,424,701	1,485,519	1,532,898	1,578,850	1,618,578
Employment	1,820,092	1,864,051	1,892,130	1,925,148	1,960,393	1,994,134

Adopted City of Inglewood Forecasts²

	2010	2015	2020	2025	2030	2035
Population	118,466	120,185	120,678	121,065	121,569	122,200
Households	37,265	38,149	38,708	38,989	39,345	39,564
Employment	33,599	34,327	34,792	35,339	35,922	36,481

Adopted City of Hawthorne Forecasts³

	2010	2015	2020	2025	2030	2035
Population	94,042	98,567	103,238	107,746	112,120	115,312
Households	29,143	29,614	30,110	30,487	30,870	31,178
Employment	20,866	21,159	21,347	21,667	21,803	22,028

Adopted City of El Segundo Forecasts⁴

	2010	2015	2020	2025	2030	2035
Population	17,267	17,495	17,500	17,505	17,510	17,515
Households	7,182	7,259	7,264	7,269	7,274	7,279
Employment	55,148	55,645	55,964	56,339	56,739	57,122

¹ The 2008 RTP growth forecast at the regional, subregional, and city level was adopted by the Regional Council in May 2008.

SCAG Staff Comments:

Households (tables 4-84 and 4-88 (on pages 4-484 and 4-485) appear to use incorrect figures. The SCAG figures utilized are prior to 2008 RTP growth forecast. We recommend that the Final EIR incorporate the adopted 2008 RTP growth forecasts.

The 2008 Regional Transportation Plan (RTP) also has goals and policies that are pertinent to the proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

- RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
- RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
- RTP G3 *Preserve and ensure a sustainable regional transportation system.*
- RTP G4 *Maximize the productivity of our transportation system.*
- RTP G5 *Protect the environment, improve air quality and promote energy efficiency.*
- RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*

DDCS# 153614
Page 4



October 26, 2009
Mr. Diaz

SCAG No. I20090573

RTP G7 *Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.*

SCAG Staff Comments:

SCAG staff has assessed the proposed project's TSM, BRT, and LRT alternatives and finds that the project meets consistency with RTP G2, G4, and G6, and generally meets consistency with RTP G1 and G5. Based on information provided in the DEIR, SCAG staff is unable to determine whether the project meets consistency with RTP G3 and G7.

The proposed project generally meets consistency with RTP G1. Mobility pertains to the speed at which one may travel and the delay, or difference between the actual travel time and travel time that would be experienced if a person traveled at the legal speed limit. Under the No-Build and TSM Alternatives, only 12 out of the 46 study intersections are expected to operate at an acceptable Level of Service (LOS) D or better in 2030. While this would improve to 13 out of 46 under the BRT Alternative and 14 out of 46 under the LRT Alternative, the majority of intersections would operate at a peak hour LOS that is below acceptable. However, the proposed project is expected to improve regional mobility, as it would connect two heavily-traveled corridors – adjacent to Interstates 10 and 105. Accessibility measures how well the transportation system provides people access to opportunities, such as jobs, education, shopping, recreation, and medical care. Section 1.6.3 (Land Use Integration) discusses various destinations both within and outside of the study area. On page 1-30, the DEIR indicates that "With the implementation of transit improvements in the Crenshaw Transit Corridor, many of the transit-dependent residents residing in the study area would be able to easily access destinations outside of the corridor."

With regard to RTP G2, the proposed project meets consistency. Per pages 4-430 and 4-431, after mitigation measures are applied, the TSM and BRT Alternatives would result in no safety impacts and the LRT Alternative would result in no or less-than-significant safety impacts, depending on the Design Option selected.

RTP G3 concerns sustainability of the regional transportation system. A sustainable transportation system maintains overall performance over time with the same costs for its users. Based on information provided in the DEIR, SCAG staff is unable to determine whether the project is consistent with RTP G3.

With regard to RTP G4, the proposed project meets consistency. Productivity is a system efficiency measure that reflects the degree to which the transportation system performs during peak demand conditions. Pages 3-49 through 3-51 indicate that under the TSM, BRT, and LRT Alternatives, the proposed project would yield a reduction in delay at study intersections (41, 36, and 29 out of 46, respectively) during peak hours, when compared to the No-Build Alternative. In addition, as mentioned earlier, the BRT and LRT Alternatives would improve the number of intersections operating at LOS D or better. Similarly, improvements in productivity would be expected elsewhere in the region.

The proposed project is generally consistent with RTP G5. Per pages 4-159 and 4-160, the TSM Alternative would meet all SCAQMD criteria pollutant thresholds, while the BRT and LRT Alternatives would meet all SCAQMD criteria pollutant thresholds, except NO_x. As indicated in Table 4-55 on page 4-257, all Alternatives would decrease BTU consumption, relative to baseline conditions.

The proposed project meets consistency with RTP G6. Per page 1-30, "There is a strong connection between redevelopment and revitalization of these areas and transportation system improvements. Increased accessibility, mobility, and links to transit provide opportunity for increased development densities. Some improvements and strategies being employed focus on increasing pedestrian amenities and reducing or eliminating vehicular traffic, which place increasing demand on increased transit access and on the level of transit service to help support existing and future

DOCS# 150814
Page 5



October 28, 2009
Mr. Diaz

SCAG No. I20090573

land use development objectives.

With regard to RTP G7, SCAG staff is unable to determine whether the project meets consistency based on information provided in the DEIR.

GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

Principle 1: Improve mobility for all residents:

- GV P1.1** *Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.2** *Locate new housing near existing jobs and new jobs near existing housing.*
- GV P1.3** *Encourage transit-oriented development.*
- GV P1.4** *Promote a variety of travel choices.*

SCAG Staff Comments:

Where applicable, the proposed project meets consistency with Principle 1. GV P1.2 does not apply since the project is transportation-oriented.

The proposed project meets consistency with GV P1.1. Section 1.0.3 discusses transit supportive land uses that are within and just outside of the study area, and also the ability of transit to enhance development potential.

With regard to GV P1.3, the proposed project meets consistency. As mentioned earlier, transportation improvements provide opportunities for increased development densities and tend to promote redevelopment. In addition, all or parts of 11 different redevelopment project areas are located in the study area.

The proposed project meets consistency with GV P1.4. The proposed project is consistent, as it would create another travel choice option for those traveling through the corridor study area.

Principle 2: Foster livability in all communities:

- GV P2.1** *Promote infill development and redevelopment to revitalize existing communities.*
- GV P2.2** *Promote developments, which provide a mix of uses.*
- GV P2.3** *Promote "people scaled," walkable communities.*
- GV P2.4** *Support the preservation of stable, single-family neighborhoods.*

SCAG Staff Comments:

Principle 2 is generally not applicable to the proposed project, except for GV P2.1, with which the project meets consistency. Additional transportation improvements would promote redevelopment and higher densities.

DPCS# 153414
Page 6



October 26, 2009
Mr. Diaz

SCAG No. I20090573

Principle 3: Enable prosperity for all people.

- GV P3.1** Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
- GV P3.2** Support educational opportunities that promote balanced growth.
- GV P3.3** Ensure environmental justice regardless of race, ethnicity or income class.
- GV P3.4** Support local and state fiscal policies that encourage balanced growth.
- GV P3.5** Encourage civic engagement.

SCAG Staff Comments:

Principle 3 is generally not applicable to the proposed project. GV P3.3 would apply and generally meets consistency. The TSM alternative would not result in any adverse impacts. The BRT Alternative would result in disproportionate adverse impacts to aesthetic resources, due to removal of mature trees along the Harbor Subdivision. The Base LRT Alternative may result in some adverse impacts related to the aerial structure in Hyde Park. However, the Base LRT Alternative Design Options would not result in any adverse impacts.

Principle 4: Promote sustainability for future generations.

- GV P4.1** Preserve rural, agricultural, recreational, and environmentally sensitive areas.
- GV P4.2** Focus development in urban centers and existing cities.
- GV P4.3** Develop strategies to accommodate growth that uses resources efficiently, eliminates pollution, and significantly reduce waste.
- GV P4.4** Utilize "green" development techniques.

SCAG Staff Comments:

Where applicable, SCAG staff finds that the project is generally consistent with Principle 4. GV P4.1 and 4.4 are not applicable.

With regard to GV P4.2, the proposed project meets consistency, as the project would run through an existing urban area.

Where applicable, SCAG staff finds that the project generally meets consistency with GV P4.3. The DEIS/DEIR does not discuss waste reduction efforts. From an energy standpoint, Table 4-55 (Estimated Energy Consumption) shows that the TSM, BRT, and LRT alternatives would all result in energy savings of at least 44 million BTUs per year. From an air quality standpoint, per pages 4-159 and 4-160, the TSM Alternative would meet all SCAQMD criteria pollutant thresholds, while the BRT and LRT Alternatives would meet all SCAQMD criteria pollutant thresholds, except NO_x.



October 26, 2009
Mr. Díaz

SCAG No. I20090573

CONCLUSION

Where applicable, the proposed project generally meets consistency with SCAG Regional Transportation Plan Goals and Compass Growth Visioning Principles.

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA. We recommend that you review the SCAG List of Mitigation Measures for additional guidance, and encourage you to follow them, where applicable to your project. The SCAG List of Mitigation Measures may be found here: http://www.scag.ca.gov/dtr/documents/SCAG_IJRMMP_2006.pdf

When a project is of statewide, regional, or area-wide significance, transportation information generated by a required monitoring or reporting program shall be submitted to SCAG as such information becomes reasonably available in accordance with CEQA, Public Resource Code Section 21010.7, and CEQA Guidelines Section 15007(g).

D:\CSM\123114
Page 6

Response to comment 10-27-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

Response to comment 10-27-B.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

Response to comment 10-27-C.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Metro has incorporated the list of SCAG mitigation measures from the RTP where feasible and a copy of the FEIS/FEIR has been sent to the commenter.

Response to comment 10-27-D.

The FEIS/FEIR has been revised to include the most recent SCAG population, housing, and employment forecasts as provided by the commenter.

Response to comment 10-27-E.

The FEIS/FEIR has been revised to include the most recent SCAG population, housing, and employment forecasts as provided by the commenter. Tables 4-84 and 4-86 of the FEIS/FEIR have been updated to include this information.

Response to comment 10-27-F.

Table 4-4, Comparison of SCAG Policies to the Proposed Project in Section 4-1 of the DEIS/DEIR include policies from the Regional Comprehensive Plan as well as the Regional Transportation Plan (RTP). The additional policies from the SCAG RTP suggested by the commenter were evaluated in the FEIS/FEIR for the Crenshaw/LAX Transit Corridor Project.

Response to comment 10-27-G.

Comment noted. Metro appreciates the guidance from SCAG and generally concurs with the consistency analysis of the additional RTP policies. Metro has established a set of comprehensive security activities, which are documented in the System Security Program Plan. The main goal of the System Security Program is to minimize the threat to and vulnerability of patrons, employees and assets, while maintaining awareness of the need for security throughout the Metro organization. All Metro facilities and vehicles are designed using Crime Prevention Through Environmental Design (CPTED). In terms of system security, Metro is in cooperation with the following regulatory agencies: Federal Railroad Administration (FRA), Federal Transit Administration (FTA), Federal Communications Commission (FCC), Occupational Safety and Health Administration (OSHA) and the California Public Utilities Commission (CPUC).



Response to comment 10-27-H.

A discussion of the Compass Growth Visioning effort was included in the land use policy analysis of the FEIS/FEIR. Metro concurs with SCAG that the Crenshaw/LAX Transit Corridor Project would be consistent with the principles and strategies of the Compass Growth Visioning Effort.

Response to comment 10-27-I.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. All mitigation measures for the Crenshaw/LAX Transit Corridor Project shall be implemented and monitored as provided for in the Mitigation Monitoring Reporting Program. Metro has incorporated the list of SCAG mitigation measures where feasible.



K.6 Response to Community/Organizations Comments

COMMENT: 20-01. Baldwin Neighborhood Homeowners Association.

20-2

Abbott, Matthew

From: CTiliteracy@aol.com
Sent: Sunday, October 25, 2009 11:40 AM
To: Diaz, Rodenick
Cc: damienwg@mail.com; osimmons@successthe.net
Subject: Response to EIR/EIS@Crenshaw - South Bay Line

The Baldwin Neighborhood Homeowners Association supports a 100% grade separated option for the Crenshaw Light Rail Line with stations at Exposition, King, Vermont and Slauson.

We object to the proposed plan to run the train at street level between 48th to 68th Streets. Our objection relates to **noise, safety and equity** for the residents of a Senior Facility at 61th and Crenshaw, an Elementary Catholic School, St. John the Evangelist, View Park Preparatory Middle and High School near Slauson and Crenshaw, and as well, Crenshaw High School. The east-west flow of traffic at Slauson, which currently backs up throughout the day, will be further congested with the frequency of the train traveling along Crenshaw.

Why is there grade separation all along the proposed route but not being considered between 48th and 68th streets?

Carol Tucker, President
Baldwin Neighborhood Homeowners Association
Post Office Box 781329
Los Angeles, CA 90016
(323) 434-0073

11/5/2009

**Response to comment 20-01-A.**

Comment noted. Metro appreciates the views and input from the organization as it is an important part of the planning process. Please refer to Master Response 1 regarding a below-grade alignment along Crenshaw Boulevard.

Response to comment 20-01-B.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to safety, traffic at Slauson Avenue, and environmental justice concerns. The noise impact analysis in the FEIS/FEIR indicates that there would be no noise impacts with the implementation of mitigation measures.

The segment on Crenshaw Boulevard from 48th Street to 60th Street was determined that light rail could operate safely without the need of a grade separation. This determination was based on the availability of right-of-way within Crenshaw Boulevard along this section, traffic signal proposed operation modifications, and proposed street geometry changes.



COMMENT: 20-02. Burlington Northern Santa Fe Railway Company.

Abbott, Matthew

From: Smith, Walter N (Walter.Smith@bnsf.com)
Sent: Friday, October 23, 2009 7:56 AM
To: Diaz, Rodenck
Subject: DEIS/DEIR Comments from BNSF
Attachments: 20091023085450.pdf

20091023085450.pdf
of (209 KB)

[Download this message as a plain text file.](#)



Walter M. Smith
General Director
Commuter Construction

BNSF Railway Company
740 E. Camelot Drive
San Bernardino, California
92410

(800) 326-4411
(909) 385-4107

BUE

Mr. Roderick Djal
Project Manager
LACMTA
One Gateway Plaza
MS 96-22-3
Los Angeles, CA 90012-0959

October 22, 2009

Dear Mr. Djal:

This letter is in reference to LACMTA's Release of Crenshaw Transit Corridor Draft Environmental Impact Statement and Draft Environmental Impact Report (DEIS/DEIR).

BNSF has completed a preliminary review of the document and this letter provides our initial comments. As you know BNSF retains a property interest in the Harbor Subdivision which will be impacted by the Crenshaw Transit Corridor. There are active customers on the Harbor Subdivision which BNSF must continue to serve.

B

An important element for consideration during the review of the plans and the document, is the fact the Federal Transit Authority (FTA) and Federal Railway Administration (FRA) has made available joint rule making parameters which discuss guidelines for heavy freight rail and light transit rail sharing the same physical corridor.

Should the Crenshaw Transit Corridor progress, BNSF and LACMTA will need to work together so that both organizations can provide the respective service desired as well as protect the ability to maintain their assets within the corridor. A major issue addressed in the joint rule making, is the requirement for sufficient separation between the two types of service to insure that each can be maintained without impacting the other. It is preferred for this separation to be physical distance; however, in some instances an appropriate barrier may be acceptable.

B

It also was noted that there is the intent to relocate BNSF's freight track to the edge of the property. If this occurs, there must be a sufficient clearance envelope to allow freight train movement and maintenance/support activities to occur without impact to adjacent property interests.

C

The items mention above are considered major areas of concern for the BNSF; however, we anticipate there will be additional details that our two organizations will need to work through as the Crenshaw Corridor project progresses. The existing Shared Use Agreement between BNSF and the LACMTA, governing the Harbor Subdivision, will be a useful reference to guide both parties as we continue our discussion the many issues that will arise as we move forward in the joint development.

D

Sincerely:

Walter M. Smith
General Director
Commuter Construction



MR. RODRICK DIAZ
PROJECT MANAGER
LACMTA
ONE GATEWAY PLAZA
SUITE 99-225
LOS ANGELES, CA 90012-2452

0001282888 0001

**Response to comment 20-02-A.**

Comment noted. Metro appreciates the views and input from the organization as it is an important part of the planning process. Metro acknowledges that BNSF still retains a property interest in the Harbor Subdivision Railroad right-of-way. In addition, Metro has reviewed the FTA and FRA guidelines for light rail transit and freight rail sharing the same corridor and has incorporated these guidelines into the final design of the Crenshaw/LAX Transit Corridor Project.

Response to comment 20-02-B.

Metro has coordinated with BNSF throughout the planning process to ensure that both services could operate independently of one another and without impacting each other. Distance between the two rail systems was maximized where feasible and in areas where adequate distance could not be maintained, barriers will be erected to facilitate the independent operation of the two respective agencies.

Response to comment 20-02-C.

The relocation of the BNSF tracks will occur in a manner to provide sufficient clearance so that maintenance/support activities, and operations could occur without impacting adjacent properties along the right-of-way.

Response to comment 20-02-D.

Comment noted. Metro appreciates the views and input from the organization as it is an important part of the planning process and has been working cooperatively with BNSF throughout the planning process.



COMMENT: 20-03. Chevron Products Co.

Abbott, Matthew

From: Espinoza, Erica (EEspinoza@chevron.com)
Sent: Monday, October 26, 2009 4:43 PM
To: Diaz, Roderick
Cc: goarpenfei@esegundo.org; Craig, Lily; Linn, Norton@LW.com; Spackman, Rod (RSP)
(RSPackman)
Subject: Chevron Comment Letter - MTA Crenshaw Transit Corridor Project
Attachments: MTA.pdf

Sent on behalf of Rod Spackman

--<MTA.pdf>

Erica

Erica Espinoza
Administrative Assistant

Policy, Government & Public Affairs
Chevron Products Co.
El Segundo Refinery
324 W. El Segundo Boulevard
El Segundo, CA 90245
Tel 310 615 5254
Fax 310 615 5520
EEspinoza@chevron.com

11/3/2009



H. K. (Rod) Spaldeman
Manager - Policy, Government & Public Affairs

Chevron Products Company
El Segundo Refinery
324 W. El Segundo Boulevard
El Segundo, CA 90215
Tel 310 615 5281
Fax 310 615 5520
rspaldema@chevron.com

October 26, 2009

Mr. Roderick Diaz
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza 201
Los Angeles, CA 90012

Re: Comments on the Crenshaw Transit Corridor Project
Draft Environmental Impact Statement/Environmental Impact Report
State Clearinghouse No. 2007091148

Dear Mr. Diaz:

Thank you for the opportunity to comment on the Crenshaw Transit Corridor Project ("Project") Draft Environmental Impact Statement/Environmental Impact Report (the "DEIS/R"). Chevron Products Company ("Chevron") has significant concerns over the Project's selection of proposed "Site D" as the maintenance and operations facility (the "Maintenance Facility") located in the City of El Segundo (the "City"). After legal consultation, provided are Chevron's comments on the Project DEIS/R.

Based on the DEIS/R's limited and inconsistent information about Site D, it appears possible that the Project could prevent Chevron's El Segundo Refinery (the "Refinery") from using the Union Pacific or BNSF railroad lines that run proximate to Site D (the "rail lines"). Operation of the Maintenance Facility in El Segundo may interrupt rail service to the Refinery, and construction of the Maintenance Facility would assuredly result in rail service interruption. Any disruption to the rail lines (either temporarily or permanently) would materially impact the Refinery by eliminating the use of rail cars to transport large quantities of Refinery product – an essential component of operations. The alternative method for transporting product would be via a fleet of heavy-duty trucks using a new docking station to load product. Even if feasible (which is doubtful, given economical, technical and regulatory constraints), this alternative of moving product via truck would trigger a suite of environmental impacts which have not been analyzed in the Project DEIS/R. Our concerns over any potential disruption to the Refinery rail lines cannot be emphasized enough.

Chevron is a major stakeholder in the DEIS/R. The Refinery is one of the largest employers in the City and is one of the largest refineries in California, capable of refining over 270,000 barrels of crude oil per day. As such, any disruptions in our Refinery operations by the

A

B

C



Project (either temporarily or permanently) would adversely impact Chevron, the City, and California as a whole. Regrettably, we were not approached by the Metropolitan Transportation Agency (“MTA”) regarding the Project and only recently received notice of the Project. Considering the importance of the Refinery to regional fuel supplies, we are disappointed that MTA did not reach out to us as a major stakeholder regarding the Project.

The Project DEIS/R is deficient under both the California Environmental Quality Act (“CEQA”) and the National Environmental Policy Act (“NEPA”). The DEIS/R’s analysis is fatally flawed because it does not disclose, evaluate or mitigate numerous potentially significant environmental impacts associated with the selection of Site D as the Maintenance Facility location. The DEIS/R also falls far short of regulatory requirements to analyze a reasonable range of alternatives and cumulative impacts. Site D should be either eliminated as infeasible or ranked as the least preferable alternative site for the Project’s Maintenance Facility location.

Analysis and disclosure of significant environmental impacts resulting from construction and operations of the Project is required. To comply with CEQA and NEPA, the DEIS/R must be revised and recirculated to address the comments raised in this comment letter and in the letter submitted by the City of El Segundo (which we incorporate by reference).¹ The DEIS/R’s fundamental defects preclude a meaningful review of the Project by the public or decision-makers. Failure to revise and recirculate the DEIS/R would constitute an abuse of discretion by MTA for failing to proceed in a manner required by CEQA.

I. The DEIS/R Does Not Meet Basic CEQA Requirements For Analyzing Environmental Impacts Associated With Site D

A. The DEIS/R Does Not Include a Stable, Coherent Description of Site D

CEQA requires an accurate and stable project description in an EIR. Title 14, California Code of Regulations, (“CEQA Guidelines”) § 15124; *County of Inyo v. City of Los Angeles*, 71 Cal. App. 3d 185, 199 (1977) (a “finite project description is indispensable to an informative, legally adequate EIR”). A project description that omits integral components of the project may result in an EIR that fails to disclose all of the impacts of the project. *Santiago County Water Dist. v. County of Orange*, 118 Cal. App. 3d 818, 829 (1981).

The DEIS/R fails to provide an accurate, stable description of Site D. Although Site D is only a component of the overall project, it is essential to the potential impacts at the Refinery. Without a stable description of Site D, it is impossible for Chevron to evaluate and comment on the Project in any meaningful way. The DEIS/R’s discussion of Site D lacks coherency and consistency. For example, an aerial photo diagram identifies Site D as a landlocked rectangular portion of land 14.8 acres in size, bounded by vacant land on two sides and by existing rail corridors on two other sides. See DEIS/R, pp. ES-16, ES-21, and 2-17. However, a list of Site D affected parcels reveals the 13 parcels have a total area of 29.88 acres. See DEIS/R, Table 4-12.

¹ Chevron’s comments are focused on the impacts associated with Site D because of its potential to disrupt the Refinery’s operations. Nonetheless, we request that MTA consider the comments in the context of the DEIS/R as a whole because many, if not all, of the comments are equally applicable to the entire document. As such, we reserve the right to challenge the legal validity of any aspect of the DEIS/R’s analysis.



In addition, this list of parcels does not include either the Union Pacific or the Burlington Northern Santa Fe ("BNSF") railway right-of-way and, as such, fails to provide an adequate description of the affected parcels. See the City's comment letter for other examples of the shifting description of Site D.

The disjointed, conflicting information about Site D creates a legal infirmity in the DEIS/R. Without a stable description, environmental impacts cannot be properly considered. Furthermore, it is impossible for the public to understand and comment on the Project in a thorough and meaningful way. The DEIS/R must be revised and recirculated to address these inconsistencies.

B. The DEIS/R Includes an Incomplete Environmental Setting of Site D

An EIR cannot make a proper assessment of potential environmental effects without first characterizing the baseline environment. See *Save Our Peninsula Comm. v. Monterey County Bd. of Supervisors*, 87 Cal. App. 4th 99, 120 (2001). Courts have held that a deficient description of the environmental setting can taint the entire impact analysis. *San Joaquin Raptor/Wildlife Rescue Ctr. v. County of Stanislaus*, 27 Cal. App. 4th 713 (1994); *Galante Vineyards v. Monterey Peninsula Water Mgmt. Dist.*, 60 Cal. App. 4th 1109, 1122 (1997).

The DEIS/R fails to provide a legally sufficient description of Site D's environmental setting. Without an accurate environmental setting, it is impossible for the DEIS/R to accurately evaluate potential environmental impacts associated with Site D. The DEIS/R repeatedly refers to Site D as "vacant" but a list of parcels and conceptual drawings in the DEIS/R strongly suggest that Site D includes several buildings, possibly the rail lines, and potentially parcels that have existing industrial uses. See DEIS/R, pp. 4-75, 4-318, C-436. See the City's comment letter for other examples of the shifting description of Site D.

The inconsistencies in the environmental setting undermine the DEIS/R's determination that there would be no significant impacts associated with using a "vacant" Site D for the Maintenance Facility. The DEIS/R must be revised and recirculated to address the inconsistencies in the environmental setting.

C. The DEIS/R Fails To Analyze Numerous Significant Environmental Impacts Associated With Site D

An EIR must be prepared with a sufficient degree of analysis to provide decision-makers with the information needed to make an intelligent judgment concerning a project's environmental impacts. CEQA Guidelines § 15151; *Napa Citizens for Honest Gov't v. Napa County Bd. of Supervisors*, 91 Cal. 4th 342, 356 (2001). CEQA also requires an analysis of indirect project impacts. CEQA Guidelines § 15126.2(a). Although the Refinery may not be directly impacted by the selection of Site D, any disruption of the rail lines would dramatically impair the Refinery's operations, triggering the need to substitute a large fleet of heavy-duty trucks for the current use of rail cars. This change in use is a reasonably foreseeable consequence of selecting Site D and disrupting the rail lines, and thus must be analyzed under CEQA. See CEQA Guidelines § 1504(d)(3); 15358(a)(2); *El Dorado Union High Sch. Dist. v.*



City of Placerville, 144 Cal. App. 3d 123 (1983) (an EIR's analysis of indirect effects includes actions that are a foreseeable consequence of the project).

The DEIS/R fails to analyze the indirect environmental impacts on the Refinery associated with selecting Site D. In fact, it appears that the Refinery is only mentioned once in the entire DEIS/R, with respect to an archaeological reconnaissance survey. See DEIS/R, p. 4-276. Any disruption of the rail lines – even a temporary disruption – would likely require the Refinery to substitute trucks for the current use of rail cars to transport Refinery product. Such a switch from rail cars to trucks would require a substantial truck fleet along with the construction of a new truck docking station. Based on 2009 data, the Refinery would have to use approximately 100 to 200 trucks per day to replace the Refinery's current use of rail cars. This represents approximately 10 to 20 trucks per hour over a 10-hour workday, or approximately one truck every 3 to 6 minutes. The DEIS/R does not even consider, let alone analyze or attempt to mitigate, the reasonably foreseeable impacts from truck traffic associated with Site D. The following outlines a partial suite of environmental impacts that may result, based on the limited information available at this time.

1. **Air Quality** – The addition of approximately 100 to 200 trucks per day to replace the Refinery's current use of rail cars may cause an increase in criteria pollutant emissions. Diesel truck traffic may also generate an increase in diesel particulate matter ("DPM") emissions relative to the rail cars. The California Air Resources Board has indicated that "[r]educing diesel particulate emissions is one of [its] highest public health priorities and the focus of a comprehensive statewide control program."¹ Air impacts should be considered.

2. **Greenhouse Gases** – The addition of 100 to 200 trucks per day to replace the Refinery's current use of rail cars would also cause an increase in greenhouse gas emissions relative to the rail cars. This increase over "business-as-usual" emissions may be inconsistent with the goals of AB 32 and may constitute a significant environmental impact under CEQA.

3. **Traffic** – The addition of approximately 100 to 200 trucks per day – which amounts to one truck every 3 to 6 minutes – may impact intersections and fireways during peak periods. Refinery operations demand export of product during the workday.

4. **Environmental Justice** – The City's comment letter documents the serious environmental concerns associated with Site D. The addition of approximately 100 to 200 trucks per day has the potential to cause environmental impacts on the community.

5. **Noise** – The addition of approximately 100 to 200 trucks per day could lead to increased noise in proximity to office, retail, and other commercial uses. A noise assessment should be prepared to evaluate this potential impact.

D. The DEIS/R Failed to Consider a Reasonable Range of Alternatives

¹ California Air Resources Board, *Air Quality and Land Use Handbook*, 2005.



The DEIS/R must develop and analyze any feasible alternative that would result in fewer environmental impacts than the Project. 14 Cal. Code Regs. § 15126.6, 23 Cal. Code Regs. § 1777.00(2), Public Resources Code § 21159. When analyzing alternatives, the DEIS/R is required to compare the impacts of the alternatives with those that would result from the Project. *See* 14 Cal. Code Regs. § 15126.6(d).

The DEIS/R attempts to include an evaluation of all reasonable alternatives with respect to transit options (*see* DEIS/R, p. 2-1); but the document fails to provide a detailed alternatives analysis to the potential Maintenance Facility locations. *See* DEIS/R, p. 2-16. Admittedly, the DEIS/R includes a type of screening table that considers four potential Maintenance Facility locations, which are ranked in order of preference, with Site D ranked as the most preferred. *See* Table 2-3 (discussing attributes of Sites A through D). This screening table, however, falls far short of CEQA requirements for a detailed, meaningful alternatives analysis. The methodology of the screening is entirely unknown, the ranking system is not identified, and the values appear arbitrary or at least not based on substantial evidence. *See* DEIS/R, p. 2-16. In short, the screening analysis in Table 2-3 appears more like a “back of the envelope” or preliminary assessment than a real alternatives analysis as required under CEQA and NEPA. Table 2-3 fails to consider the numerous negative attributes about Site D that are raised here and in the City’s comment letter. *See* DEIS/R, p. ES-26, 3-85. If these negative attributes were considered, Site D would likely have been eliminated as infeasible or ranked as the least preferable alternative.

A seminal CEQA case involves a similarly deficient alternative analysis as the DEIS/R’s consideration of the Maintenance Facility location. In *Mountain Lion Foundation v. Fish and Game Comm’n*, environmental groups challenged the California Fish & Game Commission’s decision to remove the Mojave ground squirrel from the threatened species list under the California Endangered Species Act in part because of a failure to adequately consider alternatives in its EIR. 16 Cal. 4th 105, 110-111, 137 (1997). The court found that the CEQA requirement to analyze alternatives “ensures there is evidence of the public agency’s actual consideration of alternatives... and reveals to citizens the analytical process by which the public agency arrived at its decision.” *Id.* at 134 (emphasis added). The “public agency bears the burden of affirmatively demonstrating that... the agency’s approval of the proposed project following meaningful consideration of alternatives.” *Id.* (emphasis added). Accordingly, the court rejected the Fish & Game Commission’s EIR for only providing a cursory, unsubstantiated alternatives analysis.

Similarly, the DEIS/R fails to show the “analytical process” by which Site D was selected as the preferred Maintenance Facility location. Table 2-3 does not “affirmatively demonstrate” that the selection was based on “a meaningful consideration of the alternatives.” On the contrary, the screening analysis in Table 2-3 is opaque and confusing, making it impossible to discern how the ranking was achieved. This conclusion of deficiency is reinforced by the fact that none of the negative attributes about Site D raised here or in the City’s comment letter were included in Table D or Table 2-3.

There are other feasible alternatives that would result in fewer environmental impacts than Site D, which the DEIS/R is obligated to develop and analyze. *See Mountain Lion Found.*, 16 Cal. 4th 105. For example, the DEIS/R should consider the following feasible alternatives: (1) expand one or more existing bus or rail maintenance facilities; (2) use two or more smaller



maintenance facilities instead of a single maintenance facility; (3) use a configuration of the Site D location that ensures the rail lines would not be disrupted, even temporarily; (4) use Sites A and C as a single or combined facility, since these sites were eliminated based on the faulty screening analysis; and (5) complete a new search for an environmentally superior Maintenance Facility location based on a screening analysis that includes the information about Site D included in this letter and in the City's comment letter.

E. The DEIS/R Did Not Prepare a Sufficient Cumulative Impacts Analysis

An EIR must include a detailed and informative cumulative impacts analysis. *Friends of the Old Trees v. Dept. of Forestry & Fire Protection*, 52 Cal. App. 4th 1383, 1393 (1997) (overturning environmental document prepared under a certified regulatory program for failing to prepare adequate cumulative impacts assessment); *Mountain Lion Coalition v. Fish and Game Commission*, 214 Cal. App. 3d 1043 (1989) (same). The DEIS/R discussion of cumulative impacts related to Site D, however, is cursory. While the impacts of Site D are analyzed with respect to transportation and other such categories (See Table ES-8), there is no comprehensive cumulative impacts section in the DEIS/R relating to Site D.

There is one conclusory chart that purports to identify the cumulative impacts of the Maintenance Facility locations; minimal, if any, analysis or discussion is provided. See DEIS/R, p. ES-102, Table ES-9. None of the negative attributes of Site D raised here or in the City's comment letter were addressed in the cumulative impacts analysis.

A conclusory cumulative impact assessment similar to the DEIS/R was rejected in *Whitman v. Board of Supervisors*, where the EIR's analysis consisted of only minimal references to cumulative impacts. 88 Cal. App. 3d 397 (1979). The court held that this analysis was plainly deficient; noting that the discussion lacked even a "minimal degree of specificity or detail," and the discussion must be more than a conclusion "devoid of any reasoned analysis." *Id.* at 411; see also *San Joaquin Raptor/Wildlife Rescue Cir. v. County of Stanislaus*, 27 Cal. App. 4th 713 (1994).

The DEIS/R must include a thorough cumulative impact assessment with regard to Site D. Its failure to do so demonstrates that the document is insufficient and fatally flawed under CEQA and NEPA. As such, the DEIS/R needs to be revised and recirculated.

F. The Public Comment Period Should Be Extended To Allow A Meaningful Review of the Project

The public notice period for the Project should be extended beyond the minimum 45-day comment period required by CEQA, Public Resources Code § 21091(a). The comment period can be up to 60 days for a typical EIR and can be extended under unusual circumstances. CEQA Guidelines §§ 15087(e), 15105(a). Given the complexity of the Project, the full 60-day public comment period should have been provided. Instead, the public review and comment period for this substantial Project has been shortened. Considering MTA's failure to reach out to Chevron which is a major stakeholder that could be significantly impacted by the selection of Site D, the current 45-day public comment period is legally deficient and should be extended.



II. The Fundamental Flaws in the DEIS/R Preclude a Meaningful Review of The Project By The Public and Decision-Makers, Requiring Recirculation of the DEIS/R

The California Supreme Court has unequivocally held that when new information identifies a previously undisclosed significant impact in a draft EIR, recirculation is mandated. *Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova*, 40 Cal. 4th 412, 447 (2007). The DEIS/R does not meet the requirements of CEQA. The document's defects are systemic, precluding meaningful review by the public and decision-makers. The DEIS/R must be revised and recirculated to account for the substantial new information about the significant environmental impacts associated with Site D identified in this comment letter and the City's comment letter. See Public Resources Code § 21092.1; Title 14, California Code of Regulations, § 15088.5(a). The MTA must follow all CEQA noticing requirements when the DEIS/R is recirculated, and Chevron requests that it be involved as a major stakeholder.

Very truly yours,

R. K. (Rod) Spackman
Manager – Policy, Government & Public Affairs

cc: Jack Wayt, City of El Segundo
Mark Hensley, City of El Segundo
Lily Craig, Chevron
Steven D. Schell, Chevron
Christopher H. Norton, Latham & Watkins LLP



Chevron Products Company
D. Cheven U.S.A. Inc. (System)
12210 Alhambra Blvd.
Whittier, CA 90605



50064
HS-105236

Mr. Roderick Diaz
Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza 201
Los Angeles, CA 90012

8871972582



**Response to comment 20-03-A.**

Comment noted. Metro appreciates the views and input from the organization as it is an important part of the planning process. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D. Nonetheless, no rail service interruption would have resulted from a Maintenance Facility considered at Site D.

Response to comment 20-03-B.

Please see response to comment 20-03-A.

Response to comment 20-03-C.

The El Segundo Refinery is located more than one mile away from any of the proposed alignments. During the initial noticing of the Crenshaw/LAX project, the Refinery was not considered to be a stakeholder in the project based on this distance and the unlikelihood that the proposed project would interfere with the Refinery's operations or any rail service servicing the Refinery. Potential Maintenance Site D, which was incorporated into the proposed project at a later date, has since been removed for consideration.

Response to comment 20-03-D.

Please see response to comment 20-03-A. A reasonable range of alternatives and cumulative impacts were analyzed in the DEIS/DEIR and are described in detail under Sections 2.0, Alternatives and 4.0 Affected Environment in the DEIS/DEIR.

Response to comment 20-03-E.

Analysis and disclosure of significant environmental impacts resulting from construction and operation of the project were identified in the DEIS/DEIR. The Locally Preferred Alternative selected by the Metro Board of Directors eliminated both Sites B and D from the proposed project and called for an additional evaluation of potential sites during advanced conceptual engineering to identify another preferred site. The evaluation of additional maintenance sites constituted new information and, therefore, the new potential maintenance sites identified underwent a supplemental environmental review. All commenters who commented on the maintenance facility sites in the DEIS/DEIR, were notified of the additional site analysis and asked to resubmit comments based on the revised site analysis. The public was solicited to participate in the initial identification process and a public meeting with a hearing was held to receive comments when the revised analysis was circulated.

Response to comment 20-03-F.

Please see response to comment 20-03-A.

Response to comment 20-03-G.

Please see response to comment 20-03-A.

Response to comment 20-03-H.

Please see response to comment 20-03-A.

Response to comment 20-03-I.

Please see response to comment 20-03-A.

Response to comment 20-03-J.

Please see response to comment 20-03-A.

Response to comment 20-03-K.

While the 45-day comment period was not officially extended, all comments received after the close of the comment period until March 2010 were addressed and included in the FEIS/FEIR.

Response to comment 20-03-L.

Please see response to comment 20-03-E.



Metro

COMMENT: 20-04. West Adams Neighborhood Council.

BOARD OF
WEST ADAMS NEIGHBORHOOD
COUNCIL

UNITED BARRIOS - PRESIDENT
NASHAM WICKER - VICE PRESIDENT

R. MONIQUE RAYMOND - PRESIDENT
EMMY DUNN - TREASURER
SUA ALBERTO - MEMBER AT LARGE
J. TOM LOPEZ - MEMBER AT LARGE
MATEO J. GALLARDO - MEMBER AT LARGE
MARGARITA GARCIA - MEMBER AT LARGE
SANTROE JETT - EDUCATION
COURT SANDERS - AT LARGE
G. BERT PETERSON - AT LARGE
L. W. DAVIS - AT LARGE
SUA DORIS - AT LARGE

WEST ADAMS NEIGHBORHOOD COUNCIL
4000 City of Los Angeles
Delta Mission Center
2528 West Blvd.
Los Angeles, CA 90016

CITY OF LOS ANGELES
CALIFORNIA



WEST ADAMS NEIGHBORHOOD COUNCIL
2528 West Blvd.
Los Angeles, CA 90016
323 998-9000

DEPARTMENT OF
NEIGHBORHOOD EMPOWERMENT
3540 EAST 103RD STREET
LOS ANGELES, CA 90015

TELEPHONE: (213) 845-1969
TOLL FREE: 811
FAX: (213) 481-9888
E-MAIL: empowerment@dot.lacounty.gov

DEPARTMENT AID
GENERAL MANAGER
www.lacounty.gov

October 19, 2009

Roderick Diaz
Los Angeles County Metropolitan Transportation Authority
Crenshaw-South Bay Transit Line Project Manager
One Gateway Plaza, M/S 99-22-3
Los Angeles, CA 90012-2952
diazroderick@metro.net

Re: Crenshaw-South Bay Line Draft EIR/8

The West Adams Neighborhood Council (WANC) is a certified City of Los Angeles neighborhood council representing over 20,000 stakeholders. After much community discussion, WANC unanimously adopted the following position regarding the Crenshaw-South Bay Transit Line study.

The WANC requests that the entire Crenshaw Boulevard portion of the Crenshaw Light Rail Line be placed underground with stations at Exposition Blvd, Martin Luther King, Jr. Blvd, Vernon Ave, and Slauson Ave.

Area stakeholders are particularly concerned about the safety of children, elderly, the disabled and motorists along the corridor. South L.A. is already home to America's deadliest light rail line, MTA's Blue Line, which has taken 95 lives and maimed and injured thousands more in over 842 reported accidents to date. Stakeholder's lives should not be placed in jeopardy by 225-ton trains traveling at high speeds down Crenshaw Blvd. The only way the safety issue can be adequately mitigated is by placing the rail line underground on Crenshaw Blvd.

The noise, vibration, and traffic impacts of at-grade crossings are also of profound concern. To add 24 Crenshaw Line crossings per hour during rush hour to the 24 proposed Expo Line crossings at the problematic Exposition/Crenshaw crossing will lead to a train crossing every 75 seconds and total gridlock for the area.



As the center of Los Angeles' African-American community, Crenshaw Blvd is currently home to many public events and street festivals that would not be possible with an at-grade line.

Furthermore, proposing at-grade crossings in South L. A. on the Crenshaw Line when the rail is proposed to be 100% underground when it is extended north of the I-10 freeway would be yet another case of environmental injustice perpetrated by the MTA and the region's transportation agencies. Jefferson Park deserves the same treatment as Hancock Park. West Adams deserves the same treatment as the communities on Wilshire.

Be advised the

Sincerely,

Hattie Babb
President

mtf



Metro

West Farms, N.C.
2528 West Blvd
Los Angeles, CA 90016-3917

U.S. MAIL PERMIT



Roderick Diaz
Los Angeles Metropolitan Transit Authority
Crenshaw South Bay Transit Line Permit Mgr.
One Gateway Plaza ME 99-22-3
Los Angeles, CA 90012-2952

90012-2952



Response to comment 20-04-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

Please refer to Master Response 1 regarding a below-grade segment along Crenshaw Boulevard.

Significant improvements to safety design and operation for light rail transit within Los Angeles have occurred since the inception of the Metro Blue Line. The DEIS/DEIR determined that a less-than-significant impact to safety would occur with the Crenshaw/LAX Transit Corridor Project. Achieving pedestrian safety near the operation of a light rail transit line is the result of several conditions, including safety oriented design, light rail operator training, and public education. When the light rail transit line is at-grade, it would operate in a semi-exclusive right-of-way separated from automobile traffic by a raised curb. Pedestrians are permitted to cross the street at designated crosswalk locations during protected pedestrian signal phases in which light rail vehicles are not present. Pedestrian safety along the proposed LRT line will involve gated crossings controlled using current Metro standards for crossings. Each crossing will be reviewed during design based on the California Public Utilities Report “Pedestrian – Rail Crossings in California”. Pedestrians crossing Crenshaw Boulevard across the LRT tracks will be controlled using normal pedestrian traffic signal indications; adequate crossing times will be provided at the traffic signals for pedestrians to cross the street at a normal walking pace. A pedestrian refuge area will be provided in the median at all crossings of the LRT tracks to provide a space for pedestrians to wait out of traffic and off the tracks should they not be able to complete their crossing of Crenshaw Boulevard during one signal phase. Each crossing was evaluated for pedestrian safety based on site visits and engineering design. The evaluation resulted in a list of design modifications and mitigation measures identified in the Safety and Security Section of the FEIS/FEIR to improve the level of safety at crossings. The final determination of safety measures to be implemented near school zones is determined through consultation and approval by the California Public Utilities Commission.

Response to comment 20-04-B.

The FEIS/FEIR determined that a less-than-significant impact to noise and vibration would occur with the implementation of mitigation measures.

The traffic analysis acknowledges that there would be a significant and unavoidable traffic impact at the Crenshaw Boulevard/Exposition Boulevard intersection. The at-grade portion of the alignment from 39th Street to Exposition was determined to be physically infeasible. The incorporation of Design Option 6 into the project definition would eliminate this traffic impact.

Response to comment 20-04-C.

Please refer to Master Response 9 regarding grade separations and environmental justice.

There has been an extensive public outreach process where alternatives have been formulated, evaluated and refined. The evaluation process has informed the affected residents of the relative impacts among options (alignment routes, vertical and horizontal alignments, station locations, etc.). The Metro Board of Directors, in selecting an LPA, considered the engineering and environmental documentation, as well as public comments and concerns. In instances where issues have arisen, design and alignment decisions



have been revisited. In instances where adverse effects have been identified, design options and mitigation measures have been formulated to reduce or eliminate potential impacts on adjacent communities, and on adjacent minority or low-income communities. No adverse effects related to environmental justice were identified with the light rail transit system at street level.



COMMENT: 20-05. Neighbors for Smart Rail.

Abbott, Matthew

From: Colleen Mason (cmasonheller@yahoo.com)
Sent: Monday, October 26, 2008 3:33 PM
To: Diaz, Rodenick
Cc: crenshaw@fixexpo.org
Subject: Crenshaw Corridor Transit Project DEIR Comments
Attachments: NCSR Crenshaw Corridor.pdf

Dear Mr. Rodenick:

Attached hereto, in PDF format, are the considered comments of Neighbors For Smart Rail (NFSR) that we kindly request be entered into the DEIR of the Crenshaw Transit Corridor Project.

Thank you sincerely:

Colleen Mason Heller
NFSR, Vice President
(310) 837-8651

11/3/2009



October 26, 2009

Roderick Diaz, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, M/S 99-22-7
Los Angeles, CA 90012-2952

Dear Mr. Diaz:

Thank you for the opportunity to comment on the Crenshaw Corridor Transit Project (Crenshaw Line or "the project"). Neighbors for Smart Rail (NSR) submits this letter in response to the draft environmental impact report (DEIR) for the project hereby requests that these comments be included in the administrative record.

INTRODUCTION

Neighbors for Smart Rail (NSR) is a non-profit California corporation (26 U.S.C. § 501(c)(3)) comprised of a coalition of homeowners' associations, community groups, and unaffiliated citizens who support the development of intelligent transportation solutions for Los Angeles that are safe, well-planned, efficient and conform to the highest federal standards for safety, environmental impacts, and transportation benefits. Our goal is to examine and influence the process of transportation planning in Los Angeles and thus to improve the final product. Though transportation projects may take years to plan and build, their benefits and impacts are measured in decades. Consequently, safety and public need and acceptance are the premise from which we composed our comments in response to the Crenshaw Transit Corridor Draft Environmental Impact Report.

I. SAFETY

An at-grade street running light rail alignment that puts pedestrians and vehicles at continual risk for catastrophic incidents does not serve the public need for transportation. To comply with CEQA/NEPA requirements that all reasonable alternatives for the project be considered, an underground alignment of the Crenshaw Line must be studied for all segments of the project, including south of the I-10 Freeway. Grade separated rail undeniably provides increased travel benefits, enhances safety exponentially, and eliminates the severe environmental impacts caused by rail at grade. In consideration of the tragic history of the MTA Blue Line, still the deadliest light rail line in the nation, it would be unconscionable to inflict yet another at-grade train project through Los Angeles' majority minority communities. If it is reasonable to consider grade separations on "some" projects in "some" neighborhoods then the same analysis must be considered reasonable before CEQA/NEPA in all communities.

The MTA Grade Crossing Policy (GCP) is not a safety based policy. It is not a reliable tool for determining what crossings can be safely grade separated. Traffic counts and train frequencies, which the GCP currently uses to determine what crossings will be grade separated, tell little about the site conditions (i.e., population density, demographic profiles, location of sensitive



receptors like schools and homes) of an alignment or crossings that may make it hazardous. In addition, it is a fact that traffic counts, like any data, can be manipulated and thus may produce conclusions at odds with safety in a real environment. Grade-separated rail is safer than at-grade rail and thus must be considered environmentally superior. Further, rail that is built below grade eliminates additional adverse impacts that elevated rail may not.

IV

II. Traffic

NFSR offers that any at-grade alignment in the Crenshaw corridor will adversely impact poor performing intersections and streets in South Los Angeles that have long since exceeded capacity. Grade separation of rail crossings eliminates the adverse impacts of at-grade rail and thus it should be studied as mitigation for those impacts.

C

III. Economic Impacts

Under CEQA/NEPA the adverse economic impacts caused by a change in the environment attributable to a project must be identified, studied and mitigated. The economic impacts caused by the Crenshaw Line must be studied for area businesses and property owners, for both the construction period and after the trains begin service. The adverse economic impacts must be compared for all train and crossing designs, including below grade, to determine the environmentally superior option.

D

IV. Air Quality Impacts-Greenhouse Gases

At-grade rail will cause additional traffic congestion and thus additional tail-piped emissions at rail-blocked intersections. Further, the production of additional Greenhouse Gases will increase and thus needs to be studied and compared for at-grade and grade-separated rail. Any reduction in air quality must be considered adverse and carefully evaluated in light of the project's proximity to any sensitive receptors such as schools, community centers, homes, churches, senior centers, or hospitals, housing or confining children, the elderly, or those with compromised health, near the source of the adverse impacts. Grade separated crossings will eliminate the majority of adverse air quality and Greenhouse Gas impacts of the Crenshaw Line.

W

Thank you sincerely for this opportunity to comment on the Crenshaw Transit Corridor DEIR. NFSR looks forward to your careful consideration and response to our concerns expressed herein.

Terri Tippit, President
Colleen Mason Heller, Vice President
Neighbors For Smart Rail
P.O. Box 64496
Los Angeles, CA 90068

Response to comment 20-05-A.

Comment noted. Metro appreciates the views and input from the organization as it is an important part of the planning process.

Response to comment 20-05-B.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard. The DEIS/DEIR analyzed the Crenshaw/LAX Transit Corridor Project to determine if the project would cause disproportionate adverse impacts related to transit service equity, traffic congestion, parking, displacement, community cohesion, health issues, historical, archaeological, paleontological, community facilities, economic vitality and employment opportunities, safety and security, and construction. The following considerations were utilized in the environmental justice evaluation of the Crenshaw/LAX Light Rail Transit Alternative:

- Whether the proposed project would provide transit equity;
- Whether the proposed project would have any potential adverse effects that would be disproportionately borne by minority and low-income communities; and/or
- Whether low-income communities have had opportunities to actively participate in the planning of the project.

Please Refer to Master Response 9 regarding grade separations and environmental justice.

There has been an extensive public outreach process where alternatives have been formulated, evaluated and refined. The evaluation process has informed the affected residents of the relative impacts among options (alignment routes, vertical and horizontal alignments, station locations, etc.). The Metro Board of Directors, in selecting an LPA, considered the engineering and environmental documentation, as well as public comments and concerns. In instances where issues have arisen, design and alignment decisions have been revisited. In instances where adverse effects have been identified, design options and mitigation measures have been formulated to reduce or eliminate potential impacts on adjacent communities, and on adjacent minority or low-income communities.

Section 12 of the Metro Rail Design Criteria is used for safety, security, and system assurance. Safety is a primary consideration through the evolution of each Light-Rail Transit and Heavy Rail Transit System, from preliminary engineering through revenue operations. To achieve safety goals, all applicable codes and regulations, augmented by modern safety engineering technology and industry standards, are to be used to ensure that each Metro Rail Line achieves a level of safety that equals or exceeds that of the rail transit industry. Safety can be achieved by eliminating, minimizing, or controlling hazards through analysis, review, and design selection. The objectives of the safety program are the elimination or control of condition that may endanger human life or property. It includes acceptable and unacceptable hazardous conditions. Unacceptable Hazardous Condition means a hazardous condition determined to be an unacceptable hazardous condition under the Accident /Hazard Matrix set out at APTA's Manual for the Development of Rail Transit System Safety Program Plans. Acceptable Hazardous Condition means a hazardous condition inherent to the operation of the transit system which, based on review and concurrence of the transit agency management and the Department, is impractical to eliminate, but may require special procedures to reduce risk of accident. Identified hazards shall be eliminated or controlled as applicable, using the following hierarchy of hazard resolution:

1. Design for Minimum Hazard

To the extent permitted by cost and practicality, identified hazards shall be eliminated or controlled by the design of equipment and facilities.

2. Safety Devices

Hazards that cannot reasonably be eliminated or controlled through design shall be controlled to the extent practicable to an acceptable level through the use of fixed, automatic, or other protective safety design features or devices. Provision shall be made for periodic functional checks of safety devices.

3. Warning Devices

When neither design nor safety devices can reasonably, effectively, eliminate or control an identified hazard, devices shall be used to the extent practicable to detect the hazard and to generate an adequate warning signal to provide for operating personnel/public reaction. Warning signals and their application shall be designed to minimize the probability of incorrect operating personnel/public reaction to the signals.

4. Procedures and Training

Where it is impossible to reasonably eliminate or adequately control a hazard through design or use of safety and warning devices, procedures and training shall be used to control the hazard. Precautionary notation shall be standardized, and certain safety-critical tests shall require certification of personnel. Furthermore, the Metro Grade Crossing Policy does actively consider safety at each crossing. Safety is a major factor at any determination of a grade separation. Constant consultation with CPUC also dictates a heavy emphasis on safety in early system planning and design.

Response to comment 20-05-C.

Please refer to Master Response 1 regarding a below-grade segment along Crenshaw Boulevard.

Response to comment 20-05-D.

Chapter 4-13 of the DEIS/DEIR analyzes the economic impact of the No Build, TSM, BRT, LRT, and LRT design options Alternatives in compliance with CEQA and NEPA. As none of the anticipated long-term operational economic and fiscal impacts of the project alternatives would be substantial adverse effects, no mitigation would be required. The results of this analysis factored into determining the environmentally superior option. Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Underground segments of the alignment would result in increased disruption to communities during construction because of the longer time required for excavation. Upon completion of the Crenshaw Light Rail Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

Response to comment 20-05-E.

The commenter refers to the air quality impacts from increased congestion resulting from operation of the Crenshaw/LAX Transit Corridor Project. Please Refer to Master Response 5 regarding traffic methodology and analysis.



A localized air quality analysis, which includes the emissions from automobiles queuing at intersections, determined that no applicable thresholds would be exceeded from operation of the Crenshaw/LAX Transit Corridor Project. The federal air quality regional thresholds would not be exceeded during the operation of the light rail system. Because operation of the light rail system would result in a reduction of automobile trips, no adverse greenhouse gas impacts would occur.



COMMENT: 20-06. Natural Resources Defense Council.

Abbott, Matthew

From: Goldberg, Sherry (sgoldberg@nrdc.org)
Sent: Monday, October 26, 2009 4:22 PM
To: Diaz, Rodenick; raymond.sukys@faa.dot.gov
Cc: Martinez, Adriano
Subject: Crenshaw Corridor DEIS-R Comments
Attachments: Crenshaw Corridor DEIS-R Comments 10-26-2009.pdf

Good afternoon,

Please see the attached comments related to the Draft Environmental Impact Study/Environmental Impact Report ("EIS/R") for the Crenshaw Transit Corridor Project.

Thank you,

Sherry Goldberg
Coordinator of the Environmental Issues Program, American
Overseas Resources, 20700 Central Expressway
1334 Second Street
Suite 1000, CA 90801
Tel: 310.474.2700 Fax: 310.474.2799
www.aor.org
▲ Please consider the environment before printing this e-mail.

11/3/2009



October 26, 2009

Roderick Diaz
Los Angeles County Metropolitan Transportation Authority
Crenshaw-South Bay Transit Line Project Manager
One Gateway Plaza, M/S 99-22-3
Los Angeles, CA 90012-2952
rdiazroderick@metro.net

Raymond Sukys
Federal Transit Administration – Region IX
Region IX Director of Planning and Program
201 Mission Street, Suite 2210
San Francisco, CA 94105-1926
raymond.sukys@fta.dot.gov

Re: Crenshaw Transit Corridor Project

Dear Mr. Diaz and Mr. Sukys:

On behalf of the Natural Resources Defense Council ("NRDC"), I am providing comments on the Draft Environmental Impact Study/Environmental Impact Report ("EIS/R") for the Crenshaw Transit Corridor Project. We are pleased to see that the Los Angeles County Metropolitan Transportation Authority ("MTA") is pushing projects to reduce automobile dependence in the region and provide transit-dependent communities with more effective options to move throughout the region. Concurrently, we are concerned that the MTA is not considering and analyzing key issues raised by several community groups in the study area—namely, the need to prevent at-grade crossings in many communities of color in the study area. These transportation equity issues remain crucial as we move Los Angeles' outdated transportation system into a modern system with the amenities one would expect from the nation's second largest city.

NRDC's concerns play out in MTA's prioritization of projects throughout the region. Excessive allocations for highway widening projects, including the I-710 expansion projects and the I-405 Sepulveda project, have starved funds for transit projects that need more resources and would provide clear benefits to the region. The Crenshaw Transit Corridor Project is a prime example of this problem. This project should garner wide and unanimous support from all communities along this line. Instead, the project has generated criticism from several groups because of the proposed at-grade crossings in their communities. The advocates raising these concerns tend to represent communities of color that have long been promised more equity in the transportation system. This attempt to short-change these residents cannot be tolerated, and this should be fixed in this environmental review document. Accordingly, we encourage exploration of how to ensure this project is safer, cleaner and more equitable by eliminating at-grade crossings.

We remain exceptionally concerned that until MTA programs our transportation dollars more effectively, these types of skirmishes will continue to arise over projects that everybody should support. We are more than willing to work with MTA to ensure its funding priorities better



Roderick Diaz, MTA and Raymond Sukys, FTA
October 26, 2009
Page 2 of 2

represent the need to eliminate congestion, improve regional and localized air quality, reduce greenhouse gas emissions, and provide for a more equitable transportation system. I appreciate your consideration of these comments.

Sincerely,

A handwritten signature in black ink that reads "Adrian Martínez".

Adrian Martínez
Project Attorney
Natural Resources Defense Council

**Response to comment 20-06-A.**

Please Refer to Master Response 9 regarding grade separations and environmental justice.

Response to comment 20-06-B.

Comments concerning the allocation of Metro funds for transportation projects should be directed towards the development of the Long Range Plan. There has been an extensive public outreach process where alternatives have been formulated, evaluated and refined. The evaluation process has informed the affected residents of the relative impacts among options (alignment routes, vertical and horizontal alignments, station locations, etc.). The Metro Board of Directors, in selecting an LPA, considered the engineering and environmental documentation, as well as public comments and concerns. In instances where issues have arisen, design and alignment decisions have been revisited. In instances where adverse effects have been identified, design options and mitigation measures have been formulated to reduce or eliminate potential impacts on adjacent communities, and on adjacent minority or low-income communities.

Metro, during the public participation process, responded to community concerns regarding the safety of at-grade sections by including grade-separated design options in key sections of the corridor with the exception of the segment on Crenshaw Boulevard from 48th Street to 60th Street, where it was determined that light rail could operate safely without the need of a grade separation. This determination was based on the availability of right-of-way within Crenshaw Boulevard along this section, traffic signal proposed operation modifications, and proposed street geometry changes. No adverse effects related to environmental justice were identified along this segment. Metro applies these criteria consistently across Los Angeles County in all types of communities.

Response to comment 20-06-C.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Comments concerning the allocation of Metro funds for transportation projects should be directed towards the Long Range Planning commission. Metro is willing to work with the Natural Resources Defense Council to eliminate congestion, improve regional and localized air quality, reduce greenhouse gas emissions, and provide for an equitable transportation system.



COMMENT: 20-07. Save Leimert Neighborhood Coalition.

CD-9

Abbott, Matthew

From: Diaz, Roderick
Sent: Wednesday, November 04, 2009 11:01 AM
To: Aarndon, Fulgene; Pan, Fanny
Subject: FW: Save Leimert Neighborhood Coalition Crenshaw Transit Corridor DEIR/S Comments
Follow Up Flag: Follow up
Flag Status: Red
Attachments: Save Leimert Crenshaw Line Comments.pdf, Diaz, Roderick.wml

Roderick B. Diaz
Transportation Planning Manager V
South Bay Area Team

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-20-3
Los Angeles, CA
90012-2952
(213) 922-3018
rlaz@metro.net

From: Damien Goodman (mailto:damiengw@gmail.com)
Sent: Monday, October 26, 2009 3:12 PM
To: Percy Pinkney; Trevor Daley; Juan Camacho; Charles Stewart; Bianca Jimenez; Tim Lee; Eric Boyd; Senator Curren Price; James Westbrook; The Honorable Speaker Karen Bass; Sylvia Castillo; Jenny Wood; Assemblymember Mike Davis; Supervisor Mark Ridley-Thomas; Vincent Harris; Dan Rosenfeld; Fernando Ramirez; Mary James; Mayor Antonio Villaraigosa; Jaime De La Vega; Borja Leon; Larry Frank; Brenda Anderson; Councilmember Herb Wesson; Herb Wesson; Andrew Westfall; Kimani Black; Albert Lord; Sylvia Lacy; Councilmember Bernard Parks; Dennis Rodriguez; Ta-Lecia Arbor; Cathy Davis; Councilmember Tom LaBonge; Councilmember Bill Rosendahl; Marguerite LaMoite; Vernell Skaggs; Leslie Rogers; Raymond Sukys; Ray Tallis; Ara Najarian; Leahy, Arthur; Don Knabe; Doug Failing; Edel Vizcarra; Gloria Molina; John Fasana; John Fisher; Jose Huizar; Mike Antonovich; Nicole Englund; Pam O'Connor; Ray Harris; Richard Katz; Rita Robinson; Tony Bell; Vivian Rescalvo; Zev Yaroslavsky; Diaz, Roderick; Monks, David
Cc: Lark Galloway; Hattie Babb; Stevie Stern; Theodore Thomas
Subject: Save Leimert Neighborhood Coalition Crenshaw Transit Corridor DEIR/S Comments

Senators Feinstein and Boxer, Congresswomen Watson, Waters and Richardson, State Senator Price, Assembly Speaker Bass, Assembly Member Davis, Supervisor Ridley-Thomas, Mayor Villaraigosa, LA City Councilmembers Wesson, Parks, LaBonge and Rosendahl, LAUSD Board Member LaMoite, FTA Regional Administrator Rogers, MTA Board of Directors and staff:

The following attached document are the comments of the Save Leimert Neighborhood Coalition to the Crenshaw Transit Corridor Draft Environmental Impact Report/Draft Environmental Impact Statement compiled by the MTA and FTA. In summary, our position is specified in Section 1 of the 12 page document:

The Save Leimert Neighborhood Coalition supports **The People's Option**, to underground the Crenshaw Light Rail Line on Crenshaw Blvd with a Leimert Park Village station at Vernon. To be unequivocally and perfectly clear, **MTA should not consider this project to be supported by the Save Leimert organization unless**

A

11/10/2009



it is light rail transit ("LRT") that is entirely underground on Crenshaw Blvd, with stations at Exposition, King, Vernon, and Slauson. Any other option on this project proceeds in opposition to our mandate and without our compliance. At such time as MTA presents *The People's Option* for the Crenshaw Line we stand, as a group, ready and willing to advocate passionately for the project's timely completion.

The attached PDF is roughly 3.8 MB. If you have any trouble downloading the pdf attached to this email, the document is available for download and online viewing at:
<http://www.scribd.com/doc/21666416/Save-Leimert-Crenshaw-Line-Comments>

The Save Leimert Neighborhood Coalition hopes that you provide thorough consideration of our recommendations, demands and concerns.

Sincerely,

☺

Damien Goodman
on behalf of Save Leimert Neighborhood Coalition

P.O. Box 8508
Los Angeles, CA 90008
www.SaveLeimert.org

CC:

Lark Galloway-Gilliam, Empowerment Congress West Area NDC Chair
Hattie Babb, West Adams Neighborhood Council President
Stevie Stern, United Neighborhoods Neighborhood Council President
Theodore Thomas, Park Mesa Heights Community Council President

11/10/2009



SAVE LEIMERT NEIGHBORHOOD COALITION

October 26, 2009

Roderick Diaz
Los Angeles County Metropolitan Transportation Authority
Crenshaw Transit Corridor Project Manager
One Gateway Plaza, M/S 99-22-3
Los Angeles, CA 90012-2952
diazroderick@metro.net

Raymond Sukys
Federal Transit Administration – Region IX Office
Region IX Director of Planning and Program
201 Mission Street, Suite 2210
San Francisco, CA 94105-1926
rmysmod.sukys@fta.dot.gov

Dear Mr. Diaz and Mr. Sukys,

Founded in 2006, Save Leimert Neighborhood Coalition (Save Leimert) is a community-based group of residents, property owners and business leaders positioned on nearly every community board and advisory body for Leimert Park. We strive to preserve Leimert Park's unique African-American culture, business environment, and the character of our historic neighborhood. We endeavor to make certain that growth contributes to our cultural assets and economic revival, and to ensure that such processes include adequate consideration and refinement based on community input. The following are our comments to the Crenshaw Transit Corridor Project Draft Environmental Impact Report/Draft Environmental Impact Statement completed by the MTA and FTA.

I. SUMMARY OF OUR POSITION

The Save Leimert Neighborhood Coalition supports *The People's Option*, to underground the Crenshaw Light Rail Line on Crenshaw Blvd with a Leimert Park Village station at Vernon. To be unequivocally and perfectly clear, **MTA should not consider this project to be supported by the Save Leimert organization unless it is light rail transit ("LRT") that is entirely underground on Crenshaw Blvd, with stations at Exposition, King, Vernon, and Slauson. Any other option on this project proceeds in opposition to our mandate and without our compliance.** At such time as MTA presents *The People's Option* for the Crenshaw Line we stand, as a group, ready and willing to advocate passionately for the project's timely completion.

Our position can be succinctly summed up in three words: equity, safety and community. We believe that it is reprehensible for MTA to propose a light rail line, which north of the I-10 freeway would be all underground but has dangerous, traffic-clogging at-grade crossings in the heart of Los Angeles' black community. This proposed action reveals a continuing agency pattern of inequality in Los Angeles especially in light of MTA's proposed \$6 billion "Subway-to-Sea" currently planned to run under the region's wealthiest neighborhoods; MTA's failure to fix the Blue Line, which rampages the majority minority communities of South LA, Watts, Compton, and Willowbrook and is America's deadliest light rail line; the inequality of design and resources between the South Los Angeles portion and the Culver City portion of Phase 1 of MTA's Exposition Light Rail. Proceeding with the Base LRT alternative without a full underground alignment on Crenshaw Blvd would feed the narrative that MTA considers some communities worthy of adequate resources and South LA is not one of them. The message is that children, elderly and motorists in Leimert Park should be forced to navigate around 225-ton trains traveling up to 40 mph, but not Hancock Park; that Park Mesa Heights should endure additional traffic congestion, noise pollution and visual blight, but not Park Mile. Furthermore, the history of inequity as it pertains to transportation projects in Los Angeles is a moral stain on our region. It is our every hope that this project will not further contribute to it.

Time and again the region's agencies and politicians have promised that devastating transportation projects would provide economic development in minority communities, which never materializes. We are still waiting for the jobs and new businesses that were promised from the I-10 freeway, which sliced our community in half. 95 people have been killed and thousands more have been injured in over 842 reported accidents on MTA's Blue Line, and still nearly 20 years later Watts, Willowbrook and Compton still wait for the economic benefits of the light rail line to materialize. The I-10 freeway facilitated white flight and increased opportunities in the county's western communities, and the Blue Line has been a good excuse to redevelop Downtown L.A. and Downtown Long Beach, but what has been the benefit to the minority communities in between, especially in comparison to the immeasurable damage?

P.O. Box 8508 • Los Angeles, CA 90008 Fax: 323.295.9467 • www.SaveLeimert.org

SAVE LEIMERT Crenshaw Transit Corridor DEIR/DEIS Comments

The Crenshaw Line project was resurrected in the aftermath of the 1992 civil unrest as an entirely grade separated light rail line to assist in the economic revival of Crenshaw Blvd and alleviate some of the region's disparities and inequities that led to the civil disobedience. Our community has patiently waited nearly two decades, while our tax dollars were spent building projects in other areas and for other areas. It is important now that Crenshaw is at the head of the line that the project be built right. Save Leimert stands firmly in place, united and ready to ensure that promises made will be promises kept.

II. OUR INVOLVEMENT IN THE AA/EIR/EIS PROCESS TO DATE

Members of the Save Leimert organization have attended and provided verbal comments at each stage in the Alternatives Analysis/Environmental Impact Report/Statement process. Our organization submitted official written comments to the scoping report. We have informed the community and held meetings to encourage community comments be submitted into the record. We have been specific and consistent in our requests, which were articulated by a majority of other members of the public as well. However and unfortunately, based on the Draft Environmental Impact Report/Statement Base LRT and options, the community's views are not yet being reflected in this process. Indeed, given the public comments at the meetings, we're amazed that MTA would propose any at-grade crossings on Crenshaw Blvd.

III. SPECIFIC ISSUES IN THE DEIR/DEIS

A. JOBS – ECONOMIC IMPACT

Job training and apprentice programs/policies for our community's youth and willing need to be immediately established.

The many construction projects that MTA will build over the next decade and beyond, necessitate the immediate establishment of programs and policies with community partners (i.e., the Los Angeles Urban League and Los Angeles Trade Tech College) to ensure that candidates from the Crenshaw community, such as high school students, young college students and able-bodied adults are equipped and qualified to compete and be placed in good-paying construction jobs provided by the taxpayer investment.

Primarily black people should build projects in black communities – a 30% local hire goal is not enough.

South Los Angeles leads the city in unemployment and underemployment. African-American men in particular have the most difficulty finding work in the economy and historically. Given these conditions a 30% local hire "goal" is completely inadequate. A local hire requirement of 50% should be included in the project. Furthermore, the 5-mile radius can be problematic in fulfilling the spirit of the local hire goal; it literally allows Beverly Hills residents to qualify as a local hire for a project built in South L.A. It is South Los Angeles and Inglewood areas that are in the greatest need of the infusion of dollars and opportunity for employment, and where the local economic benefits of the taxpayer investment should be most visible. Perhaps the local hire boundary should be 3 miles and a separate at-risk hire goal of 10% should be established. Alternatively, if a 50% "requirement" is not included in the contract, the "goal" should be increased.

Local artist's collaboration.

The Crenshaw corridor and Leimert Park in particular, is home to many world-renowned and respected artists. Continued collaboration with the arts community will be required throughout the design process.

B. BUS RAPID TRANSIT ("BRT")

The BRT alternative is a not-so-well hidden attempt to steal public resources away from the Crenshaw community so that our tax dollars can be diverted to the Wilshire subway extension and harm the health and economy of South L.A.

The bus rapid transit alternative should be completely eliminated from further consideration. The only apparent reason the BRT alternative has been carried this far is because politicians on the Wilshire corridor want to take the resources dedicated to the Crenshaw Line and put them towards the "Subway-to-the-Sea." This action is not only an attempted theft of future investment in the black Crenshaw economy, but it will harm to the current environment.

Articulated rapid buses already serve Crenshaw Blvd and they are currently packed and woefully insufficient to meet the future needs of our transit dependent area. The most congested portions of Crenshaw Blvd are where lane removals, to accommodate the dedicated bus lane, will do the most harm to the current traffic nightmare, by increasing congestion along the corridor, especially directly on Crenshaw Blvd. The parking lanes proposed for removal are essential to conducting commerce in the Crenshaw area, which is currently struggling. Their removal would only worsen a bad

SAVE LEMERTS Crenshaw Transit Corridor DEIR/DEIS Comments

economy. The BRT alternative is not fast enough to appeal to choice riders and will not attract or supplement smart-growth development to the area, meaning people will still drive with the same frequency, but their trips will take longer. This will lead to additional congestion and worsened air quality, including more greenhouse gas emissions and cancer-causing particulate matter in our community, which already has some of the highest cancer rates in the nation. The BRT alternative has all of the adverse impacts of the Base LRT and provides no benefit.

C. PUBLIC OPINION & ACCEPTANCE

At every Crenshaw Line meeting, the overwhelming majority of residents expressed support for a grade-separated light rail line, almost all requesting the line be placed below grade (underground) on Crenshaw. Indeed, as community leaders in the battle with the MTA to provide a safe and equitable Expo Phase 1 in South LA, we are astonished that the DEIR/S would propose walking down the same destructive path by proposing the unsafe and inequitable Base LRT design with at-grade (street level) crossings on Crenshaw. Specifically, we find it incomprehensible and unjustifiable that the MTA Crenshaw Line DEIR/S proposes:

- At-grade crossings directly adjacent to the South Los Angeles schools of View Park Prep (at Glauson Ave. and 57th St.), just one block away from one of the last remaining majority-black high schools in LAUSD - Crenshaw High School (at 50th and 57th Streets); and just two blocks away from St. John Evangelist School (59th Street);
- A rail line designed to be underground north of the I-10 freeway in Hancock Park/Miracle Mile, but at-grade in Leimert Park (from Exposition to 39th) and in Park Mesa Heights/Hyde Park (from 48th to 50th);
- A rail line that would just pass through Leimert Park Village, the premiere African-American cultural/intellectual/political center of Southern California, without stopping; and
- The unmitigated removal of precious parking important to the commerce of struggling, primarily black-owned, small businesses on Crenshaw Blvd.

D. ENVIRONMENTAL JUSTICE

When the light rail line is extended to Wilshire, every portion north of the I-10 freeway is proposed to be underground. It is not acceptable to require residents in Hyde Park, Park Mesa Heights and Leimert Park to endure train accidents, traffic congestion, pollution, and severe noise pollution from street-level trains, while residents in Hancock Park, Park Mile and Olympic Park will not.

E. SAFETY & HEALTH

Los Angeles' black communities have suffered enough pain and destruction from MTA's at-grade crossings.

Apparently it is not good enough for Los Angeles' black communities of Watts, Willowbrook and Compton to be home to America's deadliest light rail line - MTA's Blue Line, and for the defective Blue Line design to be replicated through the majority minority communities of Jefferson Park and West Adams on Expo Phase 1. Astonishingly, the DEIR/S proposes a Base LRT design identical to the most accident-prone portion of the Blue Line (median street-running) down Crenshaw Blvd. This is clearly unacceptable. We are especially troubled by and opposed to the proposal to operate 225-ton trains adjacent, across walking routes, and in close proximity to several schools, numerous churches and a large senior citizen home. With the at-grade crossings on the three lines (Blue, Expo and Crenshaw) it is reasonable to assume that South L.A. would be subject to approximately 2 accidents every week because of MTA. In our part of town incident rates this high typically necessitate gang injunctions and F.B.I. raids. MTA needs to stop maiming and killing the people of South L.A. and provide an underground option for the entire portion on Crenshaw Blvd.

DEIR/S fails to provide an annual accident prediction report for at-grade crossings.

The DEIR/S fails to provide an annual accident prediction report or identify their costs to the MTA over the life of the project, including all costs for litigation, reconstruction, infrastructure repair, recovery teams, and a public relations team/campaign. Though it is the norm for MTA to blame every accident on the public and never accept agency responsibility, it is in the public interest, and the interests of due process and transparency that information on accidents and costs be made available. Accordingly, the Operation and Maintenance Cost Estimates section of the DEIR/S fails to accurately depict the costs of operating the Base LRT project with street level crossings.

At-grade crossings will further stretch the South LA's limited emergency services and restrict emergency access.

At a time of severe budget cuts straining local services, Crenshaw Blvd does not need more accident-causing street running trains and at-grade intersection designs. Furthermore, tightened traffic signal sequencing at the intersections,

DAVE LEIMERT's Crenshaw Transit Corridor DEIR/DEIS Comments

which is necessary to integrate the light rail crossings into the congested area, will cause more accidents either directly with the train or independent of the train (vehicle-vehicle or vehicle-pedestrian). These additional accidents will require the use of the area's scarce police and fire emergency resources, and lengthen overall response times, resulting in deaths. The DEIR/S does not study these impacts, nor does it identify funding for more LAPD officers, firefighters, or additional stations for the area as a mitigation to compensate for the accidents that the Base LRT design will cause.

At-grade crossing will worsen air quality and may impact Greenhouse gas emissions.

Crenshaw corridor is currently home to one of the country's largest cancer clusters and highest asthma rates. At-grade crossings will increase traffic congestion, leading to more idling engines, which worsens local air quality and will exacerbate the crisis. An underground alignment would eliminate the severe impacts to air quality caused by at-grade crossings. The effects of at-grade crossing must be evaluated and mitigated to eliminate any additional Greenhouse Gases resulting from the project.

F. TRAFFIC

Our view is simple: transportation projects should not worsen traffic. Traffic along the Crenshaw corridor is bad and getting worse, and at-grade crossings in the Base LRT will increase congestion. Currently, cars backs up several blocks in both directions at several streets along Crenshaw, including Slauson Ave, during rush hour, and the situation will only worsen with at-grade crossings. Indeed the DEIR/S traffic study fails to illustrate the true level of expected delay and adverse traffic impact of at-grade crossings in the corridor by omitting information on streets parallel to Crenshaw. Any changes to traffic on adjacent or parallel streets resulting from the project must be studied and mitigation proposed. An underground alignment would eliminate the impacts to proximate streets caused by at-grade crossings.

The DEIR/S traffic study also shows that the Crenshaw/Exposition intersection without the project will be operating at "EOS P" (a.k.a. worst possible conditions), in large part due to the at-grade Phase 1 Expo Line crossing. Yet this apparently isn't enough to consider beginning the tunnel at Exposition in the Base LRT. This conclusion is an error, and the impact of adding 24 *additional* at-grade train crossings, on top of the 24 train crossings of Expo, in such a small area will worsen the already bad traffic situation. The intersection would literally have an at-grade crossing 48 times per hour during rush hour, which equates to a crossing every 75 seconds. The DEIR/S is right to determine that traffic conditions between 39th and Vernon do not permit at-grade crossings, and that a lane drop and/or restricted turns are not possible from 60th to 67th Streets. The DEIR/S must study the cumulative effects of the Expo project and the Crenshaw Transit Corridor project to traffic and mitigation must be proposed to mitigate impacts identified.

G. LIFE CYCLE COSTS

The DEIR/S fails to study the Base LRT's life cycle cost as defined in the United States Department of Transportation Guidance on Traffic Control Devices at Highway Rail Grade Crossings:

- *Investment in a grade separation structure is long-term and impacts many users. Such decisions should be based on long term, fully allocated life cycle costs, including both highway and railroad user costs, rather than on initial construction costs. Such analysis should consider the following:
 - eliminating train/vehicle collisions (including the resultant property damage and medical costs, and liability);
 - savings in highway-rail grade crossing surface and crossing signal installation and maintenance costs;
 - driver delay cost savings;
 - costs associated with providing increased highway storage capacity (to accommodate traffic backed up by a train);
 - fuel and pollution mitigation cost savings (from idling queued vehicles);
 - effects of any "spillover" congestion on the rest of the roadway system;
 - the benefits of improved emergency access;
 - the potential for closing one or more additional adjacent crossings; and
 - possible train derailment costs.*

H. LEIMERT PARK VILLAGE STATION-ECONOMIC IMPACTS

Close station spacing only appears to be a concern of MTA in black communities.

We find it unacceptable for the Leimert Park Village station, which was always considered a headliner and in the baseline

SAVE LEIMERT Crenshaw Transit Corridor DEIR/DEIS Comments

of every MTA study of this corridor to date, to be considered "optional." The explanation, per presentations at DEIR/S public hearings, is that the station is "problematic" because of its proximity to the King Station. Indeed, this "problem" has erupted in every light rail line designed by MTA and predecessor agencies.

The Blue Line has closely spaced stations in Downtown Los Angeles and Downtown Long Beach (as close as 1000 feet/0.2-mile), but a long stretch (2.4 miles) in Compton and Willowbrook without a station despite being surrounded by densely populated majority-black and Hispanic neighborhoods with high transit dependency.

On the under construction Expo Line Phase 1, despite having stations that are just 1000 feet/0.2-mile from each other around U.S.C., there are no stops at Normandie or Arlington, including a gap of 1.6 miles from Western to Crenshaw.

MTA's Green Line has closely spaced stations in El Segundo (as close as 2250 feet/0.4 mile), but no station between Vermont and Crenshaw (a distance of 2 miles), meaning there is no stop at Western Ave. (the 3rd most heavily used bus line in the entire MTA bus system), which is directly adjacent to Southwest College, a large community college with a student population that is 75% African-American and was created in response to the tensions that led to the Watts Riots. The Green Line also has limited access to Lynwood, another community of color. Indeed, despite high transit dependency and the most heavily patronized bus line east of the Los Angeles River (Atlantic), the area has the distinction of being part of the longest gap in the MTA light rail system (4 miles between Long Beach Blvd and Lakewood Blvd stations). The great irony is that the Green Line was the concession for the predominantly minority communities that were ripped in half by the construction of the I-105 freeway.

Given this history, it appears that MTA's "station spacing standard" only applies when the local community that would benefit from increased transit access is primarily African-America. Failing to add an underground station at Vernon for Leimert Park Village would contribute to the well-documented institutional racism of MTA and its predecessors as it pertains to the region's transportation policies; indeed, it will undoubtedly become the poster child.

The distance between the Leimert Park Village station and King station is not yet known.

The exact locations of the King and Vernon stations have yet to be determined. The distance between the stations could increase from currently projected 0.5 mile to 0.7 mile. For example, the Leimert Park Village station portal could end up being placed at the southeast corner of Vernon/Crenshaw, and the King station could be placed around the current parking lot of the LADWP just south of Martin Luther King, Jr Blvd.

Placing the King station closer towards Stocker Street does not mitigate the lack of access to Leimert Park Village.

Placing the King Station closer to Stocker would not solve the problem of limited/insufficient access to Leimert Park Village in the Base LRT, nor would an increase in bus frequency from the King Station to Leimert Park Village. Several transportation and real estate industry studies indicate that the maximum distance the large majority of people are willing to reliably walk is 0.25 miles, a stat confirmed in Pg. 4-49 of the DEIR/S, and even with a portal at or around Stocker (the heart of Leimert Park Village) would be 0.4 miles, which is well beyond that length.

The \$155 million cost estimate for the Leimert Park Village station is wildly off the mark.

The \$155 million cost estimate of the cut-and-cover underground Leimert Park Village station (of which \$96 million is solely for the station) is completely inexplicable and wildly off the mark. (A similar cost is estimated for the option #6 (the cut and cover underground Exposition station - \$90 million). Per MTA/FTA's environmental impact report/statement for the Eastside Extension, which will open this winter, MTA was able to construct two underground cut-and-cover stations and six at-grade stations for approximately \$97 million. Either one of the two Eastside Extension underground stations and all six of the at-grade stations were the cheapest light rail stations constructed in the 21st century, or the cost estimates for the underground Crenshaw stations are wildly off the mark. We suspect the latter, and the implications to the entire project are great. Simply, though the DEIR/S does not specifically delineate a cost estimate for the King Blvd station, it is reasonable to suspect that given that the optional underground Leimert Park Village and Exposition stations are nearly identical in cost, the underground King Blvd station is in the same ballpark and similarly way off the mark.

Wildly inaccurate cost projections are not without consequences in the DEIR/S process, especially in the case of the King Blvd station, which is in the Base LRT. If the project proceeds without considering grade separations in the only portion of Crenshaw Blvd that the line is proposed at-grade without an underground option (48th to 59th), and further in the cost

SAVE LEIMERT (Crenshaw Transit Corridor DEIR/DEIS Comments)

refinement process. MTA realizes the \$100 million dollar mistake regarding the King station, the procedure to adding grade separations will require more review time, agency resources, and likely a supplemental EIR/S. This alone is reason enough to study the full underground Crenshaw option now.

I. THE LEIMERT PARK VILLAGE STATION AREA PLAN

The DEIR/S should study locating the Leimert Park Village station between Vernon and Brynhurst.

In 2007, Save Leimert held a series of community meetings to craft a community vision for the Leimert Park-Crenshaw-Marlton Square area. Through that process, the community expressed support for locating the Leimert Park Village station at the Vernon-Leimert-Crenshaw triangle ("Vernon triangle"). This must be studied.

The DEIR/S already assumes a portion of the block must be acquired for construction of a traction power substation (red). Acquisition of the entire block for construction of an off-street Leimert Park Village station (brown) has numerous benefits over the currently planned 43rd Place/Crenshaw cut-and-cover station, including but not limited to:

- Increased station spacing between the King station and Leimert Park Village station;
- Substantial reduction/mitigation of construction impacts to Leimert Park Village small businesses;
- Substantial reduction/mitigation of construction traffic impacts; and
- Substantial reduction in the capital cost of the station by eliminating the need for temporary street decks.



Placing the station off-street drastically reduces the capital cost and construction impacts of below grade stations.

Placing the station box for Leimert Park Village (or other below grade stations) off-street drastically reduces construction costs and time by eliminating the need for temporary street decks (the station box can remain open-air during construction), reducing the traffic impacts from constructing a station box underneath the boulevard. This substantial capital cost savings frequently offsets the additional property acquisition and easement cost.

The Vernon triangle may be an appropriate location for staging, launching/removing the tunnel boring machine(s), and constructing a cut-and-cover crossover.

Regardless of whether the 43rd Place/Crenshaw or Vernon triangle is determined to be the station box location, the Vernon triangle may be an appropriate location to launch or remove the tunnel boring machine(s) necessary to construct the bored tunnel(s) under Leimert Park, should a transition from bored tunnel(s) in Leimert Park to a cut-and-cover tunnel south of 48th Street be required. This too would drastically reduce construction impacts and costs.

Additionally, with temporary or permanent use of the southbound Leimert Blvd traffic lanes from Vernon to Brynhurst, a sizable staging area (black) can be created for general construction activities. The southern portion of the staging area may be an appropriate location for constructing a cut-and-cover crossover.

SAVE LEIMERT! Crenshaw Transit Corridor DEIR/DEIS Comments

An open cut station would reduce capital cost even further and increase ridership.

Another potential benefit of constructing the station box for Leimert Park Village off-street at the Vernon triangle is the ability to construct a more cost efficient open cut (trench) station, with a pedestrian plaza at the surface level for ticketing functions. Crenshaw Transit Corridor riders would arrive at the surface faster if the station is shallow and constructed without a mezzanine level, increasing transit ridership and reducing operating costs.

Leimert Park Village station must have a mixed use park and ride facility and is a better location for one than King.

Regardless of where the station box is located, the Leimert Park Village station must have a park and ride facility. The publicly owned LA Department of Transportation parking lot west of the Degrain Blvd properties presents the opportunity for a mixed-used Park and Ride, jointly operated between MTA and LADOT. In addition to mitigating transit patrons parking in residential areas or using scarce small business parking, the facility can fulfill smart growth/pedestrian oriented principles of local planning policies by serving as Leimert Park Village's central parking location and meet the parking requirements that will result from: the Leimert Park Village Crenshaw Line station, the reopening of a state-of-the-art Vision Theater, a new African-American museum and cultural center (*Schanburg West*), and possibly a corner market.

We partially share the vision for the Leimert Park Village area (see below) illustrated by MTA design consultants at the September '08 Crenshaw Transit Corridor working group meeting. At the LADOT parking lot west of Degrain properties, Save Leimert envisions a facility with 2-3 stories of subterranean parking, a ground floor level dedicated to retail and short-term parking, the upper 2 to 3 levels dedicated to office space and television/radio studio, and a rooftop terrace.



Potential tenants include the Tavis Smiley Group, which previously expressed strong interest in moving into a Leimert Park Village mixed-use property, and should be accommodated especially if the station box is located at the Vernon triangle, which would require the acquisition of their building. The rooftop terrace with views of the Downtown L.A.

SAVE LEIMERT! Crenshaw Transit Corridor DEIR/DEIS Comments

skyline would create a scenic filming location. Angeles Vista Pet Medical Center, which may be displaced by positioning the station at the Vernon triangle, could be relocated to a ground floor location on the 43rd St. side of the new facility. In addition to ideally black-owned businesses, the Congressional District 33, Council District 8 and CRA/LA South L.A. office could relocate to the mixed-use park and ride. To help foster a constant flow of commercial activity, a small LA DWP payment/customer service office could be located on the ground floor, especially if the LADWP King Blvd location is used for the King station. The DWP facility could convert into a community center or student-run café. The community has also expressed strong support for a corner market in Leimert Park Village to provide a quality grocery store alternative.

Design and construction of the mixed-use park and ride can and should begin immediately, and the structure can be funded from several resources not solely tied to the Crenshaw Transit Corridor project budget. Completion of the mixed-use park and ride would improve opening day ridership, reducing early operational costs, allow businesses potentially displaced by the Vernon triangle station option to seamlessly move into the structure and reduce parking impacts.

Improving the pedestrian linkages throughout the Leimert Park Village area will increase ridership.

Improving pedestrian linkages to the surrounding Leimert Park Village station area is crucial to increasing Crenshaw Transit Corridor and transit ridership in general. It would encourage local area residents to walk to the station and Leimert Park Village area, reducing vehicular trips. This is true and must be considered for all of the Crenshaw Transit Corridor stations. Widened and decorative sidewalks, crosswalk improvements, additional lighting and landscaping all facilitate a safer and more inviting pedestrian-oriented environment that conforms with several local planning policies and generates more transit ridership. In the Leimert Park Village station these and other pedestrian improvements should be visible from at least 43rd Street to 48th Street and Leimert to Crenshaw.

3. TUNNELS & STATIONS

There must be bored tunnel(s) through Leimert Park – cut-and-cover would have a devastating impact/would likely kill the primarily black-owned small businesses.

The DEIR/S makes no commitment to constructing the below grade with bored tunnel(s) in the section between 39th and Brynhurst, where Crenshaw Blvd narrows and traffic is worst. This is troubling given the presence of primarily black-owned small business along Crenshaw Blvd in Leimert Park. Cut-and-cover construction in this portion is simply not feasible and would have a severe and avoidable economic, traffic, air quality and environmental justice impact.

Cut-and-cover construction may be possible in some of the wider sections of Crenshaw Blvd.

Cut-and-cover may be possible in other wider sections of Crenshaw Blvd, but the avoidable environmental impacts (including, but not limited to traffic, air quality, lengthened construction schedule, loss of mature trees, etc.) of cut-and-cover must be weighed against the environmental benefits and economies of scale of a lengthened bored tunnel.

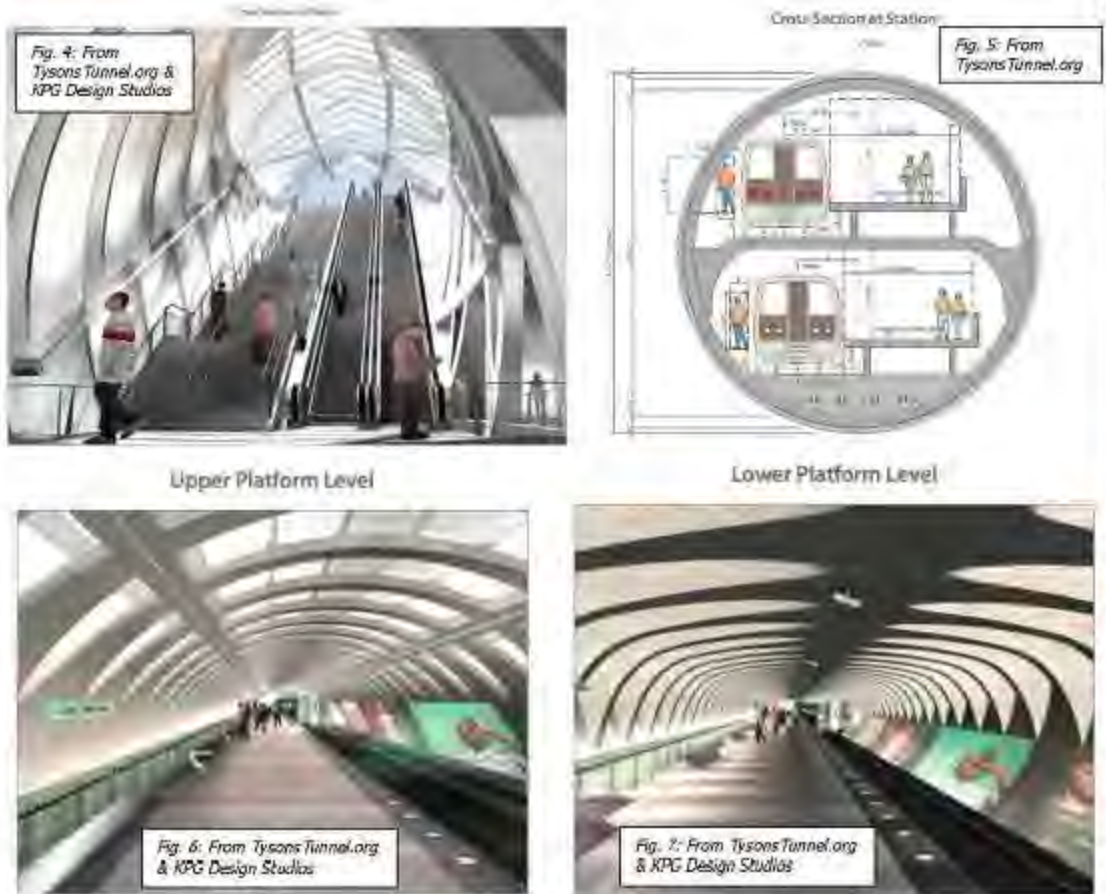
Single large bore tunnel should be considered.

The DEIR/S fails to consider a large bore tunnel, where one tunnel boring machine is used to construct a single large tunnel for both tracks, as opposed to two smaller separate tunnels with one track each (known as twin bore tunnels). Among other impacts, a single large bore tunnel would mitigate the congestion and air quality impacts associated with crossover construction, which typically requires cut-and-cover construction (the crossover can be constructed within a large bore tunnel). Coupled with reduced required manpower and other benefits, single large bore tunnel often results in a significant overall capital cost savings.



A single large bore tunnel can also reduce the surface level footprint of the cut-and-cover station box by at least 5,000 square feet, by placing the platform within the tunnel, mitigating among other impacts congestion and air quality.

SAVE LEIMERT! Crenshaw Transit Corridor DEIR/DEIS Comments



Open-cut stations must be fully considered.
 Based on the cost estimates for the project, open-cut (a.k.a. trench) stations, as opposed to cut-and-cover stations have yet to be fully considered. Open-cut stations remain an option, particularly at Leimert Park Village (between Vernon and Brynhurst), Slauson and at the LADWP site at King.

There may also be significant capital cost savings from open cut stations. The capital cost of two open cut stations (at Slauson and Vernon for example) could cost less than one cut-and-cover Leimert Park Village station. One open cut Leimert Park Village station, with the proposed mixed-use park and ride could be cost neutral compared to one cut-and-cover station. The Memorial Park (Pasadena), Mockingbird (Dallas) and Colorado (Denver) stations are examples of light rail open cut stations.



DAVE LEIMERT Crenshaw Transit Corridor DEIR/DEIS CommentsExtensive monitoring of ground movements and soil extraction will be required.

Among other monitoring processes, all tunneling must involve close observation of the surface level and structural properties, and daily evaluation of soil extraction volumes.

K. AESTHETICS, NOISE AND BLIGHTOverhead catenary wires and elevated structures on Crenshaw Blvd are prohibited by the Crenshaw Specific Plan, jeopardize Crenshaw's scenic highway status and would have a significant visual and aesthetic impact.

Section 13 of the Crenshaw Corridor Specific Plan prohibits overhead utility lines along Crenshaw Blvd. A substantial amount of private and taxpayer dollars have been invested along the corridor to meet this requirement, which has led to the boulevard's scenic highway status and substantially contributed to economic development. Accordingly, with elevated structures and an at-grade alignment both featuring overhead wires on Crenshaw Blvd, the Base LRT would violate of the Crenshaw Specific Plan, result in the revocation of Crenshaw's scenic highway status, and have a significant inmitigable visual and aesthetic impact. Constructing the Crenshaw Blvd portion of the LRT underground on Crenshaw Blvd, would comply with the Section 13 of the Specific Plan and mitigate this issue.

An at-grade and/or elevated design would harm the Crenshaw economy.

The at-grade and elevated alignments on Crenshaw Blvd, in the Base LRT will be harmful to the Crenshaw area's film prospects and prohibit countless street festivals/marches/parades. Crenshaw is an internationally recognized boulevard and appropriately is the location of numerous film shoots. Additionally, as the African-American center of Los Angeles, Crenshaw Blvd, is frequently the location of major street festivals and events (e.g., Taste of Soul, King Day Parade, Kwanzaa parades, etc.). These activities are currently the only notable infusion of outside dollars in our struggling Crenshaw corridor economy, and an at-grade or elevated design would jeopardize/prohibit them in the future.

Traction power substations must be designed in conformance with the Crenshaw Specific Plan.

The Crenshaw Blvd section of the Crenshaw Line is within a Specific Plan area. Accordingly, the traction power substations (TPSS) must be designed in conformance with the Crenshaw Corridor Specific Plan Urban Design Guidelines and Standards. Furthermore, all architectural designs should be formally presented to the neighborhood councils for input and approval, and must be approved by the Crenshaw Design Review Board.

At-grade or elevated crossings would have a devastating impact on residential properties and places of worship.

The proposed elevated section between 60th and 67th street would place the guideway less than 75 feet from the windows of residential properties and places of worship. In other sections where at-grade crossings are proposed, the horns/gong and train propulsion noise will drastically impact the quality of life for existing residents and inhibit the potential for needed smart growth mixed-use properties along the corridor. There is no adequate mitigation for the noise, blight and privacy impacts from the Base LRT at-grade or elevated crossings along the Crenshaw Blvd corridor.

L. STREET FURNITURE AND LANDSCAPING

All street furniture and landscaping must conform to local plans currently under consideration by the neighborhood councils and Crenshaw Corridor Specific Plan.

M. HARBOR SUBDIVISION CROSSINGSThe DEIR/S should study and consider grade separation of every intersection.

In addition to the grade separated options already under study along the Harbor Subdivision, the DEIR/S must evaluate grade separation alternatives of every intersection, including extensions of the existing grade separated options to mitigate the safety, health, congestion, air quality and environmental justice impacts, among others. Indeed, the on-going Harbor Subdivision Transit Corridor Alternatives Analysis has narrowed only has rail alternatives, some of which could double the number of crossings during rush hour in the shared portion of track from 24 trains per hour to 48 per hour. The operation would close cross traffic at street-level crossings 60% of the time during rush hour (18 crossings x 45 seconds per crossing) resulting in substantial traffic backups and worsened local air quality, among other adverse impacts. Furthermore, including grade separated options in the Final EIR/S would avoid delay in project construction should a CPUC protest result in a decision requiring grade separation.

Extend the Hyde Park tunnel from Victoria to Redondo with an open cut Fairview Heights/Hyde Park station.

The DEIR/S should consider extending the Hyde Park tunnel option (option #4) west of Redondo (with an open



TABLE 11.10.1 Crenshaw Transit Corridor DEIR/DEIS Comments

cut/trench station near West Blvd) either as a trench or cut-and-cover tunnel to address park access and the safety issues related to children frequenting Edward Vincent Park.

The Cedar/Harbor Subdivision crossing.

The DEIR/S should consider closing the Cedar crossing and constructing a driveway to Oak on the rear side (north) of the properties as an alternative to access, primarily, but not solely for safety reasons. It is likely cost neutral if not a cost savings.

Grade separation of Oak/Harbor Subdivision Crossing.

The DEIR/S should study beginning the Base LRT La Cienega/405 aerial grade separation 700 feet sooner, just east of Oak, to grade separate Oak. Sound walls, in addition to other noise and privacy mitigation measures will be required, including, but not limited to privacy screens and/or tall trees.

Grade separation of Hindry/Harbor Subdivision.

The DEIR/S should study an extension of the Base LRT La Cienega/405 grade separation to connect with the Manchester grade separation option (option #2). The aerial extension, which is just over 1000 feet, would grade separate Hindry and create a safer elevated Manchester station that would address several safety issues expressed by the local community.

A grade separation at Arbor Vitae/Harbor Subdivision.

The DEIR/S should study a grade separation at Arbor Vitae/Harbor Subdivision. We are particularly concerned about the safety of this crossing given the proximity of Amato Leadership Charter School, which is just a block away. If the crossing is determined to be at-grade it should be designed so as to not preclude the construction of a grade separation at the crossing in the future. A cost comparison of future grade separation at Arbor Vitae versus current implementation should be compiled.

N. RELOCATION/CONSTRUCTION IMPACT ASSISTANCE

Property owners and small business merchants displaced or adversely impacted by construction of the Crenshaw Transit Corridor project should receive just compensation and/or subsidies, including, but not limited to Chris' Burger.

O. LINE COLOR & STATION NAMES

We recommend the color Silver for the Crenshaw-South Bay Line, or alternatively Bronze.

Both Silver and Bronze are colors that resonate with the community.

Stations should be named to reflect the community served (not simply the intersection).

We recommend the following station names:

- Exposition Blvd: Jefferson Park - Crenshaw Manor
- Martin Luther King, Jr. Blvd: Crenshaw Mall - Freedom Square
- Vernon Avenue: Leimert Park Village
- Slauson/Crenshaw: Park Mesa Heights - Angeles Mesa
- West Blvd: Hyde Park - Fairview Heights
- La Brea Avenue: Inglewood Civic Center
- Hindry/Florence: Westchester
- Century/Avalon: Century Blvd - LAX Connection

IV. CITIZEN'S ADVISORY COUNCIL

To ensure stakeholder involvement and oversight through project progression, Metro should establish a Crenshaw-South Bay Line Citizen's Advisory Council with representatives from each of the Crenshaw corridor's locally elected community bodies to work through issues and maintain transparency. Representatives from the city of Los Angeles should be elected by and serve at the pleasure of the respective neighborhood councils and CRA/LA CAC/PAC directly impacted by the project: one representative each from West Adams Neighborhood Council, United Neighborhoods Neighborhood Council, Empowerment Congress West Area Neighborhood Development Council, Park Mesa Community Council, Westchester-Playa Del Rey Neighborhood Council, Mid-City Corridor PAC, Crenshaw CAC and Crenshaw Slauson CAC. Representatives from the business community (specifically, the business improvement districts), arts community and preservation



SAVE LILBERT Crenshaw Transit Corridor DEIR/DEIS Comments

organizations should be included as well. Meetings should be held monthly, along the corridor, and at a place and time most accessible for residents and business owners (weekday evening or Saturday morning).

We look forward to a thorough consideration and response to our recommendations, demands and concerns. It has been our intent to be comprehensive in our consideration of the Crenshaw Transit Corridor as proposed, but our comments herein should not be considered exclusive or dispositive.

Sincerely,
Save Lilbert Steering Committee

- CC:
- Senators Diane Feinstein and Barbara Boxer
- Congresswomen Diane Watson, Maxine Waters and Laura Richardson
- State Senator Curren Price
- Assembly Speaker Karen Bass
- Assembly Member Mike Davis
- MTA Board of Directors
- Supervisor Mark Ridley-Thomas
- Los Angeles City Council Members Herb Wesson, Bernard C. Parks, Bill Rosendahl and Tom LaBonge
- LAUSD Board Member Marguerite LaMotte
- Federal Transit Administration Region IX Administrator Leslie Rogers

Response to comment 20-07-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 4 regarding support for the People's Choice Alternative.

On December 16, 2009, the Metro Board of Directors selected a locally preferred alternative (LPA) for the Crenshaw/LAX Transit Project. The selected LPA includes two underground segments for light rail along Crenshaw Boulevard, between 39th Street and 48th Street and between 60th Street and Victoria Avenue. The inclusion of these two underground segments follows a consistent application of criteria for considering grade separations for LRT. These criteria include availability of right-of-way, environmental impacts (such as traffic impacts, visual impacts, impacts to historic resources, and environmental justice impacts), and Metro's established Grade Separation Policy. In locations where there is available right-of-way, where there is a lack of significant environmental impacts, or where conditions fail to meet the criteria of Metro's Grade Separation Policy, the Light Rail Transit alignment is proposed to remain at grade. The Metro Board also authorized continued environmental review of three design options including an extended below grade section between Exposition Boulevard and 39th Street (Exposition/Crenshaw Grade Separation) originally Design Option 6. During advanced conceptual engineering, an at-grade configuration was determined to be technically infeasible along this segment. The incorporation of Design Option 6 would be required to connect to the Exposition Line subject to financial feasibility. The physical conditions and the lack of significant environmental impacts still do not require the alignment to be placed underground between 48th Street and 60th Street. The cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard would be beyond the scope of Metro policies and the approved Metro budget for the project and financially infeasible.

Response to comment 20-07-B.

See Response to Comment 20-07-A.

Response to comment 20-07-C.

See Response to Comment 20-07-A. The additional analyses and incorporation of the design options and 48th Street to 59th Street study are attributable in part to comments received during the public participation process.

Response to comment 20-07-D.

Metro will be implementing a jobs program for all the Measure R construction projects. The jobs program will be designed to maximize employment opportunities for residents living in the construction area, provide for apprenticeship opportunities, and reduce unemployment for Los Angeles County residents.

Metro will continue to collaborate with the arts community through its [art](#) program. An arts advisory committee will be formed and artist workshops and information sessions will be held in venues along the corridor.

**Response to comment 20-07-E.**

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 20-07-F.

Please see response to comment 20-07-B regarding the equity of the Crenshaw/LAX Transit Corridor Project. Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project. The FEIS/FEIR found that the existing parking inventory along Crenshaw Boulevard is underutilized and that no parking impacts would occur with implementation of the project.

Response to comment 20-07-G.

Please see response to comment 20-07-B regarding an analysis of environmental justice of the Crenshaw/LAX Transit Corridor Project.

Response to comment 20-07-H.

Significant improvements to safety design and operation for light rail transit within Los Angeles have occurred since the inception of the Metro Blue Line. The DEIS/DEIR determined that a less-than-significant impact to safety would occur with the Crenshaw/LAX Transit Corridor Project. Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

Each potential grade crossing has its own unique situation depending on site distance, signal timing, pedestrian circulation, as well as many other additional factors. It is for this reason that grade crossing decisions are made on a case by case basis by Metro and the CPUC. An accident prediction report would be extremely speculative and could not be based on any substantive data that could be considered applicable at all grade crossings. Determining the costs from future accidents also could not be reasonably predicted for the same reason.

The commenter refers to the air quality and emergency response time impacts from increased congestion resulting from operation of the Crenshaw/LAX Transit Corridor Project. The traffic model used for the Crenshaw/LAX Transit Corridor Project forecast the operation of the light rail system would result in a reduction of approximately 26,000 vehicle trips countywide. The reduction in automobile trips would ease the overall congestion within the corridor and not restrict access for emergency vehicles. The FEIS/FEIR determined that no adverse impacts would occur related to emergency vehicle access.

Please Refer to Master Response 5 regarding traffic methodology and analysis.

A localized air quality analysis, which includes the emissions from automobiles queuing at intersections, determined that no applicable thresholds would be exceeded from operation of the Crenshaw/LAX Transit Corridor Project. The federal air quality regional thresholds would not be exceeded during the operation of the light rail system. Because operation of the light rail system would result in a reduction of automobile trips, no adverse greenhouse gas impacts would occur.

Response to comment 20-07-I.

Please see response to comment 20-07-H regarding increased overall congestion from the operation of the proposed project. The traffic analysis includes the cumulative effects of the Exposition Light Rail Project as suggested by the commenter.

Please Refer to Master Response 5 regarding traffic methodology and analysis.

Response to comment 20-07-J.

Comment noted. The document the commenter refers to is not a regulatory document and provides guidance for crossings where rail crosses a highway. No further analysis of life cycle costs would be required.

Response to comment 20-07-K.

The commenter correctly asserts that several existing Metro rail stations are within close proximity of each other. However, the stations referred to by the commenter are all at-grade stations and these examples are not comparable to the below-grade station at Vernon because there are major cost implications associated with construction of an underground station. Please refer to Master Response 12 regarding the Crenshaw/Vernon Station.

Response to comment 20-07-L.

Please refer to Response to comment 20-07K. The vision of the Leimert Park area was provided to give an indication of what could occur. Any potential development or joint development around the Vernon Station would be a function of the existing fiscal climate, the relevant political jurisdictions, and interest of private developers.

Furthermore, Metro has undertaken work to identify how linkages and pedestrian infrastructure around stations can be improved. Metro will continue to work with implementing agencies such as CRA and LADOT to support the incorporation of these linkage improvements into each respective agency's investment plans.

Response to comment 20-07-M.

Bored tunnel construction was considered for the Leimert Park Village and the construction contracts will be procured to allow contractors to propose them. Single bored tunnels were determined to be much more expensive than twin tunnel bores due to the higher volume of soil to be moved. The consideration of this technology was therefore not carried forward. Open cut stations have definitely been considered in the design of underground stations along Crenshaw Boulevard. Due to physical constraints, they have only been incorporated into the design of the below grade station at Crenshaw/Vernon (Design Option 5). All construction processes will be closely monitored to reduce any impact to soil conditions at the surface.

**Response to comment 20-07-N.**

Section 13 of the Crenshaw Specific Plan requires that to the extent physically feasible, all new utility lines that directly service a Project shall be installed underground. In areas along Crenshaw Boulevard where the alignment is underground, the utility lines that provide electrical power would also be underground. Where the alignment is at grade along Crenshaw Boulevard (60th to 48th Streets), it would not be physically feasible to place utility wires underground because the entire Metro light rail system is run by overhead electrical wires which require the utility wires to be above the light rail vehicles. Therefore the Crenshaw/LAX Transit Corridor Project would remain consistent with the Crenshaw Specific Plan, as stated in the Land Use Section of the FEIS/FEIR. The cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard, including the area designated under the Crenshaw/LAX Corridor Specific Plan, is beyond Metro policies and environmental considerations, exceeds the scope of the approved Metro budget for the project, and is financially infeasible.

The large majority of community activities and events occur near Leimert Park or the Baldwin Hills Crenshaw Plaza, both areas where the alignment is below grade and would not prohibit these events from occurring in the future. Should future events occur in an area where the Crenshaw/LAX Transit Corridor Project is operating at grade, either half of Crenshaw Boulevard could still be closed for a parade and the other side could maintain restricted traffic flow.

Traction Power Substations for the Crenshaw/LAX Transit Corridor Project would conform to all applicable regulations and design guidelines, including those listed under the Crenshaw/LAX Corridor Specific Plan.

The aerial segment originally included as part of the Base LRT Alternative was excluded from the locally preferred alternative. The segment between 60th Street and the Harbor Subdivision Railroad right-of-way will now be in a below grade configuration.

Response to comment 20-07-O.

All street furniture and landscaping for the Crenshaw/LAX Transit Corridor Project would conform to all applicable regulations and design guidelines, including those listed under the Crenshaw/LAX Corridor Specific Plan.

Response to comment 20-07-P.

Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that each rail and highway crossing be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods. The grade crossing analysis found that grade crossings were not required at Oak Street, Hindry Avenue, or Arbor Vitae Boulevard as suggested by the commenter.

The Cedar crossing cannot be closed because it would eliminate or restrict access to the two industrial businesses and truck trips that rely on it for access. Extending the below grade segment from Victoria Avenue to west of Redondo Boulevard would incur severe cost implications and would

not likely result in any benefits to safety and park access. This section of the Harbor Subdivision is located in an industrial area and park access is to the north of Redondo Boulevard.

Grade separation for light rail could result in increased safety, such as extending the aerial section from the LA Cienega/I-405 east to Oak Street. However, it would introduce cost implications and could introduce substantial new visual and noise impacts. The FEIS/FEIR found that no adverse effects to safety would occur from the light rail line operating at-grade. A sound wall on an aerial structure would exacerbate the potential visual impacts to these residences and would have engineering constraints. Similarly, extending the aerial section from the LA Cienega/I-405 west to the Manchester crossing would introduce cost implications and it could introduce substantial new visual and noise impacts to which the Westchester community has expressed concern. A grade crossing at Arbor Vitae would introduce cost implications at a minimal benefit. The Amino Leadership Charter school in Inglewood is located approximately 700 feet from the alignment, has a relatively small enrollment and a small number of students who walk to and from school.

Response to comment 20-07-Q.

Because the Crenshaw/LAX Transit Corridor Project is located along an existing railroad right-of-way and major arterial, the displacement that would occur would be limited to primarily industrial uses and some commercial uses. The FEIS/FEIR found that only a few would be displaced as a result of the Crenshaw/LAX Transit Corridor Project. The socioeconomic effects of the displacement of businesses would be offset by the enhanced access to members of the surrounding communities, particularly near station areas that would occur with a light rail transit system. In addition, for all of the property acquisition, relocation assistance and compensation would be provided by Metro as required by the Uniform Relocation Act and the California Act. Relocation assistance given to residents under the Relocation Act ensures that any potentially displaced residents or businesses are relocated in a similar situation than the one they were relocated from.

Metro acknowledges that the construction of the light rail line would change traffic patterns, reduce on street parking and change access to local businesses during construction. Metro will work with and coordinate with local businesses to minimize adverse effects to the extent feasible. During operation of the Crenshaw/LAX Transit Corridor Project, access to surrounding businesses and residences would be improved.

Response to comment 20-07-R.

The schedule for the naming of the Crenshaw/LAX Transit Corridor Project and corresponding stations has yet to be established. Metro's naming policy is designed to provide clear transit information to our customers – both frequent patrons as well as visitors and infrequent users. In addition, the policy is intended to ensure timely, cost-effective and rider-friendly property naming efforts.

Properties will be named with the maximum benefit and convenience of the transit system user in mind. Naming will provide customers with travel information in a simple, straightforward and unified way in order to assist patrons in successfully navigating the transit system and correspondingly the region. Property names will reflect the following principles:



Transit system context – Names will provide information as to where a property is located within the context of the entire transit system; property names will be clearly distinguishable with no duplication.

Property area context – Names will provide specific information as to the location of the property within the context of the surrounding street system, so that users can find their way around after their arrival and to support system access via automobile drop-off and parking.

Neighborhood identity – Where appropriate, property naming will acknowledge that system stations and stops serve as entry points to the region’s communities and neighborhoods.

Simplicity – Names will be brief enough for quick recognition and retention by a passenger in a moving vehicle, and to fit within signage and mapping technical parameters.

The property naming process will include both staff consideration of the above elements and community input through a defined process.

Your comments regarding naming will be included as part of this record.

Response to comment 20-07-S.

Comment noted. The Crenshaw/LAX Transit Corridor Project will provide a critical link in Los Angeles County’s rail system, not only enhancing mobility for the corridor, but also generating economic investment and mixed-use development opportunities. In anticipation of these opportunities, the Metro Board of Directors approved a community relations consultant contract to assist in the formation and support of a community-based leadership council. The council will represent key constituent groups along the alignment to prepare the community for the introduction of this new system, as well as the short term, but significant, inconveniences associated with construction of the line. The council will be a multiple year standing body that broadly represents the interests and population of the Corridor and will meet on a quarterly basis to provide input and feedback to Metro on major Crenshaw/LAX Transit Corridor Project issues, including construction impacts, design, transit system safety, economic development, contract procurement and job opportunities within the Corridor’s communities.



COMMENT: 20-08. The Sierra Club.

Abbott, Matthew

From: Dairrell Clarke (dairrclarke@gmail.com)
Sent: Monday, October 26, 2009 3:55 PM
To: Diaz, Roderick
Subject: Sierra Club comment on Crenshaw Draft EIS/EIR

Attachments: Sierra Club Crenshaw DEIS comment.pdf

Sierra Club
Crenshaw DEIS comment

From: [mailto:matthew.abbott@sierraclub.org]
To: [mailto:rod.diaz@metro.net]



3435 Wilshire Boulevard
Suite 320
Los Angeles, CA 90010-1904



(213) 387-4287 phone
(213) 387-5885 fax
www.angeles.sierraclub.org

October 26, 2011

Roderick Diaz, Project Manager
Metro
One Gateway Plaza, M/S 99-32-3
Los Angeles CA 90012
Via email: rdiazroderick@metro.net

Re: Comment on Crenshaw Transit Corridor Draft EIS/EIR

The Sierra Club recognizes the compelling need for improved Metro service in the area of the Crenshaw Corridor. Acknowledging the long standing public demand for a modern transit project to serve the neighborhoods along the Corridor, the Club encourages Metro to focus resources and attention on this project so that it may move from environmental review to construction and operation as quickly as possible.

We would like to see the Corridor reach its full potential as a North-South line in the overall Metro system. The concepts and ridership projections presented in the Draft EIS/EIR would benefit greatly from an expanded vision of transit to serve the area, one that better links the main service lines in its vicinity. In particular, further connectivity options should be outlined to the North into Hollywood and to the South via an extension of the Green Line.

Likewise, because permanent transit infrastructure can greatly influence land-use decisions and growth patterns, the Club encourages consideration and support for appropriate transit-oriented development along the Corridor. In addition to local economic benefits, mixed-use, infill development along transit lines is a proven strategy for reducing automobile trips and the associated pollution that is both harmful to public health and a major contributor to the climate crisis.

We understand the resource constraints to the concepts for an extended vision to the Corridor and realize that these may need to be pursued in future phases. Considering future linkages in planning the current project, however, will only enhance the foundation for the Crenshaw Transit Corridor Project.

We look forward to the successful completion and operation of the project.

Darrell Clark
Angeles Chapter Chair and Transportation Co-Chair

Response to comment 20-08-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

Response to comment 20-08-B.

Metro appreciates the ideas of the commenter and public input is an important part of the planning process. The increased potential connectivity of the LRT Alternative and permanent transit infrastructure, which would be more likely to encourage future development, were two of the factors that led the Metro Board of Directors to select the LRT Alternative over the BRT Alternative.

Response to comment 20-08-C.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Future linkages were considered by Metro during the final design of the project so as not to preclude these future connections.



COMMENT: 20-09. The Festival Companies.

Abbott, Matthew

From: Brynë Ross (B.Ross@festivalcos.com)
Sent: Friday, October 23, 2009 4:36 PM
To: Díaz, Roderick
Cc: Rosalind Schurgin
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments from Baldwin Hills Crenshaw Plaza
Attachments: Crenshaw Transit Corridor DEIS-DEIR Comments from Baldwin Hills Crenshaw Plaza 10/23/09.pdf

Roderick,

On behalf of the owner of the Baldwin Hills Crenshaw Plaza attached are our comments on the Crenshaw Transit Corridor DEIS/DEIR; we have also sent the comment letter to your attention via overnight courier (tracking information is included in the attached PDF). Please call me directly with any questions.

Regards,

Brynë Ross

The Festival Companies
 Festival Retail Fund Management, LLC
 501 Hollywood Boulevard, Suite 100
 Los Angeles, CA 90028
 Direct: (310) 464-4005
 Mobile: (310) 464-4005
 Fax: (310) 464-4005
 www.festivalcos.com
 B.Ross@festivalcos.com
 www.festivalcos.com
 DRE: (310) 754-1111

11/5/2009



Festival Commercial Real Estate Services

Bruce Elias
310-663-9636

via email: bruce@festivalcommercial.com &
direct delivery 9210010331000007

October 23, 2009

Mr. Roderick Diaz
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 09-22-3
Los Angeles, CA 90012-0952

RE: Baldwin Hills Crenshaw Plaza - Crenshaw Transit Corridor Project DEIS/DEIR Comments

Dear Mr. Diaz:

The Festival Companies on behalf of Capri Urban Baldwin, LLC and Capri Urban Crenshaw, LLC (collectively "Owner") the Owner of Baldwin Hills Crenshaw Plaza (BHCP) is submitting comments on the Crenshaw Transit Corridor Project DEIS/DEIR. BHCP is an approximate 43 acre property which contains an enclosed and open air shopping mall in the heart of the Crenshaw District. We have reviewed the Crenshaw Transit Corridor Project DEIS/DEIR, and enthusiastically support the project's objectives to improve the local transit system, provide greater accessibility to residents, enhance public safety and promote sustainability.

This proposed project has great potential for South Los Angeles in that it creates the opportunity for new jobs, investment and economic revitalization. It has the ability to bring about significant benefits, not just to our customers but to the hundreds of thousands of people who live, work, shop, recreate and worship in the community.

While we understand that MTA must consider all alternatives studied – including the Light Rail Transit (LRT) Alternative, Bus Rapid Transit (BRT) Alternative, No-Build Alternative and the Transportation Systems Management (TSM) Alternative – we believe the LRT alternative offers the greatest potential benefits to the community.

Due to the proximity of BHCP in the proposed corridor, and our interest in ensuring the future health and vitality of our center and the surrounding community, we have prepared the following comments on the BRT and LRT alternatives with the goal of seeking clarification in limited areas covered in the DEIS/DEIR:

I. Light Rail Transit (LRT) Alternative:

1. The DEIS/EIR indicates that the LRT Alternative will not create significant traffic impacts or additional delays in the vicinity of BHCP along the Crenshaw corridor. BHCP supports the LRT Alternative.

FESTIVAL COMMERCIAL REAL ESTATE SERVICES
9941 Apricot Road, Suite 700, Los Angeles, California 90048
TEL: 310-663-9636 FAX: 310-663-9644
www.festivalcre.com



**BHCP Comments to DEIS/DEIR
Crenshaw Transit Corridor Project
Page 2**

- ii) We strongly suggest that the proposed Crenshaw & Martin Luther King Jr. Station have access portals at all four (4) corners of the station box and a pedestrian undercrossing access at each portal. This station is located immediately adjacent to the BHCP (along with many other private properties) as well as many existing heavily traveled transit routes and bus stops. Also, there are high volumes of pedestrians who cross at that particular intersection. Providing four (4) entrance/exist portals to the station and creating an undercrossing option for pedestrians would not only improve pedestrian access to the LRT line, but minimize the number of at-grade pedestrian crossings as well.
- iii) What is the planned design process for the proposed new station and how can BHCP and other local private property owners potentially integrate the new station into their own uses?
- iv) BHCP supports the LRT Design Option 5 for the additional station at Vernon Avenue and Lambert Park.
- v) BHCP does not support moving the proposed Crenshaw & Martin Luther King Jr. Station south if Design Option 5 is not implemented, as it would make it more difficult for pedestrians to access the LRT Station from BHCP.
- vi) It is unclear in the DEIS/DEIR if in the LRT Alternative the Northbound left turn lane on Crenshaw Boulevard to 39th Street would be eliminated. BHCP feels that it is important that this existing left turn be maintained in all cases.

2. Bus Rapid Transit (BRT) Alternative:

- i) The DEIS/EIR indicates that the BRT Alternative will significantly reduce peak period roadway capacity, and create significant traffic impacts and additional delays in the vicinity of Baldwin Hills Crenshaw Plaza along the Crenshaw corridor. This will also have significant adverse impacts on traffic circulation on Crenshaw Boulevard in the vicinity of the Mall as well as to traffic accessing/egressing the Mall. As a result of these significant impacts and traffic delays BHCP cannot support the BRT Alternative (as defined adjacent to the Mall in the DEIS/DEIR) because it will also have significant adverse impacts on the viability of the BHCP property.
- ii) The BRT Alternative indicates that a new 120' – 135' station platform will be constructed adjacent to the BHCP commercial buildings at the southwest corner of Martin Luther King Jr. & Crenshaw Boulevards. What is the planned design process for the proposed new station platform and how can BHCP and other local private property owners potentially integrate the new station platform into their own uses?
- iii) The DEIS/EIR suggests there is no proposed widening of the curb-to-curb street dimension adjacent to the BHCP, and that no additional "right of way" takes are proposed. Please confirm this is the case. BHCP is concerned about reducing existing sidewalk widths adjacent to the Mall due to the high number of pedestrians currently using those sidewalks and the desire to improve the pedestrian environment.

3. Parking (BRT & LRT Alternatives):

- i) The DEIS/DEIR suggests that the BRT and LRT Alternatives would require approximately 100-300 parking spaces located near the proposed Martin Luther King Jr. and Crenshaw Boulevards Station for "Park and Ride" users. If these projections are low, the "Park and Ride" parking facilities referred to in the DEIS/DEIR would be inadequate, causing riders to find other places to park. If riders were to park in the BHCP parking fields which are owned, operated and maintained by BHCP, this overflow would have detrimental effects on our



BHCP Comments to DEIS/DEIR
Crenshaw Transit Corridor Project
Page 3

customers, tenants and the owner of BHCP. It is important to note that BHCP is required to make these private parking fields available to customers and tenants of BHCP. Please demonstrate that the 100-300 "Park and Ride" parking spaces contemplated in the DEIS/DEIR are adequate and that a parking deficit will not impact the surrounding property.

- (i) The DEIS/DEIR does not adequately address the potential for "Park and Ride" transit user demand for this Station (or other Stations), nor the potential for the impact that "Park and Ride" user parking could have on the parking fields at BHCP. Additional analysis needs to be done to determine the potential parking impacts of the BRT and LRT Alternatives.

4. Construction

- i. BHCP is very concerned about potential disruptions to business activities at the Mall during construction, particularly from any significant reductions in roadway capacity along Crenshaw Boulevard or other streets adjacent to the Mall. BHCP requests that Metro coordinate both the development and operation of the Traffic Management Plan with BHCP and other property owners to minimize disruptions and impacts on private property users.
- ii. Will there be any disruption of the existing bus stops during the course of construction of either the BRT or LRT Alternatives? It is critical to the tenants of BHCP that the existing bus routes and stops remain open, operational and accessible during all phases of construction. A significant amount of BHCP's patrons, tenants, and employees walk to the property or arrive via the existing mass transit systems. If the existing mass transit system (bus routes, bus stops) or pedestrian access to BHCP are significantly disrupted or impacted by construction, it will have detrimental effects on BHCP.
- iii. Full vehicular access and turn movements for accessing the BHCP need to be continuously maintained during construction.
- iv. All sidewalks adjacent to the Mall should remain open during construction due to the existing high volume of pedestrian activity.
- v. Construction-related disruptions and impacts on access (vehicular, mass transit, and pedestrian) during the months of October – January of any given year (times of highest activity at the Mall) should be avoided to minimize impacts on the customers, tenants and owner of BHCP.
- vi. The DEIS/DEIR does not address disruption and interruption in utility services that serve BHCP and other private property users. Utility disruptions would have detrimental impacts on BHCP and other private property users. Please outline any potential utility disruptions and provide mitigation that reduces any impact on surrounding properties.

We look forward to the opportunity to work with the MTA as it continues to evaluate the best transit options for the Crenshaw Corridor. Thank you for considering our comments.

Sincerely,

Bryce Ross
Acquisitions and Development Director



Metro

CALIFORNIA
800-334-5000

CALIFORNIA
800-334-5000

CALIFORNIA
800-334-5000

CALIFORNIA
800-334-5000

CALIFORNIA
800-334-5000

WebOrder: View Shipment

Page 1 of 1



D1001023748540

Date Printed 10/23/2009

Tracking#D1001023748540

Shipped From:
THE FESTIVAL COMPANIES
9841 AIRPORT BLVD 700
LOS ANGELES, CA 90045

Sent By: MARIA ESTRADA
Phone#: (310)665-9627
wgt(lbs): 0
Reference: BHCP - METRO

B DIAZ RODERICK
Mailing:
99-22-03
Sender:
THE FESTIVAL CO
10/26/09 10:24 1 of 1
1026110011

Ship To Company:
LA COUNTY METRO TRANSPORTATION
1 GATEWAY PLAZA, MAIL STOP 99-22-3
LOS ANGELES, CA 90012
RODERICK DIAZ (213)922-2736

Service: **S**
Spt. Code: **COM**
Special Services:
Signature Required

Response to comment 20-09-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

Response to comment 20-09-B.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

Response to comment 20-09-C.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 20-09-D.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please Refer to Master Response 12 regarding a Crenshaw/Vernon Station.

Response to comment 20-09-E.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 20-09-F.

A parking utilization survey conducted during the Advance Conceptual Engineering Phase determined that the loss of on-street parking would not result in a parking shortage for the area. The location and size of the park and ride facilities was refined during the Advanced Conceptual Engineering Phase. The Crenshaw/LAX Transit Corridor Project will have park and ride sites at the La Brea, West, and Exposition Stations. The West Station park and ride lot will contain approximately 120 spaces, the La Brea Station park-and-ride lot will contain approximately 100 spaces, and the Exposition Station park and ride lot will contain approximately 110 spaces. Together, these facilities would serve the transit corridor's parking demands.

Response to comment 20-09-G.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate the development and operation of the Traffic Management Plan with the Baldwin Hills Crenshaw Plaza and adjacent property owners to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw Light Rail Project, operation of the light rail system would provide enhanced access to the Baldwin Hills Crenshaw Plaza and members of the surrounding communities.

Restricted turns and intersection closures from the Crenshaw/LAX Light Rail Project will occur at locations along Crenshaw that are removed from the Baldwin Hills Crenshaw Plaza and should therefore have no effect on vehicle access into the plaza. No sidewalk closures would occur during construction of the Crenshaw/LAX Transit Corridor Project. Should a portion of sidewalk require temporary disruption, alternate routes would be established to maintain pedestrian circulation. Metro acknowledges that the



months of October to January represent the peak season for the Baldwin Hills Crenshaw Plaza and will take that information into account when developing a construction schedule to minimize disruptions. No utility disruptions to the Baldwin Hills Crenshaw Plaza are anticipated to occur during construction of the Crenshaw/LAX Transit Corridor Project.

COMMENT: 20-10. The Neighborhood Council of Westchester/Playa.

Abbott, Matthew

From: kentwoodlaw (kentwoodlaw@att.com)
Sent: Sunday, October 15, 2009 3:19 PM
To: Diaz, Roderick
Cc: deniry.schneider
Subject: Letter from NCWP re Crenshaw Line
Attachments: MTAC Crenshaw Line 101609.pdf

Roderick,
Please see the attached correspondence from the Neighborhood Council of Westchester/Playa.

Regards,
Cyndi Hench
NCWP President

11/3/2009



8726 South Sepulveda Boulevard, RMB 191A
Los Angeles, California 90045
213.671.7023 phone
310.310.3564 fax
Email: inquiries@ncwpd.org
www.ncwpd.org

October 18, 2009

Mr. Roderick Diaz
Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza MS-99-22-3
Los Angeles, CA 90012-2952

Dear Mr. Diaz,

The Neighborhood Council of Westchester/Playa, the official LA City chartered advisory organization for the communities of Westchester, Playa del Rey, and Playa Vista would like to thank the MTA for attending our board meeting on August 4 to inform us that the Crenshaw Corridor Line Light Rail is slated to go through eastern Westchester and that release of an EIS/EIR is imminent.

Our organization supports the development of an effective light rail system throughout the region and expects it to be supported with a feeder bus system resulting in convenient public transit for Southern California.

We have reviewed the portion of the subject project in our community and make the following general reservations and recommendations for further study by MTA before the project is finalized and approved:

1. A stop near Century/Aviation coinciding with a proposed LAX airport multi-modal project is desirable and appropriate.
2. Adversely impacting major highway/street traffic with at-grade crossings is unacceptable, particularly at Manchester Ave.



3. Train station accessibility should be as convenient to riders as possible with the minimum impacts on local businesses and residences.

0

4. Train operations near residential communities should be as quiet and air non-polluting as possible. We expect effective use of tussling and sound walls near our community.

0

Specific comments and recommendations regarding the proposed park and ride station and proposed maintenance yard in the Westchester area bounded by Osage on the west, 83rd Street on the north, LaCienega on the east, and Florence on the south:

1. The proposed "kiss and ride" at Hindry/Florence is far from optimal. The area is adjacent to single family homes. It currently contains community serving businesses and a fifty year landmark operation in Westchester, the Kentwood Playhouse. An alternative station site could be located just south of the Manchester/Aviation/Florence intersection where, unlike Florence which has no bus service, Manchester Ave. has an established bus route which is significantly utilized. This proposed location will not adversely impact residences. This location is populated by commercial shippers and undeveloped land around/near the MTA right of way. Further, a Manchester station would be more convenient for travelers from the rest of our community.

0

2. Closure of Hindry Avenue at Florence for either a station or proposed maintenance yard is unacceptable. This street is one of the few egresses of the nearby residential community. Any station near that intersection would cause increased cut through traffic onto the few remaining egresses.

0

3. The proposed station site near Hindry was once the location for a metal plating and fabrication facility that is under investigation by the DTSC. It is known to be a polluted area which will need extensive mitigation.

0

4. Whereas details of the proposed maintenance yard are sketchy at best, we oppose this location and recommend that it be located in a more commercial oriented area, such as the proposed El Segundo site.

0

We look forward to working more closely with MTA in the future as this project becomes more fully defined.

Sincerely,

Cyndi Hench
President, Neighborhood Council of Westchester/Phyllis

**Response to comment 20-10-A.**

An aerial station at Century/Aviation was incorporated into the locally preferred alternative to facilitate a connection to the Los Angeles Airport. Metro, throughout the planning process, has coordinated with LAX to develop a connection which would satisfy all interested parties.

Response to comment 20-10-B.

An aerial crossing at Manchester Avenue was incorporated into the locally preferred alternative to alleviate potential impacts from traffic and safety.

Response to comment 20-10-C.

Pedestrian accessibility and minimizing potential impacts to surrounding businesses and residences were incorporated into the station area planning process.

Response to comment 20-10-D.

The DEIS/DEIR determined that the operation of the Crenshaw/LAX Transit Corridor Project would not result in adverse noise impacts. Mitigation measures, such as sound walls or tussling, was determined not to be necessary. The federal air quality thresholds would not be exceeded during the operation of the project.

Response to comment 20-10-E.

The proposed park and ride facility near Hindry and Florence Avenues was removed from consideration during the Advanced Conceptual Engineering Phase. The optional station at Manchester was also considered at the aerial crossing over Manchester Avenue where it would provide a better connection to pedestrian linkages and bus transfers in addition to the at-grade location near Hindry Avenue..

Response to comment 20-10-F.

Hindry Avenue will remain open and will not be closed during the operation of the Crenshaw/LAX Light Rail Project.

Response to comment 20-10-G.

The metal plating and fabrication facility site referred to by the commenter would not be required for the construction and operation of the Crenshaw/LAX Transit Corridor Project. Therefore, no remediation for ground contamination would be required.

Response to comment 20-10-H.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

COMMENT: 20-11. United Community Associations/Citizens' Campaign to Fix the Expo Rail Line.

Abbott, Matthew

From: Diaz, Roderick
Sent: Wednesday, November 04, 2009 11:00 AM
To: Pan, Fanny; Asuncion, Fulgene
Subject: FW: UCA/Fix Expo Campaign Comments to Crenshaw Transit Corridor DEIR/S
Follow Up Flag: Follow up
Flag Status: Res.
Attachments: UCA Comments.pdf; Diaz, Roderick.wpd

Roderick S. Diaz
Transportation Planning Manager
South Bay Area Team

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA
90012-2952
(213) 920-3018
diazroderick@metro.net

From: Damien Goodman [mailto:damtienwg@gmail.com]
Sent: Monday, October 26, 2009 5:15 PM
To: Diaz, Roderick
Subject: UCA/Fix Expo Campaign Comments to Crenshaw Transit Corridor DEIR/S

Mr. Diaz:

Attached are the comments of United Community Associations/Citizens' Campaign to Fix the Expo Rail Line to the Crenshaw Transit Corridor Draft Environmental Impact Report/Draft Environmental Impact Statement.

We greatly appreciate consideration of these matters and look forward to continuing to participate in this process.

Sincerely,

/s/
Damien Goodman
dg@fixexpo.org

P.O. Box 781267
Los Angeles, CA 90008
(323) 761-6435 (phone/fax)
www.FixExpo.org

11/10/2009

UNITED COMMUNITY ASSOCIATIONS
Unite. Educate. Organize. Empower. Change.

October 26, 2009

Roderick Diaz
Los Angeles County Metropolitan Transportation Authority
Crenshaw-South Bay Transit Line Project Manager
One Gateway Plaza, M/S 99-22-3
Los Angeles, CA 90012-2952
diazroderick@metro.net

Dear Mr. Diaz:

The following are United Community Association, Inc. comments to the Crenshaw-South Bay Transit Line Draft Environmental Impact Report/Draft Environmental Impact Statement completed by the MTA and FTA.

UCA is an all-volunteer non-profit based in South Los Angeles. We are most noted for our project the Citizens Campaign to Fix the Expo Rail Line.

We thank you for your consideration of these matters, and look forward to continuing to participate and monitor the process to ensure the legal rights are maintained.

Sincerely,

Damien Goodman
Chairman, United Community Associations, Inc.
Coordinator, Citizens' Campaign to Fix the Expo Rail Line

P. O. Box 781267
Los Angeles, CA 90016
www.FixExpo.org



USA FTA FAVORABLE IMPACT STATEMENT FOR THE LAX TO LEMBERT CORRIDOR

TABLE OF CONTENTS

I. INTRODUCTION.....1

II. INADEQUATE STUDY OF PROJECT ALTERNATIVES.....1

 A. THE DEIR/S MOST ADEQUATELY ANALYZE A REASONABLE RANGE OF FEASIBLE PROJECT ALTERNATIVES1

The DEIR/S Must Include Study of a Below-Grade Alternative between 48th and 59th Streets, Below-Grade Alternative between Victoria and Redondo, Grade Separation of Hundry and Grade Separation of Oak2

The DEIR/S Fails to Discuss a Reasonable Range of Feasible Alternatives.....2

III. INADEQUATE PROJECT DESCRIPTION AND AN INADEQUATE DESCRIPTION OF THE PROJECT'S ENVIRONMENTAL SETTING.....2

 A. THE DEIR/S DOES NOT DISCLOSE WHETHER THE PROJECT COULD EVEN LEGALLY BE BUILT.....2

 B. THE DEIR/S IMPROPERLY RESTRICTS THE STUDY AREA FOR THE PROJECT AND THUS FAILS TO ADEQUATELY DISCLOSE THE ENVIRONMENTAL SETTING OF THE PROJECT3

IV. IMPROPER THRESHOLDS OF SIGNIFICANCE3

V. INADEQUATE DISCLOSURE OF PROJECT IMPACTS.....4

 A. TRAFFIC4

The DEIR/S's Treatment of Traffic Impacts Fails to Disclose the Full Impact of the Project on Regional Traffic Congestion, and Fails to be Consistent with its Own Defined Study Area.....5

Light Rail nor Bus Rapid Transit Will Not Reduce Traffic Impacts from At-Grade Crossings.....5

Vehicle Queuing.....5

The Traffic Impact Analysis to the Harbor Subdivision is Not Adequately Stated.....6

 B. SAFETY6

The DEIR/S does not Disclose or Address the Significant Safety Risk to School Age Children.....6

The DEIR/S does not Provide Any Evidence that the Safety Mitigations Proposed for At-Grade Crossings Will Actually Work.....6

Safe Routes to School.....6

Reduced Neighborhood Access for Vehicles and Emergency Service Providers Increases Public Health and Safety Risks and Increases Traffic Impacts on Selected Streets.....7

Crossing Geometry and Possibility of Derailment.....7

 C. PARKING7

The Removal of Frontage Road is a Significant Impact.....7

Frontage Road Serves as a Safety Barrier for School, Day Care and Church Pick-Up and Drop-Off.....7

Eliminating Frontage Road will Increase Cut-Through Traffic and Parking in Adjacent Residential Communities.....7

 D. AESTHETICS8

The Base LRT Violates the Crenshaw Specific Plan.....8

The DEIR/S Fails to Identify, Analyze or Mitigate the Scenic Views.....8

 E. AIR QUALITY IMPACTS8

Sensitive Receptors.....8

 F. PRIVACY8

 G. LAND USE IMPACTS8

Maximization of Uses In An Urbanized Area.....8

The DEIR/S Mislabels Communities and Projects.....8

 H. NOISE AND VIBRATION8

 I. CONSTRUCTION IMPACTS9

The DEIR/S In Error States There Would Be No Significant Impact from Cut-and-Cover Construction in Lembang Park.....9

The DEIR/S Fails to Specify What Safety and Security Will be Implemented During Construction.....9

 J. GREENHOUSE GAS EMISSIONS/GLOBAL CLIMATE CHANGE9

 K. ENDANGERED SPECIES9

VI. ENVIRONMENTAL JUSTICE.....10

The DEIR/S Disenfranchised Spanish-Speaking Residents Along the Crenshaw Corridor.....10

The DEIR/S Comment Form Did Not Include a Checkbox for Environmental Justice.....10

The DEIR/S Illustrates Low Income and Minority Communities are Disproportionately Impacted by at-grade Light Rail.....10

DEIR: THE ENVIRONMENTAL IMPACT STATEMENT FOR THE CRENSHAW/LAX TRANSIT CORRIDOR PROJECT

TABLE OF CONTENTS

I. INTRODUCTION	1
II. INADEQUATE STUDY OF PROJECT ALTERNATIVES	1
A. THE DEIR/S MOST ADEQUATELY ANALYZE A REASONABLE RANGE OF FEASIBLE PROJECT ALTERNATIVES.....	1
<i>The DEIR/S Must Include Study of a Below-Grade Alternative between 48th and 59th Streets, Below-Grade Alternative between Victoria and Redondo, Grade Separation of Hundry and Grade Separation of Oak</i>	2
<i>The DEIR/S Fails to Discuss a Reasonable Range of Feasible Alternatives</i>	2
III. INADEQUATE PROJECT DESCRIPTION AND AN INADEQUATE DESCRIPTION OF THE PROJECT'S ENVIRONMENTAL SETTING	2
A. THE DEIR/S DOES NOT DISCLOSE WHETHER THE PROJECT COULD EVEN LEGALLY BE BUILT.....	2
B. THE DEIR/S IMPROPERLY RESTRICTS THE STUDY AREA FOR THE PROJECT AND THUS FAILS TO ADEQUATELY DISCLOSE THE ENVIRONMENTAL SETTING OF THE PROJECT.....	3
IV. IMPROPER THRESHOLDS OF SIGNIFICANCE	3
V. INADEQUATE DISCLOSURE OF PROJECT IMPACTS	4
A. TRAFFIC.....	4
<i>The DEIR/S's Treatment of Traffic Impacts Fails to Disclose the Full Impact of the Project on Regional Traffic Congestion, and Fails to be Consistent with its Own Defined Study Area</i>	5
<i>Light Rail nor Bus Rapid Transit Will Not Reduce Traffic Impacts from At-Grade Crossings</i>	5
<i>Vehicle Queuing</i>	5
<i>The Traffic Impact Analysis to the Harbor Subdivision is Not Adequately Stated</i>	6
B. SAFETY.....	6
<i>The DEIR/S does not Disclose or Address the Significant Safety Risk to School Age Children</i>	6
<i>The DEIR/S does not Provide Any Evidence that the Safety Mitigations Proposed for At-Grade Crossings Will Actually Work</i>	6
<i>Safe Routes to School</i>	6
<i>Reduced Neighborhood Access for Vehicles and Emergency Service Providers Increases Public Health and Safety Risks and Increases Traffic Impacts on Selected Streets</i>	7
<i>Crossing Geometry and Possibility of Derailment</i>	7
C. PARKING.....	7
<i>The Removal of Frontage Road is a Significant Impact</i>	7
<i>Frontage Road Serves as a Safety Barrier for School, Day Care and Church Pick-Up and Drop-Off</i>	7
<i>Eliminating Frontage Road will Increase Cut-Through Traffic and Parking in Adjacent Residential Communities</i>	7
D. AESTHETICS.....	7
<i>The Base LRT Violates the Crenshaw Specific Plan</i>	7
<i>The DEIR/S Fails to Identify, Analyze or Mitigate the Scenic Views</i>	7
E. AIR QUALITY IMPACTS.....	8
<i>Sensitive Receptors</i>	8
F. PRIVACY.....	8
G. LAND USE IMPACTS.....	8
<i>Maximization of Uses In An Urbanized Area</i>	8
<i>The DEIR/S Mislabels Communities and Projects</i>	8
H. NOISE AND VIBRATION.....	8
I. CONSTRUCTION IMPACTS.....	9
<i>The DEIR/S In Error States There Would Be No Significant Impact from Cut-and-Cover Construction in Leimert Park</i>	9
<i>The DEIR/S Fails to Specify What Safety and Security Will be Implemented During Construction</i>	9
J. GREENHOUSE GAS EMISSIONS/GLOBAL CLIMATE CHANGE.....	9
K. ENDANGERED SPECIES.....	9
VI. ENVIRONMENTAL JUSTICE	10
<i>The DEIR/S Disenfranchised Spanish-Speaking Residents Along the Crenshaw Corridor</i>	10
<i>The DEIR/S Comment Form Did Not Include a Checkbox for Environmental Justice</i>	10
<i>The DEIR/S Illustrates Low Income and Minority Communities are Disproportionately Impacted by at-grade Light Rail</i>	10



DEIR: Final Environmental Impact Statement for the Harbor Subdivision, Los Angeles, California

<i>Crossings</i>	10
<i>The DEIR/IS fails to Identify, Analyze and Propose Mitigation for California Government Code Section 11133 Impacts</i>	10
<i>The DEIR/IS Fails to Provide Demographic Information about the Wilshire/La Brea Station Area</i>	10
VII. SAFETY & HEALTH	11
<i>DEIR/IS fails to provide an annual accident prediction from at-grade crossings</i>	11
<i>The DEIR/IS in Error States There is Safety Change from Base LRT to Option 1</i>	11
<i>The DEIR/IS Fails to State It's Basis for Determining Safety Hazard</i>	11
<i>Inconsistent Train Speeds on the Harbor Subdivision Coupled With Blind Corners Crossings at Victoria, Brynkaust and West Blvd Pose a Significant Inmitigable Risk to Pedestrian Safety</i>	11
VIII. TUNNELING & STATIONS	11
<i>The DEIR/IS fails to study a Bimodal Tunnel Boring Method to Mitigate Construction Impacts</i>	11
<i>Below Grade Cost Assumptions</i>	11

I. INTRODUCTION

The Crenshaw Line DEIR/S for the project has numerous serious deficiencies that must be remedied before the project may be approved and the EIR certified as in compliance with all applicable laws including the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq) and the CEQA Guidelines (14 Cal. Code Regs. §. 15000 et seq) (Guidelines). In particular the DEIR/S:

- Provides an inadequate study of project alternatives;
- Provides an inadequate description of the project and the project's environmental setting;
- Utilizes improper thresholds of significance;
- Fails to adequately disclose and/or analyze project impacts;
- Fails to adequately analyze the cumulative impacts of the project;
- Fails to adequately analyze the costs of the project;
- Fails to provide adequate mitigation measures for the project and fails to analyze the environmental impacts of the proposed mitigation measures; and
- Follows on the heels of procedural violations of CEQA.

II. INADEQUATE STUDY OF PROJECT ALTERNATIVES

CEQA and the Guidelines must be interpreted "in such a way as to afford the fullest possible protection of the environment." (See *Friends of the El River v. Sonoma County Water Agency* (2003) 108 Cal.App.4th 859, 868.) "[T]he purpose of CEQA is not to generate paper, but to compel government at all levels to make decision with environmental consequences in mind." (*Id.*) The EIR for any project serves a vitally important purpose: "[t]he EIR is the primary means of achieving the Legislature's considered declaration that it is the policy of this state to 'take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.'" [Citation].¹ (*San Joaquin Riparian Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, 721.) The EIR is a document of accountability, which is "intended 'to demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action.'" (*Id.*) As the comments below will illustrate, the DEIR/S fails to demonstrate to the public that the full adverse environmental effects of the project have been disclosed and analyzed.

A. The DEIR/S Must Adequately Analyze a Reasonable Range of Feasible Project Alternatives.

CEQA states that "it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects..." (§ 21002.)¹ The Guidelines further outline this mandate:

"An EIR shall describe a range of reasonable alternatives to the project or to the location of the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."

(Guidelines, § 15126.6 subd. (a).) Additionally, the EIR's discussion of alternatives must focus on alternatives that are capable of avoiding or substantially lessening any significant environmental impacts, even if those alternatives would be more costly. (Guidelines, § 15126.6 subd. (b).)

The Guidelines also require an EIR to identify any alternatives that were considered by the agency, but were rejected as infeasible during the scoping process. (Guidelines, § 15126.6 subd. (c).) The EIR must explain the reasons why the agency chose to reject any alternatives. (*Id.*) "The fact that an alternative may be more expensive or less profitable is not sufficient to show that the alternative is financially infeasible. What is required is evidence that the additional costs or lost profitability are sufficiently severe as to render it impractical to proceed with the project." (*Citizens of Goleta Valley v. Board of Supervisors (Goleta I)* (1988) 197 Cal.App.3d 1167, 1181, emphasis added.)

¹ All omitted sections in this letter are to the Public Resources Code unless otherwise indicated.



DEIR/FEIS COMMENTARY

Additionally, the EIR must include "sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project." (Guidelines, § 15126, subd. (d).) The EIR must provide a quantitative, comparative analysis of the different alternatives. (See *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 703.)

A legally adequate EIR "must produce information sufficient to permit a reasonable choice of alternatives so far as environmental aspects are concerned." (Citations.) It must contain sufficient detail to help assure the integrity of the process of decisionmaking by precluding stubborn problems or serious criticism from being swept under the rug. (Citations.) . . . An EIR which does not produce adequate information regarding alternatives cannot achieve the dual purpose served by the EIR, which is to enable the reviewing agency to make an informed decision and to make the decisionmaker's reasoning accessible to the public, thereby protecting informed self-government."

D

(Id., emphasis added.) The DEIR/S does not discuss a reasonable range of feasible alternatives, improperly rejects suggested feasible below-grade and aerial design suggestions, and fails to provide sufficient information regarding a choice of alternatives that would significantly reduce or eliminate significant environmental impacts. The DEIR/S thus effectively sweeps the public's concerns about the DEIR/S' limited choice of alternatives under the rug.

The DEIR/S Must Include Study of a Below-Grade Alternative between 48th and 30th Streets, Below-Grade Alternative Between Victoria and Redondo, Grade Separation of Hindler and Grade Separation of Oak.

During the scoping process, a significant percentage of the community members, property owners and merchants in the neighborhoods affected by the proposed project specifically requested that grade separated alternatives be studied, in particular a below grade alternative in the Crenshaw Blvd portion of the project. Along some portions of the line the alternative was not considered, analyzed, or even discussed in the DEIR/S. The alternative should be studied in the DEIR/S, because each of these alternatives can reduce or eliminate potentially significant impacts to a greater degree than the alternatives that were studied. Traffic, noise (crossing bells), vibration, safety (vehicular, pedestrian, emergency vehicle response time), aesthetic (light and glare, physically dividing a community with walls), environmental justice, Section 4(f) and other impacts to the communities along the alignment would be further reduced or completely eliminated with a below grade design.

E

The DEIR/S Fails to Discuss a Reasonable Range of Feasible Alternatives.

In analyzing a reasonable range of alternatives, the EIR/S is held to a "rule of reason" in light of the statutory purposes of CEQA. (See *Citizens of Goleta Valley v. Board of Supervisors (Goleta II)* (1990) 52 Cal.3d 553, 570.) Under *Goleta II*, an adequate alternatives analysis must contain a discussion of alternatives which (1) offer substantial environmental advantages over the project proposal, and (2) are feasible. (Id.) If the EIR proposes alternatives that have no chance of being adopted because they are precluded by other plans or policies, then the EIR's alternatives analysis is flawed under CEQA.

F

III. INADEQUATE PROJECT DESCRIPTION AND AN INADEQUATE DESCRIPTION OF THE PROJECT'S ENVIRONMENTAL SETTING

An EIR must contain an adequate project description. (See Guidelines, § 15124.) The project description must be accurate and consistent throughout the EIR. "An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR." (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 193.) An EIR that fails to provide all relevant information regarding a project precludes informed decision-making and informed public participation, and thereby thwarts the statutory goals of the EIR process. (See *San Joaquin Baptist*, 27 Cal.App.4th 713, 721-722.)

A. The DEIR/S Does Not Disclose Whether the Project Could Even Legally Be Built.

G

The DEIR/S must include a list of permits and other approvals required to implement the project, and a list of related environmental review and consultation requirements required by federal, state, or local laws. (See Guidelines, § 15124, subd. (d)(B)-(C).) "To the fullest extent possible, the Lead Agency should integrate CEQA review with these related environmental review and consultation requirements." (Guidelines, § 15124, subd. (d)(C).) The project description in the DEIR/S should disclose whether the project could legally be built in conformance with applicable California Public

DEIR'S ENVIRONMENTAL SETTING DISCLOSURE FAILS TO CONFORM TO

Utilities Commission ("CPUC") and other approving agency policies. For example, do the project's numerous at-grade crossings conform to the CPUC's policies? The court in *Central Delta Water Agency v. State Water Resources Control Board* (2004) 124 Cal.App.4th 245 invalidated an approval of the State Water Resources Control Board (SWRCB) to issue a permit to appropriate water. Among other things, the court noted that the Water Code required the SWRCB to identify the end user of the water and the court invalidated the SWRCB approval for failing to identify the end user. Because the SWRCB was required to identify the end user according to the Water Code, the court ordered the SWRCB to disclose and analyze the environmental effects of the project relevant to this end user. (*Id.* at 253, 258-264, 272.) Like the applicant in *Central Delta Water*, the DEIR/S does not disclose whether the project could legally be built as proposed – that is, does the project as currently designed conform to all applicable CPUC regulations and all other applicable policies?

B. The DEIR/S Improperly Restricts the Study Area for the Project and thus Fails to Adequately Disclose the Environmental Setting of the Project.

The DEIR must also adequately describe the "environmental setting" of the project. (Guidelines, § 15125.) The DEIR must describe the physical environmental conditions in the vicinity of the project, from both a local and a regional perspective. (Guidelines, § 15125, subd. (a).)

"Knowledge of the regional setting is critical in the assessment of environmental impacts. Special emphasis should be placed on environmental resources that are rare or unique to that region and would be affected by the project. The EIR must demonstrate that the significant environmental impacts of the proposed project were adequately investigated and discussed and it must permit the significant effects of the project to be considered in the full environmental context."

(Guidelines, § 15125, subd. (c), emphasis added.) In *Calix Land Co. v. Ball Cycle* (2000) 83 Cal.App.4th 74, the court held that an EIR for a landfill project that failed to disclose the volume of water in an aquifer underlying the proposed landfill did not conform to Guidelines section 15125, subdivision (c). (*See Calix*, 83 Cal.App.4th 74, 92-94.) "The amount of ground water at stake must be disclosed to the public and government agencies. As the years pass, it is anticipated that the public's demand for water will increase and the potable water contained in the aquifer, if any, will increase in value." (*Id.* at 94.) The court stated that the public had a right to know whether the water in the aquifer would be contaminated. (*Id.*) Because the EIR failed to include this information, the court invalidated the EIR. (*Id.* at 95.)

In this case, the DEIR/S utilizes an improperly narrow area of study, thus presenting an inaccurate, and incomplete picture of the environmental setting. Like the demand for water in *Calix*, the public demand for travel on the public roadways will also increase dramatically over the years, and thus deserves to know the true effects of the project on traffic in the area. One only needs to attempt to travel on surface streets or the freeways in the Crenshaw-South Bay corridor to know that space on the roadways is a particularly scarce resource in the Los Angeles area. However, the DEIR/S impairs the public's ability to discern the true effects of the project on not only traffic congestion, but also safety, aesthetics, parking, and greenhouse gas (GHG) emissions, because it artificially limits the study area in the DEIR/S. The study area is a narrow 2-mile radius of all alternative alignments. Regarding traffic in particular, the inexcusable failure of the DEIR/S to disclose the true nature of traffic congestion, and the project's impacts on that traffic congestion in the Crenshaw-South Bay corridor due to the artificial limitation of the study area renders the DEIR/S inadequate as a disclosure document. As in *Calix*, the public has a right to know the true impact the project will have on the surrounding environment. Why is the study area so small? What is the true nature of traffic congestion on Crenshaw-South Bay corridor?

IV. IMPROPER THRESHOLDS OF SIGNIFICANCE

CEQA requires that agencies adopt standards or criteria for determining whether a given impact is "significant". (§ 21082, see Guidelines, § 15064.7.) These standards are known as "thresholds of significance." (Berry et al., *Guide to CEQA* (11th ed. 2006), page 210.) However, in preparing an EIR, the agency must consider and resolve every fair argument that can be made about the possible significant effects of a project, irrespective of whether an established threshold of significance has been met with respect to any given effect." (*Protect the Historic Anaheim Waterways v. Anaheim Water Agency* (2004) 710 Cal.App.4th 1099, 1109.)

Specifically regarding traffic agencies must consider all of the substantial evidence supporting a fair argument of

DEIR/EA FINDINGS – Significant Findings and Impacts

The DEIR/EA's Treatment of Traffic Impacts Fails to Disclose the Full Impact of the Project on Regional Traffic Congestion, and Fails to be Consistent with its Own Defined Study Area.

The DEIR/EA fails to provide a "sufficient degree of analysis" that would allow decision makers and the public to discern the true impact of the project on regional traffic congestion. (See Guidelines § 15151.) The DEIR/EA's treatment of traffic impacts is inadequate and misleading because it does not include or study several key intersections that will be impacted. As mentioned above, the DEIR/EA improperly narrows the study area to a 2 mile radius around all alternative alignments. However, the intersection of Slauson and West is only three tenths of a mile (0.3 miles) from Crenshaw Blvd, where it intersects Slauson, and it is not included in the study intersections in the DEIR/EA.

The Crenshaw-South Bay Corridor is highly congested. The east/west streets along Crenshaw and north/south streets along the Harbor Subdivision ROW are heavily impacted with existing traffic. They will be impacted even more significantly with motorists waiting for light rail trains to cross a given thoroughfare at-grade and for crossing gates to rise, particularly with trains crossing each street every 2.5 minutes during peak periods. Slauson supports a significant portion of traffic between the Fox Hills major employment centers. At a minimum, traffic counts and analysis should occur at all signalized intersections within the corridor.

Additionally, if the project will cause significant congestion on surface streets, how would the congestion that backs up the freeway off-ramps? How would this further add to congestion on the I-10 and I-405 freeways?

Light Rail or Bus Rapid Transit Will Not Reduce Traffic Impacts from At-Grade Crossings.

The construction and operation of the light rail or bus rapid transit on the Crenshaw-South Bay Corridor will not reduce traffic impacts, but in fact, will increase them, particularly if constructed at grade. These delays and increased traffic congestion are a result of the wait times for vehicles traveling eastbound and westbound on the above-mentioned streets. A below grade alignment would eliminate the significant impacts to the east-west streets caused by an at-grade alignment.

The DEIR/EA also argues that traffic congestion would decrease because people would utilize the light rail rather than drive. However, this assumption ignores the increase in traffic expected over the next several decades, and ignores a fundamental traffic concept known as "latent demand." This concept states that even if public transit is constructed, and a number of people take public transportation rather than drive, that the "vacancies" on the roadway from those former drivers would only be filled by the drivers who wanted to drive before the light rail was built, but could not because of the congestion. The DEIR/EA thus assumes that the demand for space on the public streets will decrease, however it does not take into account the "latent demand" for Los Angeles area streets that exists now. What is the latent demand for space on the regional surface streets and freeway system, and how will this latent demand impact traffic congestion in the area if the project were to be built?

Vehicle Queuing

The modeling methodology and assumptions used in the DEIR/EA and that the traffic impacts discussed in the DEIR/EA under-represent the associated safety risk of traffic queuing across the tracks. The methodology and assumptions used in the DEIR/EA must be revised to use the Synchro simulation model, which examines the 95% traffic queue length based on the nationally recognized *Highway Capacity Manual*, to ensure that the risk of queuing on the tracks occurs no more than 5% of the time. A higher peaking factor must be used to be consistent with MTA's *Grade Crossing Policy* to assess critical queue lengths and to ensure that the queue length is not exceeded more than 5% of the time. The DEIR/EA traffic study must use HCM's Synchro modeling methodology and assumptions to comply with nationally recognized standards and must use peaking factors consistent with MTA's *Grade Crossing Policy*.

Queue-cutter signals to general can cause negative impacts both upstream and downstream from nearby signalized intersections. Queue-cutter signals can adversely impact operations at nearby adjacent signals due to short signal spacing, and that their analysis demonstrates that motor vehicle traffic would extend upstream of the tracks into adjacent signalized intersections, thus creating intersection gridlock in some cases. Motor vehicle traffic extending sufficiently downstream of the tracks would need to override the synchronized timing for parallel traffic in other cases. Additionally, queue-cutter signals would need to operate in red (due to long queues) frequently, even without trains approaching, thus disrupting traffic flow for the cross-street vehicular traffic.

DEIR/EA ENVIRONMENTAL IMPACT STATEMENT
The Traffic Impact Analysis to the Harbor Subdivision is Not Adequately Stated

The traffic impact to the Harbor Subdivision is not adequately stated. An Alternatives Analysis is currently being conducted by MTA to add more trains to the portion of the Harbor Subdivision from Crenshaw to Aviation station. These additional trains require additional crossing gate down-time and delay to motorists resulting in more idling engines and worsened air quality.

N

B. Safety

The DEIR/S must fully disclose and analyze all potential impacts to public safety, including the potentially disastrous impacts that could occur as a result of not grade-separating the project. When a train or light rail runs through an urban area, the potential for collisions with vehicles, bicycles, and pedestrians is great. The DEIR/S must disclose these safety implications.

D

Other State Policies and Regulations Recognize the Safety of Grade Separation.

Other regulations and policies in California recognize the safety implications of running a train at-grade through an urban area, and advocate for grade separation. The DEIR/S does not disclose this. The CPUC has its own policy requiring grade-separation crossings. The CPUC's Railroad Safety Action Plan shows a graph of train accidents from 1997-2005, which increased from 116 to 228 accidents a year during that period. Furthermore, California Streets and Highways Code Section 190 requires California's annual budget to include resources specifically to fund projects to grade-separate or alter existing public at-grade crossings. This program is commonly known as the Grade Separation Fund Program, and was enacted to retroactively repair at-grade crossings because of the public safety issue. In fact, on February 20, 2009, the CPUC approved Commissioner Chong's Revised Alternate Proposed Decision to require a pedestrian bridge at Farmdale by Dorsey High School on the Expo Phase 1 Transit Project route to specifically address this public safety issue. This action by the CPUC is clear evidence that an at-grade alignment, especially around school sites, is extremely hazardous. How consistent is the project with the CPUC's grade-separation policies?

B

The DEIR/S does not Disclose or Address the Significant Safety Risk to School Age Children.

The use of an at-grade crossing in the immediate vicinity of Vesty Park Peep School, Crenshaw High School, St. John the Evangelist Catholic School, Edward Vincent Park poses a significant safety hazard, particularly to young school age children that has not been adequately addressed in the DEIR/S.

The DEIR/S improperly concludes that right-of-way accidents would not be a significant impact for pedestrians, particularly school age children, because of the installation of crossing barriers and fencing. This contradicts other sections of the DEIR/S that state walls would only be installed if necessary for noise and aesthetic mitigation compliance. Since the installation of wall and/or fences is not being proposed under any circumstances along the entire length of the project, the use of crossing gates would not sufficiently protect the children who must cross the path of the proposed light rail line. The DEIR/S should fully disclose these risks to the schools, and should propose adequate mitigation measures to mitigate the risks to school children in the form of a below-grade alternative from 48th Street to 50th Street and Victoria past Redondo on the Harbor Subdivision. If the light rail is below or above grade, the risk that school children will inadvertently enter the tracks when the light rail is coming is adequately mitigated. (See section A, *supra*; section E, *infra*.)

Q

The DEIR/S does not Provide Any Evidence that the Safety Mitigations Proposed for At-Grade Crossings Will Actually Work.

The DEIR/S simply provides a basic list of generic, passive warning devices with any site-specific determination or evidence that the devices will actually work. The only way to reduce the hazard of at-grade crossings to less than significant is with grade separation.

E

Safe Routes to School.

Though aware of the program, the DEIR/S has failed to actually propose mitigation for impacts to the Safe Routes beyond student education and pedestrian crossing gates.

S



DEIR/SEIR/EA/CANONICAL COMMENT RESPONSES TO PUBLIC COMMENTS

Reduced Neighborhood Access for Vehicles and Emergency Service Providers Increases Public Health and Safety Risks and Increases Traffic Impacts on Selected Streets.

The DEIR/SEIR includes restricted access on certain streets in the area. Limiting access affects traffic circulation, increases traffic on other streets and further slows the ability for emergency responders to access neighborhoods in a timely fashion to provide service for medical emergencies, fires, and crime. The proposed street modifications that would limit access from residential neighborhoods also increase public safety risks for residents who need to evacuate the area in a natural disaster such as an earthquake or a manmade disaster such as a train wreck or an explosion.

J

Crossing Geometry and Possibility of Derailment.

The DEIR should include evaluation and mitigation of derailment risk at the Harbor Subdivision/Crenshaw crossing.

D

Further, CPUC requires a minimum line-of-sight at any at-grade railroad crossing and the current diagonal crossing between Victoria and Redondo, and at Hunsley and Oak have an insufficient line of sight.

At-grade crossings fail to conform with the City of Los Angeles' *Caltrans General Plan Framework*.

C. Parking

The Removal of Frontage Road is a Significant Impact

The parking impacts to Crenshaw Blvd from the Base LRT and BRT alternatives are significant. The DEIR/SEIR inaccurately determines that despite the removal of over one hundred parking spaces along the commercial heart of black Los Angeles, there will not be a substantial impact. Accordingly, it does not even propose any mitigation measures. This inaccuracy begins by failing to specify the time of day that the proposed site visits to make the determination were made. Furthermore, several of storefronts on Crenshaw Blvd are not performing at their traditional level in part because of the economic downturn. The DEIR/SEIR also fails to identify the locations of the excess parking is located. Sufficient parking would not with the removal of frontage road.

Frontage Road Serves as a Safety Barrier for School, Day Care and Church Pick-Up and Drop-Off.

The many schools, day cares and churches along Crenshaw Blvd. use frontage road as a pick-up and drop-off. The road serves as an important safety barrier particularly for students and the elderly from the thoroughfare traffic on Crenshaw Blvd. Eliminating frontage road will significantly increase the safety hazard to patrons of Crenshaw Blvd business as well.

V

Eliminating Frontage Road will Increase Cue-Through Traffic and Parking in Adjacent Residential Communities.

The DEIR/SEIR does not identify nor address the issue of additional parking in adjacent residential communities and cut-through traffic that result from the elimination of frontage road. This impact will be particularly severe around View Park School. Traffic currently back ups on 57th Street and on Crenshaw Blvd adjacent to View Park School, when double parking will lead to more risk-taking drivers and queuing on the tracks.

D. Aesthetics

The Base LRT Violates the Crenshaw Specific Plan

The at-grade and elevated alignments on Crenshaw Blvd of the Base LRT would be a violation of the Crenshaw Specific Plan, which prohibits overhead utility lines. An LRT that remains underground on Crenshaw Blvd would be consistent with the Crenshaw Specific Plan.

W

The DEIR/SEIR Fails to Identify, Analyze or Mitigate the Scenic Views

The DEIR/SEIR fails to identify, analyze or mitigate several scenic vistas, including but not limited to the view from Florence/Crenshaw to the Santa Monica mountains which will be significantly impacted with the elevated Base LRT crossing and the scenic vista of the Vision Theater tower which will be significantly impacted by the overhead wires. Both can be mitigated with a below grade Crenshaw Line on Crenshaw Blvd.

A



E. Air Quality Impacts

Sensitive Receptors

Some land uses and population groups are considered more sensitive to changes in air quality than others. The California Air Resources Board (CARB) has identified the following people who are most likely to be affected by air pollution: children under the age of 14, the elderly over the age of 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive population groups that may include individuals with a low tolerance for air quality pollutants such that negative health impacts could occur. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary schools, and outdoor park and recreation facilities. These locations are called sensitive receptors. There are several sensitive receptors along the Crenshaw Transit Corridor.

Y

Additionally, the statement that the base LRT would not result in increased traffic congestion, therefore traffic volumes would not result in an increase in localized CO concentrations at nearby intersites (that could affect sensitive receptors) to levels that exceed national or state standards and claims that there would be no adverse affect since there would be no increase in traffic congestion is false. The project would not decrease traffic congestion for several reasons, including but not limited to: traffic delays caused by vehicle queuing while waiting for light rail trains to cross streets at grade and increased development that may occur because of the operation of the light rail. Traffic delays caused by queuing of vehicles may create CO hotspots that would exceed Southern California Air Quality Management District (SCAQMD) thresholds. The DEIR/EA only identifies significant air quality impacts during construction activities and not during operation of the light rail. The basis for these conclusions appears flawed and numerous sensitive receptors will be affected. The DEIR/EA needs to reevaluate the traffic information that is the basis for this conclusion and make corrections to the DEIR/EA.

F. Privacy

An elevated alignment where train passengers and employees have unblocked viewing of the homes, windows and yards of residents results in a "looking" of the assumption of privacy that homes along Crenshaw Blvd and Harbor Subdivision currently have. The DEIR/EA offers no mitigation for the likelihood of loss of privacy to homes due to the construction of an elevated guideway and therefore likely to allow visual intrusion into the property or homes of residents residing along the alignment. During construction, mitigation must be implemented to protect residents from the loss of privacy due to employees over looking on the private property of area residences. Design features of stations, parking, track design and alignment must be such that they maintain the uninterrupted privacy of yards and homes adjacent to the alignment. A below grade alignment in residential areas would mitigate the privacy issues.

Z

G. Land Use Impacts

Maximization of Uses in An Urbanized Area

Implementation of a below-grade light rail design would maintain much needed open space that could be used for a bicycle path, both as an additional alternative transportation mode and as a recreational amenity. Furthermore, more usable land would be retained that could be used for passive and active open space uses (e.g., a jogging trail, etc). Alternately, the Opportunity Cost of developing the MTA real estate along the Harbor Subdivision ROW in a manner consistent with current land use designations should not be overlooked. Funds derived from the lease, sale or development of the Harbor Subdivision ROW could be used to fund grade separations, thus mitigate the adverse impacts created by at-grade crossings and alignment.

AA

The DEIR/EA Mislabels Communities and Projects

The DEIR/EA inaccurately labels the District Square development as "the Fashion Square development" and omits the rest of these and other developments along the Crenshaw corridor, resulting in an inadequate evaluation of the corridor's future traffic demand and ridership potential. The DEIR/EA also fails to disclose that the West Adams/Boyle Heights/Leimert Community Plan is undergoing a revision.

BB

H. Noise and Vibration

41



DEIR/EA COMMENTS

The DEIR/EA fails to consider the Doppler effect from the train.

I. Construction Impacts.

The DEIR/EA indicates that the construction is anticipated to occur over a period of four years. Clarification should be provided as to the methodology used to determine the construction duration and if typical transportation construction delays are built into the estimated time. The construction impacts are significant when they extend over such a long period of time. The construction impact analysis is vague in several areas and does not provide a clear detailed discussion of the staging of trucks and equipment. There is no discussion of, or mitigation provided, relating to the length of time that vehicles can idle and that noise blankets should be required to muffle equipment noise. The DEIR/EA unclear if trucks are expected to drive on the right-of-way primarily and only enter onto streets where the right-of-way stops or where intersections occur. Further, there is no discussion of, or mitigation provided, that addresses trucks and equipment tracking mud and debris onto city streets. Wheel and street cleaning must occur on a daily basis with provisions for prompt clean up of any spills of earth or materials. Mitigation must be provided addressing all of these areas. The time during which construction can occur is also vague, only referencing daytime hours. The mitigation measures should address and limit the construction activities to construction hours from 8:00 am to 5:00 pm, Monday through Friday due to the anticipated long duration of the construction period (4 years).

CC

The DEIR/EA in Error States There Would Be No Significant Impact from Cut-and-Cover Construction in Leimert Park.

The conclusion that there would be no significant impact from cut-and-cover construction in Leimert Park from 394 to Brynmaest is laughable. What basis and historical reference did the DEIR/EA use to come to this ridiculous conclusion? The permanent reduction in parking for years of construction, massive barriers down the middle of the boulevard would have severe impacts to the majority black owned small businesses, which are patronized by a majority of minorities.

DD

The DEIR/EA fails to Specify What Safety and Security Will be Implemented During Construction.

DE

J. Greenhouse Gas Emissions/Global Climate Change

It is undisputed that the DEIR must discuss the impacts the project will have on Climate Change and Global Warming. In three recent California Superior Court Decisions, the court found that an analysis of the direct and cumulative impacts of a project's impacts to global warming and climate change should be evaluated in the EIR.¹ Further, the DEIR itself sets forth the regulatory structure that requires analysis of GHG emissions and the project's effects on climate change in a CEQA environmental document.

FF

The issue of climate change, and greenhouse gas emissions (GHG) is raised in the EIR, however the full magnitude of the effects the project will have on GHG emissions is severely understated. Only two short paragraphs touch upon the L&T alternatives' impacts on climate change. (DEIR at 3-5-6.) The DEIR concludes that there will be a decrease in vehicle miles traveled (VMT) and therefore, there will be a net decrease in GHG emissions, even though the light rail itself would indirectly contribute to climate change because it uses electricity generated by the burning of fossil fuels. No mention is made of the tons of GHGs that would be released into the atmosphere from idling cars stuck in traffic gridlock caused by the numerous at-grade crossings. No mention is made of the increased use of the freeway system and surrounding surface streets in spite of the ridership on the light rail. What would be the increase in GHG emissions from the thousands of idling cars? What would be the increase in GHG emissions from increased vehicles on the freeway system and the surrounding streets?

K. Endangered Species

¹ In a 2007 Superior Court decision, the court held that an EIR's analysis of GHG emissions was inadequate in light of Governor Schwarzenegger's executive order (S-2-05) on global warming and "the legislative requirement that greenhouse gas (GHG) emissions be reduced to 1990 levels by the year 2020." (*Env. Council of Sac. et al v. State of California* (Super. Ct. Sacramento County, 2007, No. 07CS00987)). The relevant portion of this decision is attached to this letter as exhibit E. The Superior Court of Riverside County also found an EIR's discussion of a project's impacts to global warming inadequate where the EIR did not make a meaningful attempt to analyze such impacts. (*Ctr. for Biological Diversity et al v. City of Desert Hot Springs et al* (Super. Ct. Riverside County, 2008, No. RC-044585)). This decision is attached to this letter as exhibit F.

GG

DEIR/S ENVIRONMENTAL IMPACT STATEMENT COMMENTS AND RESPONSES

The DEIR/S identifies several endangered species and tree lists would be adversely impacted and put at risk by the construction of at-grade crossings and overhead cantenary wires.

VI. ENVIRONMENTAL JUSTICE

When this line is extended to Wilshire, every portion north of the I-10 freeway will have to be underground. The environmental injustice of requiring residents in Hyde Park, Park Mesa Heights and Leimert Park to endure the train accidents, traffic congestion and noise level from street-level trains, while residents in Hancock Park, Park Mile and Olympic Park will not is not acceptable.

The DEIR/S Disenfranchised Spanish-Speaking Residents Along the Crenshaw Corridor.

The DEIR/S appropriately identifies a large Spanish speaking population, yet the DEIR/S was only available in English, eliminating the opportunity for a significant portion of the Crenshaw Transit Corridor residents to participate in the decision regarding the proposed activities that will affect their environment and health. The DEIR/S should be translated and re-released for 45 days.

111

The DEIR/S Comment Form Did Not Include a Checkbox for Environmental Justice.

The failure to include the checkbox likely resulted in a reduction in the number of comments from Comment Forms related to environmental justice.

The DEIR/S Illustrates Low-Income and Minority Communities are Disproportionately Impacted by At-Grade Light Rail Crossings.

Table 4-95 states that grade separation can be found at 89% of the crossings on the Blue Line in non-minority areas and 69% of the crossings in non-low income areas, compared to only 25% of the crossings in minority areas and only 22% of the crossings in low-income areas. System-wide grade separation can be found at 85% of the crossings in non-minorities areas and 83% of the crossings in non-low-income areas, compared to 65% of the crossings in minority areas and 64% in low-income areas.

The DEIR/S Fails to Identify, Analyze and Propose Mitigation for California Government Code Section 11135 Impacts.

The DEIR/S must identify, analyze and propose mitigation for Section 11135 Impacts:

(a) No person in the State of California shall, on the basis of race, national origin, ethnic group identification, religion, age, sex, sexual orientation, color, or disability, be unlawfully denied full and equal access to the benefits of, or be unlawfully subjected to discrimination under, any program or activity that is conducted, operated, or administered by the state or by any state agency, is funded directly by the state, or receives any financial assistance from the state. Notwithstanding Section 11000, this section applies to the California State University.

(b) With respect to discrimination on the basis of disability, programs and activities subject to subdivision (a) shall meet the protections and prohibitions contained in Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof, except that if the laws of this state prescribe stronger protections and prohibitions, the programs and activities subject to subdivision (a) shall be subject to the stronger protections and prohibitions.

(c) As used in this section, "disability" means any mental or physical disability, as defined in Section 12926.

The DEIR/S Fails to Provide Demographic Information about the Wilshire/La Brea Station Area

The DEIR/S fails to provide demographic information the the Wilshire/La Brea station area, and accordingly fails to adequately address the disproportionate impacts to the affluent non-minority Park Mile community compared to the South Los Angeles community. Though the project is being built with the clear intent to extend the line northeast in the future, failure to collectively consider the impacts in the DEIR/S results would violate CEQA prohibitions against segmentation.

112



DEIR/FEIS ENVIRONMENT

VII. SAFETY & HEALTH

DEIR/S fails to provide an annual accident prediction from at-grade crossings.

The DEIR/S fails to provide an annual accident prediction or their costs to the MTA over the life of the project through litigation, reconstruction, infrastructure repair, recovery teams, and a public relations team/campaign to blame every accident on the public and not MTA. Accordingly, the Operation and Maintenance section of the DEIR/S fails to accurately depict the true costs of operating the project with street-level crossings.

4.3

The DEIR/S in Error States There is Safety Change from Base LRT to Option 1.

Option 1 would result in a grade separated station, eliminating the pedestrian station crossing in the Base LRT. The DEIR/S should reveal how many Blue Line passengers have been hit and fatally wounded at pedestrian crossings at stations if it is to conclude that there is no improvement in safety from Base LRT vs. Option 1.

4.1

The DEIR/S Fails to State It's Basis for Determining Safety Hazard

Crossing conditions often change from intersection to intersections, and region to region. Implementing a new light rail system along a corridor and in a city without much familiarity is certain to result in accidents and fatalities. The DEIR/S fails to state it's basis for determining no significant safety hazard from at-grade crossings. 2007 FTA Statistics indicate primarily at-grade light rail is the most accident prone of public transit modes. It's implementation and introduction on the highly congestion Crenshaw corridor, which is lined with heavy pedestrian traffic, is sure to result in accidents and deaths.

KJ

Inconsistent Train Speeds on the Harbor Subdivision Coupled With Blind Corners Crossings at Victoria, Brynarth and West Blvd Pose a Significant Intractable Risk to Pedestrian Safety.

The Base LRT's Harbor Subdivision portion from Victoria to West is unlike any crossings on the Metro system in that it combines a freight and light rail at an angled crossing with no line of sight. Freight and light rail in this portion, indeed along the entire Harbor Subdivision is likely to be traveling at speeds much slower than light rail. The result of the inconsistent train speeds will be more risk taking behavior as pedestrians used to experiencing slow freight are more likely to go under the crossing arms and through the pedestrian swing gates without knowing that a higher speed light rail train is approaching. This has been the cause of many Blue Line light rail accidents and will be the cause of accidents if grade separation is not included. The crossings must be grade separated and studied for grade separation in the DEIR/S.

LL

VIII. TUNNELING & STATIONS

The DEIR/S fails to study a Binocular Tunnel Boring Method to Mitigate Construction Impacts.

Binocular Tunnel Boring Machines result in less soil extraction compared to twin bored tunnels and single large tunnel. The DEIR/S fails to consider this as a mitigation to construction and air quality impacts. Accordingly, the cost estimates are equally flawed.

MM

Below Grade Cost Assumptions

The DEIR/S makes several unsupported below grade cost assumptions, resulting in an inaccurate cost evaluation of project options currently considered and not yet considered. Specifically, the cost of stations and underground alignment must be disclosed. An exploration of a detailed breakdown of Eastside Extension tunneling costs and station as specified in the Eastside FEIR must be compared with those of the projected cost of Crenshaw LRT. That evaluation indicates the cost assumptions for below grade area a great magnitude exaggerated.

NN



Table 5-1 presents the total capital costs (in millions of dollars) for Option A and Option B in both 2001 dollars and in year of expenditure dollars. The year of expenditure capital costs vary between \$822 million (LRT Option A) and \$826 million (LRT Option B). The difference in capital costs between the two options relates to the treatment of the Indiana Street transition as described in Chapter 2. These are additions to the right-of-way costs but reductions in the cost of the special conditions identified in Indiana Street and the movement of the 1st Lorenza station to 3rd Indiana balances out the difference between the options. Both Option A and Option B are consistent with the current financial plan of MTA and have funding available for either option.

003

**TABLE 5-1
CAPITAL COST ESTIMATES (2001 \$ AND YEAR OF EXPENDITURE \$)**

	2001 Dollars in Millions		Year of Expenditure Dollars in Millions	
	LRT Option A	LRT Option B	LRT Option A	LRT Option B
Construction and Procurement				
Guideways	\$195.2	\$190.2	\$216.2	\$210.9
Yards and Shops	\$5.5	\$5.5	\$6.3	\$6.3
Systems	\$65.8	\$64.4	\$73.7	\$74.1
Stations	\$85.5	\$85.6	\$97.1	\$97.2
LRT vehicles and buses	\$100.0	\$100.0	\$113.3	\$113.3
Special Conditions	\$8.5	\$6.8	\$8.2	\$6.8
Right-of-Way	\$19.0	\$15.2	\$20.2	\$17.5
Stations	\$50.3	\$54.4	\$60.3	\$67.7
Professional Services	\$144.2	\$144.2	\$156.3	\$156.3
Project Contingency	\$54.5	\$56.1	\$60.7	\$62.3
Total Cost	\$738.8	\$742.8	\$822.3	\$826.3

5.1.2 Operating and Maintenance Cost Estimates

This section summarizes the Operating and Maintenance (O&M) cost estimate for the LRT Transit Alternative, Option A and Option B. The O&M costs were determined using the MTA's O&M cost model. This cost model was developed to estimate O&M costs for MTA's bus, Blue Line, Green Line, and Red Line operating modes, as well as support department costs related to operations.

The MTA O&M cost model estimates staffing requirements, labor costs, and non-labor expenses by transit mode (i.e., Motor Bus, Blue Line, Green Line, Red Line) and department within each mode. The model is calibrated to MTA's latest fiscal year (FY) 2000-2001 Adopted Budget. Overhead costs are allocated to the transit modes based on the allocations made for MTA's Adopted Budget. The model uses operating characteristics (e.g., peak vehicles, number of stations, passengers) to determine future costs. As future operating plans change (e.g., new rail lines are constructed), costs change accordingly.

000

The model meets Federal Transit Administration (FTA) guidelines for estimating operating costs. These guidelines specify that:

- Costs are computed by estimating labor and materials needed to provide a given level of service, and then unit costs are applied to the estimated future labor and material cost items;



Code	Cost Categories	Base	Option 1: Century Elevated Station		Option 2: Manchester Elevated		Option 3: Centinela Undercrossing		Option 4: Hyde Park Tunnel	
			Estimate	Increase	Estimate	Increase	Estimate	Increase	Estimate	Increase
10	Guideway and Track Elements	339,718	339,718	0	343,841	40,123	346,559	7,050	357,715	17,997
20	Stations, Stops, Terminals, Intertransit Support Facilities (Ways, Platforms)	730,518	146,818	7,000	139,000	0	730,500	0	139,500	0
30	Administrative Buildings	55,625	55,625	0	55,625	0	55,625	0	55,625	0
40	Sitework and Special Conditions	138,214	140,014	700	140,257	1,013	140,257	0	140,208	1,644
50	Systems	68,704	68,704	0	68,704	0	68,704	0	68,704	0
	Construction Subtotal	743,881	751,881	7,700	754,986	11,138	751,800	-7,743	763,451	19,591
	Right-of-Way Land, Easement									
50	Improvement	100,783	100,783	0	100,783	0	111,540	1,147	100,783	0
70	Vehicles	87,750	87,750	0	87,750	0	87,750	0	87,750	0
80	Professional Services	248,474	249,015	2,641	249,148	1,675	249,029	2,655	251,389	3,366
90	Unfunded Commitments	118,001	119,715	1,014	118,132	1,481	119,459	1,014	119,388	3,065
100	Interest Charges	0	0	0	0	0	0	0	0	0
	Total	1,228,939	1,316,863	11,225	1,321,658	16,221	1,316,849	13,250	1,334,200	25,657



Option 5: Leimert Park Village Station		Option 6: Expo-Underground		Option 1-6: All Options	
Estimate	Increase	Estimate	Increase	Estimate	Increase
239,710	0	400,031	60,310	435,201	95,491
239,500	0	228,670	0	325,020	100,120
35,025	0	35,025	0	35,025	0
14,550	0,044	154,129	14,810	157,482	100,240
70,341	407	0,004	0	30,004	-1,400
640,942	100,051	900,363	160,500	1,062,418	316,750
100,785	0	104,034	-3,249	105,080	-4,294
5,740	0	30,780	0	30,780	0
280,681	0	200,090	-80,591	350,063	120,188
40,000	14,180	140,120	101,120	140,000	34,884
0	0	0	0	0	0
1,480,225	155,107	1,241,384	235,705	1,755,424	461,628



EASTSIDE EXTENSION TUNNEL

Tunneling Cost - 1.6 miles		
	Cost	Cost Per Mile
	1.6	1
1 Tunnel	67,207,770	42,004,856
2 Tunnel boring machine mobilization	28,000,000	
3 Tunnel invert & walkway	4,187,400	2,617,125
4 Tunnel liner coat	0	0
5 General requirements	39,960,000	24,975,000
6 Site mobilization	67,000,000	41,375,000
7 Tunnel boring machine remobilization	0	0
8 Compact grouting	5,627,600	3,517,250
9 Cut and cover West Portal	2,621,520	
10 Cut and cover East Portal	3,000,865	
Station Cost		
11 Sofa station excavation	4,078,080	4,078,080
12 Mariachi Plaza station excavation	6,405,120	6,405,120
13 Design and construction of the Expo Station	29,000,000	29,000,000
14 Design and construction of the Mariachi Plaza Station	34,500,000	34,600,000
15 All other tunnel and station excavation construction costs	0	0
TOTAL	291,588,450	

a. Inflation (2.5% annually from 05/11)
 b. Fairview station = open cut estimated at \$25M instead of cut and cover
 c. Cut and cover estimated at \$100M per mile guideway
 d. Could be less if mobilization cost includes purchase of TBMs
 e. Fairfax station paid for through Subway to the Sea
 Other open cut station possibilities: LPV, Slauson, Midtown Crossing, King



EXPO TO RIGHT-OF-WAY: EXPOSITION/CRENSHAW TO 67TH/CRENSHAW		
Tunneling Cost - 3.1 Miles	Cost Extrapolation	Inflation - '05-'11 (3%)
	3.1	1.15
	130,215,054	149,747,313
	28,000,000	32,200,000
	8,113,088	9,330,067
	0	0
	77,422,500	89,035,875
	129,813,500	148,284,375
	0	0
	10,903,475	12,538,990
	0	0
Expo Line non-revenue connection	3,000,000	3,450,000
Station Cost		
Stauson station excavation	6,500,000	7,475,000
Design & construction of Stauson station	35,000,000	40,250,000
LPV station excavation	6,500,000	7,475,000
Design & construction of LPV station	35,000,000	40,250,000
King station excavation	6,500,000	7,475,000
Design & construction of King station	35,000,000	40,250,000
Expo station excavation	6,500,000	7,475,000
Design & construction of Expo station	35,000,000	40,250,000
Fairview Heights Cost - 0.7 mile cut-and-cover (11th Ave - Redondo)		
Cut-and-Cover (1)	70,000,000	80,500,000
Wheel Portal (Redondo)	3,000,000	3,450,000
East Portal (11th Ave)	3,000,000	3,450,000
Design & construction of Fairview station (1)	25,000,000	28,750,000
TOTAL	454,466,817	522,636,809



LAX TUNNEL: 104TH to CENTURY		
Tunneling Cost - 0.7 mile	Cost Extrapolation	Inflation - '05-'11 (x)
	0.7	1.15
	29,403,399	33,813,900
	25,000,000	28,750,000
	1,831,566	2,106,788
	0	0
	17,482,500	20,104,875
	29,372,000	33,779,375
	0	0
	2,462,075	2,831,388
	3,000,000	3,450,000
	3,000,000	3,450,000
TOTAL	114,482,462	131,665,331



WILSHIRE TO RIGHT OF WAY: FAIRFAX/WILSHIRE to 67TH/CRENSHAW		
Tunneling Cost - 6.85 miles	Cost Extrapolation - 6.85	Inflation - '05-'11 (a)
	287,733,266	330,690,255
	20,000,000	32,200,000
	17,027,306	30,616,462
	0	0
	171,078,750	196,740,666
	286,843,750	329,870,319
	0	0
	24,083,163	27,707,137
	0	0
Expo Line non-revenue connection	3,000,000	3,450,000
Station Cost		
Slauson station excavation	6,500,000	7,475,000
Design & construction of Slauson station	35,000,000	40,250,000
LPV station excavation	6,500,000	7,475,000
Design & construction of LPV station	35,000,000	40,250,000
King station excavation	6,500,000	7,475,000
Design & construction of King station	35,000,000	40,250,000
Expo station excavation	6,500,000	7,475,000
Design & construction of Expo station	35,000,000	40,250,000
Adams station excavation	6,500,000	7,475,000
Design & construction of Adams station	35,000,000	40,250,000
Midtown crossing station excavation	6,500,000	7,475,000
Design & construction of Midtown crossing station	35,000,000	40,250,000
Fairfax station excavation (c)	0	0
Design & construction of Fairfax station (c)	0	0
Fairview Village Cost - 0.7 mile cut-and-cover (11th Ave - Redondo)		
Cut-and-Cover (c)	70,000,000	80,500,000
Wheel Portal	3,000,000	3,450,000
East Portal	3,000,000	3,450,000
Design & construction of Fairview station (c)	25,000,000	26,750,000
TOTAL (not including Fairfax station):	1,166,676,234	1,343,977,669

Response to comment 20-11-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

Response to comment 20-11-B.

Comment noted. The DEIS/DEIR was prepared in compliance with all applicable laws, including CEQA, CEQA Guidelines, and NEPA. For the comment regarding the inadequate study of project alternatives, refer to response to comments 20-11-C through 20--F. For the comment regarding the inadequate description of the project and the project's environmental setting, refer to response to comments 20-11-G through 20-11-H. For the comment regarding the utilization of improper thresholds, refer to response to comment 20-11-I. For the comment regarding the inadequacy of disclosing or analyzing project impacts, refer to response to comments 20-11-J through 20-OO.

Response to comment 20-11-C.

Comment noted. Metro agrees with and abides by the procedural guidelines and case findings cited by the commenter in reference to an environmental document. The DEIS/DEIR acts as a disclosure document to bring forth any potential environmental impacts that the Crenshaw/LAX Transit Corridor Project may have on the surrounding environment.

Response to comment 20-11-D.

The CEQA Guidelines referred to by the commenter, require that an EIR's discussion of alternatives focus on feasible alternatives that are capable of avoiding or reducing significant environmental impacts.

A technology assessment was conducted to determine the type of transit service suitable for operation of transit services within the Crenshaw-Prairie Transit Corridor. Based on review of a previous planning studies for the Corridor and the available range of technologies, it was determined that BRT and LRT are the most practical transit technologies that meet purpose and need and are cost-effective. These technologies are also generally compatible with other modes in existence, under construction, or being considered by other corridor studies. These two technologies were selected to carry forward into the AA/DEIS/DEIR for evaluation against rapid bus under the No-Build and TSM Alternatives.

An Alternatives Analysis was completed during the preparation of the DEIS/DEIR to identify the transit alternatives to be evaluated in the DEIS/DEIR. The alternatives represent a range of capital investment choices for addressing the future travel needs of transit users in the study area. The alternatives were developed based on a review of transit modes, technologies, and alignment locations that serve the identified transit markets and address purpose and need. They are considered to represent the range of reasonable alternatives. The alternatives reflect comments received during project scoping and a review of engineering, environmental, and right-of-way constraints.

The results of the Alternatives Analysis is presented in Chapter 2, Alternatives Considered, of the DEIS/DEIR. The Conceptual Alternatives for Screening report has been included in the Appendices of the FEIS/FEIR. This report provides the details and justifications for the elimination of alternatives during the scoping process. The alternatives eliminated from consideration during the scoping process due to non-



financial considerations, including, but not limited to traffic impacts, displacement, and engineering feasibility. The analysis used criteria including but not limited to, regional connectivity, ridership, and cost-effectiveness to compare the different modes of transit and alignment options and determine which alternatives would be carried forward for further analysis into the DEIS/DEIR. The Alternatives Analysis provided a discussion of alternatives that were eliminated from consideration as specified under CEQA Guidelines 15126.6. The Alternatives Analysis identified that a light rail transit and a bus rapid transit alternative be studied for further consideration based on the evaluation criteria. The two alternatives identified for further study in the Alternatives Analysis, along with a No Build Alternative and a Transportation Systems Management Alternative underwent a comprehensive environmental review in the DEIS/DEIR.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Section 4.0 of the DEIS/DEIR evaluated a No Build Alternative, a TSM Alternative, A BRT Alternative, and a LRT Alternative. In order to reduce or avoid potential environmental impacts, six additional LRT design options were incorporated into the DEIS/DEIR for evaluation. These design options included grade separations at Manchester Avenue, Centinela Avenue, between Victoria Avenue and 60th Street and between 39th Street and Exposition Boulevard. Based on public input and direction from the Metro Board of Directors, two additional alternatives were evaluated as feasibility studies during the environmental process. A below-grade segment from Wilshire Boulevard to Exposition Boulevard, and a below grade segment from 48th Street to 60th Street, that would link the below grade sections along Crenshaw Boulevard. All of these additional alternatives, except the below grade segment from Wilshire Boulevard to Exposition Boulevard where carried forward for inclusion into the locally preferred alternative or for further consideration during the final design process. There were no feasible alternatives that avoided or reduced potential significant environmental impacts that were eliminated solely on cost factors.

Response to comment 20-11-E.

A below-grade alternative from 48th Street to 60th Street was studied during the Crenshaw/LAX Transit Corridor Project. The study documented the characteristics of such a below-grade alignment. Under the Base LRT Alternative, where the alignment is at-grade between 48th Street to 60th Street, no adverse impacts to traffic, safety, noise and vibration, aesthetic resources, environmental justice, or communities and neighborhoods would occur with implementation of mitigation measures. A below grade segment from 48th Street to 60th Street would not change the determination of impact for any of the significant and unavoidable adverse impacts that were identified in the DEIS/DEIR. Therefore, the physical conditions and the lack of significant environmental impacts would not require the alignment to be placed underground between 48th Street and 60th Street. In addition, the cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard would be beyond the scope of Metro policies and the approved Metro budget for the project and financially infeasible.

Response to comment 20-11-F.

The Alternatives Analysis contains a discussion of alternatives which satisfies the rule of reason as referred to by the commenter. In analyzing a reasonable range of alternatives, six design options were incorporated into the DEIS/DEIR that offer substantial environmental advantages over the Base LRT Alternative and were determined to be feasible. The DEIS/DEIR also determined that the BRT and LRT Alternatives would be generally consistent with the applicable jurisdiction's plans and policies and would not preclude

them from being adopted as stated by the commenter. Therefore, the alternatives considered in the DEIS/DEIR were not flawed under CEQA and represent a reasonable range.

Response to comment 20-11-G.

The DEIS/DEIR is based upon several resources and technical reports, including preliminary engineering drawings. The FEIS/FEIR incorporates the final design engineering drawings to adequately characterize the environmental effects of the project. Similarly, the CPUC conducts its review and approval of the project during the design process, when the detail engineering drawings have been finalized. The FEIS/FEIR contains the list of permits, approvals, and applicable review and consultation requirements necessary to implement the project. Although CEQA does not require an EIR to state whether a project is feasible (including legal feasibility), the project description in the FEIS/FEIR discloses that the Crenshaw/LAX Transit Corridor Project can be legally built in conformance with the applicable local, State, and federal requirements, which includes, but is not limited to CPUC approval.

Response to comment 20-11-H.

The commenter is accurate in asserting the scarcity of space on roadways within the Los Angeles area. This situation is exacerbated within along Crenshaw Boulevard because of the unique topography of the region, which limits the number of north-south arterials in the area. As stated in the Chapter 1, Purpose and Need, the Crenshaw/LAX Transit Corridor Project was initiated to alleviate peak period congestion, limited transportation accessibility, and poor connections with regional transportation. The Metro Board of Directors selected the Light Rail Transit Alternative as the most viable and efficient means of addressing these growing concerns of traffic congestion. The study area identified under the Crenshaw/LAX Transit Corridor Project (Crenshaw/LAX Corridor) has been identified and refined in previous planning studies for over 40 years as an area in most need of transit improvements to alleviate the congestion issues stated above. The traffic analysis in the DEIS/DEIR took into account the project related traffic, as well as cumulative traffic in full compliance of CEQA/NEPA.

Response to comment 20-11-I.

Please Refer to Master Response 5 regarding traffic methodology and analysis.

Response to comment 20-11-J.

The commenter incorrectly asserted that the DEIS/DEIR found that only construction air quality impacts would occur after mitigation for the Crenshaw/LAX Transit Corridor Project. Table ES-3 and ES-4 on of the Executive Summary, summarize the impacts that would occur for the various alternatives considered under the Crenshaw/LAX Transit Corridor Project. The DEIS/DEIR disclosed that, after implementation of mitigation measures, significant and unavoidable impacts would occur to traffic, visual resources, air quality (construction, operational, and cumulative), construction noise, historic, archaeological, and paleontological resources, and environmental justice for the BRT and Base LRT Alternatives.

Response to comment 20-11-K.

Please Refer to Master Response 5 regarding traffic methodology and analysis. The project would not result in intersection impacts, which would cause traffic to back up on the freeway off-ramps.

**Response to comment 20-11-L.**

Please refer to response to comment 20-11-K. The traffic model used for the Crenshaw/LAX Transit Corridor Project forecast the operation of the light rail system would result in a reduction of approximately 26,000 vehicle trips countywide. The traffic model used in the traffic analysis takes into account the growth in traffic over the twenty-five year period that the commenter refers to. This forecast of growth assumes that the demand for space on public streets will increase rather than decrease as suggested by the commenter. A comparison of year 2005 and forecast 2030 traffic volumes from the Metro Travel Demand model indicates that the overall traffic growth in the vicinity of the project corridor by year 2030 is projected to be about 0.2 percent to 2 percent per year depending on the travel direction. These growth factors were then applied to existing 2008 count data to yield future 2030 volumes for the study intersections for all future scenarios. The DEIS/DEIR analyzes the potential traffic impacts that the proposed project would cause when added to the future traffic growth (2030). Latent demand would only apply if the impacts of the project were considered alone and not combined with future traffic growth, creating a situation where road “vacancies” are created.

Response to comment 20-11-M.

The LRT alignment features crossings at a number of heavily trafficked roadways and highways, and is in proximity to the south runways of LAX. To avoid traffic delays, grade separations are being considered at some roadway crossings and locations: across Century Boulevard adjacent to the LAX south runways, across Manchester Avenue, across La Cienega Boulevard/I-405, across La Brea Avenue, between Victoria Avenue and 60th Street and between 48th and 39th Streets. The Locally Preferred Alternative (LPA) for the Crenshaw/LAX Transit Corridor Project was selected at the meeting of the Metro Board of Directors on December 10, 2009. At the same time, a number of design options were incorporated into the LPA. These include the following:

- An elevated station at the interface of Aviation Boulevard and Century Boulevard.
- Grade separation of Manchester Avenue by means of an aerial LRT guideway.
- Below-grade guideway between Victoria and 60th Street.

Please refer to Master Response 5 – Traffic Methodology and Analysis. Queue lengths were used in the analysis for calculating intersection level of service.

The traffic analysis results did vary from the original DEIS/DEIR average delay estimates. Please Refer to Master Response 5 regarding traffic methodology and analysis.

Response to comment 20-11-N.

Using methodology prescribed by the LADOT and FHWA, the cumulative traffic analysis took into account all foreseeable, adopted and approved projects extending to the buildout year 2030. There are no additional approved projects that would operate in the Harbor Subdivision or add trains to the railroad right-of-way which would add to increased congestion.

Response to comment 20-11-O.

The DEIS/DEIR analyzed and disclosed all potential adverse impacts to public safety from the operation of the Crenshaw/LAX Transit Corridor Project. Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

Response to comment 20-11-P.

Metro acknowledges the existence of programs and policies that support the development of grade separations. Disclosing the existence of these programs would not result in increased safety, nor is it required to comply with the environmental process. The DEIS/DEIR disclosed that the operation of the Crenshaw/LAX Transit Corridor Project would not result in adverse safety impacts. Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that rail and highway crossings be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods. Achieving pedestrian safety near the operation of a light rail transit line is the result of several conditions, including safety oriented design, light rail operator training, and public education. Appropriate pedestrian crossing control devices for at-grade crossings are critical for rail system safety. In addition to standard cross-walk markings, control devices for pedestrian crossings include flashing light signals, signs, markings along the outside of the rail line, curbside pedestrian barriers, pedestrian automated gates, swing gates, bedstead barriers and crossing channelization. When the light rail transit line is at-grade, it would operate in a semi-exclusive right-of-way separated from automobile traffic by a raised curb. Pedestrians are permitted to cross the street at designated crosswalk locations during protected pedestrian signal phases in which light rail vehicles are not present. Pedestrian safety along the proposed LRT line will involve gated crossings controlled using current Metro standards for crossings. Each crossing will be reviewed during design based on the California Public Utilities Report “Pedestrian – Rail Crossings in California”. Pedestrians crossing Crenshaw Boulevard across the LRT tracks will be controlled using normal pedestrian traffic signal indications; adequate crossing times will be provided at the traffic signals for pedestrians to cross the street at a normal walking pace. A pedestrian refuge area will be provided in the median at all crossings of the LRT tracks to provide a space for pedestrians to wait out of traffic and off the tracks should they not be able to complete their crossing of Crenshaw Boulevard during one signal phase. Each crossing was evaluated for pedestrian safety based on site visits and engineering design. The evaluation resulted in a list of design modifications and mitigation measures identified in the Safety and Security Section of the FEIS/FEIR to improve the level of safety at crossings. The final determination of safety measures to be implemented near school zones is determined through consultation and approval by the California Public Utilities Commission.

Response to comment 20-11-Q.

Additional pedestrian counts at major crossings near schools were conducted during the safety analysis of the Crenshaw/LAX Transit Corridor Project. At Crenshaw Boulevard and 50th Street, approximately 75 pedestrians crossed Crenshaw Boulevard (north leg) and approximately 10 to 15 pedestrians crossed 50th Street (east leg) in the morning peak hour (7:00 to 9:00 a.m.). In the early afternoon, approximately 65 pedestrians crossed Crenshaw Boulevard, and 25 students crossed 50th Street. After 4:00 p.m., the pedestrian activity decreased to less than 40 persons crossing the streets. At Crenshaw Boulevard and 52nd Street, approximately 80 pedestrians used the crosswalks in the AM peak hour, and only one quarter



of them crossed Crenshaw Boulevard. In the early afternoon peak hour, approximately 50 pedestrians crossed the intersection, and half of them crossed Crenshaw Boulevard. After 4:00 p.m., the pedestrian volumes decreased to less than 35 persons, and about one-third to half of them crossed Crenshaw Boulevard. At Crenshaw Boulevard and 57th Street, approximately 20 to 25 pedestrians crossed Crenshaw Boulevard (north and south legs), while nearly 95 pedestrians crossed 57th Street (east and west legs) in the AM peak hour. In the early afternoon, approximately 30 to 35 pedestrians crossed Crenshaw Boulevard, and almost 90 students crossed 57th Street. After 4:00 p.m., the pedestrian flow crossing Crenshaw Boulevard was still about 30 to 35 per hour, while the pedestrian volumes crossing 57th Street were reduced by one-third (about 65 total). Please refer to response to comment 20-11-O or 20-11-P regarding safety measures to be incorporated along the alignment.

Response to comment 20-11-R.

The FEIS/FEIR provides revised safety mitigation measure to provide specific safety design elements and treatments for the Crenshaw/LAX Transit Corridor Project. These mitigation measures can be found on in the Safety and Security section of the FEIS/FEIR. Implementation of these mitigation measures would result in no adverse safety impacts fir the Crenshaw/LAX Transit Corridor Project.

Response to comment 20-11-S.

The safety mitigation measures proposed ion in the Safety and Security section of the FEIS/FEIR were determined to result in no adverse impacts to pedestrian (student) safety. No additional mitigation would be required.

Response to comment 20-11-T.

The DEIS/DEIR determined that the construction and operation of the Crenshaw/LAX Transit Corridor Project would not adversely affect emergency response times. Construction along the alignment would result in temporary lane closures and disruption in traffic. However, emergency ingress and egress would be maintained at all times. Operation of the Crenshaw/LAX Transit Corridor Project would occur within the existing street system and along the existing Harbor Subdivision right-of-way, which would not affect vehicle or pedestrian access to community facilities. As a result, no impact to emergency response times for police and fire stations or access to their stations, was anticipated.

Response to comment 20-11-U.

The likelihood of a light rail train derailment for the Crenshaw/LAX Transit Corridor Project is rare along straight sections of the track. Only two major turns are included along the project alignment: the Crenshaw/Harbor Subdivision turn and the Aviation Manchester turn. The Crenshaw Boulevard Harbor Subdivision right-of-way intersection would be below grade and any potential risk of derailment would not affect the surrounding environment since it would be contained within below grade tunnel.

The crossing at Victoria is being closed and the crossings at Brynhurst, West, Redondo, Hindry and Oak have all been reviewed in consultation with the CPUC, LADOT and the City of Inglewood. Appropriate safety treatments have been incorporated into the designs.

Response to comment 20-11-V.

A designated passenger loading area adjacent to View Park will be provided on Crenshaw Boulevard designated between the hours of 6:30 a.m. and 4:00 p.m. Parking restrictions on residential streets near station areas are implemented by the applicable city jurisdictions. Metro will coordinate with cities to help identify areas where parking restrictions are needed to deter transit patrons from parking on residential streets. The majority of on-street parking loss would occur on the inner portion of the frontage road bordering both sides of Crenshaw Boulevard between 48th and 60th Street. There is a total loss of 308 on-street parking spaces along Crenshaw Boulevard with a loss of 142 northbound and 166 southbound on-street parking spaces. A study of parking utilization determined that the loss of these spaces would not create an adverse impact as the parking is not fully utilized and many businesses and the City provide underutilized off-street parking. Additional parking was created at the Florence/West, Florence/La Brea, and Crenshaw/Exposition Stations to provide additional parking in the corridor.

Response to comment 20-11-W.

Section 13 of the Crenshaw Specific Plan requires that to the extent physically feasible, all new utility lines that directly service a Project shall be installed underground. In areas along Crenshaw Boulevard where the alignment is underground, the utility lines that provide electrical power would also be underground. Where the alignment is at grade along Crenshaw Boulevard (60th to 48th Streets), it would not be physically feasible to place utility wires underground because the entire Metro light rail system is run by overhead electrical wires which require the utility wires to be above the light rail vehicles. Therefore the Crenshaw/LAX Transit Corridor Project would remain consistent with the Crenshaw Specific Plan, as stated in the Land Use Section of the FEIS/FEIR. The cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard, including the area designated under the Crenshaw/LAX Corridor Specific Plan, is beyond Metro policies and the scope of the approved Metro budget for the project and financially infeasible.

Response to comment 20-11-X.

The light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The DEIS/DEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses. No significant impacts to visual resources would occur from the operation of the light rail alignment in an at-grade configuration along Crenshaw Boulevard.

Response to comment 20-11-Y.

The potential operational impacts to air quality and traffic congestion were evaluated in the environmental document. The air quality analysis uses the sensitive receptors that the commenter refers to in order to measure impacts. The FEIS/FEIR found that there would be significant and unavoidable air quality impacts during construction. A localized air quality analysis, which includes the emissions from automobiles, including CO emissions, queuing at intersections, determined that no applicable localized air quality thresholds would be exceeded from operation of the Crenshaw/LAX Transit Corridor Project. Localized CO concentrations associated with the LRT Alternative would not exceed the federal standards.



Table 4-26. 2030 Carbon Monoxide Concentrations/a/

Alternative and Intersection	1-Hour (Parts per Million)		8-Hour (Parts per Million)	
	Existing (2008)	Project Year (2030)	Existing (2008)	Project Year (2030)
No Build Alternative				
Aviation Blvd/Century Blvd - AM Peak Hour	5	2	3.8	1.4
Crenshaw Blvd/Adams Blvd - AM Peak Hour	5	2	3.9	1.4
Crenshaw Blvd/Jefferson Blvd - PM Peak Hour	5	2	3.9	1.3
Crenshaw Blvd/Slauson Ave - AM Peak Hour	5	2	3.8	1.3
Crenshaw Blvd/Stocker St - PM Peak Hour	5	2	3.9	1.4
Crenshaw Blvd/Washington Blvd - AM Peak Hour	5	2	3.8	1.4
La Brea Ave/Jefferson Blvd - PM Peak Hour	5	2	3.6	1.2
La Brea Ave/Rodeo Rd - PM Peak Hour	5	2	3.9	1.4
La Brea Ave/Slauson Ave - PM Peak Hour	5	2	3.9	1.4
Wilton Pl/Wilshire Blvd - AM Peak Hour	5	2	3.9	1.4
TSM Alternative				
Aviation Blvd/Century Blvd - AM Peak Hour	5	2	3.8	1.4
Crenshaw Blvd/Adams Blvd - AM Peak Hour	5	2	3.9	1.4
Crenshaw Blvd/Jefferson Blvd - PM Peak Hour	5	2	3.9	1.3
Crenshaw Blvd/Slauson Avenue - AM Peak Hour	5	2	3.8	1.3
Crenshaw Blvd/Stocker Street - PM Peak Hour	5	2	3.9	1.4
Crenshaw Blvd/Washington Blvd - AM Peak Hour	5	2	3.8	1.4
La Brea Ave/Jefferson Blvd - PM Peak Hour	5	2	3.6	1.2
La Brea Ave/Rodeo Rd - PM Peak Hour	5	2	3.9	1.4
La Brea Ave/Slauson Ave - PM Peak Hour	5	2	3.9	1.4
Wilton Pl/Wilshire Blvd - AM Peak Hour	5	2	3.9	1.4
BRT Alternative				
Aviation Blvd/Century Blvd - AM Peak Hour	5	2	3.8	1.4
Crenshaw Blvd/Adams Blvd - AM Peak Hour	5	2	3.9	1.4
Crenshaw Blvd/Jefferson Blvd - PM Peak Hour	5	2	3.9	1.3
Crenshaw Blvd/Slauson Ave - AM Peak Hour	5	2	3.8	1.3
Crenshaw Blvd/Stocker St - PM Peak Hour	5	2	3.9	1.4
Crenshaw Blvd/Washington Blvd - AM Peak Hour	5	2	3.8	1.4
La Brea Ave/Jefferson Blvd - PM Peak Hour	5	2	3.6	1.2
La Brea Ave/Rodeo Road - PM Peak Hour	5	2	3.9	1.4
La Brea Ave/Slauson Ave - PM Peak Hour	5	2	3.9	1.4
Wilton Pl/Wilshire Blvd - AM Peak Hour	5	2	3.9	1.4
LRT Alternative				
Aviation Blvd/Century Blvd - AM Peak Hour	5	2	3.8	1.4
Crenshaw Blvd/Adams Blvd - AM Peak Hour	5	2	3.9	1.4
Crenshaw Blvd/Jefferson Blvd - PM Peak Hour	5	2	3.9	1.3
Crenshaw Blvd/Slauson Ave - AM Peak Hour	5	2	3.8	1.3
Crenshaw Blvd/Stocker St - PM Peak Hour	5	2	3.9	1.4
Crenshaw Blvd/Washington Blvd - AM Peak Hour	5	2	3.8	1.4
La Brea Ave/Jefferson Blvd - PM Peak Hour	5	2	3.6	1.2

Alternative and Intersection	1-Hour (Parts per Million)		8-Hour (Parts per Million)	
	Existing (2008)	Project Year (2030)	Existing (2008)	Project Year (2030)
La Brea Ave/Rodeo Road - PM Peak Hour	5	2	3.9	1.4
La Brea Ave/Slauson Ave - PM Peak Hour	5	2	3.9	1.4
Wilton Pl/Wilshire Blvd - AM Peak Hour	5	2	3.9	1.4

/a/ Existing concentrations include year 2008 one- and eight-hour ambient concentrations of 4 and 3.1 ppm, respectively. Future concentrations include year 2030 one- and eight-hour ambient concentrations of 1 and 1.1 ppm, respectively. Source: TAHA, 2008.

The federal air quality regional threshold would not be exceeded during the operation the light rail system. Because operation of the light rail system would result in a reduction of automobile trips, no adverse greenhouse gas impacts would occur.

The traffic model used for the Crenshaw/LAX Transit Corridor Project forecast the operation of the light rail system would result in a reduction of approximately 26,000 vehicle trips countywide. According to the traffic analysis contained in Appendix F of the DEIS/DEIR, 15 of the 46 intersections are currently operating beyond their capacities in the AM or PM peak periods. The Crenshaw Light Rail Project would result in a decrease in overall delay or no change at 29 of the 46 study intersections when compared to the No Build Alternative. The Crenshaw Light Rail Project would result in a small increase in delay (less than five seconds) at 13 of the 46 intersections compared to No Build Alternative. The remaining four intersections would result in a delay of greater than five seconds. An increase in delay of greater than five seconds would result in an adverse traffic impact. The four impacted intersections were determined to be:

- Crenshaw Boulevard and Exposition Boulevard
- Crenshaw Boulevard and Rodeo Road
- Crenshaw Boulevard and 54th Street
- Centinela Avenue and Florence Avenue

Traffic mitigation measures were identified on pages 3-53 and 3-54 of the DEIS/DEIR which would eliminate the impacts along Crenshaw Boulevard at Florence Avenue and 54th Street identified above. The incorporation of Design Option 6 into the project eliminates the remaining two impacts at Exposition Boulevard and Rodeo Road.

Response to comment 20-11-Z.

The elevated alignment that the commenter refers to along Crenshaw Boulevard and the Harbor Subdivision was removed from consideration and not incorporated into the locally preferred alternative. Therefore, no mitigation for the potential loss of privacy to adjacent residences would be required.

Response to comment 20-11-AA.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The narrow width of the Harbor Subdivision Railroad right-of-way, as well as potential access, limits the ability of Metro to lease, sell, or develop land along the right-of-way. The Harbor Subdivision was purchased with the intent of supporting an at-grade transit system. During the design



process, Metro evaluated the incorporation of pedestrian friendly design elements, such as open space and landscaping.

Response to comment 20-11-BB.

Comment noted. The DEIS/DEIR has been revised to reflect the correct naming and size of the approximately 300,000 square foot District Square redevelopment project. Consistency with land use policies are based only on adopted plans and policies. Metro acknowledges that the West Adams Baldwin Hills Community Plan is undergoing a revision, however project consistency must be measure against the existing adopted policy.

Response to comment 20-11-CC.

The type of construction, schedule, equipment to be used and location of haul routes and staging areas are typically determined during the final design of the project. The FEIS/FEIR has incorporated this updated construction information into the environmental analysis of the Crenshaw/LAX Transit Corridor Project. The FEIS/FEIR determined that no additional impacts would occur during the construction of the Crenshaw/LAX Light Rail Project than were previously disclosed in the DEIS/DEIR. The DEIS/DEIR assumed a worst case cut and cover construction method. Mitigation measures are identified that reduce the impacts associated with this construction method. The actual methods of construction will be finalized once the design build contracts for the Project are awarded, which would occur after the completion of the FEIS/FEIR.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Underground segments of the alignment would result in increased disruption to communities during construction because of the longer time required for excavation. Upon completion of the Crenshaw Light Rail Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

Response to comment 20-11-DD.

The section of Crenshaw Boulevard between 48th Street and 39th Street would be below grade. In order to evaluate the worst-case scenario, cut-and-cover construction methods are assumed for all below grade segments of the proposed project. The cut and cover construction would reduce the vehicular movements along Crenshaw Boulevard over the open cut sections. A temporary bridge, which would take approximately four months to complete, would be used to minimize the impacts of this construction method. Off-peak and night closures would be required during the four month construction period of the temporary bridge. The construction of the cut and cover box below the temporary bridge would take 12 months. Full off-peak or weekend closures of Crenshaw Boulevard northbound may be necessary on a short term basis. The number of traffic lanes on Crenshaw Boulevard would be reduced as a result, and local circulation would be impacted. Traffic may divert to Victoria Avenue to the west or 11th Avenue to the east, causing impacts to the residential street system. On-street parking would be lost for up to 36 months during the construction phase to make way for displaced travel lanes. The 39th Street portal is also planned as a cut and cover section. The

alignment returns to grade in the commercial corridor, just north of the Baldwin Hills Crenshaw Plaza; the neighborhoods immediately to the east and west are residential. Temporary lane closures are anticipated during off-peak and nighttime periods, this may require temporary street closures during the off-peak periods for up to six months. The median left-turn lanes would likely be closed during the construction period, prohibiting left turns onto 39th Street; additionally, all east-west traffic on 39th Street would be unable to cross Crenshaw Boulevard for up to six months. Traffic is expected to divert to alternate routes including Victoria Avenue and Bronson Avenue; these routes travel through residential neighborhoods and residents may experience an increase of pass-through traffic during the construction phase for up to six months. While on-street parking is not available on Crenshaw Boulevard, on-street parking is available on the frontage roads immediately to the east and west. This parking may be temporarily lost because of staging of construction equipment.

With the implementation of Mitigation Measures **T1** through **T6** in Chapter 3.0 of the FEIS/FEIR, the adverse effects of construction activity would be reduced for adjacent commercial districts and residential neighborhoods. Because these effects are associated with the construction phases and are short-term in nature, no adverse effects are anticipated.

Response to comment 20-11-EE.

The type of safety and security to be used during the construction of the Crenshaw/LAX Light Rail Transit Project were determined during the advanced conceptual engineering of the project. These construction safety and security measures can be found in the Construction section of the FEIS/FEIR.

Response to comment 20-11-FF.

The FEIS/FEIR has been updated to reflect the most recent greenhouse gas (GHG) and climate change actions taken by the USEPA. Updated regulatory information includes discussion of:

- The USEPA Clean Air Act waiver that allows California to apply GHG standards to vehicles beginning with the 2009 model year;
- The USEPA Final Mandatory Reporting of Greenhouse Gases Rule;
- The Department of Transportation's National Highway Traffic Safety Administration's program to reduce GHG emissions and improve fuel economy for new cars and trucks sold in the United States; and
- The USEPA finding that the current and projected concentrations of the six key well-mixed GHGs--carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆)--in the atmosphere threaten the public health and welfare of current and future generations.

According to the air quality analysis in the FEIS/FEIR, the Crenshaw/LAX Transit Corridor Project would result in a decrease of 19,741 metric tons per year of GHGs. The GHGs were calculated using the Metro Travel demand model which forecasts the regional automobile, bus, and rail VMT, a method which has been approved by the SCAQMD.

Response to comment 20-11-GG.

Comment noted. The ecosystems/biological resources section of the DEIS/DEIR determined that are currently no sensitive species or habitat located directly within the LRT Alternative project area. As



identified in Section 4.7 Ecosystems/Biological Resources, the LRT Alternative and design options may require the removal and/or disturbance (including trimming) of mature trees along the proposed alignment. Through compliance with the City of Los Angeles Native Tree Ordinance and implementation of mitigation measures identified in Section 4.7 Ecosystems/Biological Resources, construction of the BRT Alternative or the Base LRT Alternative and design options would reduce potential impacts to biological resources to less than significant levels.

Response to comment 20-11-HH.

As documented in the Chapter 7.0, Public Participation, Spanish translation services were available at all of the public meetings. There were no requests received for a Spanish translation of the DEIS/DEIR. Had Metro received such a request, which could have been received any of the public meetings, Metro would have been more than willing to provide at the very least, a translation of relevant information and summaries.

The comment from the commenter refers to provided a check box of topics for reference and as informational purpose only. No data on these boxes was collected or analyzed. Because the environmental justice topic received the second most number of comments, the lack of an environmental justice box did not likely affect the potential to receive environmental justice comments.

The Grade separation for light rail transit is typically driven by factors related to design, operational characteristics and physical constraints, and is not dependent on the type of community where it is to be located. As shown in Table 4-95 on page 4-514 of the DEIS/DEIR, most of the grade separations that occur in the existing Metro Rail system are grade-separated at predominantly minority and low-income communities. The Metro Red and Purple Lines have fifty-five percent of the alignment traveling through minority areas and 74 percent of the lines travel through low-income areas.

The intent of Executive Order 12898 pertaining to Environmental Justice is to disclose any element of the planning, design, and alternative selection process and overall decision-making process, which indicates there has been a systematic bias toward disproportionate focusing adverse environmental impacts, on low-income, minority, or other communities and neighborhoods of concern. The transparency in the decision-making process lies at the heart of this consideration. Transit planning involves both policy choices as well as engineering and environmental impact decisions regarding the modes considered, the level of transit service, frequency of service, route alignments, and station locations. In many instances, minority and low-income communities are highly transit dependent. The planning process is designed in large part to serve the mobility and access of these communities. Serving transit-dependent communities disproportionately less than less transit-dependent communities would be a severe environmental injustice. Nonetheless, the placement of transit infrastructure – while the intent is to provide a beneficial impact to communities, may have unintended adverse effects. The alternatives evaluation and the environmental review process is designed to disclose and resolve any potential unanticipated problems that may affect adjacent communities.

The DEIS/DEIR analyzed the Crenshaw/LAX Transit Corridor Project to determine if the project would cause disproportionate adverse impacts related to transit service equity, traffic congestion, parking, displacement, community cohesion, health issues, historical, archaeological, paleontological, community facilities, economic vitality and employment opportunities, safety and security, and construction. The following considerations were utilized in the environmental justice evaluation of the Crenshaw/LAX Light Rail Transit Alternative:



- Whether the proposed project would provide transit equity;
- Whether the proposed project would have any potential adverse effects that would be disproportionately borne by minority and low-income communities; and/or
- Whether low-income communities have had opportunities to actively participate in the planning of the project.

When first considering rail modes for the Crenshaw/LAX Transit Corridor, several modes were considered including heavy rail and light rail. Due to the nature of the existing and planned development along the corridor and the relatively modest estimates for ridership along the corridor, heavy rail (a mode that is typically fully grade separated) was deemed to be not necessary and inappropriate for application to the Crenshaw/LAX Corridor. Furthermore, the Light Rail Transit mode provides an opportunity to connect to other existing rail facilities in the corridor (i.e., the Metro Green Line). Because Light Rail Transit can operate at several grades (at-grade, aerial, and below-grade), Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that rail and highway crossings be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods. Grade separation for light rail transit is primarily engineering-driven, and is not dependent on the type of community where it is to be located. As shown in Table 4-95 on page 4-514 of the DEIS/DEIR, most of the grade separations that occur in the existing Metro Rail system are grade-separated at predominantly minority and low-income communities. The Metro Red and Purple Lines have fifty-five percent of the alignment traveling through minority areas and 74 percent of the lines travel through low-income areas. This table illustrates that more grade separation occurs within minority and low income communities and that these targeted communities are not disproportionately impacted.

Metro, similar to other transit planning agencies throughout the U.S., operates on the premise that LRT is primarily an at-grade or surface-running transit technology and incorporates grade separations. This transit technology can operate in at-grade environments ranging from mixed traffic, to an exclusive right-of-way or guideway. Metro considers grade separations associated with LRT projects on a case-by-case basis primarily for severe traffic or other environmental impacts and not on the socio-economic profile of an area. Traffic operations at intersections must be maintained at an acceptable level of service (LOS) in conjunction with adequate LRT train frequencies and overall travel times. As described in the FEIS/FEIR, the LPA for the Crenshaw/LAX Transit Project would operate at-grade between 48th Street and 60th Street, where it was determined that light rail could operate safely without the need of a grade separation. This determination was based on the width of Crenshaw Boulevard at this point, proposed operation modifications to traffic signals, and proposed street geometry changes. No adverse effects related to environmental justice were identified along this segment.

There has been an extensive public outreach process where alternatives have been formulated, evaluated and refined. The evaluation process has informed the affected residents of the relative impacts among options (alignment routes, vertical and horizontal alignments, station locations, etc.). The Metro Board of Directors, in selecting an LPA, considered the engineering and environmental documentation, as well as public comments and concerns. In instances where issues have arisen, design and alignment decisions have been revisited. In instances where adverse effects have been identified, design options and mitigation measures have been formulated to reduce or eliminate potential impacts on adjacent communities, and on adjacent minority or low-income communities.



Metro, during the public participation process, responded to community concerns regarding the safety of at-grade sections by including grade-separated design options in key sections of the corridor with the exception of the segment on Crenshaw Boulevard from 48th Street to 60th Street, where it was determined that light rail could operate safely without the need of a grade separation. This determination was based on the availability of right-of-way within Crenshaw Boulevard along this section, traffic signal proposed operation modifications, and proposed street geometry changes. No adverse effects related to environmental justice were identified along this segment.

CEQA/NEPA requires the analysis of the physical impacts of the environment. Under Section 106, the Environmental Justice analysis found that no disproportionate environmental impacts would occur to any of the groups referred to by the commenter.

Under the Crenshaw/LAX Transit Corridor Project, the northern terminus of the line is at the Exposition Station. The Wilshire/La Brea station area and associated affluent, non-minority Park Mile community to the north that the commenter refers to would not receive transit service under the Crenshaw/LAX Transit Corridor Project. A future northern extension of the line to Wilshire is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. A Feasibility study has been conducted by Metro that indicated that a future northern extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project. However, no disproportionate impacts could occur since this prospective extension is not a funded transit project

Response to comment 20-11-II.

Each potential grade crossing has its own unique situation depending on site distance, signal timing, pedestrian circulation, as well as many other additional factors. It is for this reason that grade crossing decisions are made on a case by case basis by Metro and the CPUC. An accident prediction report would be extremely speculative and could not be based on any substantive data that could be considered applicable at all grade crossings. Determining the costs from future accidents also could not be reasonably predicted for the same reason. The operating and maintenance costs of the Crenshaw/LAX Transit Corridor Project were refined during the final design phase. The updated costs can be found in the Financial Analysis and Comparison of Alternatives Chapter of the FEIS/FEIR.

Response to comment 20-11-JJ.

The aerial station at Century is designed such that passengers do not cross the tracks in order to get to the platform. Passengers are required to exit the platform and go underneath the rail to exit. This configuration would increase the level of pedestrian safety at the aerial Century Station. Nonetheless, both configurations are determined to be safe.

Response to comment 20-11-KK.

Please refer to response to comment 20-11-P.

Response to comment 20-11-LL.

Under the locally preferred alternative, the Light Rail Line would operate in a below grade configuration from 60th Street to Victoria Avenue where the Light Rail Line would come to grade after it crossed Victoria Avenue. The Victoria Avenue crossing is, therefore, closed due to the below grade alignment. In addition, there is a station located at West Boulevard at which the train must slow to a stop. Given these conditions, the difference in speeds of a light rail vehicle and freight train would not be significantly different at the three crossings the commenter refers to. Therefore, an unmitigable pedestrian safety impact would not result, as suggested by the commenter.

Response to comment 20-11-MM.

HMM/Bechtel conducted a comparative evaluation of binocular bored tunnel versus a conventional circular bored tunnel for the Silicon Valley Rapid Transit Project in 2007. The study examined the feasibility of using binocular TBMs to construct the tunnels, an examination of cycle time and schedule, design implications, and a cost comparison. The binocular bored tunnels were found to have lower footprints and right-of-way acquisition costs; however, they required deeper portal structures, and significantly higher costs from the TBMs, the additional design requirements, lower rate of progress and increased risk. Binocular TBMs have a limited history of use, since being developed in 1988 and are primarily manufactured in Japan. Contractors within the United States have little experience in using this method of construction which would contribute to an increased risk cost. Case studies have also found that the tunneling cycles for binocular TBMs are less than half the progress for a conventional circular TBM.

Response to comment 20-11-NN.

Comment noted. During the advanced conceptual engineering phase of the Crenshaw/LAX Transit Corridor Project, the costs of construction were able to be more accurately determined with the completion of detailed engineering plans and geotechnical investigations. The revised construction costs for the Crenshaw/LAX Transit Corridor Project are presented in Chapter 8.0, Financial Analysis and Comparison of Alternatives of the FEIS/FEIR.

Response to comment 20-11-OO.

Comment noted. During the advanced conceptual engineering phase of the Crenshaw/LAX Transit Corridor Project, the costs of operations and maintenance were able to be more accurately determined with the completion of detailed engineering plans. The revised operation and maintenance costs for the Crenshaw/LAX Transit Corridor Project are presented in Chapter 8.0, Financial Analysis and Comparison of Alternatives of the FEIS/FEIR.



COMMENT: 20-12. United Homeowners Association, Inc.

Abbott, Matthew

From: msc001@cal.com
Sent: Monday, October 26, 2009 5:02 PM
To: Diaz, Rodolfo
Subject: United Homeowners Association Letter
Attachments: MTA-LRT Support Letter.doc

Hi Rodolfo:

Please find attached the UHA letter. The hard copy will be with you soon.

Thank you.

10/26/2009



10-22

United Homeowners Association, Inc.
P.O. Box 43338
Los Angeles, California 90043
www.UHA1979.org

October 26, 2009

Roderick Diaz, Project Manager,
Metropolitan Transit Authority
One Gateway Plaza, 99-22-3,
Los Angeles CA 90012

On behalf of the United Homeowners Association representing over 5,700 households in the communities of View Park, Windsor Hills and View Heights, I respectfully request that the Board of Directors of the Metropolitan Transit Authority vote to support our community's desire to have a Light Rail Transit (LRT) system.

The Light Rail Transit system is desired for many reasons the least of all is the benefit that such a transit will have on the future development of South Los Angeles. The LRT will bring to our community a new infrastructure that will be transformative. From the beginning, the LRT will mean many business opportunities and bring many jobs to the community. The construction phase alone will be a catalyst for employment for many residents within South Los Angeles.

The completion of the LRT system will mean that South Los Angeles, and particularly the neighborhoods adjacent to the LRT will have greater opportunities to participate in the broader Los Angeles County community, in terms of jobs, education, health services, recreational and business opportunities. The completion of the LRT would also mean that our community has convenience access to a broader global community that be accessed via the Los Angeles International Airport. The proposed LRT terminates at LAX which means that our neighborhoods will have greater opportunities to participate in the recently approved LAX expansion plans.

Also, the LRT system will preserve and protect the character of the neighborhoods in South Los Angeles. The underground transit system will preserve the existing character of the area as there will be very limited demolition or removal of significant buildings and institutions that contribute to the unique identity of South Los Angeles. The LRT system will also protect the potential for future development that could result in a tremendous and viable economic base for the South Los Angeles area.

Again, the United Homeowners Association supports the Light Rail Transit system and respectfully request that the MTA board votes to support the Light Rail Transit as well. If you have any questions, please feel free to call me at (323) 291-0984 or (323) 691-6639.

Best regards,

Theodore L. Irving
President, United Homeowners Association

cc: Supervisor Mark Ridley-Thomas
David Reed, Vice President
UHA Board of Directors



Metro

**Final Environmental Impact Statement/Final Environment Impact Report
Appendix K – Responses to Comments Received**

Chedore L. Iving
United Homeowners Association
P.O. Box 43338
Los Angeles, CA 90043

LOS ANGELES, CA 900
POST OFFICE BOX 43338



Roderick Diaz, Project Manager,
Metropolitan Transit Authority
One Gateway Plaza, 99-22-3,
Los Angeles CA 90012

90012+2333



Response to comment 20-12-A.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 20-12-B.

Comment noted. Please see response to comment 20-12-A.

Response to comment 20-12-C.

Comment noted. The Crenshaw/LAX Transit Corridor Project would provide connectivity to the Los Angeles Airport. The Light Rail System would increase accessibility for residents and businesses and provide the opportunity for future development.

Response to comment 20-12-D.

The selected LPA includes two underground segments for light rail along Crenshaw Boulevard, between 39th Street and 48th Street and between 60th Street and Victoria Avenue. The inclusion of these two underground segments follows a consistent application of criteria for considering grade separations for LRT. These criteria include availability of right-of-way, environmental impacts (such as traffic impacts, visual impacts, impacts to historic resources, and environmental justice impacts), and Metro's established Grade Separation Policy. In locations where there is available right-of-way, where there is a lack of significant environmental impacts, or where conditions fail to meet the criteria of Metro's Grade Separation Policy, the Light Rail Transit alignment is proposed to remain at grade. The Metro Board also authorized continued environmental review of three design options including an extended below grade section between Exposition Boulevard and 39th Street (Exposition/Crenshaw Grade Separation) originally Design Option 6. During advanced conceptual engineering, an at-grade configuration was determined to be technically infeasible along this segment. The incorporation of Design Option 6 would be required to connect to the Exposition Line subject to financial feasibility. In sections of the alignment where the Crenshaw/LAX Light Rail Transit System is at grade, the character of the community would be preserved and no significant buildings or institutions that contribute to the unique identity of South Los Angeles would be removed.



COMMENT: 20-13. Vistamar School.



October 22, 2009

Roderick B. Diaz
Transportation Planning Manager V South Bay Area Team
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012

Dear Mr. Diaz:

I am writing to express Vistamar School's concerns regarding the effect on Vistamar and its students of the Site "D" maintenance and operations facility associated with the Crenshaw Transit Corridor Project.

Staff from Vistamar attended the 10/20/09 El Segundo City Council meeting, and we concur with the concerns raised by the Planning Staff regarding the EIR. Vistamar School, located at 737 Hawaii Street in El Segundo, is less than half a mile from the proposed facility, and we are concerned about the effect of the facility on our staff and students.

1) Our students use the outdoor spaces surrounding our school both for lunch space and play space. Our understanding is that the project would produce unmitigable air pollution impacts relating to the maintenance shop, paint and body work, the work on the light rail cars, and the additional traffic from buses and cars. A significant change in air quality could affect Vistamar's ability to attract and retain students to our school.

2) The EIR descriptions and engineering drawings did not seem consistent, and we are unclear about the true intended size of the two potential facilities. However, we are clear that adding several hundred employees to Douglas Street is likely to severely affect Vistamar's traffic flow and possibly the security of our students. We also chose this facility in part because it was industrial and yet quite secure. Most of the businesses in this area employ professionals subject to security checks, and there is very limited activity from our neighbors in the evenings, when we frequently have student events. We are concerned about the traffic and security impact of adding a large number of non-resident workers so close to a school.

Vistamar is not the only school or non-profit institution in the area which will be affected by this construction. (Cosenside Christian Church is immediately adjacent, and DaVinci Charter Schools and Wisaburn public schools are immediately across Aviation Blvd at Alaska.) We urge the MTA to keep the needs of these institutions in mind for a safe, healthful, and secure neighborhood for our students.

Yours sincerely,

James Buckheit
Head of School

cc: Greg Carpenter, Kim Christensen, Gregg Kirkpatrick, Cindy Smet

737 Hawaii Street, El Segundo, CA 90245
Tel: (310) 715-1100 • Fax: (310) 715-1101
www.vistamar.k12.ca.us





Response to comment 20-13-A.

Comment noted. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 20-13-B.

Comment noted. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

The commenter refers to the air quality impacts from increased congestion resulting from operation of the Crenshaw/LAX Transit Corridor Project. Please Refer to Master Response 5 regarding traffic methodology and analysis.

A localized air quality and traffic analysis was conducted for the maintenance facility for the Crenshaw/LAX Transit Corridor Project. No traffic impacts were determined to occur from the operation of the maintenance facility. Localized air quality impacts would occur at sensitive receptors near the maintenance facility, however, no air quality and traffic impacts would occur at Vistamar School because the school is located more than 1.5 miles from the proposed maintenance facility.

Response to comment 20-13-C.

Comment noted. Please refer to response to comment 20-13-A.

Response to comment 20-13-D.

Comment noted. Please refer to response to comment 20-13-A.

Response to comment 20-13-E.

Comment noted. Please refer to response to comment 20-13-A.



COMMENT: 20-14. Westchester Neighbors Association, Westchester Democratic Club, LAX Area Advisory Committee.

20-14

Abbott, Matthew

From: William Roberts (broberts51@hotmail.com)
Sent: Monday, October 20, 2009 5:03 PM
To: Díaz, Rodrick
Subject: Metro Crenshaw Transit Corridor DEIS/EIR

Name: William R. Roberts, President, Westchester Democratic Club

Organizations: Westchester Neighbors Association, Westchester Democratic Club, LAX Area Advisory Committee

Address: 8219 Reading Ave, Westchester, CA 90045

e-mail: broberts51@hotmail.com please add me to project mailing list

The Westchester Democratic Club supports the **LRT Alternative**, over the BRT Alternative, even though it is more costly and will take longer to build.

Comments:

- + An LAX connection to/with the LRT or BRT project is mandatory. Information from Los Angeles World Airports (LAWA) as to what and where their portion of the connection will be for the recommended station location(s) is necessary prior to creating the Final EIS/EIR for the Crenshaw Corridor project.
- + Green line access/interaction that is safe and convenient is also necessary.
- + The El Segundo location for the repair/maintenance facility is strongly preferred. It would not impact residential areas and would require less grading and preparation, thus saving funds and time.
- + Hindry Avenue in the Osage Park area of Westchester must not be restricted or closed (it is one of the few ingress/egress points into/out of this residential area). Nor should Hindry or Osage Avenues be designated as traffic access roads for the LRT station.
- + Not only must there be no Westchester repair/maintenance facility, there must be careful planning so that auto traffic on Hindry and Osage Avenues are not hampered by any station at the Hindry/Florence or Manchester/Florence intersection.
- + Full access to 83rd Street, Osage Avenue, and Hindry Avenue in Westchester are also necessary, both during construction and after the project is finished. Upgrades to traffic flow (such as a traffic light at Osage/Manchester) may be necessary.
- + The LRT project must include gates and lights to minimize the interaction of the trains with autos and pedestrians, and lessen the necessity for train horns or whistles.
- + Grade separation, especially at heavily-traveled intersections is preferable.
- + To enable usage by people in Westchester and Playa del Rey, there must be a convenient, safe, well-lit connection area to link up with bus systems along Manchester Ave.
- + Sound walls will be necessary wherever the train comes close to residential areas, especially where the train will be approaching intersections and/or curves and might use an audible warning system.
- + Landscaping will be necessary to block visual (and noise) impacts on residential areas.
- + A comprehensive study of toxic contamination at and around Hindry/Florence/Manchester intersections must be made and any contamination thoroughly and completely removed.
- + The impact to businesses on Manchester at Florence should be kept to a minimum. They provide much-needed community services.
- + Parking for a station near the Manchester/Florence intersection should not be near residences. Parking should be south of Manchester along Aviation. Another station location

11/10/2009



could be at Isis/Florence with parking south of that intersection, providing there can be connections with the Manchester buses at that location.

Home Zip Code: 90045

We live in the project area (Westchester)

We travel by car, walk, or use the bus.

Affiliations: Resident, Community/Neighborhood Organizations, Environmental Organizations, Civic Organizations

My apologies for not using your form, although I tried to follow your format. I could not get my computer and your form to interact.

William R. Roberts, President
Westchester Democratic Club

11/10/2009

Response to comment 20-14-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

Response to comment 20-14-B.

Los Angeles World Airport (LAWA) is a separate agency that has their own planning process, which includes designing a future system to connect the airport terminals with the Crenshaw/LAX Transit Corridor Project. Metro has made an airport connection a priority and has been coordinating with LAWA throughout the planning process to facilitate this connection both in the long and short term. Design Option 6, an aerial station at Century Boulevard, was incorporated into the locally preferred alternative to facilitate this connection. Metro is advancing the analysis of the connection to airport terminals as part of the Metro Green Line to LAX Project, which was initiated in the Spring of 2011.

Response to comment 20-14-C.

The Crenshaw/LAX Transit Corridor Project would connect with the existing Metro Green Line and travel will to the Mariposa Green Line Station, where an additional transfer could provide access south to Redondo Beach or east along the Metro Green Line. Furthermore, the Crenshaw/LAX Transit Corridor Project enables new Metro Green Line service to a connection to LAX at Aviation/Century.

Response to comment 20-14-D.

Comment noted. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 20-14-E.

Hindry Avenue would remain open during operation of the Crenshaw/LAX Transit Corridor Project. The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time.

Response to comment 20-14-F.

Please refer to response to comment 20-14-E.

Response to comment 20-14-G.

Please refer to response to comment 20-14-E. Signal warrants were prepared during the preliminary engineering of the Crenshaw/LAX Light Rail Project to determine whether additional signals would be necessary for the operation of the light rail line. Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction.

**Response to comment 20-14-H.**

Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

Response to comment 20-14-I.

Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that each rail and highway crossing be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods. The grade crossing analysis for the Crenshaw/LAX Transit Corridor Project found that grade separations were required at Century and La Cienega Boulevards and Manchester and La Brea Avenues. No additional grade crossings were required.

Response to comment 20-14-J.

Metro acknowledges the need to link up feeder bus systems with transit stations to increase ridership and maximize connectivity. During the station area planning, safety considerations were incorporated into the design of stations, including well lit areas to provide transit connections to surrounding feeder buses.

Response to comment 20-14-K.

The DEIS/DEIR determined that there would be no pass by noise impacts from the operation of the Crenshaw/LAX Light Rail Transit Line that would require mitigation, such as sound walls.

Response to comment 20-14-L.

Although landscaping is not effective mitigation for noise, landscaping improvements were incorporated into the design of the Crenshaw/LAX Transit Corridor Project to provide a visual continuity between the transit system and the surrounding environment.

Response to comment 20-14-M.

The DEIS/DEIR determined that the construction and operation of the Crenshaw/LAX Transit Corridor Project would not require the acquisition of any contaminated sites near Hindry Florence and Manchester Avenues. Therefore no remediation for ground contamination would be required.

Response to comment 20-14-N.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities, including Manchester and Florence Avenues, to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

Response to comment 20-14-O.

The park and ride facility at the Manchester Station was removed from the project definition when the Board selected the LPA .



COMMENT: 20-15. Westchester Neighbors Association.

20-15

7929 Breen Ave.
Los Angeles, CA 90048

October 25, 2009

Via e-mail tdiazroderick@metro.net

Comments about the Crenshaw Transit Corridor Project DEIS/DEIR dated September 2009

We thank you for supporting our Westchester Neighbors Association general meeting on October 5, 2009 at which MTA presented project plans to about 200+ people. Dozens of copies of the EIR were distributed along with comment forms and general project summaries. Many specific comments were noted at the meeting and a copy of the recording will be provided if desired.

We regret the late awareness of this community to this project, but thank you for your consideration and openness to work with us after the defects in notification were discovered. We are pleased to work in support of MTA to result in a most positive project serving our community.

We Westchester Residents:

- FAVOR light rail over BRT.
- FAVOR a system that has a good feeder connections to make travel as simple as possible with the fewest number of conveyance changes.
- FAVOR a system that facilitates travel from the south (Long Beach and South Bay) all the way to the Westside and to downtown. The Crenshaw Line and Green Line should work as seamlessly as possible. LAX access is necessary. The routing must work closely with LAX to ensure convenience and coordination with the multimodal transportation center. It is anticipated that this project will provide a good mass transit alternative to the few available gridlocked north-south routes that includes the 405, LaCienega, Aviation, Sepulveda, Lincoln, and Pershing.
- FAVOR the El Segundo repair facility site as it keeps this work in an industrial/commercial area away from residential areas and could be more central to the ultimate line location as it extends south.
- FAVOR a system that creates as little noise, lighting and air quality issues for residential neighborhoods.
- FAVOR a system that creates as little traffic impacts using grade separation where possible on streets like Manchester Ave/Aviation.

Regarding a station near Manchester/Aviation/Florence:

The station must be convenient to the Manchester bus system and easily accessible to residents from the west. We note that there is no bus transit on Florence and that the Manchester route is heavily used.

Hindry Ave. is one of very few egresses in the Osage Park area and must not be restricted or closed. Whatever station site is developed should NOT drive additional commuting traffic or park and ride traffic into the community. Osage Avenue is already used by cut through



commuter traffic and this must not be exacerbated. Grade separation preferred. The DEIS/DEIR discusses the excessive traffic and poor service values on Manchester and we expect as a result grade separation will be invoked. We would expect that when implemented the entire area from Manchester to LaCienega will be treated consistently with above grade treatment. Any at-grade areas should have train safety crossing noise minimized with sound walls and visual "blight" mitigations plus double gates to minimize whistle blowing.

We call on MTA to limit disruption of the community serving businesses in the area north of Manchester/east of Osage/south of 83rd street. The County Flood Control yard should be left alone as it operates limited hours to minimize impacts on local residents. Full access to 83rd street must remain as well.

Toxic cleanup must be performed along Hindry if any station use is mandated there. This was the location of a damaged plating manufacturing site that was destroyed by fire and has been under investigation by DTSC for about eight years. The station or associated parking should NOT be adjacent to residences where all parking is limited to the areas south of Florence or Manchester depending upon which of the two alternatives that have been recommended to replace that proposed in the EIR. Either south of Manchester along Aviation or locate the station at Isis/Florence connected to parking south of that location.

Regarding the repair station in Osage:
We are concerned with the 24/7 usage and the noise and light impacts as well as any air impacts. Land areas to the south are already impacted by commercial and industrial activities, rental car locations and aircraft landing at LAX where there are no residences.

We look forward to continue working with MTA as the development of this project progresses.

Sincerely,

Denny Sumaida, WNA Board member and local resident

Attached is the text of the flyer announcing the WNA meeting followed by graphics of the areas where a park and ride station would be more appropriately placed.



Westchester Neighbors Association

Neighborhood Meeting

EVERYONE IS ENCOURAGED TO ATTEND

HEAR THE LATEST IN WHAT IS GOING ON IN OUR COMMUNITY!

WHEN: MONDAY, October 5, 2009 – 7:00 to 9:00 PM

**WHERE: LA TIJERA UNITED METHODIST CHURCH
7400 OSAGE AVENUE**

Councilman Bill Rosendahl

WNA is pleased to host an informational session
with our elected representative

Crenshaw Transit Corridor Impacts You

MTA Presentation

Proposed alternative would eliminate Hindry Ave egress at
Florence, condemn the Westchester Playhouse, condemn
businesses, and create a maintenance yard / park & ride south of
83rd from Osage Ave to La Cienega

Pictures and formal comments to be collected at the meeting!

Osgood Area that MTA desires to use near homes.

Red arrow is Lindry/Florence intersection





Manchester/Aviation/Florence Intersection and open industrial space near tracks



Rail Road Tracks (note open space in all directions without residences)

Response to comment 20-15-A.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 20-15-B.

The Light Rail Transit mode provides an opportunity to connect to other existing rail facilities in the corridor (i.e., the Metro Green Line). The Crenshaw/LAX Transit Corridor Project would connect to the existing Metro Green Line as it travels south towards the South Bay where it would stop at the existing Green Line Mariposa Station. Transit riders would then have the opportunity to transfer to another Metro Green Line Light Rail vehicle where they could have the option to either travel to the east or further south. Metro acknowledges the need to link up feeder bus systems with transit stations to increase ridership and maximize connectivity. During the station area planning, safety considerations were incorporated into the design of stations, including well lit areas to provide transit connections to surrounding feeder buses. The existing fare structure of the existing rail system provides a one way fare which allows free transfers as long as the rider is traveling in one direction.

Metro acknowledges the need to link up feeder bus systems with transit stations to increase ridership and maximize connectivity. During the station area planning, safety considerations were incorporated into the design of stations, including well lit areas to provide transit connections to surrounding feeder buses.

Response to comment 20-15-C.

Please see response to comment 20-15-B. Metro has made an airport connection a priority and has been coordinating with LAWA throughout the planning process to facilitate this connection both in the long and short term. Design Option 1, an aerial station at Century Boulevard, was incorporated into the locally preferred alternative to facilitate this connection. The Crenshaw/LAX Light Rail Transit Line was also designed so as not to preclude potential expansion of the line.

Response to comment 20-15-D.

Comment noted. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 20-15-E.

The DEIS/DEIR determined that there would be no significant visual or noise impacts from the operation of the Crenshaw/LAX Transit Corridor Project. A localized analysis, which includes the emissions from automobiles queuing at intersections, determined that no applicable thresholds would be exceeded from operation of the Crenshaw/LAX Transit Corridor Project. The federal air quality regional thresholds would not be exceeded during the operation of the light rail system. Because operation of the light rail system would result in a reduction of automobile trips, no adverse greenhouse gas impacts would occur.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to members of the surrounding communities.

**Response to comment 20-15-F.**

Comment noted. Design Option 2, an aerial crossing at Manchester Avenue, was incorporated into the locally preferred alternative for the Crenshaw/LAX Transit Corridor Project due to safety (sight distance) and traffic conditions.

Response to comment 20-15-G.

Metro acknowledges the need to link up feeder bus systems with transit stations to increase ridership and maximize connectivity. The optional station at Manchester was relocated to the aerial crossing over Manchester Avenue. While the station was not included into the final project definition, the alignment was designed so as not to preclude the future inclusion of this station at a later time.

Response to comment 20-15-H.

Hindry Avenue would remain open during the operation of the Crenshaw/LAX Transit Corridor Project. The optional Manchester Station was relocated to the aerial crossing across Manchester Avenue. This Station was not included into the final project definition. As a result, the park and ride facility was also removed from consideration. The alignment was designed so as not to preclude the future inclusion of this station at a later time. The facility would not be located adjacent to residences or provide access along a residential street. Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that each rail and highway crossing be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods. The grade crossing analysis for the Crenshaw/LAX Transit Corridor Project found that grade separations were required at Century and La Cienega Boulevards and La Brea and Manchester Avenues. No additional grade crossings were required.

The DEIS/DEIR determined that there would be no pass operational noise impacts from the operation of the Crenshaw/LAX Light Rail Transit Line near the Westchester community that would require mitigation, such as sound walls. Although landscaping is not effective mitigation for noise, landscaping improvements were incorporated into the design of the Crenshaw/LAX Transit Corridor Project to provide a visual continuity between the transit system and the surrounding environment.

Response to comment 20-15-I.

Comment noted. Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas. The Los Angeles County Flood Control Yard operations would not be affected by the Crenshaw/LAX Transit Corridor Project. Access to 83rd Street would also not be affected by the operation of the Crenshaw/LAX Light Rail Transit Line.

Response to comment 20-15-J.

The DEIS/DEIR determined that the construction and operation of the Crenshaw/LAX Transit Corridor Project would not require the acquisition of any contaminated sites near Hindry, Florence, and Manchester Avenues. Therefore no remediation for ground contamination would be required.

Response to comment 20-15-K.

Comment noted. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 20-16. Wiseburn School District.



20-16
WISEBURN SCHOOL DISTRICT

Tom Johnstone, Ed.D., Superintendent

Board of Trustees

Israel Mora, President • Dennis Curtis, Clerk

Roger Belluoso, Member • Nelson Martinez, Member • Brian Heath, Member

Juan De Arza • Peter Burnett • Juan Cabrillo • Richard Henry Dana

October 23, 2008

Mr. Roderick B. Diaz
Transportation Planning Manager V, South Bay Area Team
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012

Dear Mr. Diaz:

I am writing to express concern and opposition to the construction of a rail maintenance facility to be located near Douglas Street, just north of Utah in El Segundo. The Wiseburn School District has four schools and our District Office facility less than a quarter of a mile from the proposed site (Site D). These four schools house 2239 students and over 75% of our district workforce. According to the EIR, the MTA would be unable to mitigate the very significant air quality effects that would result from the maintenance facility itself, and the corresponding increase in traffic. More specifically:

1. Our students use the outdoor spaces surrounding our schools for lunch space, play space, and physical education and recreation activities. Our understanding is that the project would produce inmitigable air pollution impacts relating to the maintenance shop, paint and body work, the work on the light rail cars, and the additional traffic from buses and cars. A significant change in air quality could have a profound impact in the health of our students, especially students with asthma and other respiratory illnesses.
2. The EIR descriptions and engineering drawings did not seem consistent, and we are unclear about the true intended size of the two potential facilities. However, we are clear that adding several hundred employees to Douglas Street is likely to severely affect Wiseburn's traffic flow and possibly the security of our students. We are concerned about the traffic and security impact of adding a large number of non-resident workers so close to our schools.

Wiseburn Schools are not the only schools or non-profit institutions in the area which will be affected by this construction. Oceanside Christian Church project is immediately adjacent to the proposed project and Victoria School is just southeast of the proposed MTA site. We urge the MTA to keep the needs of all of our institutions in mind for a safe, healthful, and secure neighborhood for our students.

Sincerely,

Tom Johnstone, Ed.D.
Superintendent

13530 Aviation Boulevard • Hawthorne, California 90250-6498 • 310.643.3025 • Fax 310.643.7659



Wisburn School District
13530 Aviation Boulevard
Hawthorne, California 90250-6486



MR. ROBERTO B. DIAZ
TRANSPORTATION PLANNING MANAGER V, SOUTH BAY AREA TEAM
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
MAIL STOP: 99-22-3
LOS ANGELES, CA 90012

POSTNET CODE



Response to comment 20-16-A.

Comment noted. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 20-16-B.

Please see response to comment 20-16-A.

Response to comment 20-16-C.

Please see response to comment 20-16-A.

Response to comment 20-16-D.

Please see response to comment 20-16-A.



Response to Individual Comments

COMMENT: 30-01. Doris Aaron.

30-01

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Doris Aaron EMAIL: DAARON56@aol

ADDRESS: 13045 Pacific Promenade PHONE: 310.437.0906

COMMENTS:

I strongly support an
 underground facility for the community
 I share with family and friends

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



32-03

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Doris Aaron EMAIL: DAARON56@AOL

ADDRESS: 13045 Pacific Promenade PHONE: 310 437 6846

COMMENTS:

I strongly support an
underground facility for the community
I share with family and friends

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-01.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-02. Alta Abbott.

10-02

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or submit to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Alta Abbott

Address (Street, City, State, Zip)

5000 S. Centinela Ave #114, Los Angeles CA 90066

Email (enter address to receive periodic project updates)

foralta@aol.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation System Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

*Please use the El Segundo site
 Leave Westchester alone*

-OVER-



Comment (continued):

Lined area for writing comments.

TELL US ABOUT YOURSELF

What is your home zip code? 90066 Work zip code? _____

Do you: (check all that apply)

<input type="checkbox"/> Live in the project area?	<input type="checkbox"/> Commute through the project area?	<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other? <u>Kentwood Playhouse</u>	<input type="checkbox"/> Car or Truck?	<input type="checkbox"/> Walk?
<input type="checkbox"/> Own a business in the project area?		<input type="checkbox"/> Other?	

How do you regularly travel in the project area? (check all that apply)

AFFILIATION

Resident Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other: _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail:

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:
diazroderick@metro.net

Project Hotline
(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-02.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B in Westchester or Site D in El Segundo.



COMMENT: 30-03. Leslie Alessandro.

30-03

Abbott, Matthew

From: Leslie Alessandro [lelie.alessandro@operationhope.org]
Sent: Friday, October 23, 2009 4:43 PM
To: Diaz, Roderick
Subject: Crenshaw Line EIR

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Season. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

Leslie C. Alessandro
2000 Cambridge Street

Los Angeles, CA 90005

Leslie Celeste Alessandro

Executive Assistant,
Office of the Chairman, Operation HOPE, Inc.
Office of the Vice Chairman, U.S. President's Advisory Council on Financial Literacy/
World Headquarters
707 Wilshire Blvd, Suite 8000
Los Angeles, CA 90017
213-894-2906 direct
213-489-7272 fax
www.operationhope.org



11/5/2009

Response to comment 30-03.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-04. Malcolm Ali.

30-04

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: MALCOLM ALI EMAIL: MALCOLM2K@HOTMAIL.COM

ADDRESS: 5187 W. 205TH LAKESIDE PHONE: 323 899 4306

COMMENTS: PUT UNDER GROUND ON CRENSHAW BLVD
LA CA

WE WANT IT FOR THE COMMUNITY

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-04.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-05. Antonio Allah.

30-05

Hello,

I like to add my two cents regarding the alignment of this line.

I would like to see and support LRT for this route that will connect with the FUTURE Purple Line extension of La Brea/Wilshire. Heading south, it will align with San Vicente to Crenshaw south, then to Florence and Aviation. At this point, I believe that there can be three lines.

- Line 1: Current Green Line- El Segundo to Norwalk
- Line 2: Wilshire/La Brea to Norwalk
- Line 3: Wilshire/La Brea to El Segundo

Since there is a track change (I do not know what it is called) just West of Aviation Station on the current Green Line, it may be better to just have two lines, Line 1 and Line 2. Line 1 can remain as the Green Line. Line 2 can be called the Teal Line.

The Harbor Subdivision San Pedro Line in my opinion would provide a better service than the Long Beach version. San Pedro definitely needs a line that can connect to the Trolley in San Pedro and would also provide a direct commute for those living in San Pedro and between. So an extension of the Green Line will extend from Redondo Beach/El Segundo area to terminate in San Pedro near the Trolley.

Northeast of LAX, the line that will operate in parallel with Slauson Ave. should operate in the as shown in the proposed map.

http://www.metro.net/projects_studies/harbor_subdivision/images/Regional%20Service%20-%20Union%20Station%20to%20San%20Pedro%20or%20Long%20Beach.pdf

In the overall scheme, the Expo Line (once the downtown extension is built connecting 7th Metro and Union Station) can provide service from Santa Monica/Expo through Downtown L.A. and end in East L.A.

The Gold Line can provide service from Pasadena (or East Valley), through Downtown L.A. but take on the Harbor Subdivision terminating in San Pedro.

Thank you for allowing me to share my ideas!!!

Regards,
Antonio Allah, Technical Support Analyst
University of Phoenix
Technical Support | 3137 E. Elwood St. | CF-A101 | Phoenix, AZ 85034
Phone: (602) 387-3830 | FAX (602) 383-5401 | E-mail: Antonio.Allah@phoenix.edu

This message is private and confidential. If you have received it in error, please notify the sender and remove it from your system.

11/3/2009

Response to comment 30-05-A.

Metro appreciates the ideas of the commenter and public input is an important part of the planning process. The extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. Feasibility studies have been conducted by Metro that indicated that a future extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro’s Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro’s Long Range Transportation Plan identifies this as a funded project.

Preliminary operations planning assumptions include three operating service patterns:

- Current Metro Green Line: Redondo Beach Station to Norwalk Station
- A second Metro Green Line Branch: Aviation/Century (LAX) to Norwalk
- Crenshaw to South Bay: Crenshaw/Exposition to Redondo Beach

The schedule for the naming of the Crenshaw Line has yet to be established. Your comments regarding naming of the lines will be passed on to the Metro Board of Directors as part of this record.

Response to comment 30-05-B.

The Harbor Subdivision extension to the South Bay and San Pedro is not part of the current project under consideration. Future investments along the South Bay portion of the Harbor Subdivision will be undergoing a separate and independent environmental review, and it would be more appropriate to provide comments on the Harbor Subdivision route as part of that project. A separate environmental review process for the South Bay Metro Green Line Extension began in early 2010. That project is examining the extension of rail service as far south as Torrance. You can obtain an update on the project by visiting the Metro website or contacting the Metro project manager for that project at the following address: Mr. Randy Lamm, Project Manager, Los Angeles County Metropolitan Transportation Authority (Metro), One Gateway Plaza, Mail Stop: 99-22-3, Los Angeles, CA 90012

Response to comment 30-05-C.

It should be noted that there are capacity constraints along the Exposition Line that may preclude direct service between downtown Los Angeles to the Crenshaw Corridor via the Exposition Line. Comments regarding the overall design planning of the rail transit system are beyond the scope of the Crenshaw/LAX Transit Corridor Project and this environmental review process. Comments and concerns regarding that matter should be directed to the Metro Long Range Plan project manager. The northern extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. A Feasibility study has been conducted by Metro that indicated that a future northern extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro’s Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro’s Long Range Transportation Plan identifies this as a funded project. Information related to the Long Range Transportation Plan is available at www.metro.net, following the links to “Long Range Transportation Plan” under the “Projects and Programs” tab.



COMMENT: 30-06. Ken Alpern.

10/108

Abbott, Matthew

From: seahbear@aol.com
Sent: Tuesday, September 29, 2009 10:28 PM
To: Diaz, Roderick; jburn@leeandrewsgroup.com; Monks, David
Cc: jerarowright@gmail.com; darrell@dolarke.org; bartreed1951@gmail.com
Subject: My comments on the Crenshaw Corridor Project

To Roderick and Dave (and your team):

Thank you for all the hard work, garnering input and trying to achieve consensus on this vital project—it is more than likely that work, family and other civic obligations prevent me from attending your latest series of open forums and updates.

The following input and suggestions represent my opinion alone...and no one else's—my personal "agenda" is that of a LRT project that ultimately someday connects the Red Line to the South Bay Galleria, with a future Green Line that proceeds long LAX-adjacent shared tracks to Parking J of C and the Westside, so my suggestions are consistent with that "agenda".

- 1) I favor a LRT over a BRT option A
- 2) I am neutral over an elevated Aviation/Imperial station vs. a ground-level station, preferring whatever configuration is needed to allow that way to operate most efficiently for both Green and Crenshaw Line LRT trains to operate over the next century. B
- 3) I anticipate very high ridership with frequent trains on this line in the very long run, so I favor Manchester and Centinela grade separation C
- 4) For similar reasons, I favor below-grade sections along Crenshaw between 60th and 67th Street, and adjacent to the Crenshaw/Exposition station (especially the latter, because it will be necessary for a much-desired future extension to the Purple Line) D
- 5) I am neutral on the station near Vernon Ave. and leave it up to the locals and the experts as to whether that station will enhance ridership, planning and rail access to the Crenshaw Line E
- 6) Finally, I recommend pursuing FAA funding should it miss on the ever-more-expensive trench by the LAX runways F

Sincerely,

Ken Alpern

3222 Military Ave.
Los Angeles, CA 90034-3026
310-413-6136

11/3/2009

Response to comment 30-06-A.

Comment noted. Your support for the project is appreciated. Preliminary operations planning assumes that the Crenshaw Line will provide service to the Metro Green Line Mariposa Station and Continuing to the Redondo Beach Station. A further extension of The Metro Green Line in the direction of Redondo Beach (South Bay Galleria) and Torrance is considered under a separate environmental review process for the South Bay Metro Green Line Extension. The Crenshaw/LAX Light Rail Transit Alternative is designed such that it does not preclude the future extension of the Metro Green Line to the north from Aviation and Century Boulevards.

Response to comment 30-06-B.

The Aviation/Imperial Station will remain where it currently exists. The advanced conceptual engineering for the Crenshaw/LAX Transit Corridor Project shown in Appendix A of the FEIS/FEIR indicates that the Aviation/Century Station will be located at the northwest corner of the Century Boulevard Aviation intersection. The aerial station is being designed to accommodate a future Metro Green Line Connection and a LAX People Mover connection. This station will also contain a Bus Transfer Plaza which will centralize all surrounding Metro airport-related transit connections to a future LAX people mover connection.

Response to comment 30-06-C.

Comment noted. A grade separation at Manchester Avenue has been included as part of the Locally Preferred Alternative selected by the Metro Board of Directors. A grade separation at Centinela Avenue has also been carried forward for further consideration during advanced conceptual engineering. Both locations have been subject to an evaluation consistent with the Metro Grade Crossing Policy, as well as other safety and cost effectiveness considerations. After further consultation with the California Public Utilities Commission and review under the Metro Grade Crossing policy, the Centinela grade separation was not required and was eliminated from the final project definition. The final determination for the exact configurations of these crossings will be subject to the approval of the California Public Utilities Commission.

Response to comment 30-06-D.

The Locally Preferred Alternative selected by the Metro Board of Directors includes a below-grade segment between 60th and 67th streets as part of Design Option 4, which was incorporated into the alignment to avoid potential environmental impacts. The Crenshaw/Exposition below-grade alignment and station (Design Option 6) was carried forward for further consideration during advanced conceptual engineering. An at-grade configuration was determined to be technically infeasible along this segment. The incorporation of Design Option 6 would be required to connect to the Exposition Line subject to financial feasibility.

Response to comment 30-06-E.

Comment noted. Your support is appreciated. Please Refer to Master Response 12 regarding a Crenshaw/Vernon Station.



Response to comment 30-06-F.

Metro Board has pursued many different potential sources of supplemental funding for the Crenshaw/LAX Transit Corridor Project, including Federal Aviation Administration programs.



COMMENT: 30-07. A. Ammaniel.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: *Ahmed Ammaniel* *927* EMAIL: _____

ADDRESS: *270 Crenshaw* PHONE: _____

COMMENTS: _____

The People's Choice

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-07.

Please refer to Master Response 4 regarding the People's Choice Alternative.



COMMENT: 30-08. Sharon Anderson.

30-08

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Sharon Anderson EMAIL: SharonAnderson6@hotmail.com
ADDRESS: 3616 2nd Ave PHONE: 323 781-6085
COMMENTS: Keep it underground 732-3542

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-08.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-09. Lois Atwater.

30-09

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Lois Atwater EMAIL: _____

ADDRESS: 2005 - 18th St #B PHONE: 310 463-3601

COMMENTS: Keep the Railway system underground
It poses to be an eyesore. Crenshaw is a good
thorough way for street traffic and should be kept
to be that way

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-09.

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The FEIS/FEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact.

Please Refer to Master Response 5 regarding traffic methodology and analysis.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-10. Nell Ausbon.

30-10

Abbott, Matthew

From: Nell Ausbon [neausbon@sbogloa.net]
Sent: Sunday, October 25, 2009 11:54 PM
To: Diaz, Roderick
Subject: Crenshaw

Dear Sir, please reconsider not building a train rail down Crenshaw Bl. Schools are close by and this would not be safe. We don't need any more traffic jams at Slauson Ave. Please show the same consideration as you did with the residents of the Wilshire Corridor. Also, think about what if this was your community.

Sincerely,
Nell Ausbon

PEACE and BLESSINGS
Nell

11/3/2009



Response to comment 30-10.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-11. Charles Austin.

30-11

Abbott, Matthew

From: charles austin [caustin126@yahoo.com]
Sent: Monday, October 26, 2009 3:24 PM
To: Diaz, Frederick, crenshaw@fixexpo.org

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Boulevard for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Please don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

Charles Austin
3936 Wellington Rd
Los Angeles, CA 90008

11/10/2009



Response to comment 30-11.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-12. Hattie Babb.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

30-12

NAME: HATTIE Babb EMAIL: HATTIEBabb@gmail.com

ADDRESS: 4211 Exposition Bl PHONE: 323 737 6259

COMMENTS:

Please put light rail undergrounds

B

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-12.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

COMMENT: 30-13. Monique Bacon.

30 13

Abbott, Matthew

From: Monique Bacon (mbacon6@yahoo.com)
Sent: Monday, October 26, 2009 2:09 PM
To: Diaz, Rodrick
Cc: crenshaw@fvexpa.org
Subject: Crenshaw Line

Good afternoon,

We as a community need for you to consider running the line underground between 48th and 59th. The construction alone will be bad enough but, I'm sure you are well aware of how congested Crenshaw is especially before and after school in the area of Crenshaw High, View Park Prep Middle School (7th-8th) grade campus, View Park Prep Middle School 6th grade campus and View Park Prep High. Safety for our children is priority and will be an issue if this stays above ground. Please take this into consideration

Monique Bacon
5749 Crenshaw Blvd
Los Angeles, Ca 90047

11/3/2009



Response to comment 30-13.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-14. S. A. Bagby.

IV-14

Abbott, Matthew

From: bagbyepk@aol.com
Sent: Monday, October 19, 2009 6:34 PM
To: Diaz, Rodenick
Subject: In favor of below-ground rail

My name is Sarah A Bagby and I am a resident of the Crenshaw community
I live at 5736 S. Victoria Ave., Los Angeles, Ca 90043

BELOW GROUND metro rail
I **SUPPORT** an below ground rail system along Crenshaw Blvd.

A Bus Rapid Transit
I **SUPPORT** an expedited rapid bus system along Crenshaw Blvd.

These are the only two options I can support. As a 30 year resident living 1 block west of Crenshaw, I know that an above-ground line will destroy Crenshaw and the community through which it travels. The issues being addressed don't seem to include such things as what the constant vibration will do to the surrounding residences and the damage that will result over time, nor the noise, danger at crossings, traffic congestion that will be unbelievable at Slauson / Crenshaw, and the list goes on. Suffice it to say, I am absolutely opposed to any option except for the below-ground rail or a rapid bus line.

Thank you.

S. A. Bagby
Block Captain
5736 Victoria Ave
Los Angeles, CA 90043

11/3/2009

**Response to comment 30-14-A.**

Comment noted. The Metro Board of Directors selected the Light Rail Transit option as the Locally Preferred Alternative, which contains below-grade segments between 39th and 48th Streets, and between 60th Street and Victoria Avenue. Additional below-grade segments between Exposition Boulevard and 39th Street, and at Centinela Avenue, were also carried forward for further study during the advanced conceptual engineering phase for consideration in the preparation of the FEIS/FEIR.

Response to comment 30-14-B.

Comment noted. The Metro Board of Directors selected the light rail transit option as the Locally Preferred Alternative in its meeting on December 10, 2009. Simple Metro Rapid buses, including Lines 710 and 740 are planned to continue to operate.

Response to comment 30-14-C.

The FEIS/FEIR addressed the potential noise, vibration, and safety impacts from the operation of a light rail transit line on the street surface. The assessment presented in the environmental document indicates that light rail operations would not result in significant or adverse impacts to noise, vibration or safety. The FEIS/FEIR also evaluated the traffic impacts at the Crenshaw Boulevard/Slauson Avenue intersection. The assessment presented in the environmental document indicates that light rail operations would not result in a significant or adverse impact at the Crenshaw Boulevard/Slauson Avenue intersection. These determinations are based on thresholds established by applicable federal guidelines and standards.



COMMENT: 30-15. Joyce Bagly.

30-15

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Joyce Bagly EMAIL: _____
ADDRESS: 5991 Dejean Blvd. PHONE: 323 291 7760
COMMENTS: _____

Keep it under ground on Crenshaw Blvd.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-15.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-16. Katrina Baker.

30-16

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: KATRINA BAKER EMAIL: KBAKER@GMAIL.COM

ADDRESS: 3627 W 104th St Inglewood CA 90363 PHONE: 323 290 7527

COMMENTS:

I support the Peoples option

| A

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-16.

Please refer to Master Response 4 regarding the People’s Choice Alternative.



COMMENT: 30-17. Barie Banks.

30-17

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: BARIE BANKS EMAIL: _____

ADDRESS: 3934 1/2 CRENSHAW PHONE: 323-674-9872

COMMENTS: Keep it underground. plz

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-17.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-18. Warren Barber.

30-18

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: WARREN BARBER EMAIL: Warren900@aol.com

ADDRESS: 3106 W. 78th ST. PHONE: 323-750-4750

COMMENT: I Support and request MTA The Peoples Option
for the entire Crenshaw Blvd portion of the line to
be built underground, plus a station at Vernon

~~COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY~~
Email: crenshaw@mta.org • Fax: (323) 763 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-18.

Please refer to Master Response 4 regarding the People’s Choice Alternative.



COMMENT: 30-19. Ramona Barfiel.

30-19

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Ramona Barfiel / EMAIL: Grannie-Love-RB@lyha

ADDRESS: 6011 Brynburst Ave #14 / PHONE: (323) 541-0815

COMMENTS:

Refuse line of crenshaw
Makes Community
Bad.

No More Community Activities

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761-6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-19.

The Crenshaw/LAX Transit Corridor Project would operate in the median of Crenshaw Boulevard and the Harbor Subdivision railroad right-of-way. Operation of the light rail transit line within an existing transit route would not introduce a new physical barrier which could divide a community. Implementation of a light rail system along Crenshaw Boulevard would not prevent community activities from occurring.



COMMENT: 30-20. Pat Barnett.

30-20

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Patricia Barnett EMAIL: _____

ADDRESS: 5406 Bishop Village Dr PHONE: _____

COMMENTS: I support & request MTA Study People's Choice

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-20.

Please refer to Master Response 4 regarding the People's Choice Alternative.



COMMENT: 30-21. Francine Battle.

30-21

Abbott, Matthew

From: FrancineBattle@la.metro.net
Sent: Monday, October 26, 2009 11:19 AM
To: Cida, Rosemary
Subject: Wqam: BNT RE Crenshaw Line to be underground

Dear MTA Board of Directors:

It is VERY important for this line to be underground, first, for the safety of our children whose schools, View Park Prep and Crenshaw High, are in close proximity to the Crenshaw Line at 48th to 59th Streets. And, secondly, it is the community's desire for the line to be underground rather than "at-grade" so that the visual attractiveness of the View Park community will be preserved.

Thank you,

Sincerely,

Francine Coleman Battle
4959 Angeles Vista Blvd.
Los Angeles, CA 90047

(11/10/2009)



Response to comment 30-21.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety.

A light rail transit system operating through the View Park community, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The DEIS/DEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact.



COMMENT: 30-22. Carol Becker.

000 22

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Carol Becker - member Westchester Playhouse

Address (Street, City, State, Zip)

3042 Livonia Ave Apt. D6, LA 90034

Email (optional; we'll receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minimal Improvement
- Transportation Systems Management (TSM) Alternative
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disturbance to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

While I do support a train being built, I am hoping that Metro will build the repair station in El Segundo and not in the community of Westchester. It makes no sense to disrupt the neighborhood where the Westchester Playhouse resides when the El Segundo proposed site offers no disturbances of community or residential properties.

A

000 22



Comment (continued):

[Empty lines for comment continuation]

TELL US ABOUT YOURSELF

What is your home zip code? 90034 Work zip code? 90069

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other? member
Community theatre

How do you regularly travel in the project area? (check all that apply)

- Bicycle?
- Car or Truck?
- Bus?
- Walk?
- Other

AFFILIATION

- Resident
- Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:

rdiazmderick@metro.net

Project Hotline

(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-22.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B in Westchester or Site D in El Segundo.



COMMENT: 30-23. Stella Belgarde.

30-23

Abbott, Matthew

From: sbjsla@yahoo.com
Sent: Monday, October 26, 2009 4:02 PM
To: Diaz, Rodenick; crenshaw@fixexpo.org
Subject: Crenshaw/Expo line

Dear MTA Board of Directors:

Please keep the Crenshaw line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Upper.

Also traffic already backs up in both directions on Stanton. Don't make it any worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

Stella Belgarde
6510 Storie Ave.
PO Box 1381
Los Angeles, CA 90004

Thanks for your support in this matter.

<http://www2.messageanywhere.com/profile/messagebystella>
Available for private parties, showers and events.
Refer a friend and get a referral credit.

Response to comment 30-23.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-24. Kermit Benton.

30-24

Crenshaw Transit
Corridor Project

(Local Environmental Impact Statement/ Draft Environmental Impact Report)

Comment Form

The Commission on Crenshaw Transit (CCT) and its staff are interested in the thoughts and ideas of the public on the Crenshaw Transit Corridor Project. We are interested in your comments on the project or process. Please fill out this form and return it to the Commission on Crenshaw Transit (CCT) at the address below. Your comments will be reviewed and responded to as appropriate.

Name (Print Last Name, First Name)

KERMIT BENTON

Address (Street, City, State, Zip)

5615 ALADDIN ST LOS ANGELES CA 90008

Local Public Utility: How can public utility projects be improved?

Would you like to be added to the contact list for this project?

Yes No

THIS COMMENT RELATES TO

Comment (Please print)

My support is (check one)

- I do not support this (LRT) alternative
- I do not support (LRT) Alternative
- I support this alternative (Please specify the LRT alternative)
- I support this alternative (Please specify the LRT alternative)
- I support this alternative (Please specify the LRT alternative)
- I support this alternative (Please specify the LRT alternative)

My thoughts about (check any or all that apply)

- Cost
- Safety
- Access
- Quality
- Speed
- Safety
- Access
- Displacement of Traffic
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Non-CO₂ Greenhouse Gases
- Other

I CANNOT SUPPORT THE LRT BEING BUILT ABOVE GROUND. MY CONCERNS ARE THE SAFETY OF THE HIGH SCHOOL STUDENTS WHO ATTEND CRENSHAW HIGH.

A

002/002

10/26/2008 17:01 FAX

Response to comment 30-24.

Comment noted. Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety.



COMMENT: 30-25. Reggie Black.

30-25

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Reggie Black EMAIL: _____

ADDRESS: 3934 1/2 Crensh. PHONE: 310 432-4676

COMMENTS: Keep it underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-25.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-26. Gail Blackwell.

30-26

Abbott, Matthew

From: sean1320@aol.com
Sent: Monday, October 26, 2009 8:38 AM
To: Diaz, Rodenick; crenshaw@laxexp.org
Subject: Proposed Crenshaw Line

Dear MTA Board of Directors,

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions to Stearns. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

A

Sincerely,
Gail Blackwell
5108 Inglewood Ave.
Los Angeles, CA 90045

11/10/2009

Response to comment 30-26.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-27. Terri Blank.

30-27

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Terri Blank EMAIL: _____

ADDRESS: 8063 SO MAIN PHONE: _____

COMMENTS: Keep it unbrazed

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-27.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-28. Latisha Blanton.

30-28

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Latisha Blanton EMAIL: _____

ADDRESS: 3433 Firebush Ave, Rossmore, CA PHONE: 661 400-3770

COMMENTS: Go under ground!!! Or NO train at all!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761-6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-28.

Comment noted. Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-29. Robert Booker.

30-39

Abbott, Matthew

From: robertbooker@att.net
Sent: Monday, October 26, 2009 10:31 AM
To: Diaz, Rodrick
Subject: Crenshaw Line Underground on Crenshaw Blvd.

Dear MTA Board of Directors,

October 26, 2009

I am a resident of the View Park Community. I am writing to thank you for approving and funding a rail line to run down Crenshaw Boulevard. For the safety of the children at Crenshaw High School and View Park Preparatory School, please keep the rail line underground on Crenshaw Boulevard. Traffic along Crenshaw Boulevard, and traffic on Martin Luther King Blvd. and Slauson Avenue at the intersection of Crenshaw is already heavily congested and backed up most of the time, therefore, an above the ground rail would make matters worse. Please treat the Crenshaw Community as you plan to treat the Wilshire Community by installing the new rail line below ground.

Thank you.

Dr. Robert Booker
4325 Inoro Drive
Los Angeles, CA 90008

11/3/2009

Response to comment 30-29.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-30. Jenny Boone.

30-30

Crenshaw Transit Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Jenny Boone - Kentwood Players

Address (Street, City, State, Zip)

8301 Hindry Ave, Westchester 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Please select the El Segundo site for the maintenance yard.
Do NOT use the Westchester site - too many small businesses + homes would be lost.

A
B

-OVER-



Comment (continued):

TELL US ABOUT YOURSELF

What is your home zip code? 90034 Work zip code? 90232

Do you: (check all that apply)

<input type="checkbox"/> Live in the project area?	<input type="checkbox"/> Commute through the project area?	<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other? _____	<input checked="" type="checkbox"/> Car or Truck?	<input type="checkbox"/> Walk?
<input type="checkbox"/> Own a business in the project area?		<input type="checkbox"/> Other _____	

How do you regularly travel in the project area?
(check all that apply)

AFFILIATION

<input type="checkbox"/> Resident	<input type="checkbox"/> Business
<input checked="" type="checkbox"/> Community or Neighborhood Organization	
<input type="checkbox"/> Public Agency	
<input type="checkbox"/> Environmental Organization	
<input type="checkbox"/> Civic Organization	
<input type="checkbox"/> Economic Development Organization	
<input type="checkbox"/> Other _____	

Thank You!
Give this form to project staff or return to Metro:

Postal Mail
Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:
diazroderick@metro.net

Project Hotline:
(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.





Response to comment 30-30-A.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-30-B.

Comment noted. See Response to comment 30-30A.



COMMENT: 30-31. Margo Bouchy.

30-31
COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Margo Bouchy EMAIL: Lamyat9@aol.com

ADDRESS: 5045 Inglewood Ave LA 90043 PHONE: (323) 605-0222

COMMENTS: Not above ground,

only below ground.

Do not Destroy Crenshaw Business

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

**Response to comment 30-31.**

Metro acknowledges that the construction of the light rail system would create some impacts during the construction period. These include potential changes to traffic patterns, reduced on-street parking and altered access to local businesses during construction. Metro will coordinate with local businesses to minimize adverse effects to the extent feasible during construction. Underground segments of the alignment would result in increased disruption to business because of the longer time required for excavation. Upon completion of the Crenshaw Light Rail Project, operation of the light rail system would provide enhanced access to customers of local small businesses. This enhanced access would occur along all portions of the alignment, particularly near station areas.



COMMENT: 30-32. Carla Bowdoin.

30-32

Abbott, Matthew

From: camradu@aol.com
Sent: Saturday, October 17, 2009 9:43 PM
To: Diaz, Rodenick
Subject: Transit Systems on Crenshaw Blvd.

My name is Carla Cavalier Bowdoin. I am a resident of the Crenshaw community.
I live at 5326 Brynhurst Ave., Los Angeles, CA 90043.
I am a registered voter and an active member in my community.

BELOW GROUND metro rail

I OPPOSE a below ground rail system along Crenshaw Blvd.

ABOVE GROUND Light Rail Transit

I OPPOSE an above ground light rail along Crenshaw Blvd.

A Bus Rapid Transit

I OPPOSE an expanded rapid bus system along Crenshaw Blvd.

A

B

C

11/3/2009



Response to comment 30-32-A.

Comment noted. Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability.

Response to comment 30-32-B.

Comment noted. See Response to comment 30-32A.

Response to comment 30-32-C.

Comment noted. See Response to comment 30-32A.



COMMENT: 30-33. Shawny Bowen.

30-33

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Shawny Bowen EMAIL: Shawny712002@hotmail.com

ADDRESS: 3325 W 74th St Apt 5 LA 90043 PHONE: 323 752-5927

COMMENTS: Hell No!!! Put it underground A

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-33.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-34. Kim Bowens.

30-34

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Kimbowens EMAIL: kimcreativeha@gmail
ADDRESS: 37046 AZTEC PL PHONE: 323-296-4247
COMMENTS: _____

Stop Train Above Ground on Crenshaw in the Black People.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-34.

Please Refer to Master Response 9 regarding grade separations and environmental justice.



COMMENT: 30-35. Juliet Boyd Benton.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Juliet Boyd Benton EMAIL: jbenton764@yastel.com

ADDRESS: 4929 116th Ave LA Ca 90043 PHONE: 323 294 7991

COMMENTS: I support and request MTA study the Peoples
Option for the entire Crenshaw portion of the line to be
built underground, plus a station at Vernon.
If the rail line is not constructed underground it
should not be constructed at all. The danger to our
community is unacceptable as well as the destruction of
our property.

MUST BE SENT TO MTA BY OCT. 28, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@metro.org • Fax: (323) 761-6425 • Address: P.O. Box 781267 LA, CA 90036

1002

2011 11 11 08:00:00

**Response to comment 30-35-A.**

Please refer to Master Response 4 regarding the People’s Choice Alternative.

Response to comment 30-35-B.

Please refer to Master Response 4 regarding the People’s Choice Alternative.

Response to comment 30-35-C.

The Community and Neighborhoods Chapter on page 4-81 of the DEIS/DEIR found that the operation of an at-grade light rail system would not result in an adverse impact. Specifically, no changes in population, community cohesion and interaction, social values, quality of life, or isolation would result from the operation of the Crenshaw/LAX Light Rail Transit Alternative.

Metro acknowledges that the construction of the light rail system would create some impacts during the construction period. These include potential changes to traffic patterns, reduced on-street parking and altered access to local businesses during construction. Metro will coordinate with local businesses to minimize adverse effects to the extent feasible during construction. Underground segments of the alignment would result in increased disruption to business because of the longer time required for excavation. Upon completion of the Crenshaw Light Rail Project, operation of the light rail system would provide enhanced access to customers of local small businesses. This enhanced access would occur along all portions of the alignment, particularly near station areas.



COMMENT: 30-36. Deborah Bradley

30-36

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Deborah Bradley EMAIL: dmagg7@sbglobal.net

ADDRESS: 2632 1/2 S Bronson Ave LA 90008 PHONE: (323) 755-3569

COMMENTS:

Must go under ground with the crenshaw line

MUST

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761-6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-36.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-37. Tiffany Bradshaw.

30-37

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Tiffany BRADSHAW EMAIL: tiffanybradshaw@gmail.com
ADDRESS: 3766 Delmar LA 90034 PHONE: 366-219-3553
COMMENTS: Keep it underground A

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-37.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-38. Dorothy Brandon.

30-38

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Dorothy L. Brandon EMAIL: _____

ADDRESS: 203 W. Van Ness Ave. PHONE: (323) ~~761-6435~~

COMMENTS: We want the train to go under rather
instead of on top or on the surface ground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-38.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

COMMENT: 30-39. T. Brode

30-39

Abbott, Matthew

From: Ferese Brode ([mailto:mbrode@yahoo.com])
Sent: Sunday, October 18, 2009 11:22 PM
To: Diaz, Roderick
Subject: RE: Concerns With Westchester Area

Mr. Diaz,

I am a resident in the area of Osage and on Osage Avenue. I am *extremely* concerned about the negative traffic and noise impact that it will cause us living on the corner of 79th and Osage Avenue. We are currently dealing with excessive noise from the airport, cars, trucks, buses and fwy. We also have to deal with pollution on our street.

* How will my concerns be addressed - noise, air quality, traffic and visual impact of the area **now and in the future**? Who will take responsibility? It is not acceptable that one agency would say that this is not our area it is another agency etc.

* Another question is the impact on my property and values? We bought when things were at the top of the market.

* With the rail running all the time - how will the noise impact us? We do not need more noise - even white noise since we have so many other factors to deal with. I just cannot pick up and move at this time. There is a need for other means of moving people from one place to another that is for sure since over-development is always the first priority over quality of living.

I am all for **upgrading** our area to make it nicer, **so that it goes up and not down**. The one thing Westchester has quaint areas which is active to buy.

Thank you for the consideration for my street and area.

Sincerely,
T Brode
([mailto:mbrode@yahoo.com])

Please let me know if you have any questions that I can answer.

11/3/2009

**Response to comment 30-39-A.**

The potential impacts to traffic, air quality and noise were all evaluated in the environmental document. With mitigation measures, no impacts to traffic would occur near the Westchester community during operation of the Crenshaw Light Rail Transit Line. The federal air quality thresholds would not be exceeded during operation of the project. The noise impact analysis prepared as part of this project indicated that with the implementation of mitigation measures, there would be less-than-significant noise impacts from light rail trains operating between 54th Street and 60th Street and from warning signals along the Harbor Subdivision railroad right-of-way at Centinela Avenue and West Boulevard. No discernible noise from light rail operations or from warning devices in the area adjacent to 79th Street and Osage would occur. This location is more than 1,000 feet north of the proposed light rail alignment. Noise from a light rail system would not be discernible at this distance. Although property values are not an environmental topic requiring response, there is no documented evidence that the introduction of a light rail system would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased.

Response to comment 30-39-B.

A mitigation and monitoring and reporting program (MMRP) was created by Metro for the Crenshaw/LAX Transit Corridor Project. The purpose of the MMRP is to ensure that the mitigation measures identified in the FEIS/FEIR to mitigate the potentially significant environmental effects of the project are, in fact, properly carried out. An annual mitigation monitoring report shall be prepared for this project by Metro until compliance with the required mitigation measures is complete.

Response to comment 30-39-C.

See Response to comment 30-39-A.



COMMENT: 30-40. Barbara Brophy.

30-40

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Barbara Brophy

Address (Street, City, State, Zip)

11260 OVERLAND AVE. #3B Culver City, Ca 90230

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements:
 - Transportation Systems Management (TSM) Alternative
 - No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other _____

Comment (please print):

I would think that pretty site for construction of transit corridor project should be made desirable. There are signs of potential to produce, businesses and especially cultural places.

- OVER -



Comment (continued):

Lined area for providing comments.

TELL US ABOUT YOURSELF

What is your home zip code? _____ Work zip code? _____
Do you: (check all that apply)
 Live in the project area? Commute through the project area? Bicycle? Bus?
 Work in the project area? Other? _____ Car or Truck? Walk?
 Own a business in the project area? Other _____

AFFILIATION

Resident Business
 Community or Neighborhood Organization
 Public Agency
 Environmental Organization
 Civic Organization
 Economic Development Organization
 Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop 99-22-3
Los Angeles, CA 90013-2952

Email:

diazroderick@metro.net

Project Hotline

(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-40.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-41. Tom Brophrey.

30-41

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Tom Brophrey

Address (Street, City, State, Zip)

11260 Overland Ave #3B, Culver City, CA 90230

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one)

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Loss of Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Leave Westchester Playhouse alone 8301 Hindry

-OYER-



Comment (continued):

TELL US ABOUT YOURSELF

What is your home zip code? 90230

Work zip code? _____

Do you: *(check all that apply)*

- Live in the project area?
- Work in the project area?
- Own a business in the project area?

- Commute through the project area?
- Other? _____

How do you regularly travel in the project area?
(check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other _____

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other: _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop 99-223
Los Angeles, CA 90012-2952

Email:

rdiaz@metro.net

Project Hotline
(213) 922-2746

Comments must be received by October 26, 2009, 5:00 p.m.





Response to comment 30-41.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-42. Brenda Brow.

COM AND SERV

30-42

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: BRENDA BROW EMAIL: _____

ADDRESS: P.O. Box 222 PHONE: (213) 2496213

COMMENTS: TO many children, Disable person,
People are on cell phone and may not
pay attention to on coming train.
People may get hit by the train

Stop the Building
Over ground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761-6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-42.

Buses, trucks, and automobiles currently operate at a higher frequency and at faster or similar speeds along Crenshaw Boulevard than a light rail vehicle would upon implementation of the proposed project. Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.



COMMENT: 30-43. Dave Brown.

30-43

Abbott, Matthew

From: Dave Brown [dbrown@sleeping-giant.net]
Sent: Sunday, October 11, 2009 8:22 PM
To: Diaz, Roderick
Subject: Metro support

Having a metro line run down Wilshire is a no-brainer. I can't believe up two rail lines
down this long to really commit to the development of a metro system. We have the
technology. We have traffic problems. And we're the biggest city in North America without
an extensive metro system. Let's change that.

Dave Brown
Sleeping Giant Entertainment
500 Wilshire Blvd, Ste 1000
Los Angeles, CA 90010
or 310-600-0111
d.brown@sleeping-giant.net



Response to comment 30-43.

Comment noted. A transit line down Wilshire Boulevard is beyond the scope of the selected Locally Preferred Alternative for the Crenshaw Transit Project. A separate environmental review process is underway for the Westside Extension Project along Wilshire Boulevard. Comments and concerns regarding a transit line on Wilshire should be directed to the David Mieger, Metro Project Director for the Westside Extension Project, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles, CA 90012.



COMMENT: 30-44. Earnestine Brown.

30-44

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Brown, Earnestine EMAIL: _____

ADDRESS: 12111 Aughton Blvd Apt # PHONE: 323-950-7222

COMMENTS: _____

Don't interrupt our community and life style

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

**Response to comment 30-44.**

Comment noted. The Community and Neighborhoods Chapter on page 4-81 of the DEIS/DEIR found that the operation of an at-grade light rail system would not result in an adverse impact. Specifically, no changes in population, community cohesion and interaction, social values, quality of life, or isolation would result from the operation of the Crenshaw/LAX Light Rail Transit Alternative.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Underground segments of the alignment would result in increased disruption to communities during construction because of the longer time required for excavation. Upon completion of the Crenshaw Light Rail Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.



COMMENT: 30-45. Kanisha Brown.

30-45

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Kanisha Brown EMAIL: _____
ADDRESS: 3627 W 104th #41 PHONE: (424) 223-3442

COMMENTS: _____
NO train down crenshaw _____

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

**Response to comment 30-45.**

Comment noted. Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability. The traffic analysis in Section 3.0 of the FEIS/FEIR found that existing traffic congestion through the Corridor was at or nearing capacity during the AM and PM peak periods at a majority of the intersections in the study area. These conditions were anticipated to worsen significantly by 2030, when nearly all of the intersections would be operating at or above capacity during the AM and PM peak periods. The light rail transit alternative was found to be the most effective alternative to address the need for transit improvements within the Crenshaw Corridor. The Light Rail Transit Alternative, selected as the Locally Preferred Alternative, would not reduce travel lanes along Crenshaw Boulevard and would reduce the number of automobile trips.



COMMENT: 30-46. LaRita Brown.

30-46

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Dr. LaRita Brown EMAIL: Kik@usa.netmail.com

ADDRESS: 2675 - Fairlane Blvd PHONE: _____

COMMENTS: I firmly support the entire Crenshaw Blvd portion of the line to be built underground.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-46.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-47. Mark Brown.

30-47

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Mark Brown EMAIL: _____
ADDRESS: 4004 1/2 So Crenshaw PHONE: 323 291-3638
COMMENTS: Please Please Please Keep it
Underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6135 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-47.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-48. Sheree Brown.

30-48

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Sheree Brown EMAIL: LK@Brown@gmail.com

ADDRESS: 44457 25th St East PHONE: 661-339-3443

COMMENTS: Please keep it underground on crenchel

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-48.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-49. Jeryl Bryant.

30-49

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Jeryl Bryant EMAIL: J.Bryant7760@aol.com
ADDRESS: 2140 W. 75th PHONE: 323-778-2428
COMMENTS: Keep it underground on Crenshaw

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761-6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-49.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-50. Jackie Buchanan.

30-50

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Jackie Buchanan EMAIL: JSBuchanan@yahoo.com
ADDRESS: 10400 S 1ST AVE Inglewood CA 90303 PHONE: _____

COMMENTS: I want Metro ABOVE ground! on Crenshaw Blvd.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

**Response to comment 30-50.**

Comment noted. The Locally Preferred Alternative, as selected by the Metro Board of Directors, has a vertical profile that contains a mix of below-grade, at-grade, and elevated segments along the alignment. Metro, similar to other transit planning agencies throughout the U.S., operates on the premise that LRT is primarily an at-grade or surface-running transit technology and incorporates grade separations. This transit technology can operate in at-grade environments ranging from mixed traffic, to an exclusive right-of-way or guideway. The determination of what part of the alignment is at-grade or grade-separated is a systematic analysis based on engineering and environmental analysis and occurs on a site-specific basis. Page ES-23 in the Executive summary of the FEIS/FEIR provides a graphical representation of the vertical profile of the Crenshaw/LAX Transit Corridor Project.

The DEIS/DEIR found that the proposed aerial segment from 60th Street to Victoria Avenue would result in adverse visual environmental justice impacts to the Hyde Park community. Design Option 4, a below-grade segment from 60th Street to Victoria Avenue was implemented to eliminate these impacts.



COMMENT: 30-51. Delois Burdette.

CUT AND SEND

30-51

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Delois Burdette EMAIL: askdgreat@jolt.com
ADDRESS: 5020 Wilton Pl. PHONE: 213 399 9285
COMMENTS: Lines shd go underground !!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-51.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-52. Victor Butler.

11-52

Abbott, Matthew

From: Victor Butler [victorbutler@hotmail.com]
Sent: Tuesday, October 20, 2010 2:12 PM
To: Diaz, Rodenick
Subject: Victor Butler Light Rail Employment opportunities How many times will I be denied a job on this pro

A file has been sent to you via the YouSendIt File Delivery Service:

[Download the file - Credential 10.pdf](#)

Your file will expire after 7 days or 100 downloads.

Victor A. Butler

4665 HILLCREST DRIVE APARTMENT C
LOS ANGELES, CALIFORNIA 90008
323-295-8416 • HOME • 323-295-8416 FAX • 323-445-7924 CELL
victorbutler@hotmail.com

October 20, 2010

Dear (banned) Dir.:

Hi Tim Victor and thanks for reading my credentials and giving me some suggestions for getting some work in the transportation construction industry.
Again, Thanks for your time.

Sincerely,

Victor A. Butler

11/3/2010



Response to comment 30-52.

We thank you for your interest in participating in the construction of the Crenshaw/LAX Transit Corridor Project. Job seekers are encouraged to forward their qualifications information to the appropriate contractor(s) who are selected to construct the project. Metro has also developed various policies to encourage the participation of local job seekers in large transit investments.



COMMENT: 30-53. George Buzzetti.

30-53

Abbott, Matthew

From: George Buzzetti [georgebuzzetti@gmail.com]
Sent: Monday, October 26, 2010 2:41 PM
To: Diaz, Roderick; crenshaw@fixexpo.org; dg@fixexpo.org
Subject: CRENSHAW LINE

Dear Mr. Roderick,

I understand the name for a train line is that direction. However, you need to have the same reason for the Crenshaw line. Commuting is not safe for the Wilshire community. I do not live in the area but I have driven down Crenshaw many times during my commute and it is a mess.

Therefore, I request that this proposed line from Crenshaw is put underground so it is protected for Wilshire.

George Buzzetti

2



Response to comment 30-53.

Please Refer to Master Response 9 regarding grade separations and environmental justice.

Please Refer to Master Response 5 regarding traffic methodology and analysis.



COMMENT: 30-54. Diana Capell

30-54

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report (or any other aspect of the project) or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Diana Capell 4644 Don Zarembo Dr L.A. 90008

Email (enter address to receive periodic project updates)

ccconicola@aol.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements
- Transportation System Management (TSM) Alternative
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

*It is my opinion a Rail
 would lessen the value
 of all property in the area.
 The rail would provide
 an easy escape for criminal
 activity. It would also
 bring taggers to the neighborhood.
 The rail will be detrimental
 to the existing small businesses.*

FORM



Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Diana Cabell 4644 Don Zarembo Dr L.A. 90008

Address (Street, City, State Zip)

Email (from address to receive periodic project updates)

cc@comicon.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Transit Improvements
- [Transit Signal Priority (TSP) Alternative]
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

It is my opinion a Rail would lessen the value of all property in the area. The rail would provide an easy escape for criminal activity. It would also bring taggers to the neighborhood. The rail will be detrimental to the existing small business.

(3/1/11)



Comment (continued):

[Empty lined area for comment continuation]

TELL US ABOUT YOURSELF

What is your home zip code? 90008 Work zip code? 90670

Do you: (check all that apply)

<input checked="" type="checkbox"/> Live in the project area?	<input type="checkbox"/> Commute through the project area?	<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other? _____	<input checked="" type="checkbox"/> Car or Truck?	<input type="checkbox"/> Walk?
<input type="checkbox"/> Own a business in the project area?		<input type="checkbox"/> Other? _____	

How do you regularly travel in the project area? (check all that apply)

AFFILIATION

Resident Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other: _____

Thank You!
 Give this form to project staff or return to Metro.

Postal Mail
 Rodenick Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 Mail Stop: 99-22-3
 Los Angeles, CA 90012-2052

Email:
 diazrodenc@metro.net

Project Hotline
 (213) 922-2736

FAX 213-922-6996

Comments must be received by October 26, 2009, 5:00 p.m.



**Response to comment 30-54-A.**

Although property values are not an environmental topic requiring response, there is no documented evidence that the introduction of a light rail system would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased.

Response to comment 30-54-B.

There is no documented evidence that light rail brings more criminals into an area than the existing bus system. Metro is aware that structures, walls, and fences associated with a light rail system may be targets for graffiti “taggers” and the operation of the Project would include plans for security and maintenance personnel to minimize this potential problem. Metro has an active system in place to apprehend taggers and has a Cleanliness (Graffiti Abatement) policy that it follows. The program includes graffiti removal programs, vandalism repair and replacement, new capital expenditures, educational outreach, community involvement, and aggressive law enforcement.

Response to comment 30-54-C.

Metro acknowledges that the construction of the light rail system would change traffic patterns, reduce on-street parking and alter access to local businesses during the construction period. Metro will coordinate with local businesses to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw Light Rail Project, operation of the light rail system would provide enhanced access to customers of local small businesses.

COMMENT: 30-55. Steve Cady.

30 55



**Response to comment 30-55-A.**

Comment noted. Metro appreciates the ideas of the commenter and public input is an important part of the planning process. The northern extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. A Feasibility study has been conducted by Metro that indicated that a future northern extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project. Information related to the Long Range Transportation Plan is available at www.metro.net, following the links to "Long Range Transportation Plan" under the "Projects and Programs" tab.

Response to comment 30-55-B.

Comment noted.

Response to comment 30-55-C.

Comment noted. Metro appreciates your ideas and input.



COMMENT: 30-56. Ben Caldwell.

30-56

DO NOT WRITE

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Ben Caldwell EMAIL: ben.caldwell.film@gmail.com

ADDRESS: 4343 Leimert Blvd LA, Ca 90008 PHONE: 323 296 5717

COMMENTS: Want to have the entire Crenshaw Blvd. portion
of the line to be built underground, plus
option #2 on Vernon.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-56.

Please refer to Master Response 4 regarding support for the People’s Choice Alternative.



COMMENT: 30-57. Lorine Calhoun.

30-57

Abbott, Matthew

From: a1thetopolife@aol.com
Sent: Sunday, October 25, 2009 12:00 AM
To: Diaz, Rodrick
Subject: crenshaw corridor

I support the above the ground system. Please up in the air not on the ground.
I am Ms. Corrie W. Calhoun, 5341 Brynmere Ave, L.A., Ca 90043, 323-288-4639

11/3/2009

**Response to comment 30-57.**

Comment noted. The Locally Preferred Alternative, as selected by the Metro Board of Directors, has a vertical profile that contains a mix of below-grade, at-grade, and elevated segments along the alignment. Metro, similar to other transit planning agencies throughout the U.S., operates on the premise that LRT is primarily an at-grade or surface-running transit technology and incorporates grade separations. This transit technology can operate in at-grade environments ranging from mixed traffic, to an exclusive right-of-way or guideway. The determination of what part of the alignment is at-grade or grade-separated is a systematic analysis based on engineering and environmental analysis and occurs on a site-specific basis. Page ES-23 in the Executive summary of the FEIS/FEIR provides a graphical representation of the vertical profile of the Crenshaw/LAX Transit Corridor Project.

The DEIS/DEIR found that the proposed aerial segment from 60th Street to Victoria Avenue would result in adverse visual and environmental justice impacts to the Hyde Park community. Design Option 4, a below-grade segment from 60th Street to Victoria Avenue was implemented to eliminate these impacts.



COMMENT: 30-58. Olga Cardon.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Olga m. Cardon EMAIL: _____ 30-58

ADDRESS: 4044 E. Wilton St Long Beach, CA PHONE: (562) 498-5733

COMMENTS:
Please put Light Rail underground.
On Crenshaw.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-58.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-59. Bertha Cardriche.

01-29

Abbott, Matthew

From: Bertha Cardriche (bcordre@hotmail.com)
Sent: Monday, October 26, 2009 9:18 PM
To: Diaz, Roderic

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Please dont make a bad situation worse.

Treat us the same as you intend to treat the Wilshire Community.

Sincerely,

Bertha Cardriche
4061 Olympiad Drive
Los Angeles, Ca 90043

New Windows 7: Find the right PC for you. [Learn more.](#)

11/10/2009



Response to comment 30-59.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-60. Dennis Carlile.

505-60

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Dennis J. Carlile

Address (Street, City, State, Zip)

11021 1/2 Venice Blvd, Los Angeles CA 90034

Email (enter address in middle, periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary; No Build Alternative
- Minor Improvements (Transit Signal Priority, Transit Signal Priority Alternatives)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

El Segundo is the wiser choice for the train station

The businesses on the north side of the tracks should remain, particularly Kentwood Playhouse which serves as a cultural hub for the area & neighborhood. Children's Theatre, workshops, musicals and dramas are presented weekly at the Westchester Playhouse.

This public service offered embraces the Humanities. As a step from the El Segundo side, these businesses

(OVER)





Comment (continued):
 Including Kentwood/Westchester
 Playhouse will serve as hubs of
 gentrification (in the manner of
 Monterey's Cannery Row or Oakland's
 Jack London Square)
 Empty lots abound on the El Segundo
 side and ^{they} should be utilized for
 the station platforms, terminal,
 turnstile operation

TELL US ABOUT YOURSELF

What is your home zip code: _____ Work zip code: _____

Do you: (check all that apply)

<input checked="" type="checkbox"/> Live in the project area?	<input type="checkbox"/> Commute through the project area?	<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input type="checkbox"/> Work in the project area?	<input checked="" type="checkbox"/> Client: <i>Visit the Theatre & the Puggery Whip</i>	<input checked="" type="checkbox"/> Car or Truck?	<input type="checkbox"/> Walk?
<input type="checkbox"/> Own a business in the project area?			

AFFILIATION

<input checked="" type="checkbox"/> Resident	<input type="checkbox"/> Business
<input type="checkbox"/> Community or Neighborhood Organization	
<input type="checkbox"/> Public Agency	
<input type="checkbox"/> Environmental Organization	
<input type="checkbox"/> Civic Organization	
<input type="checkbox"/> Economic Development Organization	
<input checked="" type="checkbox"/> Other: <i>Transit Critic/Fan</i>	

Thank You!

Give this form to project staff or return to Metro:

Postal Mail: Kwame Diaz, Project Manager Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Mall Street 38-570 Los Angeles, CA 90017-2502	Email: diazkwame@metrolink.com Project Hotline: (313) 922-2736
--	---

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-60-A.

Comment noted. Metro thanks the commenter for their input as it is a vital component of the planning process. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-60-B.

See response to comment 30-60-A.

Response to comment 30-60-C.

See response to comment 30-60-A.



COMMENT: 30-61. Lars Carlson.

30-61

Crenshaw Transit Corridor DEIS/DEIR Comments
results from form 1 of Page 301615_3041es/crenshaw/COMMENT_Form.htm?mpg_welcome
Sent: Monday, October 26, 2008 5:47 PM
To: Dale Woddyck
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

FirstName: Lars
LastName: Carlson
organization:
emailaddress: larscarl@sonlyalbo.com
street: 2810 autien Ave.
city: Los Angeles
state: CA
zipcode: 90064
yes:
no:
support: Light Rail Transit (LRM) (Alternative)
Construction:
Air Quality:
Traffic Safety:
Visual Effects:
Displacement of Property:
Disruption of Business:
Public Services:
Local Industry Development:
Economic Impacts and Jobs:
Specific Design Features:
Other:
None? 00004
work?
Live in the project area?
Work in the project area?
Own business in the project area?
Commute through the project area?
Other:
Bicycle?
Car/mult?
Bus?
Walk?
Other?
Resident?
Business?
Community/Neighborhood Organization?
Public Agency?
Environmental Organization?
Civil Organization?
Economic Development Organization?
Other:
Date: Monday, October 26, 2008
Time: 04:46:44 PM

additional comments:

Please make this light rail! Los Angeles needs a rail system, not more buses. And this needs to be designed to accommodate a future extension to Hollywood up La Brea, Fairfax, or whatever! We need an alternative to car travel in this city!

DL

MSRE 1

Response to comment 30-61-A.

Comment noted. Metro thanks the commenter for their input as it is a vital component of the planning process. The Crenshaw/LAX Light Rail Transit Alternative is designed such that it does not preclude the future northern extension of the Crenshaw/LAX Transit Corridor Project to Wilshire Boulevard.

Response to comment 30-61-B.

Comment Noted.



COMMENT: 30-62. Brenda Carter.

30-62

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Brenda Carter EMAIL: _____

ADDRESS: 4100 Palmywood Dr. #5 PHONE: 323 9097355

COMMENTS: _____

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-62.

No specific comment to address.



COMMENT: 30-63. Mary Christian.

11/5/11

Abbott, Matthew

From: Damien Goodman (damienwg@gmail.com)
Sent: Saturday, October 24, 2009 9:44 PM
To: Diaz, Roderick
Subject: Fwd: Document1
Attachments: Doc1.doc

----- Forwarded message -----
From: Christian, Mary <MARY.CHRISTIAN@probationlacounty.gov>
Date: Fri, Oct 23, 2009 at 10:54 AM
Subject: Document1
To: Damien Goodman <damienwg@gmail.com>

11/5/2009



October 23, 2011

Dear MTA Board of Directors,

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

SINCERELY,
Mary Christian
3637 Wellington Rd.
T. A., Ca
residen
resident of Crenshaw Manor
tax payer
registered voter



Response to comment 30-63.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-64. Mary Christian.

30-64

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: MARY CHRISTIAN EMAIL: E. Luv@verizon.com

ADDRESS: 3637 Wellington LA 90016 PHONE: 323.292.4051

COMMENTS: Stop environmental Racism, illnesses
and deaths of accidents. Request
underground on Crenshaw plus a
station at Vernon.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-64-A.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.

Please Refer to Master Response 9 regarding grade separations and environmental justice.

Response to comment 30-64-B.

Please refer to Response to comment 30-64-A.



COMMENT: 30-65. Nicole Clark.

30-65

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Nicole Clark EMAIL: SK

ADDRESS: 1539 S BROCKTON AVE PHONE: _____

COMMENTS: _____

under ground on Crenshaw.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-65.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-66. Darrel Clarke.

30-66

Abbott, Matthew

From: Darrel Clarke [darclarke@gmail.com]
Sent: Monday, October 26, 2009 3:59 PM
To: Diaz, Rodrick
Subject: Personal comment on Crenshaw Draft EIS/EIR
Attachments: DCClarke Crenshaw OEIS comment.pdf

DCClarke Crenshaw
OEIS comment

Attachments:
DCClarke Crenshaw



P.O. Box 313
Santa Monica, CA 90406
jarrell@clarke.org

October 26, 2019

Roderick Diaz, Project Manager
Metro
One Gateway Plaza, M/S 99-22-3
Los Angeles, CA 90012
Via email: diazroderick@metro.net

Re: Comment on Crenshaw Transit Corridor Draft EIS/EIR

The following are my personal comments:

The Crenshaw Corridor should be **light rail**, and planned as the first segment of a longer **north-south corridor** from the Red Line in Hollywood, through West Hollywood, crossing Wilshire and Exposition, serving LAX, and ending in the South Bay. This would form a grid of Metro rail lines on the Westside.

The Crenshaw Draft EIS/EIR should be seen in this larger context, both for its initial ridership and cost-effectiveness evaluation and in designing a light rail facility that can be extended north in the future.

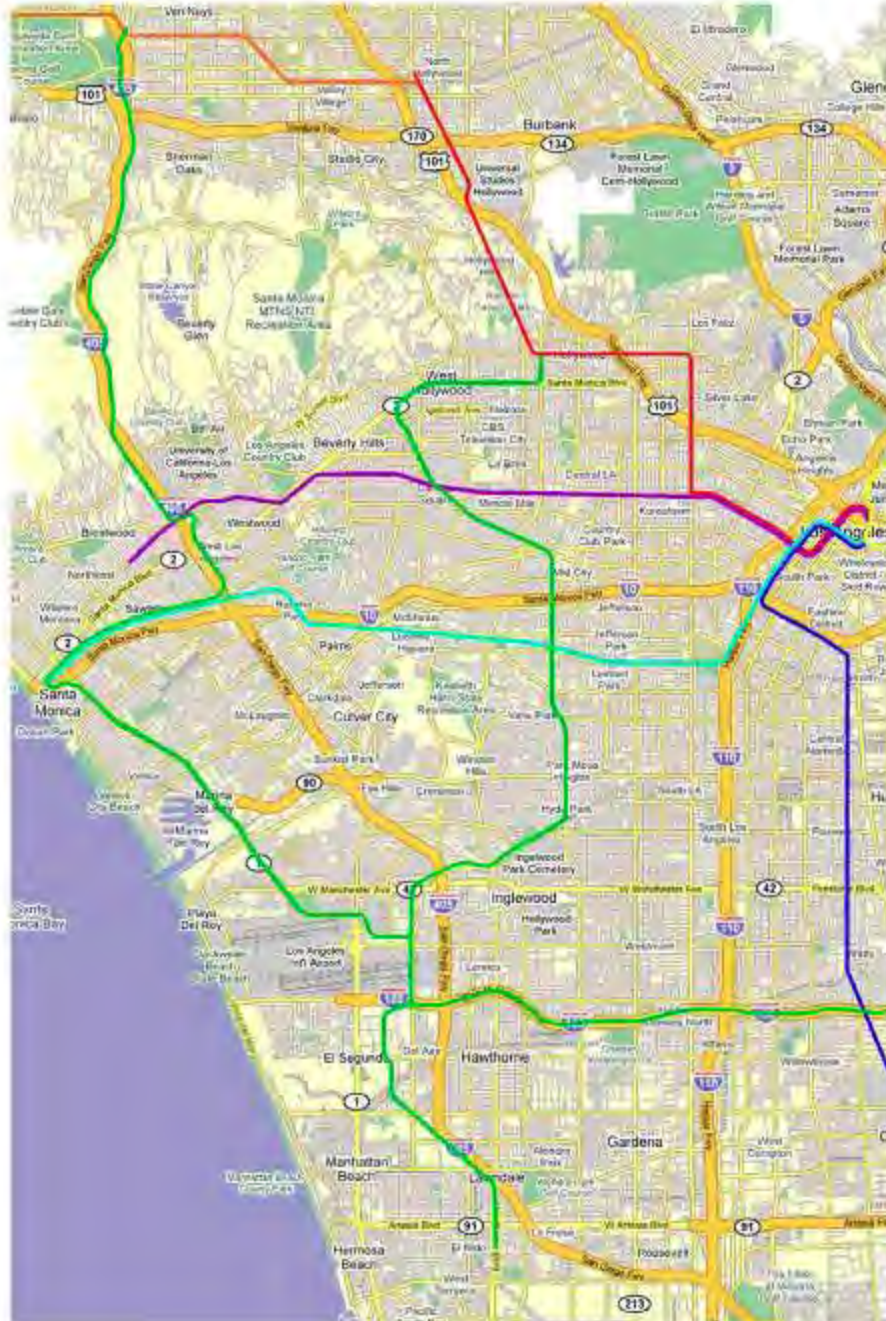
Conversely, BRT would provide little benefit over existing Rapid bus service, could impact rail use of the Harbor Subdivision, and would not support this larger vision of a north-south rail corridor from Hollywood to the South Bay.

To build light rail from the Green Line to the Expo Line within the available budget I would forego the two most expensive options. A single subway station serving both Uemert Park and Martin Luther King Jr. Blvd. would be consistent with the Purple Line's sparing placement of its subway stations. And an at-grade station at the Expo Line, perhaps on the east side of Crenshaw Blvd., could still be compatible with future subway construction north.

When funding is available, extension north could be a combination of tunnel to Pico San Vicente, at grade in the San Vicente Blvd. median to Beverly Center (with likely grade separations at La Brea, Fairfax/Olympic, and Wilshire), and subway through West Hollywood to Hollywood/Highland.

The map on the following page shows this extended north-south corridor in green.

Jarrell Clarke



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT

**Response to comment 30-66-A.**

Metro appreciates the ideas of the commenter and public input is an important part of the planning process. The northern and southern extensions of the Crenshaw Light Rail Transit Line to Hollywood and the South Bay are not part of the Locally Preferred Alternative selected by the Metro Board of Directors. A Feasibility study has been conducted by Metro that indicated that a future northern extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project. A separate environmental review process for the South Bay Metro Green Line Extension began in early 2010. That project is examining the extension of rail service as far south as Torrance. Information related to the Long Range Transportation Plan is available at www.metro.net, following the links to "Long Range Transportation Plan" under the "Projects and Programs" tab.

An Alternatives Analysis was completed during the preparation of the Draft EIS/EIR to identify the transit alternatives to be evaluated in the DEIS/DEIR. The results of the Alternatives Analysis is presented in Chapter 2, Alternatives Considered, of the DEIS/DEIR. This analysis used criteria including but not limited to, regional connectivity, ridership, and cost-effectiveness to compare the different modes of transit and alignment options and determine which alternatives would be carried forward for further analysis into the DEIS/DEIR. The Alternatives Analysis identified that a light rail transit and a bus rapid transit alternative be studied for further consideration based on the evaluation criteria.

The advanced conceptual engineering phase contained in the FEIS/FEIR considered the potential design of the King and optional Vernon stations. After an operations and value engineering assessment, it is Metro's recommendation to proceed with the King station located in the median of Crenshaw Boulevard, just south of King Boulevard as the final station plan. Please Refer to Master Response 12 regarding a Crenshaw/Vernon Station.

Thanks for the suggestion. The idea will be passed in to the Long Range Transportation Planning Group.



COMMENT: 30-67. Geanne Clarke.

30-67

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Geanne Clarke, Kentwood Players, Westchester Playhouse

Address (Street, City, State, Zip)

7351 West 83 Street, Los Angeles, CA 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Westchester Playhouse is a landmark in the community. Leave it right where it is. Go to El Segundo where there is no impact on the community where it would be welcome.

- OVER -



Metro

Comment (continued):

Multiple horizontal lines for writing a comment.

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? 90045

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other? _____

How do you regularly travel in the project area? (check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other _____

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other Westchester Senior Citizen
Handwood Players

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:

diazroderick@metro

Project Hotline

(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Metro

Response to comment 30-67.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-68. Rhonda Cobb.

30-68

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Rhonda Cobb EMAIL: _____

ADDRESS: _____ PHONE: _____

COMMENTS: Flowing just fine underground | ^A

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-68.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-69. Janis Cobbs.

30-69

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: JANIS COBBS EMAIL: J.Cobbs@aol.com

ADDRESS: 4105 S HOOLEHORN DR PHONE: 785 749-2379

COMMENTS: STOP THE TRAIN & PAY THE TRAIN
LANDING ROUND

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-69.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-70. Jason Cohon.

11/3/2011

Abbott, Matthew

From: Jason Cohon (jasoncohon@stcgl.com)
Sent: Thursday, October 29, 2010 4:28 PM
To: Diaz, Rodenick; crenshaw@fixexpo.org
Subject: Keep the Crenshaw Line Underground!

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,
Jason Cohon
3475 Mount Vernon Drive
Los Angeles, CA 90006

11/3/2011

Response to comment 30-70.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-71.Eunice Combs.

30-71

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Eunice Combs EMAIL: Eunice.Combs@laso.net

ADDRESS: 1917 E 120th St PHONE: (310) 710-5280

COMMENTS: Pick another street other than Crenshaw

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-71.

Comment noted. The Crenshaw/LAX Transit Corridor Project was developed based on the result of several previous planning studies dating back to 1967, that have identified the need for transit improvements within the Crenshaw Corridor. Based on the topography and limited north-south arterial connections through the Corridor, Crenshaw Boulevard has continually been identified in these previous studies as the preferred transit route through the Corridor due to its large width and proximity to local community resources. Through a similar screening process, the Crenshaw/LAX Transit Corridor Project also identified Crenshaw Boulevard as the preferred arterial segment for the alignment.



COMMENT: 30-72. Kelly Cormier.

30-72

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Kelly Cormier EMAIL: _____

ADDRESS: 9007- 7th Avenue Inglewood CA 90305

COMMENTS: I do not wish the train to be above ground, to rather put it under the ground. That will be beneficial. I think so would (with Crenshaw) fixed tremendously.
Thank you.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-72.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-73. Danna Cope.

30-73

Abbott, Matthew

From: Danna Cope (dannacope@gmail.com)
Sent: Monday, October 26, 2009 3:52 PM
To: Diaz, Roderick
Subject: Metro Crenshaw Transit Corridor DEIS/DEIR

Name: Danna Cope

Organizations: Westchester Neighbors Association, Westchester Democratic Club, LAX Area Advisory Committee

Address: 8219 Reading Ave, Westchester, CA 90045

email: dannacope@gmail.com please add me to project mailing list

I support the **LRT Alternative**, though it is more costly and will take longer to build.

Comments:

- An LAX connection to with the LRT or BRT project is mandatory. Information from Los Angeles World Airports (LAWA) as to what and where their portion of the connection will be to the recommended station location(s) is necessary prior to creating the Final EIS/EIR for the Crenshaw Corridor project.
- Green line access/interaction that is safe and convenient is also necessary.
- The El Segundo location for the repair/maintenance facility is strongly preferred. It would not impact residential areas and would require less grading and preparation, thus saving funds and time.
- Hindry Avenue in the Osage Park area of Westchester must not be restricted or closed (it is one of the few ingress/egress points into/out of this residential area). Nor should Hindry or Osage Avenues be designated as traffic access roads for the LRT station.
- Not only must there be no Westchester repair/maintenance facility, there must be careful planning so that auto traffic on Hindry and Osage Avenues are not hampered by any station at the Hindry/Florence or Manchester/Florence intersection.
- Full access to 83rd Street, Osage Avenue, and Hindry Avenue in Westchester are also necessary, both during construction and after the project is finished. Upgrades to traffic flow (such as a traffic light at Osage/Manchester) may be necessary.
- The LRT project must include gates and lights to minimize the interaction of the train with autos and pedestrians, and lessen the necessity for train horns or whistles.
- Grade separation, especially at heavily-traveled intersections is preferable.
- To enable usage by people in Westchester and Playa del Rey, there must be a convenient, safe, well-lit connection area to link up with bus systems along Manchester Ave.
- Sound walls will be necessary wherever the train comes close to residential areas, especially where the train will be approaching intersections and/or curves and might use an audible warning system.
- Landscaping will be necessary to block visual (and noise) impacts on residential areas.
- A comprehensive study of toxic contamination at and around Hindry/Florence/Manchester intersections must be made and any contamination thoroughly and completely removed.
- The impact to businesses on Manchester at Florence should be kept to a minimum. They provide

11/10/2009



- g) *much-needed community services.*
- *Parking for a station near the Manchester/Florence intersection should not be near residences. Parking should be south of Manchester along Aviation. Another station location could be at Isis Florence with parking south of that intersection, providing there can be connections with the Manchester buses at that location.*

Home Zip Code: 90045

I live in the project area (Osage Park area of Westchester)

I travel by car, walk, or use the bus.

Affiliations: Resident, Community/Neighborhood Organizations, Environmental Organizations, Civic Organizations

My apologies for not using your form, although I tried to follow your format. I could not get my computer and your form to interact.

*Danna Cope
dannacope@gmail.com*

11/10/2009

**Response to comment 30-73-A.**

The Locally Preferred Alternative selected by the Metro Board of Directors, includes a station at Aviation and Century that would connect to LAX through the proposed people mover system identified in the LAX Master Plan. Through cooperative planning efforts with LAX, the Locally Preferred Alternative includes an elevated station at Century and Aviation that would facilitate this connection.

Response to comment 30-73-B.

Comment noted. A connection to the Green Line was identified as a key component of enhancing the regional connectivity of the Crenshaw/LAX Transit Corridor Project and Metro Rail System as a whole. Safety is a key consideration in the design of this connection.

Response to comment 30-73-C.

Comment noted. The Metro Board of Directors eliminated from consideration both maintenance yards evaluated in the DEIS/DEIR at its meeting on December 10, 2009. Thus, neither of the El Segundo or Westchester sites was considered in the FEIS/FEIR.

Response to comment 30-73-D.

Because the Westchester maintenance facility is no longer under consideration, there is no proposed road closure at Hindry Avenue. This proposed facility was eliminated from consideration when the optional Manchester Station was not included into the final project definition. The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time.

Response to comment 30-73-E.

See Response 30-73-C and 30-73-D.

Response to comment 30-73-F.

As part of the advanced conceptual engineering for the project, specific attention has been given to access requirements at all station locations. It is not anticipated that there will be road closures. In addition, where signal warrants are satisfied, signals will be installed in coordination with the Los Angeles Department of Transportation.

Response to comment 30-73-G.

The California Public Utilities Commission requires the use of warning devices, such as bells and horns at all rail crossings, in addition to the use of crossing gates and safety devices.

Response to comment 30-73-H.

As part of the DEIS/DEIR, FEIS/FEIR and Advanced Conceptual Engineering, Metro has used its adopted Grade Crossing Policy in the decision-making process regarding the necessity for grade separations. It should be noted, however, that the final determination regarding grade separations is made by the California Public Utilities Commission. This evaluation includes a public hearing process as part of the determination.

Response to comment 30-73-I.

An operations and bus feeder plan will be developed to maximize transit service from adjacent communities to the light rail system.

Response to comment 30-73-J.

Audible warning devices are only required by the California Public Utilities Commission at grade crossings. The FEIS/FEIR has identified two locations, Centinela and West Avenues, where the use of the audible warning devices would require mitigation to reduce adverse effects. Soundwalls near at-grade crossings are not viable mitigation measures because they reduce the visibility of approaching vehicles and pedestrians.

Response to comment 30-73-K.

Landscaping is considered as part of Metro's station area planning processes. Metro has not proposed that landscaping be used for noise mitigation because it is not effective.

Response to comment 30-73-L.

A preliminary screening assessment for hazardous materials has been prepared as part of the DEIS/DEIR. Detailed assessments will be prepared as part of the final design of the project where specific areas of concern have been identified.

Response to comment 30-73-M.

Metro acknowledges that the construction of the light rail line would change traffic patterns, reduce on street parking and change access to local businesses during construction. Metro will work with and coordinate with local businesses to minimize adverse effects to the extent feasible.

Response to comment 30-73-N.

Comment noted. The land use compatibility of parking lots adjacent to residences was considered during the design process.



COMMENT: 30-74. F. Paul Corneal.

30-74

Abbott, Matthew

From: Damien Goodman (damienw1@gmail.com)
Sent: Monday, October 26, 2009 12:18 PM
To: Diaz, Roderick
Subject: Fwd: Crenshaw Light Rail

----- Forwarded message -----

From: F. Paul Corneal - fpcorneal@hotmail.com
Date: Mon, Oct 26, 2009 at 11:58 AM
Subject: Crenshaw Light Rail
To: "crenshaw@fixexpo.org" - crenshaw@fixexpo.org

please keep the Crenshaw light rail underground between 48th and 59th Street. Traffic is terrible on
Slusson during the rush hours.
Thank you.

F. Paul Corneal
fpcorneal@hotmail.com

11/10/2009



Response to comment 30-74.

Please Refer to Master Response 10 regarding a below-grade segment in Park Mesa Heights.

The traffic analysis contained in the FEIS/FEIR determined that operation of an at-grade rail system from 48th to 60th Street would not result in an adverse impact at the Crenshaw Boulevard/Slauson Avenue intersection. The light rail transit line is anticipated to result in a reduction of 26,764 automobile trips and the delay would be reduced over the No Build Alternative.



COMMENT: 30-75. Jeanne Cosgrove.

30-75

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Jeanne Cosgrove, Westchester Playhouse, Kentwood Players

Address (Street, City, State, Zip)

1941 West 77th Street, Los Angeles, CA 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation System Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other: _____

Comment (please print):

I am very active in the Senior Citizens Group in Westchester which supports Kentwood Players whole heartedly. Our Charter President was a Charter Member of Kentwood Players. Kentwood Players is an asset to the community and should not be forced to relocate. Don't Touch Kentwood Players. Go To El Segundo.

-OVER-



Response to comment 30-75.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-76. Jeanne and Larry Cosgrove.

30-76

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Jeanne & Larry Cosgrove

Address (Street, City, State, Zip)

6941 W 77th St L.A. 90045

Email (enter address to receive periodic project updates)

larryc4@yahoo.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvement (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comments (please print):

Please consider sites which will cause the least disruption to businesses & residences

-OVER-



Comment (continued):

Lined area for providing a comment.

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? _____

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?

- Commute through the project area?
- Other? _____

How do you regularly travel in the project area?
(check all that apply)

- Bicycle?
- Car or Truck?
- Bus?
- Walk?
- Other? _____

AFFILIATION

- Resident
- Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other: _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:

rdiazrosenck@metro.net

Project Hotline

(213) 922-2756

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-76.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-77. Sherry Costa.

30-77

Abbott, Matthew

From: Sherry Costa (sherrycosta@sbcglobal.net)
Sent: Monday, October 26, 2009 4:39 PM
To: Diaz, Rodenick
Subject: Fw: Metrorail

Subject: Fw: Metrorail

Date: Monday, October 26, 2009, 10:14 PM

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Boulevard for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Please don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

Sherry Costa
5708 10th Avenue
Los Angeles, CA 90043

11/3/2009

Response to comment 30-77.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-78. Luis Cota.

30-78

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name; Organization)

LUIS COTA (LUIS COTA DESIGN)

Address (Street, City, State, Zip)

5542 W 82ND ST. LOS ANGELES, CA 90045

Email (enter address to receive periodic project updates)

COTA DESIGN @ SBC GLOBAL . NET

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

I DO NOT APPROVE OF THIS PROJECT IN ANY WAY.

THIS IS A QUIET NEIGHBORHOOD AND DOES NOT NEED THE NOISE OR COMPLEX OF INTEREST IN OUR NEIGHBORHOOD. WITH THE "AIRPORT" NOISE, WE DON'T NEED ANOTHER ROSE TRAFFIC, EVEN CRIMINAL IMPACT IN OUR AREA --

IF YOU'RE GOING TO DO THIS PROJECT, WHY NOT ~~CONSTRUCT~~ CONSTRUCT IT AWAY FROM THE NEIGHBORHOOD -- "DO IT AT THE EL GEBUNDO SITE"

THANK YOU FOR YOUR CONSIDERATION AND HOPE THIS REQUEST DOES NOT FALL ON DEAF EARS. OR EMERGENCY SITUATIONS

LUIS COTA

(OVER)



Metro

Luis Cole Designs
5542 West 82nd Street
Los Angeles, CA 90045



FEDERICO DIAZ, PROJECT MANAGER
LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
ONE GATEWAY PLACE
MAIL STOP 99-22-3
LOS ANGELES, CA 90012-2952

1000 282221000





Abbott, Matthew

From: Luis Cota (cotadesigns@songlobal.net)
Sent: Saturday, October 24, 2009 1:56 PM
To: Diaz, Roderick
Subject: Crenshaw (Final comment)
Attachments: crenshaw transit.jpg

Dear Mr Diaz,

Enclosed please find the comment form.

Thank you.

Luis Cota

11/5/2009



Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

LUIS GOTA (LUIS GOTA DESIGN'S)

Address (Street, City, State, Zip)

6542 W 82ND ST. LOS ANGELES, CA 90046

Email (enter address to receive periodic project updates)

GOTADESIGN@SBCGLOBAL.NET

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

I DO NOT APPROVE OF THIS PROJECT IN ANY WAY.

THIS IS A QUIET NEIGHBORHOOD AND DOES NOT NEED THE NOISE OR CONFLICT OF INTEREST IN OUR NEIGHBORHOOD. WITH THE "AIRPORT" NOISE, WE DON'T NEED ANOTHER NOISE TRAFFIC, EVEN SMALLER IMPACT IN OUR AREA...

IF YOU GOING TO DO THIS PROJECT, WHY NOT ~~CONSTRUCT~~ CONSTRUCT IT AWAY FROM THE NEIGHBORHOOD — "DO IT AT THE EL SEQUINO SITE"

THANK YOU FOR YOUR CONSIDERATION AND HOPE THIS REQUEST DOES NOT FALL ON DEAF EARS. WE ENCOUNTER SIMILAR SITUATIONS

Luis Gota

Response to comment 30-78-A.

The FEIS/FEIR indicates that there would not be a significant increase in noise levels associated with light rail vehicle operations along the Harbor Subdivision railroad right-of-way or near the Westchester community.

There is no documented evidence that light rail brings more criminals into an area than the existing bus system. Metro is aware that structures, walls, and fences associated with a light rail system may be targets for graffiti “taggers” and the operation of the Project would include plans for security and maintenance personnel to minimize this potential problem. Metro has an active system in place to apprehend taggers and has a Cleanliness (Graffiti Abatement) policy that it follows. The program includes graffiti removal programs, vandalism repair and replacement, new capital expenditures, educational outreach, community involvement, and aggressive law enforcement.

Response to comment 30-78-B.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-78-C.

Comment noted. Your input is appreciated and vital to the public participation process.



COMMENT: 30-79. M. Couch.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Michael Couch EMAIL: _____

ADDRESS: 4832 117th Ave PHONE: 323 251 3896

COMMENTS: I don't want the transit line to be above ground between 48th & 60th & Chenshaw.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@metro.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

1000

174 8211 604114-03



Response to comment 30-79.

Please Refer to Master Response 10 regarding a below-grade segment in Park Mesa Heights.



COMMENT: 30-80. Joel Covarrubias.

30-80

Crenshaw Transit Corridor DEIS/DEIR Comments
Results From Form 1 of Page projects_studies/crenshaw/COMMENT_Form.htm from webmaster
Sent: Monday, December 26, 2006 9:08 AM
To: Diaz, Rodrick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

Firstname: JOEL
Lastname: COVARRUBIAS
Organization: joelcovarrubias.com
Emailaddress: joelcovarrubias.com
Street: 3620 WALNUT AVENUE
City: Long Beach
State: CA
Zipcode: 90807
Yes:
No:
Support: LightRail/Transit/LRT/Alc alternative
Construction:
Airquality:
TrafficSafety:
Visualeffects:
DisplacementofProperty:
DisruptiontoBusiness:
PublicServices:
LocalLanduseDevelopment:
EconomicImpactsandJobs:
SpecificDesignFeatures:
Other:
Homezip: 90807
Workzip: 90401
Liveintheprojectarea?:
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?:
Other:
Bicycle?:
CarorTruck?:
Bus?:
Walk?:
Other:
Resident:
Business:
Communityorhigherlevelorganization:
PublicAgency:
Environmentalorganization:
Civilorganization:
EconomicDevelopment/organization:
Other:
Date: Monday, December 26, 2006
Time: 08:07:50 AM

AdditionalComments:

Hello,

The Crenshaw Transit Corridor project should be built as a rail line (LRT). If the only remaining build option were BRT, I would prefer no build, because BRT would preclude the future use of the Harbor Subdivision for rail.

Crenshaw Boulevard is very dense and is rich with cultural resources. It deserves a line that is fast and that connects it to the existing Metro rail system. Thus, it should be LRT to connect with Expo, and should be as grade-separated as cost allows.

The connections to LAX are also very important. The station at Crenshaw will be very critical, both for connecting to LAX but also to any future Sepulveda or Lincoln (or extension of the Green Line).

I support design options 1-5. In particular, the grade-separated stations at Century (option 2) and Vernon/Leimert Park (option 5) are very important.

I am not opposed to design option 6, except that its cost (\$236 million) is very high and could derail the entire project.

Please build this very important rail project to serve the people of Los Angeles.

Thank you,

Joel Covarrubias

Response to comment 30-80-A.

The Metro Board of Directors selected the light rail option as the Locally Preferred Alternative at its meeting on December 10, 2009.

Response to comment 30-80-B.

Comment noted.

Response to comment 30-80-C.

The Metro Board of Directors selected the light rail option which will connect with the existing rail system and is grade-separated at several locations to minimize the environmental effects to the surrounding communities.

Response to comment 30-80-D.

Comment noted. The Locally Preferred Alternative selected by the Metro Board of Directors, includes a station at Aviation and Century that would connect to LAX through the proposed people mover system identified in the LAX Master Plan. This station is also being designed to allow for future connections along a coastal corridor to the north.

Response to comment 30-80-E.

At its meeting on December 10, 2009, the Metro Board of Directors included Design Option 1, an aerial station at Century, to be included in the Locally Preferred Alternative. Please Refer to Master Response 12 regarding a Crenshaw/Vernon Station.

Response to comment 30-80-F.

Comment noted. Please Refer to Master Response 11 regarding the vertical profile of the segment from 39th Street to Exposition Boulevard.



Response to comment 30-81.

No specific comment to address.



COMMENT: 30-82. Angie Cox.

FORM 30-82 (REV. 10/08)

30-82

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Angie Cox EMAIL: _____

ADDRESS: 11206 S. ASARLO PHONE: 323 237-2466

COMMENTS: Keep it underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-82.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-83. Linda Cox.

30-83

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Linda Cox EMAIL: _____
ADDRESS: 11206 So La Salle Ave PHONE: 323 777-4167
COMMENTS: Keep it underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-83.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-84. James Crawford.

10-84

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

James R. Crawford Kentwood Players / Westchester Players

Address (Street City, State Zip)

5760 Citrus Av Whittier, CA 90601

Email (Enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements
- Transportation System Management (TSM) Alternative
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

I am concerned about the elimination of the Westchester Playhouse - a non-profit community theater for sixty years. It is a viable and useful theater arts group which serves Westchester and surrounding areas. Members include people from Westchester to Orange County on the south, the San Gabriel Valley on the east and to the San Fernando Valley on the north.

I am also concerned for the residential area adjacent to Westchester Playhouse on the north. This project would seem to have a very deleterious impact upon this area from 83rd Street over to La Tijera Blvd.

I think the El Segundo site would be a much preferable option.

- OVER -



Metro

Comment (continued):

Multiple horizontal lines for handwritten comment input.

TELL US ABOUT YOURSELF

What is your home zip code?

90601

Work zip code?

90630

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?

Commute through the project area?

Other? member of Kentwood
Players - Westchester Playhouse

How do you regularly travel in the project area?
(check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other Kentwood Players

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:

diazroderick@metro.net

Project Hotline

(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Metro

Response to comment 30-84-A.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-84-B.

See response to comment 30-84-A.

Response to comment 30-84-C.

See response to comment 30-84-A.



COMMENT: 30-85. Ian Crossfield.

30-85

Crenshaw Transit Corridor DEIS/FEIR Comments
Results from Form 1 of Page #Projects_studies/crenshaw/comment_forms.html from WEBMASTER
Sent: Monday, October 26, 2009 1:50 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/FEIR Comments

Firstname: Ian
Lastname: Crossfield
organization:
emailaddress: ian.i.crossfield@gmail.com
street: 3717 Bagley Ave. Apt 203
city: Los Angeles
state: CA
zipcode: 90034
Yes:
No:
Support: DN
Construction: HOODINION
Airquality:
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DisruptionofBusiness:
PublicServices:
LocalLandUseDevelopment:
EconomicImpactsandJobs:
SpecialConcernFeatures:
Other: DN
Homebased:
Workbased:
Liveintheprojectarea?:
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?:
Other: DN
Bicycle?:
CarorTruck?: DN
Bus?:
Walk?:
Other?:
Resident:
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other: DN
Date: Monday, October 26, 2009
Time: 01:58:42 PM

AdditionalComments:

were this line eventually to be built, I support the light rail mobility along the alignment so long as the capability is retained to (1) eventually travel north of the Exposition Line to connect to the Purple Line extension and points north and (2) directly across the LAX terminal area (c.f. Harbor Subdivision Study).

A
B

If this two points cannot be met, I would rather see NO IMPROVEMENTS BUILT.

Thank you,

Ian I. Crossfield
3717 Bagley Ave., Apt 203
Los Angeles, CA

Submitted 4:38 PM, 10/26/2009

Response to comment 30-85-A.

The Locally Preferred Alternative selected by the Metro Board of Directors on December 10, 2009 has a northern terminus at Exposition Boulevard. As shown in the FEIS/FEIR, the Advanced Conceptual Engineering indicates a design for this terminus that does not preclude future expansion to the north. As currently planned, the Locally Preferred Alternative would entail a station a Century and Aviation that would connect to the proposed people mover and would provide direct access to the LAX terminals. No direct light rail access to the LAX terminals is currently planned.

Response to comment 30-85-B.

Comment noted.



COMMENT: 30-86. Carlos Cruz Aedo.

30-86

firstName: Carlos
 lastName: Cruz-Aedo
 organization:
 emailaddress: carloscruz@rejon.com
 street: 8651 West 80th Street
 city: Los Angeles
 state: CA
 zipcodes: 90045
 sex: M
 support:
 Construction:
 AirQuality: ON
 TrafficSafety: ON
 VisualEffects: ON
 DisplacementofProperty: ON
 DisruptionofBusiness:
 PublicServices:
 SocioLandUseDevelopment:
 EconomicImpactandJobs: ON
 SpecialDesignFeatures:
 Other: ON
 HomeType: Single
 WorkType: None
 Livedintheprojectarea?: YES
 Workintheprojectarea?:
 Ownbusinessintheprojectarea?:
 Commuteintheprojectarea?:
 Other: ON
 Bicycle?:
 CarorTruck?:
 Bus?:
 Walk?:
 Other?:
 Resident: ON
 Business:
 CommunityorNeighborhoodOrganization:
 PublicAgency:
 EnvironmentalOrganization:
 CivicOrganization:
 EconomicDevelopmentOrganization:
 Other: ON
 Date: Wednesday, October 14, 2009
 Time: 09:24:58 PM

Additional comments:

Please let me know that the area near my house (near Venice and LaCienega) will:

- stay or increase in value;
- stay or increase in safety;
- stay sound level;
- stay same views;
- stay similar number of houses.

A

How exactly will be reduced traffic and reduced property tie in relation to my property?

B

11/5/2009

Response to comment 30-86-A.

The FEIS/FEIR indicates that there would not be a significant increase in noise levels associated with light rail vehicle operations along the Harbor Subdivision railroad right-of-way or near the Osage Avenue/ La Cienega Avenue intersection. The FEIS/FEIR presents an assessment of safety as well as visual impacts. The visual assessment indicates that the light rail structure would cross above the I-405 and La Cienega. It is not anticipated that this major bridge structure would obstruct views or vistas or adversely affect scenic resources. Property values are not expected to be adversely affected by the presence of light rail transit service.

Response to comment 30-86-B.

Please refer to Appendix A in the FEIS/FEIR for alignment drawings. The alignment follows the Harbor Subdivision railroad right-of-way and is elevated across the I-405 and La Cienega. The alignment returns to ground level near South Glasgow Avenue.



COMMENT: 30-87. Anthony Cruze.

30-87

Anthony Cruze
1214 Wexmere Boulevard, #413
Los Angeles, CA 90017

October 6, 2009

Roderick Diaz, Project Manager
Metro
One Gateway Plaza, 99-22-3
Los Angeles, CA 90012

Dear Mr. Diaz,

Recently your agency released the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Crenshaw Transit Corridor. The Draft EIS/EIR analyzes two build alternatives for the corridor—bus rapid transit (BRT) and light rail transit (LRT)—as well as two no-build alternatives.

After reading the document, I believe that light rail is the superior and more appropriate transportation technology for the corridor. Light rail transit, while significantly more expensive, offers numerous benefits over bus rapid transit. I believe that these benefits render LRT more cost-effective than BRT. The advantages of LRT are as follows:

- *Direct connection with the Metro Green Line.* Trains, unlike buses, could utilize a section of the Metro Green Line south of Aviation Station. This sharing of infrastructure would effectively extend the route of the Crenshaw line.
- *Faster travel times.* The Draft EIS/EIR states that travel times would be faster with LRT. Speed is often an important consideration for travelers when deciding what mode of transportation to use. Faster travel times will induce more patrons to ride the system—a fact reflected in the higher ridership projections of light rail over BRT. Furthermore, the Draft EIS/EIR acknowledges that it may be unable to secure reserved bus lanes along Crenshaw Boulevard from the City of Los Angeles. If this is the case, then BRT vehicles would have to operate in mixed traffic, probably resulting in greater travel times.
- *Less community disruption.* A BRT system would necessitate dedicated curbside lanes to truly be effective and competitive with automobile travel. These lanes may result in a loss of on-street parking. Moreover, as much of the LRT route would be below-grade, traffic and visual impacts associated with LRT would be less.
- *Future extensions north and connections with Metro Purple and West Hollywood Lines.* The BRT alternative has buses travelling north on Crenshaw to Wilshire Boulevard and then turning east to terminate at the Metro Purple Line at Western Avenue. By contrast, a future LRT alternative would route the line north from its currently proposed terminus at Exposition Boulevard to connect with a future Purple Line station at La Brea Avenue. I envision this extension continuing north on La Brea to Hollywood, possibly connecting with a future West Hollywood Line at Santa Monica Boulevard. Such an extension north along La Brea would be impractical for BRT because of the narrowness and high-traffic volume of the street.



- *Greater potential for economic development.* Numerous studies have confirmed that rail transit can lead to increased economic activity for the neighborhoods the route traverses. Mixed-use and transit-oriented development is more conducive to light rail than it is to BRT.

Lastly, I would ask that Metro seriously consider a station at Crenshaw Boulevard and Vernon Avenue at Leimert Park, as this is a cultural and economic center of the community.

Thank you for your consideration of these comments. I look forward to Metro Board Hearing.

Sincerely,

Anthony Curzi

cc. Supervisor Mark Ridley-Thomas



Metro

Anthony Cruz
1234 Wilshire Boulevard, #433
Los Angeles, CA 90017

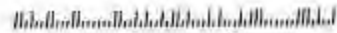
LOS ANGELES, CA 900

07 OCT 2009 PM 5 T



Roderick Diaz, Project Manager
Metro
One Gateway Plaza, 99-22-3
Los Angeles, CA 90012

30012+2952



Response to comment 30-87.

Comment Noted. Metro thanks the commenter for their input as it is a valuable part of the planning process. The Crenshaw/LAX Light Rail Transit Alternative was selected as the Locally Preferred Alternative by the Metro Board of Directors for many of the reasons that the commenter has cited.



COMMENT: 30-88. Judy Cutrin.

30-88

FAX 213 922

Draft Environmental Impact Statement/Draft Environmental Impact Report: 6996

Crenshaw Transit
Corridor Project

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see Directions on reverse).

Name (First & Last Name, Organization)

Judy Cutrin (member of Westchester Neighbors Assoc)

Address (Street, City, State, Zip)

5422 W. 82nd St. LA. 90045

Email (enter address to receive periodic project updates)

jpctrin@gmail.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one)

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Transit Improvements (Transportation System Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply)

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

I am opposed to train yard on 83rd Florence Highway. I am in favor of LRT or secondary, BRT. I would like traffic access & "park + ride" to be along Florence so more traffic would not be diverted onto 83rd St which abuts the back of my property. I have concerns about security in having people walking around our neighborhood. But basically, I would love to have a train or bus station within walking distance of my home.

A
B
C
D
E
E

- OVER -



Judy Citrin p. 2

Comment (continued):

[Empty lines for comment continuation]

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? _____

Do you? (check all that apply)

<input checked="" type="checkbox"/> Live in the project area?	<input type="checkbox"/> Commute through the project area?	How do you regularly travel in the project area? (check all that apply)
<input type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other? _____	<input type="checkbox"/> Bicycle?
<input type="checkbox"/> Own a business in the project area?		<input checked="" type="checkbox"/> Car or Truck?
		<input checked="" type="checkbox"/> Walk?
		<input type="checkbox"/> Other? _____

AFFILIATION

Resident Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other _____

Thank You!

Give this form to project staff or return to Metro

Postal Mail

Roderick Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 Mail Stop 99-22-1
 Los Angeles, CA 90012-2952

Email

diazroderick@metrans.net

Project Hotline
 (213) 922-2716

Comments must be received by October 26, 2009, 5:00 p.m.





Response to comment 30-88-A.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-88-B.

Comment noted.

Response to comment 30-88-C.

Comment noted.

Response to comment 30-88-D.

There is no park and ride facility near the Westchester community. This proposed facility was eliminated from consideration when the optional Manchester Station was not included into the final project definition. The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time. Park and ride locations would be provided at the West, La Brea and Florence Avenue, and Exposition Stations.

Response to comment 30-88-E.

There is no documented evidence that light rail brings more criminals into an area than the existing bus system. Metro is aware that structures, walls, and fences associated with a light rail system may be targets for graffiti “taggers” and the operation of the Project would include plans for security and maintenance personnel to minimize this potential problem. Metro has an active system in place to apprehend taggers and has a Cleanliness (Graffiti Abatement) policy that it follows. The program includes graffiti removal programs, vandalism repair and replacement, new capital expenditures, educational outreach, community involvement, and aggressive law enforcement.

Response to comment 30-88-F.

Comment noted. Metro appreciates the input from the commenter.



COMMENT: 30-89. Denise Dale.

----- CUT AND SEND -----

30-89

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Denise Dale EMAIL: dale8960@comcast.net
ADDRESS: 1841 Carmora PHONE: 323-436-6344

COMMENTS: We want train under ground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-89.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-90. Nick Danford.

30-90

firstName:	N
lastName:	Danford
organization:	
emailAddress:	nydant@att.net
address:	46014 Atkinson Ave.
city:	Hardey
state:	CA
zipCode:	94545
Yes:	
No:	NO
support:	I strongly support LRT alignment
construction:	NO
AirQuality:	NO
TrafficSafety:	
VisualEffects:	
RelocationofProperty:	
RelocationofBusiness:	
PublicServices:	
LowIncomeDevelopment:	
EconomicImpactAnalysis:	NO
SpecialDesignatedUses:	
Other:	
HomeBip:	NO
workBip:	NO
DevelopmentofOpenSpace:	YES
WorkinDevelopment:	
OpenSpaceinDevelopment:	
ConstructionofOpenSpace:	
Other:	
Bicycle?	
CarorTruck?	
Bus?	NO
Walk?	NO
Other?	
Resident:	NO
Business:	
CommunityorNeighborhoodOrganization:	
PublicAgency:	
EnvironmentalOrganization:	
CivicOrganization:	
EconomicDevelopmentOrganization:	
Other:	
Date:	Thursday, October 29, 2009
Time:	07:46:10 PM
AdditionalComments:	
I strongly support LRT Alignment & Thank You, Nick Danford	2

11/5/2009



Response to comment 30-90.

Metro appreciates the ideas of the commenter and public input is an important part of the planning process. Alternative Alignment 1 contained a northern extension to Wilshire Boulevard and La Brea Avenue. This alternative was eliminated during the screening process. A feasibility study was conducted by Metro that indicated that a future extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro’s Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro’s Long Range Transportation Plan identifies this as a funded project.



COMMENT: 30-91. Saleta Darnell.

30-91

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Saleta Darnell EMAIL: Saleta_darnelle@hotmail.com

ADDRESS: 3438 W 59 Place PHONE: 213 926 7805

COMMENTS: Don't want it!!
Keep Underground on Crenshaw

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fivexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-91.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-92. Damore Davis.

00-00

Abbott, Matthew

From: Damien Goodman (damienw1@gmail.com)
Sent: Monday, October 26, 2009 7:19 AM
To: Diaz, Roderick
Subject: Fwd: Crenshaw Metro Line

----- Forwarded message -----
From: **Damore Davis** - ddavis126@hotmail.com
Date: Mon, Oct 26, 2009 at 7:18 AM
Subject: Crenshaw Metro Line
To: crenshaw@fixespo.org

To Whom It May Concern:

As a voter and tax payer I just want to ask of you to please take into consideration the safety of school age children, the flow of traffic, and concerns of environmental justice. Please place the rail station for Crenshaw Blvd underground

Thank you.

Damore Davis

562.234.0705
ddavis126@hotmail.com

Windows 7: It helps you do more. [Explore Windows 7.](#)

11/10/2009



Response to comment 30-92.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-93. Karen Davis.

30-93

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: KAREN DAVIS EMAIL: K.DAVIS@LACOUNTY.GOV
ADDRESS: 321 W QUEEN ST. Inq 90301 PHONE: (310) 677-2911
COMMENTS: KEEP IT UNDERGROUND ON CRENSHAW

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761-6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-93.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-94. Karon Davis.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME Karon Davis EMAIL: _____

ADDRESS: 4826 11th Ave PHONE (213) 292-3341

COMMENTS: I am not in agreement with having a
metro line running down thru Crenshaw near 48th
street. It is not inconsideration of schools, churches
and residential occupants that it will
affect.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@mtaexpo.org • Fax: (323) 763-6435 • Address: P.O. Box 781267 LA, CA 90016

FORM

198 02/01 8862/02/00



Response to comment 30-94.

Comment noted. Please Refer to Master Response 10 regarding a below-grade segment in Park Mesa Heights.



COMMENT: 30-95. Barbara Dawson.

30-95

Abbott, Matthew

From: barbara dawson (remier40@hotmail.com)
Sent: Monday, October 26, 2009 12:00 PM
To: Diaz, Rodenick
Subject: CRENSHAW LINE UNDERGROUND ON CRENSHAW

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

Barbara Dawson
4547 Mullen Avenue
Los Angeles, CA 90043

Windows 7: It helps you do more. Explore Windows 7.

11/3/2009



Response to comment 30-95.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-96. Everton Dawson.

30/96

Abbott, Matthew

From: Everton A Dawson (edawson@ftnewyork.com)
Sent: Monday, October 26, 2009 12:14 PM
To: Diaz, Roderick
Cc: crenshaw@fixexpo.org
Subject: CRENSHAW LINE UNDERGROUND ON CRENSHAW

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions to Station. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

Everton Dawson
4517 Mullen Avenue
Los Angeles, CA 90048

If you do not wish to receive email communications from New York Life and/or NYLIFE Securities LLC, please reply to this email using the words "Opt out" in the subject line.

Please copy email_optout@nylifesecurities.com
New York Life Company, 51 Madison Avenue, New York, NY 10010

E. Tony Dawson
Financial Services Professional
Agent, New York Life Insurance Company
Registered Representative offering securities through NYLIFE Securities LLC (member FINRA/SIPC)
6300 Wilshire Boulevard, Suite 1900, Los Angeles, CA 90048
(323) 787-3000

11/3/2009



Response to comment 30-96.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-97. Franklin De Groot.

70-37

Abbott, Matthew

From: Franklin De Groot [f1root@gmail.com]
Sent: Monday, October 26, 2009 2:33 PM
To: Diaz, Rodenck, crenshaw@fixexpo.org
Subject: Crenshaw line

It is my strong feeling that MTA's rail lines (all lines - light and otherwise) should only be constructed if the rights of all the city's population are protected. It is not appropriate to sacrifice the safety and rights of in place citizens for the benefit of travelers going down Crenshaw to the airport.

A

Clearly Los Angeles is one of those cities in the country that needs multiple modes of transportation to alleviate its substantial traffic and pollution problems. Such transportation systems should however not be built where they will adversely impact existing traffic arteries, or without proper safeguards. The construction of such systems, accordingly should only be built with grade separations where a "Collector" or great sized street will intersect such transit systems.

B

C

It is however of equal importance that we protect land uses surrounding such transportation routes. Of substantial significance is the need to protect and ensure the safety of our citizenry and especially its children and their school environments.

D

Accordingly the only feasible grade separation that will properly accomplish all of our needs along the Crenshaw route will have to include an extension of the planned below grade system to include the area between 48th and 52nd streets. If we are to meet our real transit need, of providing a long term solution to our traffic problems - and not just implement a quick, temporary, cheap fix - then all factors, including the social impacts of a transit system must be part of your decision making.

E

F

I therefore implore you to adopt a plan for all of the pending routes which will provide below grade transit in all areas where schools, homes, parks and other institutions of similar social import exist or are planned.

G

The commitments you make today will likely be in place for a great many years to come; the resulting quality of life, the public's safety and the impacts on the social structure of our city are at stake!

H

Please UNDERGROUND THE CRENSHAW LINE.

I

Franklin De Groot

10532 Cushman Avenue,
Los Angeles, CA.

11/3/2009



Response to comment 30-97-A.

Safety is a key component in the Metro planning and design process for all transit projects

Response comment 30-97-B.

Comment noted

Response comment 30-97-C.

Metro considers grade separations in accordance with its adopted Grade Crossing Policy. The final determination regarding grade separations is not made by Metro but by the California Public Utilities Commission (CPUC).

Response comment 30-97-D.

See Section 4.14 of the FEIS/FEIR for specific pedestrian and school safety mitigation measures to be implemented by Metro for the Crenshaw Transit project.

Response comment 30-97-E.

Please Refer to Master Response 10 regarding a below-grade segment in Park Mesa Heights.

Response comment 30-97-F.

Comment noted.

Response comment 30-97-G.

Comment noted.

Response comment 30-97-H.

Comment noted.

Response comment 30-97-I.

Comment noted.



COMMENT: 30-98. Judith Dean.

30-98

CRENSHAW TRANSIT CORRIDOR DEIS/DEIR COMMENTS
 Results from Form 1 of Page projects_studies/crenshaw/comment_form.htm from: webmaster
 Date: Friday, October 25, 2009 10:26 AM
 To: Chris Koderick
 Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

FirstName: Judith
 LastName: Dean
 Organization: Resident
 Email Address: do1ph4l0p4c6@i.net
 Street: 7914 Winsford Avenue
 City: Los Angeles
 State: CA
 Zip Code: 90045
 Res: OH
 No:
 Support: Minor Improvements (Transportation Systems Management (TSM) Alternative)
 Construction: OH
 Air Quality: OH
 Traffic Safety: OH
 Visual Effects:
 Displacement of Property: OH
 Disruption to Business: OH
 Public Services:
 Local Land Use Development:
 Economic Impact and Jobs:
 Specific Design Features:
 Other:
 Home? : 90045
 Work? : n/a
 Live in the project area? : YES
 Work in the project area? :
 Own a business in the project area? :
 Commute through the project area? :
 Other:
 Drive? :
 Car or Truck? : OH
 Bus? :
 Walk? : OH
 Other? :
 Resident? : OH
 Business:
 Community or Neighborhood Organization:
 Public Agency:
 Environmental Organization:
 Civic Organization:
 Economic Development Organization:
 Other:
 Date: Friday, October 23, 2009
 Time: 10:27:36 AM

Additional Comments:

Re: Choice of Site E (Westchester) or Site D (El Segundo) for a maintenance facility should BRT or LRT Alternatives come to be.
 The Westchester neighborhood near 83rd Street would be DEVASTATED! The Table ES-2 in the Exec Summary clearly shows El Segundo is the best choice. Choose El Segundo. There is no impact to the personal lives or property of residents. Westchester is clearly the most expensive choice due to the businesses that would have to be purchased/condemned (imminent domain?) and then demolished, the buffer that would have to be built, and the ADDITIONAL COST to LA taxpayers to pay for the County to move it's maintenance facility site!
 Our neighborhood will be adversely affected by either the BRT or LRT. If I had to choose one or the other, BRT would at least cause the least amount of noise as it passes every intersection. The noise and pollution from either choice is objectionable. We already put up with airport noise and dirt. I don't feel the BRT or LRT are even necessary. I don't see there is enough need to get from Exposition to El Segundo. A lot of money for little benefit. Upgrade the current transportation systems and leave Westchester residents live in peace!

3098



Response to comment 30-98-A.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-98-B.

See response to comment 30-98-A.

Response to comment 30-98-C.

See response to comment 30-98-A.

Response to comment 30-98-D.

Comment noted. The potential impacts of air quality and noise were evaluated in the environmental document. No adverse operational air quality or noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation. Mitigation measures were also included in Section 4.15.2.7 and 4.15.2.8 of the FEIS/FEIR to reduce the impacts from air quality and noise during construction. Significant and unavoidable operational air quality impacts were determined to occur during construction. No discernible noise from light rail operations or from warning devices in the area adjacent to the Westchester community would occur.

Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw/LAX Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability.

Response to comment 30-98-E.

Comment noted.



COMMENT: 30-99. Wanda Dean.

30-99

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Wanda Dean EMAIL: _____

ADDRESS: 218w 111th St PHONE: (310) 978-9720

COMMENTS: Please treat our communities the same as you would for people with more money. Please place under ground, save our lives / stop ~~the~~ jobs

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-99-A.

Please Refer to Master Response 9 regarding grade separations and environmental justice.

Response to comment 30-99-B.

Comment noted. The Crenshaw/LAX Transit Corridor Project is designed to minimize the impacts of pollution to the environment. In instances where impacts cannot be avoided, mitigation measures are provided to reduce or eliminate those impacts.



COMMENT: 30-100. Maureen Delph.

30 100

Abbott, Matthew

From: M Delph (maurendelph@aol.com)
Sent: Monday, October 26, 2000 4:06 PM
To: Diaz, Roderick
Subject: Crenshaw Line

Dear MTA Board of Directors:

Please keep the Crenshaw line construction for the safety of the children at Crenshaw High School and other local schools.

Also traffic already backs up in both directions on Broadway (at the intersection) please treat us the same as you intend to treat the Wishing community.

Sincerely,
Maureen Delph
810 Wishing Ave
PO Box 11000
LA 90001



Response to comment 30-100.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-101. Leonard Delpit.

30-101

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Leonard Delpit EMAIL: Delpit@Fixpo.com

ADDRESS: 1717 W. 45th Street PHONE: 213-949-0702

COMMENTS: _____

I support the people's opinion, and
this neighborhood council & HAs

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-101.

Please refer to Master Response 4 regarding the People’s Choice Alternative.



COMMENT: 30-102. Claudette Dewitty.

30-102

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Claudette Dewitty EMAIL: —

ADDRESS: 2331 W. 73rd St LA 90043 PHONE: 323-751-8435

COMMENTS: I would like the Crenshaw Transit Corridor to be below grade (underground) if it is at grade level it will affect people and neighborhood with increased noise levels, Pollution and congestion. Crenshaw Blvd. is a main thoroughfare and at grade level would be disruptive to the communities on and surrounding Crenshaw Blvd. It would also be helpful to have a Station at Vernon please respect and serve my community as you have in other areas.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

**Response to comment 30-102-A.**

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

Response to comment 30-102-B.

The potential impacts to traffic, air quality and noise were all evaluated in the environmental document.

Please Refer to Master Response 5 regarding traffic methodology and analysis.

No adverse operational air quality or noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation. Mitigation measures were also included in Section 4.15.2.7 and 4.15.2.8 of the FEIS/FEIR to reduce the impacts from air quality and noise during construction. Significant and unavoidable operational air quality impacts were determined to occur during construction.

The Community and Neighborhoods Chapter on page 4-81 of the DEIS/DEIR found that the operation of an at-grade light rail system would not result in an adverse impact. Specifically, no changes in population, community cohesion and interaction, social values, quality of life, or isolation would result from the operation of the Crenshaw/LAX Light Rail Transit Alternative.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Underground segments of the alignment would result in increased disruption to communities during construction because of the longer time required for excavation. Upon completion of the Crenshaw Light Rail Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

Response to comment 30-102-C.

Comment noted. Metro appreciates the input of the commenter as it is an important part of the planning process. A below-grade station at Vernon Avenue was carried forward as Design Option 5 for further consideration during the advanced conceptual engineering phase. This station was not incorporated into the final project definition. The King station is located 0.4 miles from Leimert Park Village and would provide service to the Baldwin Hills Crenshaw Plaza, as well as the Leimert Park Village Community. Nonetheless, the tunnels were designed to accommodate a station in the future should such a station be supported by future plans and future funding.

The intent of Executive Order 12898 pertaining to Environmental Justice is to disclose any element of the planning, design, and alternative selection process and overall decision-making process, which indicates there has been a systematic bias toward disproportionate focusing adverse environmental impacts, on low-income, minority, or other communities and neighborhoods of concern. The transparency in the decision-

making process lies at the heart of this consideration. Transit planning involves both policy choices as well as engineering and environmental impact decisions regarding the modes considered, the level of transit service, frequency of service, route alignments, and station locations. In many instances, minority and low-income communities are highly transit dependent. The planning process is designed in large part to serve the mobility and access of these communities. Serving transit-dependent communities disproportionately less than less transit-dependent communities would be a severe environmental injustice. Nonetheless, the placement of transit infrastructure – while the intent is to provide a beneficial impact to communities, may have unintended adverse effects. The alternatives evaluation and the environmental review process is designed to disclose and resolve any potential unanticipated problems that may affect adjacent communities.



COMMENT: 30-103. Anita Dike.

30-103

To Whom it May concern:

My Name is Anita Dike

I am a resident of the Crenshaw community. I live at 4127 W. 62nd Street Los Angeles, Ca 90041

I oppose the proposal to put an above ground metro rail or bus system down Crenshaw Blvd. An above ground rails system would impact the safety of our school children who attend schools on Crenshaw Blvd, or have to cross Crenshaw Blvd to get to school. In addition it would impact the values and desirability of the residential community to the east and west of Crenshaw Blvd.

I support a below ground rail system which would enhance the use of public transportation by the community while maintaining the safety, neighborhood appeal and quiet enjoyment of the neighborhood.

Sincerely,

Anita Dike



Metro

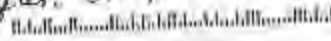
4127 W. Grand St
LA CA 90043

LOS ANGELES CA 900
29 DEC 2009 PM 5 L



Rodrick Diaz, Project Manager
Metro
One Gate Way Plaza
Los Angeles, CA 90012-2952

90012+2952





Response to comment 30-103-A.

Comment noted.

The DEIS/DEIR analyzed the potential safety impacts to school children from operation of an at-grade LRT system and found that there would not be adverse effects. Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

There is no documented evidence that the introduction of a light rail system would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased.

Response to comment 30-103-B.

See response to comment 30-103A.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-104. Leslie Dike.

30-104

To Whom it May concern:

My Name is Lesley Dike

I am a resident of the Crenshaw community. I live at 4127 W. 52nd Street Los Angeles, Ca 90048

I oppose the proposal to put an above ground metro rail or bus system down Crenshaw Blvd. An above ground rails system would impact the safety of our school children who attend schools on Crenshaw Blvd, or have to cross Crenshaw Blvd to get to school. In addition it would impact the values and desirability of the residential community to the east and west of Crenshaw Blvd.

A

I support a below ground rail system which would enhance the use of public transportation by the community while maintaining the safety, neighborhood appeal and quiet enjoyment of the neighborhood.

B

Sincerely,

Lesley Dike



Metro

4129 W. 62nd St
LA CA 90043

LOS ANGELES CA 90008
19 DEC 2009 PM 5 1



Roderick Diaz, Project Mgr
Metro
Gateway Plaza
Los Angeles CA 90028-2952

9001242882 0001



Response to comment 30-104-A

Comment noted.

The DEIS/DEIR analyzed the potential safety impacts to school children from operation of an at-grade LRT system and found that there would not be adverse effects. Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

Although property values are not an environmental topic requiring response, there is no documented evidence that the introduction of a light rail system would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased.

Response to comment 30-104-B

See response to comment 30-104A.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-105. Doris Dillon.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Doris Dillon EMAIL: 30-105
 ADDRESS: 641 E. Kelso St. PHONE: 310-412-6811
 COMMENTS: Inglewood, Calif. 90301

Please put the Crenshaw portion
underground.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-105.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-106. Delyna Diop.

30 | E 06

Abbott, Matthew

From: Delyna Diop (ddediop@sbcglobal.net)
Sent: Monday, October 26, 2009 11:31 PM
To: Diaz, Rodenck
Subject: Crenshaw MTA line

The metro line that is being proposed in the Crenshaw District shows a lack of safety for the students who attend View Park Prep and Crenshaw High. Therefore, this line should be entirely run underground.

Delyna Diop
(323) 573-9273

11/3/2009

Response to comment 30-106.

Comment noted. The DEIS/DEIR analyzed the potential safety impacts to school children from operation of an at-grade LRT system and found that there would not be adverse effects. Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-107. Terri Dismuke.

30-107

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Terri Dismuke

Address (Street, City, State, Zip)

9520 2nd Ave

Email (enter address in receive, online, print updates)

lakerjam@sbcglobal.net

Would you like to be added to the project mailing list?

Yes No

I'm already on the list

THIS COMMENT RELATES TO:

My support for (check one):

- Bus-Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Design option for under ground or above - NO ground level at Centinela and Florence in Inglewood

I WANT LRT

- OVER -

**Response to comment 30-107-A.**

On December 16, 2009, the Metro Board of Directors selected a locally preferred alternative (LPA) for the Crenshaw/LAX Transit Corridor Project. The selected LPA includes an underground segment for light rail along Crenshaw Boulevard, between 39th Street and 48th Street. Metro incorporated Design Option 4 into the LPA, a below-grade segment on Crenshaw Boulevard between 60th Street and Victoria Avenue on the Harbor Subdivision railroad right-of-way. The selected LPA also incorporated Design Option 2, a grade separation at the Manchester/Florence intersection. The Metro Board also authorized the inclusion of Design Options 3, 5, and 6 for further consideration, pending financial feasibility. Design Option 3, which the commenter refers to, is a grade separation at the Centinela/Florence Avenues intersection. Design Options 5 and 6 include a below-grade station at Vernon Avenue and a below-grade segment from Exposition Boulevard to 39th Street with a below-grade station at Exposition Boulevard.

Response to comment 30-107-A.

Comment noted. Metro appreciates the input from the commenter as it is an important part of the planning process. The light rail transit mode was selected as the Locally Preferred Alternative for the Crenshaw/LAX Transit Corridor Project.



COMMENT: 30-108. Gregory Dixon.

30-108

Abbott, Matthew

From: Gregory Dixon (gdixon@firstchurchofgod.com)
Sent: Thursday, October 23, 2009 2:53 PM
To: Diaz, Roderick
Cc: 'Angela Miller'

October 21, 2009

Roderick Diaz,

I am appreciative of the extent in which you are going to hear from the community and I feel compelled to add my voice.

I pastor the First Church of God...Center of Hope on Crenshaw Blvd which will be affected by the additional transit system line. I am concern about the esthetic dimension and added congestion and strongly support the option that utilizes underground or over ground rail trains.

It is already difficult to travel down Crenshaw Blvd with efficiency at certain times of the day and any added lanes or buses will further complicate the situation. It appears that the added transit lines are inevitable however above/under ground rail versus buses is what we need to do. I also want to add that there needs to be equity in the inner city that comparable decisions reflect parity and consideration of value and worth of the community. What is good for other parts of the community should be good for our community as well.

As I talk with members of my congregation it is universally felt that trains are the preferred choice and Metro would serve the community well by approving the option that includes this manner of transit.

Thank you.

Bishop Gregory L Dixon
First Church of God...Center of Hope
9550 Crenshaw Blvd
Inglewood, Ca 90305

11/3/2009

**Response to comment 30-108-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The DEIS/DEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact.

The DEIS/DEIR found that an aerial structure along the Crenshaw Boulevard median from 60th Street to the Harbor Subdivision would result in an adverse visual impact to the Hyde Park community. Design Option 4, a below-grade segment from 60th Street to Victoria Avenue on the Harbor Subdivision was incorporated into the Locally Preferred Alternative by the Metro Board of Directors to eliminate this visual impact. The DEIS/DEIR determined that the removal of the mature trees along the Crenshaw median required to build the light rail transit system would result in an adverse visual impact without the implementation of mitigation measures. Mitigation Measures **V1** through **V6** were provided Section 4.4.3 of the FEIS/FEIR to reduce the effects of removing the mature trees or other vegetation along the alignment.

Please Refer to Master Response 5 regarding traffic methodology and analysis.

Response to comment 30-108-B.

One of the objectives of the Crenshaw/LAX Transit Corridor Project is to alleviate traffic congestion, by offering a mode of transit which allows for a reduction in automobile usage. The traffic analysis in the FEIS/FEIR found that existing congestion within the Crenshaw/LAX Corridor is already at or near capacity and will continue to worsen if transit improvements are not made.

Response to comment 30-108-C.

Please Refer to Master Response 9 regarding grade separations and environmental justice.

Response to comment 30-108-D.

Comment noted.



COMMENT: 30-109. Sherida Dobard.

30-109

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: SHERIDA DOBARD EMAIL: _____

ADDRESS: 1603 FLORIAN ST PONTIAC PHONE: 957 257889

COMMENTS: Put the train underground "Shame to you"!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-109.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

Response to comment 30-110.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-111. Claudia Douglas.

180111

Abbott, Matthew

From: Claudia Douglas (Cdouglas@westa.org)
Sent: Monday, October 26, 2009 11:45 AM
To: Diaz, Rodenick
Cc: mibscam6@yahoo.com
Subject: Keep the Crenshaw Line Underground

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also, for the many children that live in the area that take this route to travel to the neighboring elementary schools. Traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

Claudia Douglas
West Angeles Church of God in Christ
Accounting Department
3045 Crenshaw Blvd
Los Angeles, CA 90016
tph: 323 733-8300 Ext 2346
tfax: 323 734 7182
wac: West Angeles Church of God in Christ

*- West Angeles Church, Inc. E-mail Confidentiality Notice -
This transmission is intended only for the use of the addressee and may contain information that is privileged, confidential, and/or exempt from disclosure under applicable law. If you are not the recipient this serves as notice to you that any dissemination, distribution, printing, or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us (only) via e-mail reply or by telephone at 323-733-8300, and promptly delete this message.*

11/10/2009



Abbott, Matthew

From: Damien Goodman [damienwg@gmail.com]
Sent: Monday, October 26, 2009 12:18 PM
To: Diaz, Roderick
Subject: Fwd: Keep the Crenshaw Line Underground

----- Forwarded message -----

From: **Claudia Douglas** (cdouglas@westu.org)
Date: Mon, Oct 26, 2009 at 11:50 AM
Subject: Keep the Crenshaw Line Underground
To: "crenshaw@fixespo.org" <crenshaw@fixespo.org>
Cc: "mbacon6@yahoo.com" <mbacon6@yahoo.com>

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also, for the many children that live in the area that take this route to travel to the neighboring elementary schools. Traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

Claudia Douglas

West Angeles Church of God in Christ

Accounting Department

3042 Crenshaw Blvd

Los Angeles, CA 90016

ph: (323) 338-500 Ext. 2000

(866) 523-7347/82

11/10/2009



(This page is intentionally left blank.)

*—Wyn Angeles Church, Inc. E-mail Confidentiality Notice—
This transmission is intended only for the use of the addressee and may contain information that is privileged, confidential, and/or exempt from disclosure under applicable law. If you are not the recipient this system or notice to you that any dissemination, distribution, printing, or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us orally via e-mail reply or by telephone at 323-773-8300 and promptly delete this message.*

11/10/2009

Response to comment 30-111.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and concerns of environmental justice concerns.



COMMENT: 30-112. Lorayne Douglass.

30-112

From: Lidaex@aol.com
Sent: Monday, October 26, 2009 6:24 AM
To: Diaz, Roderick
Cc: crenshaw@laxexpo.org
Subject: crenshaw line
Please keep the Crenshaw line underground on Crenshaw Blvd. for the safety of our children at Crenshaw High and View Park
Prep. Your attention to this matter will be greatly appreciated.
M. Lorayne Douglass
2551 Floresta Avenue
Los Angeles, CA 90043

1/1

Response to comment 30-112.

Comment noted. Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety.



October 3, 2009

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Dear Mr. Diaz,

I am fully against this project as a Westchester homeowner. Living in the Osage area, I Hedy Downing want to express my view on why I am opposed to the Crenshaw Transit Corridor Project. We live in a quiet, comfortable neighborhood. We spend a lot of time outside in our neighborhood and it would be very noisy. This project would make our neighborhood loud. We support our local businesses and will continue, however tearing down or closing local businesses is not in the best interest of our neighborhood. I am fully against the project and hope that my views will be honored.

Sincerely,

Hedy Downing



Metro



Response to comment 30-113.

The potential impacts from noise were evaluated in the environmental document. The noise impact analysis prepared as part of this project indicated that there would be no noise impacts from light rail trains operating along the Harbor Subdivision railroad right-of-way near the Westchester community. No discernible noise from light rail operations or from warning devices in the residential area adjacent to Osage Avenue would occur. This location is more than 650 feet west of the proposed light rail alignment. Noise from a light rail system would not be discernible at this distance.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw Light Rail Project, operation of the light rail system would provide enhanced access to members of the surrounding communities.



COMMENT: 30-114. J. Drake.

30-114

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Jane Drake EMAIL: _____

ADDRESS: 3649 W 129 St PHONE: _____

COMMENTS: Keep it Underground!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-114.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-115. Mike and Laura Duhe.

30-115

Abbott, Matthew

From: Mike Duhe (mduhe@pacbell.net)
Sent: Saturday, October 24, 2009 11:44 AM
To: Diaz, Rodolfo
Subject: Crenshaw Transit Corridor Project Comment Form
Attachments: CRENSHAW-PAGE 2.tmp; CRENSHAW-PAGE 1.tmp

Please see attached form. If you would like to discuss our opinions please call me at:

Thanks for your attention to our opinions.

Mike and Laura Duhe
7613 Toland Avenue
Los Angeles, CA 90046
(310) 645-1325
mduhe@pacbell.net

11/3/2009



**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Mr + Mrs Michael Duke

Address (Street, City, State, Zip)

7813 Toland Avenue, Los Angeles

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- # No Maintenance yard + Park+Ride
- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Please do NOT build a maintenance yard and park + ride facility on 83rd Street between Osage + La Cienega. I have lived in the adjacent housing tract for 53 years and use the access using Hindry to get to Florence Ave everyday! This is my neighborhood! My mother-in-law was an original owner living on 82nd Street near Osage for 59 years! Her house would be backing up to this project. My mother has lived 1 1/2 blocks away from 83rd on Breen Avenue cul-de-sac since 1956. My brother and his family have owned a home on 7th Street in this tract since 1985 or 86. His family of four use this entrance and exit to our tract everyday. To drive south on the 405 Hwy, we all use the Hindry exit.

My mother and her friends go to the Westchester Playhouse for every new performance. All of the neighbors love having a rare small town theater nearby. I am 53 and still remember going to the Playhouse when I was a girl scout!

Please build on the empty lot at Sepulveda
 -OVER-



Metro

Comment (continued):

and Rosecrans in El Segundo and place the station south of Manchester -- NOT next to our homes!

Pollution is a huge concern as well. Our tract built in '49-'50 has always gotten fumes, noise, and soot from the 405 Freeway, which borders the outside curve of our neighborhood. We also have the pollution, noise etc. from LAX. Please, please do not add this source to our housing tract! Neighbors with breathing difficulties do not need more air pollution.

Mrs Laura Duke
Laura Duke
10-24-09

TELL US ABOUT YOURSELF

What is your home zip code?

90045

Work zip code?

90045 + 90025

Do you: (check all that apply)

Live in the project area?

Work in the project area?

Own a business in the project area?

Commute through the project area?

Other:

How do you regularly travel in the project area? (check all that apply)

Bicycle?

Bus?

Car or Truck?

Walk?

Other:

AFFILIATION

Resident

Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other:

Thank You!

Give this form to project staff or return to Metro.

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop 99-22-3
Los Angeles, CA 90012-2952

Email:

diazroderick@metro.net

Project Hotline

(213) 922-2738

Comments must be received by October 26, 2009, 5:00 p.m.



Metro

Response to comment 30-115-A.

Comment noted. Metro appreciates the input from the commenter as it is an important part of the planning process. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

There is no park and ride facility near Westchester. This proposed facility was eliminated from consideration when the optional Manchester Station was not included into the final project definition. The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time.

Response to comment 30-115-B.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-115-C.

The air quality, traffic, and noise analyses described in Chapter 4 of the FEIS/FEIR factored into account the cumulative effects of air quality, traffic, and noise which include the surrounding highways and roadways, and airport. Operation of the electrically-powered LRT vehicles would not contribute to air pollution or negative air quality effects that the commenter currently experiences living adjacent to the I405 and LAX. The cumulative effects of noise and traffic also would not affect the Westchester neighborhood.

Response to comment 30-116.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-117. Sylvia Dunn.

301117

Abbott, Matthew

From: Sylvia Graham (sall1910@gmail.com)
Sent: Monday, October 26, 2009 12:00 AM
To: Diaz, Rodenick
Subject: Crenshaw Transit Line

Central 75 2009

Dear MTA Board of Directors

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,
Sylvia A. Dunn
3456 Crestwood Ave
Los Angeles, CA 90045

11/3/2009

Response to comment 30-117.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-118. Bonique Edwards.

30-118

Abbott, Matthew

From: Bonique Edwards (bonique@kconsultinggroup.com)
Sent: Monday, October 19, 2009 2:36 PM
To: Diaz, Rodenick
Subject: Re: Crenshaw Rail System

My name is Bonique Edwards and I am a resident of the Crenshaw community. I am concerned that the rail systems being placed in our community. In white communities across Los Angeles, it would be unheard of to have an above ground rail system. These systems are noisy and increase traffic significantly. If I lived in Redondo Beach, it would be a natural assumption to place the rail system underground.

My vote on the issues are below:

I live at 5156 Brynhurst Avenue, Los Angeles, Ca 90043

BELOW GROUND metro rail
I SUPPORT an below ground rail system along Crenshaw Blvd | B

ABOVE GROUND Light Rail Transit
I OPPOSE an above ground light rail along Crenshaw Blvd. | C

A Bus Rapid Transit
I SUPPORT an expanded rapid bus system along Crenshaw Blvd | D

Bonique Edwards
(310) 500-2222
(310) 851-5710
<http://www.kconsultinggroup.com>

11/3/2009

Response to comment 30-118-A.

Please Refer to Master Response 9 regarding grade separations and environmental justice.

Response to comment 30-118-B.

Comment noted. Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

Response to comment 30-118-C.

See response to comment 30-188C.

Response to comment 30-118-D.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.



COMMENT: 30-119. Norman Edwards.

30-119

Abbott, Matthew

From: pooky79@earthlink.net
Sent: Monday, October 26, 2009 9:12 AM
To: Diaz, Roderick; crenshaw@fixexpo.org
Subject: Crenshaw line

Dear MTA Board of Directors:

Please keep the proposed 150000sq ft development on Westside Blvd safe as well as the children at Crenshaw with schools and also Park Prep. Also, please consider the 1000 sq ft building on Blauvelt and Crenshaw. Don't make a bad situation worse. We deserve the same treatment as you have given to the Westside and Blauvelt communities.

Sincerely,

Norman Edwards
4010 Atlantic Way
Los Angeles, CA 90008

Response to comment 30-119.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-120. Bernice Eleverau.

30-120

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Bernice Eleverau EMAIL: _____

ADDRESS: 2006 W. 113th St PHONE: 323 944 9946

COMMENTS: Underground on Crenshaw | A

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-120.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-121. Moloud Elisha.

30-121

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Moloud Elisha

Address (Street, City, State, Zip)

7612 Goddard Ave LA CA 90045

Email (enter address to receive periodic project updates)

azitat@sbcglobal.net

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

please stop the Crenshaw transit corridor project and building a maintenance yard and a park and ride facility in our neighbourhood. It will effect all the residences and businesses negatively. It will destroy the buissnesses as well.

The pollution it will cause in our residential area, the noise and increased traffic will also harm our community and will add to traffic congestion and pollution to air, businesses tax revenues will be lost.

Please build on these facilities on the empty lot located at Sepulveda and Rosecrans in El Segundo and place your station south of Manchester Nat next to homes where we raise our children and live!

- OVER



Metro

Maboud Elisha
7612 Goddard Ave
LA CA 90045

LAX, VANUDES CA 900



To: Roderick Diaz, Project Manager
Los Angeles, County Metropolitan
Transportation Authority
One Gateway Plaza
Mail stop: 99-22-3
Los Angeles, CA 90012-2952

re: ⁹⁰⁰¹²⁻²⁹⁵² Crenshaw Transit Corridor Project

Response to comment 30-121-A.

Comment noted. Metro appreciates the input from the commenter as it is an important part of the planning process. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

There is no park and ride facility near Westchester. This proposed facility was eliminated from consideration when the optional Manchester Station was not included into the final project definition. The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time.

The air quality, traffic, and noise analyses described in Chapter 4 of the DEIS/DEIR factored into account the effects of air quality, traffic, and noise. Operation of the electrically-powered LRT vehicles would not contribute to air quality pollution that the commenter currently experiences living adjacent to the I-405 and LAX. No impacts from noise and traffic would affect the Westchester neighborhood.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw Light Rail Project, operation of the light rail system would provide enhanced access to members of the surrounding communities.

Response to comment 30-121-B.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-122. Gokhan Esirgen.

10/23/09

Crenshaw Transit Corridor DEIS/DEIR Comments22
Reply to Form 1 of Page projects_studies/Crenshaw/comment_Form from From: WEBMAIL@MTCORP.COM
Sent: Monday, October 26, 2009 12:48 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

First Name: Gokhan
Last Name: Esirgen
Organization: USC Physics and Astronomy Department
Email Address: esirgen@usc.edu
Street: 3380 Vinson Ave Apt 108
City: Los Angeles
State: CA
Zip Code: 90034-1755
Yes: No:
Support Construction: Light Rail Transit (LRT) Alternative
Visual Effects:
Displacement of Property:
Disruption of Business:
Public Services:
Local Land Use Development:
Economic Impacts and Jobs:
Specific Design Features:
Other:
Home Zip: 90034
Work Zip: 90089
Live in the project area?:
Work in the project area?:
Own business in the project area?:
Commute through the project area?:
Other:
Bicycle?:
Car or truck?:
Bus?:
Walk?:
Other?:
Resident:
Business:
Community or Neighborhood Organization:
Public Agency:
Environmental Organization:
Civilian Organization:
Economic Development Organization:
Other:
Date: Monday, October 26, 2009
Time: 11:45:07 AM

Additional Comments:

I strongly support the LRT alternative and I oppose the BRT alternative.

It is important to build this project as LRT, as it will be part of the larger LRT network in the future. It will be part of the Lax LRT extension, Harbor Subdivision LRT, and LRT extensions on San Vicente Blvd as well as LRT connection to the Expo Line. Therefore, the project shouldn't be evaluated from the limited-ridership view of the Expo - Green Lines segment alone. It would be a waste of existing transportation land to convert the railroad right-of-way to a BRT bus way. Building LRT will ensure future extensions of the Metro LRT network.

1
2
3

Response to comment 30-122-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Regional connectivity to other parts of the existing rail system and possibly future extensions was one of several factors that were used to evaluate and select the Crenshaw/LAX Light Rail Transit Alternative as the Locally Preferred Alternative.

Response to comment 30-122-B.

Comment noted. See response to comment 30-122A.



COMMENT: 30-123. Gokhan Esirgen.

30-123

Crenshaw Transit Corridor DEIS/DIR Comments
Results from Form 1 of Page projects_studies/crenshaw/COMMENT_FORM.htm from webmaster@scs.ca.gov, October 26, 2009 11:37 AM
To: Diaz, Roderick
Subject: CRENSHAW TRANSIT Corridor DEIS/DIR Comments

firstName: Gokhan
lastName: Esirgen
organization: USC Physics and Astronomy Department
email address: esirgen@usc.edu
street: 2380 Vinton Ave Apt 10H
city: Los Angeles
state: CA
zip code: 90034-3755
res: ON
work: ON
support: Light Rail Transit (LRT) Alternative
construction:
air quality:
traffic safety:
visual effects:
displacement of property:
disruption to business:
public services:
local land use development: ON
economic impacts and jobs: ON
specific design features:
other: ON
home zip: 90034
work zip: 90089
live in the project area?:
work in the project area?:
own business in the project area?:
commute through the project area?: YES
other: ON
bicycle?:
car or truck?: ON
bus?:
walk?:
other?:
resident: ON
business:
community or neighborhood organization:
public agency:
environmental organization:
civil organization:
economic development organization:
other: ON
date: Monday, October 26, 2009
time: 11:37:19 AM

additional comments:

additional comments:

In addition to strongly supporting the LRT alternative, I support the relocation and preservation of the single freight track within the BNSF right-of-way. It is important to keep the freight service for the economy of the region, and these additional tracks are important for future public transportation use as well, such as Metrolink, Harbor Subdivision DMUs, etc.

A.
B.

Response to comment 30-123-A.

Comment noted. The single freight track along the Harbor Subdivision railroad right-of-way is no longer a heavily used freight rail line. Nonetheless, this track is being relocated and preserved within the right-of-way. The right-of-way was sold to Metro for potential future use as a public transportation line.

Response to comment 30-123-B.

Comment noted. The operation of the Crenshaw/LAX Transit Corridor Project would not necessarily rule out the shared use of the right-of-way with another future potential transit line. The relocated track may be incorporated into a future public transportation project along the corridor.



COMMENT: 30-124. Cynthia Estell.

30-124

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: CYNTHIA ESTELL EMAIL: _____

ADDRESS: 6618 HAYS AVE PHONE: (323) 447-1352

COMMENTS: KEEP IT UNDERGROUND ON CRENSHAW
bird!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 • 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-124.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-125. Amos Evans.

3/13/11

Abbott, Matthew

From: Damien Goodmon (dgoodmon@gmail.com)
Sent: Monday, October 26, 2009 1:22 PM
To: Diaz, Rodenick
Subject: Fwd.

----- Forwarded message -----
From: Amos Evans <als-evans@attglobal.net>
Date: Mon, Oct 26, 2009 at 1:18 PM
Subject:
To: crenshaw@laxexpo.org

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wishire community.

Amos and Barbara Evans

3863 Northland Dr.

Los Angeles, CA 90008

11/3/2009

Response to comment 30-125.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-126. Dianne Evans.

30-126

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Diane Evans EMAIL: _____

ADDRESS: 7411 S. Hobart Blvd PHONE: (323) 759-4175

COMMENTS:

Dont want it we if need be

under ground !!!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Mail: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-126-A.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-127. Jean Evans.

10/26/09

Abbott, Matthew

From: Jean R. Evans ([jesae@stglobal.net])
Sent: Monday, October 26, 2009 8:52 AM
To: Diaz, Rodrick
Subject: Keep Proposed Crenshaw Blvd. Metro Line Underground All The Way!

Dear Metro Line Board of Directors:
Please keep the proposed Crenshaw Blvd. Metro Line underground all the way for the safety of children who attend View Park Preparatory School and Crenshaw High School and for the economic welfare of the community. Crenshaw Blvd is a major north-south artery and delays caused by grade level crossings will seriously impinge this south Los Angeles area.
Jean Evans
6078 Packard Ave. Los Angeles, CA 90048

A

11/10/2009

Response to comment 30-127.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety.

Metro acknowledges that the construction of the light rail system would create some impacts during the construction period. These include potential changes to traffic patterns, reduced on-street parking and altered access to local businesses during construction. Metro will coordinate with local businesses to minimize adverse effects to the extent feasible during construction. Underground segments of the alignment would result in some disruption to business because of the longer time required for excavation. Upon completion of the Crenshaw Light Rail Project, operation of the light rail system would provide enhanced access to customers of local small businesses. This enhanced access would occur along all portions of the alignment, particularly near station areas.



COMMENT: 30-128. Bridget Ferry.

30-128

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comment(s) on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Brigitte Ferry

Address (Street, City, State, Zip)

4122 Norton LA CA 90008

Email (Enter address to receive periodic project updates)

b1favabeen@yahoo.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption of Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other: City officials Attitude towards the Community

Comment (please print):

I am terribly sorry I could not attend the meeting. But based on the information I received by friends who attended my feelings are: The Rail system that is being offered this community is sub-standard as is all projects our fair city projects for the neighborhood. Why does this System have to be built like the old time LA System? wires! why? This part of Los Angeles continues to get the ASI end of ALL LA projects. Think of Crenshaw Corridor as you do Wilshire Blvd. There is a pride, a history and a Beauty that must be retained and in some cases Refound. How about Clean tie Diesel add more. Or what about underground? It is my understanding that I had once wanted to offer

OVER



Comment (continued):

Its Business in this community and was chased away by people with small Ideas about what this community can be.

This is the Attitude that makes me cautious about city officials Ideas.

Get Idea Back Build a partial underground and some above ground w/a little Bus w/gas Alternative with a little Patience this community will prove to be a valuable asset to Los Angeles.

I must add that as I look outside the community are hear what others think of it I am amazed. They do not understand that most of the people living here are hard working Law abiding citizens and would enjoy a positive view from outside.

Please consider these suggestions as you go forward.

Thankyou, *[Signature]* 10/22/09

TELL US ABOUT YOURSELF

What is your home zip code?

90008

What is your work zip code?

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?

- Commute through the project area?
- Other: _____

How do you regularly travel in the project area? (check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other: _____

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other: _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 Mail Stop 89-82-1
 Los Angeles, CA 90012-0857

Email:
 rdiaz@metro.net

Project Hotline:
 (213) 922-2756

Comments must be received by October 26, 2009, 5:00 p.m.





Metro

BrightFees
4123 Nocton
LA CA 90008

LOS ANGELES CA 900
23 OCT 2016 PM 11 T



Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952
30012+2952



Response to comment 30-128-A.

An Alternatives Analysis was completed during the preparation of the Draft EIS/EIR to identify the transit alternatives to be evaluated in the DEIS/DEIR. The results of the Alternatives Analysis is presented in Chapter 2, Alternatives Considered, of the DEIS/DEIR. This analysis used criteria including but not limited to, regional connectivity, ridership, and cost-effectiveness to compare the different modes of transit and alignment options and determine which alternatives would be carried forward for further analysis into the DEIS/DEIR. The Alternatives Analysis identified that a light rail transit and a bus rapid transit alternative be studied for further consideration based on the evaluation criteria.

Typically, a heavy rail transit system requires a commercial corridor with high commercial density. These high density commercial areas are required to generate the ridership necessary to support the cost of a heavy rail transit system. Areas that can support this amount of density are limited to central business districts and high employment areas, containing multi-story office buildings. The Crenshaw/LAX Corridor does not have the commercial density that would create the ridership necessary to support a heavy rail transit system. Other communities within the region, such as El Segundo, Culver City, Santa Monica, and Pasadena, also do not have the commercial density required to support a heavy rail system and have light rail systems planned or currently operating through their jurisdictions.

Please Refer to Master Response 9 regarding grade separations and environmental justice.

Please Refer to Master Response 10 regarding a below-grade segment in Park Mesa Heights.

The DEIS/DEIR also analyzed the visual and aesthetic impacts of an at-grade light rail transit system operating in the median of Crenshaw Boulevard. A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The DEIS/DEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact.

Response to comment 30-128-B.

Comment noted. See response to comment 30-128-A regarding the Alternatives Analysis. The two alternatives identified for further study in the Alternatives Analysis, along with a No Build Alternative and a Transportation Systems Management Alternative underwent a comprehensive environmental review in the DEIS/DEIR. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 30-128-C.

Metro appreciates the ideas of the commenter and public input is an important part of the planning process. The placement of an Ikea within the community is not part of the proposed project. Please see response to comment 128-A and 128-B for the mode choice selected by Metro as the Locally Preferred



Alternative. Metro considers the communities within the Crenshaw/LAX Corridor to be essential pieces of the overall region and selected a Locally Preferred Alternative that would serve and connect these communities to the surrounding region. The Locally Preferred Alternative represents a significant capital investment to those communities for decades to follow.



COMMENT: 30-129. Gina Fields.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

30-129

NAME: GINA FIELDS EMAIL: DivaG@Lead.com

ADDRESS: 4015 McCLUNG DRIVE PHONE: 323-291-9300

COMMENTS: Please put I urge you to have the
Crenshaw Light Rail run underground
It will be safer, quieter & more effective
Thank you.

100% Underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761-6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-129.

The DEIS/DEIR addressed the potential noise, vibration, and safety impacts from the operation of a light rail transit line on the street surface. The assessment presented in the environmental document indicates that light rail operations would not result in significant or adverse impacts to noise, vibration or safety.

Please Refer to Master Response 1 Regarding support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-130. Gina Fields.

30-130

Abbott, Matthew

From: divag11@aol.com
Sent: Friday, October 23, 2009 10:50 AM
To: Dick Rodenick
Subject: Crenshaw Transit Corridor (Underground Please!!!)

Dear Mr. Rodenick:

I am a homeowner on McClung Drive in Leimert Park, 1 blk east of Crenshaw and 1/2 a block north of King Blvd. I am very excited about the installation of a light rail along Crenshaw Blvd. I believe mass transit is the wave of the future and with rising gas prices and increased congestion on the road, the introduction of light rail mid-city is a great idea. As a U.C. Berkeley Graduate and a former bay area resident, I am familiar with the positive possibilities of a rail system.

However, I implore Metro to install the rail system underground, like the BART train in the bay area. A ground level system would increase traffic on an already congested street. Also, with the heavy traffic and a train competing on the street, vehicular accidents would most certainly increase. Additionally, Crenshaw is a street heavily peopled with many elderly people, as well as young elementary and middle school students. A ground level train would lead to more fatalities for pedestrians.

While I applaud Metro's efforts to increase public transportation in Los Angeles, I would only support it, if it were done properly. The proper way to install light rail mid-city is underground. Please help us to protect our children and our elderly and lessen traffic in our area by installing the Crenshaw Transit Corridor underground for the entire route of the train.

Thank you,
Gina M. Fields
McClung Drive Homeowner
Divag11@aol.com
1323/291-5300

11/3/2009

**Response to comment 30-130-A.**

Comment noted. Metro appreciates the support of the commenter and public input is an important part of the planning process.

Response to comment 30-130-B.

When first considering rail modes for the Crenshaw/LAX Transit Corridor, several modes were considered including heavy rail and light rail. Due to the nature of the existing and planned development along the corridor and the relatively modest estimates for ridership along the corridor, heavy rail (a mode that is typically fully grade separated) was deemed to be not necessary and inappropriate for application to the Crenshaw/LAX Corridor. Furthermore, the Light Rail Transit mode provides an opportunity to connect to other existing rail facilities in the corridor (i.e., the Metro Green Line). Because Light Rail Transit can operate at several grades (at-grade, aerial, and below-grade), Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that rail and highway crossings be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods.

Metro, similar to other transit planning agencies throughout the U.S., operates on the premise that LRT is primarily an at-grade or surface-running transit technology and incorporates grade separations. This transit technology can operate in at-grade environments ranging from mixed traffic, to an exclusive right-of-way or guideway. Metro considers grade separations associated with LRT projects on a case-by-case basis primarily for severe traffic or other environmental impacts and not on the socio-economic profile of an area.

Please Refer to Master Response 5 regarding traffic methodology and analysis.

Motorist safety treatments are described in detail in Section 2.0 Alternatives Considered of the DEIS/DEIR. From the Exposition/Crenshaw Station southward, the LRT would operate at-grade in a semi-exclusive right-of-way separated from automobile traffic by a raised curb until the alignment transitions to a below-grade section at Crenshaw Boulevard and 39th Street and would not travel above 35 mph. Pedestrians and motorists would cross the LRT tracks with standard signal phases. As discussed in Section 3.0 Transportation Impacts of the DEIS/DEIR, the signal phasing at intersections would be changed to accommodate the LRT operations. When LRT vehicles are present, movements that would conflict with LRT vehicles are prohibited. Pedestrians are permitted to cross the street during phases in which the LRT vehicles are not present. Additional safety features, such as dedicated left-turn phases, photo enforcement cameras, and in-pavement lights will be considered, as appropriate, along this segment.

Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

Response to comment 30-130-C.

Comment noted. Please see response to comment 30-130-B.



COMMENT: 30-131. Angelia Fleming.

30-131

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Angelia Fleming EMAIL: qrenmy112002@yahoo.com
ADDRESS: 4150 Leard Ave. LA CA 90008 PHONE: 323-296-5426

COMMENTS:

For the safety and welfare of the children
along the Crenshaw corridor it is important
that the line from Vernon to Florence
is underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-131.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety.



COMMENT: 30-132. Lori Fleming.

30-132

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Lori Fleming EMAIL: Lori.Fleming@lyric
ADDRESS: 2947 West View St PHONE: 323.493.6776
COMMENTS: Keep it underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-132.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-133. Vincent Fleming.

30-133

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Vincent Fleming EMAIL: V.Fleming@yahoo.com

ADDRESS: 4711 S Victorias Ave PHONE: 323 356 2987

COMMENTS: Keep it underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-133.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-134.Carol Fondevila.

30 334

Abbott, Matthew

From: Veronica DeSilva (vdesilva@leeandrewsgroup.com)
Sent: Wednesday, October 28, 2009 11:10 PM
To: Diaz, Roderick; Monks, David
Cc: Roxi Reeves LIT Ford
Subject: Crenshaw- DEIS/DEIR COMMENT FORM ATTACHED
Importance: High
Attachments: Carol Fondevila_Gmnt Fc_10.28.09.pdf

Attached is Comment Form received today.

Veronica De Silva
Lee Andrews Group
(213) 891-2965
(213) 891-9016 Fax
(213) 999-0844 Cell
vdesilva@leeandrewsgroup.com

11/3/2009



(12/27/08) 12-51

08/27/2011

GUSTY THOMPSON

11/27/11

Carol Fondevila
456 South Plymouth Blvd.
Los Angeles, CA 90020
Office Phone (323) 939-3100
Fax (323) 939-3150
Email: cfond@aol.com

FAX MESSAGE

TO: Roxie Reeves
FROM: Carol Fondevila
RE: Comments on proposed station at Crenshaw and Wilshire

I attended the meeting October 26th at LACMA regarding the above. There were no Comment Forms available at the meeting, but one had been emailed to me, which is attached.

Please inform me of any other meetings pertaining to the proposed stations, etc.

Thank you:


Carol Fondevila



18/27/2011 10:28:11 333-339-3100

SAFETY INVESTMENT

PAGE 20

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Carol Fondevila

Address (Street, City, State, Zip)

456 S. Plymouth Blvd, Los Angeles, CA 90020

Email (enter address to receive periodic project updates)

cfond@aol.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation System Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other Impact on Surrounding Property Values

Comment (please print):

My family lives a few blocks from the station being proposed or discussed at Crenshaw and Wilshire, and we are very concerned about the impact on our community relating to property values, traffic, density, development, and more.

The Windsor Square area is a designated HPOZ area, and we feel the neighborhood would be adversely affected by this station. We believe the traffic and density of development resulting from the station would impair our home values and our quality of life. What controls would there be on the development of retail and high-density housing projects in the area? What about the use of this valuable land in building parking structures that bring in more traffic to our neighborhood?

-OVER-

(continued)



10/27/2009 23:51

923-965-3100

SURETY INVESTMENT

PAGE 88

Comment (continued):

With the Wilshire/Western station being only 1/2 mile away, what is the purpose of a station at Wilshire & Crenshaw? If the subway runs at 60 miles per hour, this stop would be a 30-second ride from the Western Station. That is ridiculous. The estimated \$200,000,000 earmarked to build this station could be much better spent elsewhere.

Thank you

Carroll Landis

TELL US ABOUT YOURSELF

What is your home zip code?

90020

Work site code?

90010

Do you: (check all that apply)

Live in the project area?

Commute through the project area?

Work in the project area?

Other: _____

Own a business in the project area?

How do you regularly travel in the project area? (check all that apply)

Bicycle?

Bus?

Car or Truck?

Walk?

Other: _____

AFFILIATION

Resident

Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other: _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop 99-22-3
Los Angeles, CA 90012-2952

Email

diazroderick@metro.net

Project Hotline
(213) 922-2735

Fax (213) 891-9296
Attn: Raxi R.

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-134-A.

Metro appreciates the ideas of the commenter and public input is an important part of the planning process. The extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. Therefore, the Windsor Square HPOZ would not be affected by the proposed project.

Response to comment 30-134-B.

See response to comment 30-134-A. The Locally Preferred Alternative does not include a station at the Wilshire and Crenshaw Boulevards intersection.



COMMENT: 30-135. Tracie Ford.

30-135

Abbott, Matthew

From: t_mossford@yahoo.com
Sent: Monday, October 26, 2010 3:47 PM
To: Diaz, Rodenick
Cc: crenshaw@fixexpo.org
Subject: Crenshaw Line

Dear MTA Board/MTA Personnel:

Please keep the proposed line underground in Crenshaw Blvd for the safety of the system as Crenshaw Blvd is very busy. Please also avoid allowing people to cross directions on Crenshaw Blvd and a four-way situation would also address the need to the same as you intend to treat the Wilshire community.

Sincerely,

Matthew Mossford

Phone: (310) 318-1111, (310) 318-1111, (310) 318-1111

Response to comment 30-135.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-136. Tim Forsyth.

30-136

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Tim Forsyth

Address (Street, City, State, Zip)

22912 EVALYN AVE, TORRANCE, CA 90505

Email (Enter address to receive periodic project updates)

Tim_lee40@hotmail.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements
- Transportation Systems Management (TSM) Alternative
- No Operation

My thoughts about:

(check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Please put the project in EL
segments where there is perfect
open space, and leave Kentwood
alone.

- OVER -



Response to comment 30-136.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-137. Vada Foster.

October 5, 2008

Roderick Diaz, Project Manager
Metro
One Gateway Plaza, 99-22-3
Los Angeles, CA 90012

Subject: Crenshaw Transit Corridor Project

Mr. Diaz, I am a member of the Kentwood Players, located at 8301 Hindry in Westchester. As you know, this address is included in the proposed demolition area to be covered by the above project.

By now I am sure several other members have written to urge you to consider other locations for this purpose, to spare this crucial building and the pleasure its efforts over the nearly 60 years of its operation, from demolition. There are precious few community theatres still in operation in the greater Los Angeles area, and the Kentwood Players of Westchester Playhouse are one of, if not the oldest among them.

Chapel Theatre in Lomita was once a thriving community theatre, but when they had to move from the space they had occupied for many years, they were unable to make a go of it in a new location. Similarly, Palos Verdes Playhouse closed after a relatively long time when they could not afford the space they were in due to rent increases. I am sure there are other smaller groups who have vanished due to the difficulty of maintaining a theatre in these hard economic times.

The shortage of community theatres in this area is a shame, as less and less people today are able to afford the ticket prices of the equity houses in Los Angeles and Hollywood. Kentwood is one of the last affordable theatres around, with a dwindling but still loyal number of members and season ticket holders who support them. This group also offers children's theatre classes and children's productions which are also very rare in this



area, unless one can afford to pay the high priced professional teachers. Kentwood is a vital part of this community, and should be protected.

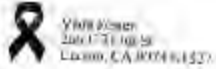
I fear that if the Westchester Playhouse is demolished, the Kentwood Players will cease to exist, as the cost of relocating and the loss of income during such time as the theatre would be closed would use up more than we have in our accounts. Tearing down the building would effectively kill the group.

I respectfully request that you use another of the proposed locations for this project and spare this historical building. The community will suffer greatly for its loss, not just the members who support it.

Thank you for your consideration of this urgent matter.

Sincerely,

Vada Foster
266 E 213th St
Carson, CA 90745-1527



SANTA ANA CA 927
92703-0000



RUDRICK DIAZ
PROJECT MANAGER - METRO
ONE GATEWAY PLAZA 99-22-3
LOS ANGELES CA 90012

958542100E





Response to comment 30-137.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-138. Carolyn Fowler.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Carolyn Fowler EMAIL: cjfowler@att.net

ADDRESS: 9939 CRENSHAW BLVD LA 90048 PHONE: 323 290-9690

COMMENTS:

I am imploring you to do the responsible
action in this matter and implement without
delaying any further the Peoples Option.

NOTICE SENT TO MTA BY OCT. 22, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@metro.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90018



Response to comment 30-138.

Please refer to Master Response 4 regarding the People’s Choice Alternative.



COMMENT: 30-139. Sherri Franklin.

30-139

Abbott, Matthew

From: Sherri Franklin (sherri@urbandesigncenter.com)
Sent: Monday, October 26, 2009 4:58 PM
To: Diaz, Rodrick
Subject: Comments on the MTA plans for mass transit in Crenshaw

I would like to make sure that MTA is conscious of the transit oriented development infrastructure improvements planned for the Crenshaw Corridor from the 10 fwy to 52nd Street. These improvements were made possible by a \$14.6 million Prop 67 grant from the State of California and a MTA Call grant for MLK and Stocker at Crenshaw for \$1.2 million. Work is scheduled to commence in 2010.

*We have to make sure that all work efforts are coordinated. It would be a terrible waste of public funds if not.

I support the comments made by the CRLA.

Sherri Franklin
Urban Design Center
(323) 447-8246 office
(213) 712-9886 cell
(323) 290-3039 fax
sherri@urbandesigncenter.com

"Transforming Visions into Reality"

11/3/2009



Response to comment 30-139.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Metro will coordinate with the CRA/LA to ensure that those infrastructure improvements are considered during final design process and maintained to the greatest extent feasible.



COMMENT: 30-140. Ginger Frelo-Hyde.

30-140

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Ginger Frelo-Hyde EMAIL: GINGER.FRELO@BELL.NET

ADDRESS: 1466 W. 48th ST LA 90062 PHONE: 323-298-1804

COMMENTS: KEEP IT UNDERGROUND!!!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-140.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-141. Kevin Fridlington.

30-141

Abbott, Matthew

From: NICOLAS CRAIG (nicolasraig@sbcglobal.net)
Sent: Sunday, October 25, 2009 9:42 PM
To: Diaz, Rodrick
Subject: Crenshaw Alignment

Rodrick,

Sorry to miss you at the ECWA NDC meeting last week. Regardless, my comments were much the same: Make the Crenshaw Corridor an underground transportation route.

And with regard to "equity"...please consider the impacts of bulldozing the 10 Freeway through our community followed by the at grade Exposition Light Rail line. Additional at grade transportation is not "equitable"...it is a compound impact/insult to our neighborhood.

If South Pasadena can get their freeway put underground it makes sense that we at least get one of two rail lines intersecting our Community underground.

Put the Crenshaw rail line entirely underground for the portion running concurrent with the Boulevard AND we very much need a rail station design that has a Leimert Park Village station/entrance.

Kevin Fridlington
Leimert Park

11/3/2009

**Response to comment 30-141-A.**

Transit planning involves both policy choices as well as engineering and environmental impact decisions regarding the modes considered, the level of transit service, frequency of service, route alignments, and station locations. In many instances, minority and low-income communities are highly transit dependent. The planning process is designed in large part to serve the mobility and access of these communities. Serving transit-dependent communities disproportionately less than less transit-dependent communities would be a severe environmental injustice. Nonetheless, the placement of transit infrastructure – while the intent is to provide a beneficial impact to communities, may have unintended adverse effects. The alternatives evaluation and the environmental review process are designed to disclose and resolve any potential unanticipated problems that may affect adjacent communities.

Please Refer to Master Response 9 regarding grade separations and environmental justice.

Response to comment 30-141-B.

During the preparation of the DEIS/DEIR, six additional design options were considered and evaluated to assess environmental impacts and address community concerns. Those design options specifically related to the “People’s Choice Option” included Design Options 4, 5, and 6. Design Option 4 involved a below-grade segment from 60th Street along Crenshaw Boulevard to Victoria Avenue along the Harbor Subdivision. Design Option 5 involved a below-grade station at Vernon Avenue. Design Option 6 involved a below-grade segment from Exposition Boulevard along Crenshaw Boulevard to 39th Street. Specifically related to the People’s Choice variation, the Locally Preferred Alternative selected by the Metro Board of Directors, implemented Design Option 4, and incorporated Design Options 5 and 6 for further consideration in the advanced conceptual engineering stage. The remaining at-grade segment along Crenshaw Boulevard from 48th Street to 60th Street was determined not to have significant impacts during the preparation of the DEIS/DEIR.

Please Refer to Master Response 10 regarding a below-grade segment in Park Mesa Heights.

COMMENT: 30-142. Alexander Friedman.

30-142

Abbott, Matthew

From: Alexander the Great [alek3000@sbcglobal.net]
Sent: Wednesday, September 16, 2009 9:07 AM
To: Diaz, Roderick
Subject: Re: CRENSHAW CORRIDOR Study
Importance: High

A | Dear MTA,
I strongly believe the Crenshaw Corridor
should be a **Light-Rail** corridor.
Light-Rail is an efficient, cost-effective solution for our city,
specifically for the Crenshaw Transit Corridor.
Please do **Not** consider Bus way,
B | because Busways are inefficient, slow, buses have limited capacity, and often are uncomfortable, lousy ride
bus ways are unattractive to riders (thus overall lower ridership), and have higher operational costs.
Whereas,
Light-Rail corridors are always far more efficient, in many ways!
Please only consider Crenshaw Transit Corridor to be a **Light-Rail** mode.
Thank you

Alexander Friedman,
resident of Hollywood,
mass transit patron and supporter.
(325)465-8511

11/5/2009



Response to comment 30-142-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 30-142-B.

Comment noted. Please see response to comment 30-142-A.



COMMENT: 30-143. Phil Frierson.

30-143

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Phil Frierson EMAIL: _____

ADDRESS: P.O. Box 8051, L.A. CA 90048 PHONE: 213-220-6135

COMMENTS: Please Put Train/Subway underground!!!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-143.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-144. Reginald Furbert.

30 145 30-144
COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: REGINALD FURBERT EMAIL: FLURBERT@GMAIL.COM

ADDRESS: 3125 South Normandie Ave PHONE: 323 342 2322

COMMENTS: KEEP RAIL UNDER GROUND ON CRENSHAW BLVD

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@flxexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-144.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-145. Mark Galbreath.

30-145

Abbott, Matthew

From: Mark Galbreath [mgalo37@yahoo.com]
Sent: Sunday, October 26, 2009 9:32 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor Project - Osage Area Westchester

Re: Whom It May Concern:

I am writing because of my concerns about a proposed new maintenance yard at 65th Street near the San Diego Freeway (I-405). I live on the south side of 62nd Street between Hindry and 1st St so I would essentially have this maintenance yard and park & ride station behind my back yard. I have had my residence burglarized eight times in the 20 years I have lived here and I am concerned a park & ride station would make my residence available to more people. Cutting off the Hindry-to-florence access and 62nd Street to La Cleve access would leave no entrances or exits in the southeast corner of the Osage residential area. I do not look forward with 24-hour-a-day noises coming from behind my house. I also do not wish to see the Westchester signposts be removed. I also believe a maintenance yard would decrease my property value.

Please do not place a station or maintenance yard next to our homes in Westchester. The empty lot at Sepulveda and Rossmore would be a better location next to the El Segundo Plaza. I work nearby there and am very familiar with that location.

Thank you.

Mark Galbreath
5126 W 2nd Street
Los Angeles, CA 90045

PS: I live in the proposed project area as a resident, and travel through it by car or bicycle or walking. I work in El Segundo at the Raytheon Company behind El Segundo Lakes Golf Course.



Response to comment 30-145.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

COMMENT: 30-146. Dianne Gamble.

30-146

Abbott, Matthew

From: Dianne Gamble (ladya_prg@sbcdglobal.net)
Sent: Friday, October 23, 2009 1:07 PM
To: Dirz, Rodenick
Subject: Crenshaw Line

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

You have already had a negative impact on my immediate surroundings at La Brea & Rodeo. I live 2 blocks west of La Brea between Rodeo and Exposition. There is a logjam that forms every day for those of us turning left onto La Brea. The left turn lane can be 15-20 cars long. The people making a right turn onto La Brea from the westerly direction, turn whether it's their light or not, making gridlock. If you have to get to work in the morning, it

spells disaster. To go to La Cienega, you run into the same construction. In order to get to Hollywood, I had to go over to Crenshaw just to get around all of this madness, then come back to La Brea so I could reach Highland. Now, you're going to create the same nightmare on Crenshaw? Please say it ain't so! Give us in "South L. A." a break will you?

Tensions are high enough with the economy as it is. You're adding to our stress level, and that's not good! Not to mention, grade level and overhead rails are UGLY! Why can't we get the aesthetics that the westside is getting?? (Underground rails & park-like settings)

Sincerely,
Dianne Gamble
3472 Alsace Ave.
L. A., CA 90016

11/3/2009

**Response to comment 30-146-A.**

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.

Response to comment 30-146-B.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. It is assumed that the same construction the commenter refers to is from the construction of the Exposition Light Rail Project. This project is scheduled to end construction in 2011. Construction of the Crenshaw/LAX Light Rail Transit Project is not scheduled to begin until 2013. Therefore, the construction traffic impacts of both projects would occur independently of each other and would not be cumulative. One of the goals of the project is to ease some of the burden that the existing transportation roadway network already contains.

When first considering rail modes for the Crenshaw/LAX Transit Corridor, several modes were considered including heavy rail and light rail. Due to the nature of the existing and planned development along the corridor and the relatively modest estimates for ridership along the corridor, heavy rail (a mode that is typically fully grade separated) was deemed to be not necessary and inappropriate for application to the Crenshaw/LAX Corridor. Furthermore, the Light Rail Transit mode provides an opportunity to connect to other existing rail facilities in the corridor (i.e., the Metro Green Line). Because Light Rail Transit can operate at several grades (at-grade, aerial, and below-grade), Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that rail and highway crossings be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods.

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The DEIS/DEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact



COMMENT: 30-147. Pat Games.

10/04/11

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse)

Name (First & Last Name, Organization)

PAT GAMES

Address (Street City State Zip)

7818 GODDARD AVE. L.A. CA 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print)

This is to stop the proposal to build a maintenance yard & parking area on 8200 St. between OSAGE & LA CIENEGA.

Why would you do this in an already identical area?

I have lived here for 48 years. I do not wish to see this project ruin this area.

You have an empty lot at Sepulveda & Rosecrans.

Build it there! Get out of our area & leave these people alone.

Mrs. Pat Games

OVER



Metro

Comment (continued):

Series of horizontal lines for writing a comment.

TELL US ABOUT YOURSELF

What is your home zip code?

90045

Work zip code?

90095

Do you: (check all that apply)

Live in the project area?

Commute through the project area?

Bicycle?

Bus?

Work in the project area?

Other?

Car or Truck?

Walk?

Own a business in the project area?

Other?

AFFILIATION

Resident

Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2957

Email:

rodiazroderick@metro.net

Project Hotline
(213) 922-7736

Comments must be received by October 26, 2009, 5:00 p.m.



Metro



 Palmdale
7818 Coldwater Ave
Palmdale, CA 93547


Roland Diaz
Project MTA
L.A. Co Metro Transit
Civic Gateway Plaza
Mail Stop 99-12-3
L.A. CA 90012-2952



Response to comment 30-147.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-148. Will and Linda Garcia.

30-148

Abbott, Matthew

From: Linda [ldgleadhys@aol.com]
Sent: Monday, October 19, 2009 7:13 PM
To: Diaz, Rodenick
Subject: crenshaw transit

Please be advised that I am writing this email regarding the project proposed. We are opposed to the project because of the noise and air pollution it brings to our community and living spaces. We already have to contend with airport and freeway pollution which seems to be a huge stress on our bodies. We would like to express the concerns we have regarding this project because we have had to deal with cancer due to the environment. It is at this time that we feel this project is not a viable site for the construction due to environmental issues, noise and limited access to our neighborhood. We would encourage you give strong consideration to the other site near Fry's Electronics.

Will & Linda Garcia
7622 Goldard Ave
Westchester, CA 90046

11/3/2009



Response to comment 30-148.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-149. Adelina Chilardi.

30-149

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

ADELINA GHILARDI

Address (Street, City, State, Zip)

5416 W. 82ND ST. LOS ANGELES, CA 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Diversion to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

I object to all of the checked items. I moved to this neighborhood 60 years ago because I liked this neighborhood.

I object very much that the Crenshaw Transit Corridor Project is trying to intrude in our tranquil neighborhood with construction, noise, air quality, diesel, smells, safety, additional traffic, and displacement of property.

I did not vote for Measure R and am very displeased with this proposal.

Please reconsider! I want my family and grandchildren to live here without worrying about air quality, additional traffic, construction, etc.

- OVER -



Metro

Comment (continued):

Lined area for entering comments.

TELL US ABOUT YOURSELF

What is your home zip code?

90045

Work zip code?

Do you: (check all that apply)

Live in the project area?

Work in the project area?

Own a business in the project area?

Commute through the project area?

Other? _____

How do you regularly travel in the project area?
(check all that apply)

Bicycle?

Bus?

Car or Truck?

Walk?

Other _____

AFFILIATION

Resident

Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:

rdiazroderick@metro.net

Project Hotline:

(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Metro



*A. K. Kallala
5716 W 3rd St
Los Angeles, CA 90048*

LOS ANGELES, CA 90011
17 OCT 2009 PM 3:11



*Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
2nd Gateway Plaza
Mail Stop 99-22-3
Los Angeles, CA 90012-7952*

0006220001



**Response to comment 30-149.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The DEIS/DEIR analyzed the environmental effects the proposed project would have on the surrounding communities and residences. These topic areas included, but were not limited to construction, air quality, traffic, noise and vibration, safety, visual resources, displacement, public services, land use and development, and economic impacts. Section 4.0 of the FEIS/FEIR describes the effects in detail for each of these topic areas. No adverse operational air quality or noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation. Mitigation measures were also included in Section 4.15.2.7 and 4.15.2.8 of the FEIS/FEIR to reduce the impacts from air quality and noise during construction. Significant and unavoidable operational air quality impacts were determined to occur during construction.



COMMENT: 30-150. Ann Ghilardi.

40-110

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff to return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

ANN GHILARDI

Address (Street, City, State, ZIP)

5412 W. 82ND ST. C.A. CA 90045

Email (enter address to receive periodic project updates)

aimghilardi@pacbell.net

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements:
 - (Transportation System) Management (TSM) Alternative)
 - No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disturbance to Rivers
- Public Services
- Local Land Use & Development
- Economic Impact and Jobs
- Specific Design Features
- Other

Comment (please print):

I HAVE GROWN UP AND LIVED IN THIS NEIGHBORHOOD MOST OF MY LIFE. IT IS A WONDERFUL PLACE TO LIVE AS IT IS NOW. I WANT TO CONTINUE TO RAISE MY YOUNG DAUGHTER RIGHT HERE WITHOUT ADDED TRAFFIC, ADDED POLLUTION, ADDED ~~CRIME~~ CRIME, ADDED NOISE. WE ALREADY HAVE POLLUTION AND TRAFFIC GETTING OUT OF CONTROL DUE TO ADDED EXPANSION OF LAX ON A CONTINUUAL BASIS. WE HEAR ALL OF THE PLANES. CANCER RATES IN OUR NEIGHBORHOOD ARE ALREADY HIGH, AND I KNOW MANY MANY FAMILIES AFFECTED, MYSELF INCLUDED. WE ARE OVERBURDENED ALREADY WITH LAX, IT IS TIME TO MAKE OTHER COMMUNITIES LIKE EL SEGUNDO SHOULD THEIR SHARE OF RESPONSIBILITY. PLEASE DO NOT DO THIS IN WESTCHESTER

-CNEV-



Comment (continued):

[Empty lines for comment text]

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? 90045

Do you: (check all that apply)		How do you regularly travel in the project area? (check all that apply)	
<input checked="" type="checkbox"/> Live in the project area?	<input checked="" type="checkbox"/> Commute through the project area?	<input checked="" type="checkbox"/> Bicycle?	<input checked="" type="checkbox"/> Bus?
<input checked="" type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other? _____	<input checked="" type="checkbox"/> Car or Truck?	<input checked="" type="checkbox"/> Walk?
<input type="checkbox"/> Own a business in the project area?		<input type="checkbox"/> Other	

AFFILIATION

Resident Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:
diazroderick@metro.net

Project Hotline
(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.





A. GHILARDI
5113 W. 82ND ST
L.A. CA 90045

LOS ANGELES CA 900

OCT 20 2011



RODERICK DIAZ, PROJECT MANAGER
LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
MAIL STOP: 99-22-3
LOS ANGELES, CA 90001

**Response to comment 30-150.**

Comment noted. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

The air quality, traffic, noise and public safety analyses described in the Affected Environment section of the FEIS/FEIR factored into account the cumulative effects of air quality, traffic, noise and public safety, which include the surrounding highways and roadways, and airport. Operation of the electrically-powered LRT vehicles would not contribute to cumulative air quality pollution. The cumulative effects of noise and traffic also would not affect the Westchester neighborhood. With mitigation measures, no impacts to traffic would occur near the Westchester community during operation of the Crenshaw Light Rail Transit Line. The DEIS/DEIR also identified four potential maintenance facility sites for initial screening. Two of these sites, Maintenance Facility Site B in the Westchester community and Site D in El Segundo were further analyzed as part of the proposed project. Maintenance Site D was found to have the least adverse affect on the environment in the DEIS/DEIR. The Locally Preferred Alternative selected by the Metro Board of Directors eliminated both Sites B and D from the proposed project and called for an additional evaluation of potential sites during advanced conceptual engineering to identify another preferred site. In regard to public safety around the LRT corridor and maintenance facility sites, Metro oversees the operation of bus and rail transit services throughout Los Angeles County. Metro is also responsible for implementing its own System Safety Program Plan (SSPP) and System Security Plan (SSP) during the operational phases of projects, which help to maintain and improve the safety and security of commuter operations, mitigate accidents, and comply with State regulations. These safety measures have been established to provide employee and passenger safety, crime prevention, adequate emergency response, and emergency procedures. Metro also uses numerous pedestrian and motorist safety devices, signs, and warning lights to alert pedestrians, passengers, employees, and the surrounding community Metro has also implemented several programs and/or projects to enhance the safety of passengers, employees, and the community. Further information regarding crime and pollution impact studies that have been conducted on other Metro projects can be obtained at the Metro website at www.metro.net, under the Projects and Programs tab.



COMMENT: 30-151. Daniel Ghilardi.

30-151

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

DANIEL J. GHILARDI

Address (Street, City, State, Zip)

5416 W 82ND ST., LOS ANGELES CA 90045-3218

Email (only address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

I AM 58 YEARS OLD, I HAVE PUT UP WITH MANY CHANGES SINCE I WAS BORN HERE IN WESTCHESTER 58 YEARS AGO. I'VE LIVED THROUGH FREEWAY CONSTRUCTION, ADDITIONAL TRAFFIC, LAX EXPANSION, NOISE AND TERRIBLE POLLUTION. IN SPITE OF THESE CHANGES IT IS STILL A NEIGHBORHOOD I WISH TO CONTINUE TO LIVE IN. I AM FOR ANYTHING THAT WILL IMPROVE THE NEIGHBORHOOD. BUILDING A MAINTENANCE YARD AND A PARK AND RIDE FACILITY IS CERTAINLY NOT AN IMPROVEMENT.

TAKE YOUR MTA PROPOSAL ELSEWHERE AND LEAVE WESTCHESTER ALONE.

- OVER -



Metro

Comment (continued):

Lined area for providing comments.

TELL US ABOUT YOURSELF

What is your home zip code? 90045-3218

Work zip code? 90045-3218

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?

- Commute through the project area?
- Other? _____

How do you regularly travel in the project area? (check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Metro?
- Other _____

AFFILIATION

- Resident
- Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:

diazroderick@metro.net

Project Hotline

(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-151-A.

Comment noted. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

There is no park and ride facility near Westchester. This proposed facility was eliminated from consideration when the optional Manchester Station was not included into the final project definition. The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time.



COMMENT: 30-152. Irene Ghilardi.

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro. (see directions on reverse).

Name (First & Last Name, Organization)

Irene Ghilardi

Address (Street, City, State, Zip)

5416 W 82nd St Los Angeles, CA 90045

Email (enter address to receive periodic project updates)

AIM@GHILA@fackell.net

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements
- Transportation Systems Management (TSM) Alternative
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other Our health

Comment (please print):

Please do "not" do this to my community! We already have carbon fumes from the freeway, airport, and traffic. Why are you insistant on wasting the states money on another useless project that will cost a fortune with no real benefit to the people? I believe the people that did vote for this project did not realize the immense damage this would end up doing to our neighborhood and community. It would add to the noise pollution that LAX planes and import/export trucks (by the way who take there rest steps behind my house with their motors running all night) already cause.

The beauty of this family oriented neighborhood is constantly being shrunken by the expansion of LAX. How big does one

-OVER-



Comment (continued):
 airport really need to be? It is turning into
 the song "They Paved Paradise And Put Up a Parking
 Lot." Please let us keep our little bit of paradise
 we have left! Please don't pave it all and put up
 a parking lot. Please remember that I am a
 voter. I am an American who values her property
 as it is. Thank you for your consideration!

June Ireland

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? 90045

Do you: (check all that apply)

<input checked="" type="checkbox"/> Live in the project area?	<input checked="" type="checkbox"/> Commute through the project area?	<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input checked="" type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other? _____	<input checked="" type="checkbox"/> Car or Truck?	<input checked="" type="checkbox"/> Walk?
<input type="checkbox"/> Own a business in the project area?		<input type="checkbox"/> Other?	

How do you regularly travel in the project area?
 (check all that apply)

AFFILIATION

Resident Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other _____

Thank You!
 Give this form to project staff or return to Metro:

Postal Mail
 Roderick Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 Mail Stop: 99-27-3
 Los Angeles, CA 90012-2952

Email:
 rdiazroderick@metro.net

Project Hotline:
 (213) 922-2796

Comments must be received by October 26, 2009, 5:00 p.m.



**Response to comment 30-152.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw/LAX Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability.

The air quality, traffic, and noise analyses described in Chapter 4 of the DEIS/DEIR factored into account the cumulative effects of air quality, traffic, and noise which include the surrounding highways and roadways, and airport. Operation of the electrically-powered LRT vehicles would not contribute to air quality pollution that the commenter currently experiences living adjacent to the I405 and LAX. The cumulative effects of noise and traffic also would not affect the Westchester neighborhood.

Any potential expansion of LAX is not included as part of the proposed project. The light rail transit line would provide a connection and service to the airport but would not add passengers or additional airport facilities.



COMMENT: 30-153..

30-153

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Charlotta O. Gilder EMAIL: cgilder2@yahoo.com

ADDRESS: 5239 Maymont st. # 6 9043 PHONE: (323) 792-4215

COMMENTS: _____

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-153.

No specific comment to address.



COMMENT: 30-154.Lloyd Gladden .

301254

Abbott, Matthew

From: Damien Goodmon (dgoodmon@gmail.com)
Sent: Saturday, October 24, 2009 7:05 PM
To: Diaz, Rodenick
Subject: Fwd: MTA Crenshaw Line Study

----- Forwarded message -----
From: "lg31900@ca.rr.com"
Date: Sat, Oct 24, 2009 at 1:12 PM
Subject: MTA Crenshaw Line Study
To: crenshaw@fixexpo.org

I support and request MTA study THE PEOPLES OPTION for the entire Crenshaw Blvd portion of the line to be built underground, plus a station at Vernon. A

Lloyd Gladden
Crenshaw Neighborhood Resident

11/3/2009



Response to comment 30-154.

Please refer to Master Response 4 regarding the People’s Choice Alternative.



COMMENT: 30-155. Gary Gless.

30-155

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: GARY GLESS EMAIL: GGLESS@AOL.COM

ADDRESS: 5646 Arch Crest Dr PHONE: 323-299-1990 | A

COMMENTS: KEEP RAIL UNDERGROUND @ CRENSHAW | B

+ 2 STATION AT. VERNON - MORE TIES

+ KEEPS COMMUNITY SAFER - AND WE

NEED TO KEEP FESTIVALS

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-155.

Please refer to Master Response 4 regarding an underground alignment along Crenshaw Boulevard with a below-grade station at Vernon Avenue, also referred to as the People's Choice Alternative.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

The Crenshaw/LAX Light Rail transit line would operate in the median of Crenshaw Boulevard and the Harbor Subdivision railroad right-of-way. Operation of the light rail transit line within an existing transit route would not introduce a new physical barrier which could divide a community. Implementation of a light rail system along Crenshaw Boulevard would not prevent community activities from occurring.



COMMENT: 30-156. Leslie Gless.

30-156

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Leslie Gless EMAIL: GGLESS@AOL.COM
ADDRESS: 5640 Arch Crest Dr PHONE: 323 299-1990
COMMENTS: Please keep it underground on Crenshaw
With a station at Vernon! (because of traffic!
and kids safety)

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-156.

Please refer to Master Response 4 for an underground alignment along Crenshaw Boulevard with a below-grade station at Vernon Avenue, also referred to as the People’s Choice Alternative.

Achieving pedestrian safety near the operation of a light rail transit line is the result of several conditions, Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

Please refer to Master Response 5 for traffic methodology and analysis.



COMMENT: 30-157. Ethan Gold.

30-157

Abbott, Matthew

From: Ethan Gold [ethan@ethangold.com]
Sent: Saturday, October 03, 2009 8:32 AM
To: Diaz, Roderick
Subject: Crenshaw Corridor

Hello Mr. Diaz,

I received a mailing about the status of the Crenshaw Corridor. I am excited about the decision but I wanted to express my strong support for an extension. A 300' extension would be a second option. I advise at least one of these two options is employed for the good of the future of our city.

Best,

Ethan Gold
1016 S. Lynn St.
Los Angeles, CA 90015
818-337-1111
www.ethangold.com



Response to comment 30-157-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 6 for the selection of the locally preferred alternative.

Response to comment 30-157-B.

Please see response to comment 30-157-A.



COMMENT: 30-158. Ryan Gomez.

30-158

Abbott, Matthew

From: RUBEN J GOMEZ [gomez0702@sbglobal.net]

Sent: Monday, October 26, 2009 9:53 PM

To: Diaz, Rodolfo

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Stansori. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,
Ryan Gomez

P O Box 82268 Los Angeles, CA 90083

11/10/2009



Response to comment 30-158.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-159. Ron Gould.

30-159

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Ron Gould, Westchester Playhouse, Kentwood Players

Address (Street, City, State, Zip)

5481 West 76th Street, Los Angeles, CA 90045

Email (Enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No Build Alternative)
- Minor Improvements (Transportation Systems Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other _____

Comment (please print):

Westchester Playhouse is my home away from home. Kentwood Players have contributed to the community of Westchester for over sixty (60) years and been completely self-supporting while supporting the community in their endeavors. Don Toy with success leave the Westchester Playhouse alone. Go to ^{OVER} BL Segundo with no relocation problems.



Comment (continued):

Lined area for entering comments.

TELL US ABOUT YOURSELF

What is your home zip code? 90045

Work zip code? 90045

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?

- Commute through the project area?
- Other? _____

How do you regularly travel in the project area?
(check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other _____

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other Kentwood Players

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
Orie Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:

diazroderick@metro.net

Project Hotline:

(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-159-A.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-160. Mattie Grace.

30-160

Abbott, Matthew

From: Damien Goodrich (damienw0@gmail.com)
Sent: Monday, October 26, 2009 11:11 PM
To: Diaz, Rodenick
Subject: Fwd: COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

----- Forwarded message -----

From: Mattie Grace <mgrace@usc.edu>
Date: Mon, Oct 26, 2009 at 12:45 PM
Subject: COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY
To: "crenshaw@fixexpo.org" <crenshaw@fixexpo.org>

Hello,

I am writing this to express my opinion about the MTA line: I support and request MTA study THE PEOPLE'S OPTION for the entire Crenshaw Blvd. portion of the line to be built underground, plus a station at Vernon.

Thank you

Mattie E. Grace, Ph.D.
Associate Director
Disability Services and Programs
University of Southern CA
3601 Trousdale Parkway-STE 301
Los Angeles, CA 90089-0896
Tel: 213-740-0776
Fax: 213-740-8216

11/3/2009

Response to comment 30-160.

Please refer to Master Response 4 regarding the People's Choice Alternative.



COMMENT: 30-161. Josie Grant.

00-000

Abbott, Matthew

From: JOSIE GRANT (josieg@wars.net)
Sent: Sunday, October 25, 2009 10:53 PM
To: Diaz, Rodenick; crenshaw@laxexp.org
Subject: rail

Dear MTA Board of Directors,
Please keep the Crenshaw line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions. Don't make a bad situation worse.

Sincerely,

Josie Grant
5033 Marlboro Ave
Los Angeles, CA 90044

11/3/2009

Response to comment 30-161.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-162.Eddie Green .

30-162

30-162

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Eddie Green EMAIL: _____

ADDRESS: 3391 W. Hillman PHONE: 323 677-6231

COMMENTS: Keep IT UNDERGROUND

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-162.

Please refer to Master Response 1 regarding a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-163. Vito Grillo.

30-163

Crenshaw Transit Corridor DEIS/CEIR Comments
Results from Form 1 of Page 010 (C:\STUDIES\crenshaw\comment_Form.htm) Webmaster
Sent: Monday, October 26, 2009 1:14 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/CEIR Comments

FirstName: Vito
LastName: Grillo
Organization: Vito.Grillo@gmail.com
EmailAddress: Vito.Grillo@gmail.com
Street: 3456 Plaza St apt 1/2
City: Los Angeles
State: CA
ZipCode: 90026
Yes: ON
No: ON
Support: LightRail/Transit/LRT/Altoerpativ
Construction: ON
AirQuality: ON
TrafficSafety: ON
VisualEffects: ON
DisplacementofProperty: ON
DisruptionofBusiness: ON
PublicServices: ON
LocalLandUseDevelopment: ON
EconomicImpactsandJobs: ON
SpecificDesignFeatures: ON
Other: ON
HomeZip: 90026
WorkZip: 90095
Liveintheprojectarea?: yes
Workintheprojectarea?: ON
Ownbusinessintheprojectarea?: ON
Commutethroughtheprojectarea?: ON
Other: ON
Bicycle?: ON
CarorTruck?: ON
Bus?: ON
Walk?: ON
Other?: ON
Resident: ON
Business: ON
CommunityorNeighborhoodOrganization: ON
PublicAgency: ON
EnvironmentalOrganization: ON
CivilOrganization: ON
EconomicDevelopmentOrganization: ON
Other: ON
Date: Monday, October 26, 2009
Time: 02:13:57 PM

AdditionalComments:

I feel strongly that the Crenshaw line should be a light rail line. This will, over time, bring the greatest economic development to the area. It is also essential that it connect into the future purple line. Ideally, Metro should make the pink line and the Crenshaw line one. That would facilitate travel from Hollywood thru busy areas such as the Grove/Oldrats Sinai and down into South LA. This will improve the overall ridership numbers for Metro rail and help bring needed jobs and economic development to the Crenshaw corridor. LA is racist and doesn't want people of color travelling to "white" areas, but if LA is to ever come together and work as a community and a city, we must integrate. The Crenshaw line will bring further economic integration. This must be light rail that connects into the purple line at a minimum.

A
B
C

Response to comment 30-163-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. While the extent of the greater economic development potential of light rail transit is uncertain; because the Crenshaw/LAX Light Rail Transit Alternative has a higher capital cost, the economic effects were assumed to be greater than the BRT Alternative.

Response to comment 30-163-B.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The northern extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard (Purple Line) is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. A Feasibility study has been conducted by Metro that indicated that a future northern extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project. Currently, there is also no plan to connect the Crenshaw Line to a future West Hollywood Line (Pink Line). Such a connection could be explored as part of a future planning process. Information related to the Long Range Transportation Plan is available at www.metro.net, following the links to "Long Range Transportation Plan" under the "Projects and Programs" tab. The Crenshaw/LAX Light Rail Transit Alternative is designed such that it does not preclude the future northern extension of the Crenshaw/LAX Transit Line to Wilshire Boulevard.

Response to comment 30-163-C.

Comment noted. Please see response to comment 30-163-B addressing the extension to the Purple Line.



COMMENT: 30-164. Marlene Grinde.

30-164

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name; Organization)

Marlene Grinde

Address (Street, City, State, Zip)

2203 Speyer Lane - Redondo Beach, Ca. 90278

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Option

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Please put the project in E/ Squads where there is perfect open space. Leave the Westchester Playhouse alone! It is a "community" theater.

-OVER-



Response to comment 30-164.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-165. Sarah Gugliano.

30-165

Crenshaw Transit Corridor DEIS/DEIR Comments
 Results from Form 1 of Page projects_studies/crenshaw/comment_forms.htm from Webmeter
 sent: Wednesday, October 21, 2009 3:38 pm
 To: Diaz, Jnderick
 Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

```

firstName: SARAH
lastName: GUGLIANO
organization:
emailAddress: SGUGLIANO@YAHOO.COM
street: 7725 WINDY AVENUE
city: LOS ANGELES
state: CA
zipCode: 90045
YES:
NO:
support: NOImprovementNecessary(No-RUSTDA(terms))
construction: ON
AirQuality: ON
TrafficSafety: ON
VisualEffects: ON
DisplacementOfProperty:
DisruptionOfBusiness:
PublicServices: ON
LocalLandUseDevelopment:
EconomicImpactsandJobs:
SpecificDesignFeatures: ON
Other:
Home?ip: 90045
work?ip: 90047
LiveInTheProjectArea?: YES
workInTheProjectArea?:
OwnBusinessInTheProjectArea?:
CommuteThroughTheProjectArea?:
Other:
Bicycle?:
CarOrTruck?: ON
Bus?:
walk?:
Other?:
Resident:
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other:
Date: Wednesday, October 21, 2009
Time: 05:37:40 PM
    
```

additionalComments:

I do not understand why MTA would include Westchester (Osage area) in the proposal - for either the repair facility, station, or park-and-ride - when El Segundo is a viable and less invasive option.

Westchester is a residential family community that would be adversely effected by this development. A park-and-ride on 83rd would be detrimental to the neighborhood - how would MTA handle the increased traffic that would most definitely result from a park-and-ride? And the effect this traffic would have on our homes, pets and schools that line this route? What about the increased need for security and neighborhood patrol?

Regarding the proposed repair facility (although a better option than the park-and-ride, it still does not make sense when El Segundo would not be impacted at the same level as Westchester - e.g. it is already industrial and it is proposed to go in a lot that is currently empty). How will MTA address the effect of the complete closure of Windy Avenue? MTA will have to make sure they take care of the neighborhood and pay attention to noise-levels, traffic levels through the homes and by the schools on Windy Avenue, and you will, again, have to address security. These proposals will no doubt lead to a greater number of people trafficking and being near the neighboring homes.

As a first-time homeowner that has already suffered greatly from the tough economic times, MTA must STRONGLY consider the effect this will have on the property value of the homes in the Osage and surrounding communities. The impact could very well be devastating, to add to the losses that we might never recover.

If you have to move forward with this proposal - PLEASE LEAVE WESTCHESTER ALONE and DO THIS IN EL SEGUENDO where it will not impact the homes and lives of many families in the Osage area.

A
B
A



Abbott, Matthew

From: Guigliano, Sarah C. [sguigliano@seyfarth.com]
Sent: Wednesday, October 21, 2009 5:08 PM
To: Diaz, Rodenck
Cc: Guigliano, Sarah C.
Subject: COMMENT FORM - Crenshaw Transit Corridor Project

Attachments: MTA Comment Card.pdf

MTA Comment Card.pdf (35 KB)

Attached please find my comment form for the above-referenced project.

Please confirm receipt:

<MTA Comment Card.pdf>

Regards,

Sarah C. Guigliano | SEYFARTH SHAW LLP
2029 Century Park East, Suite 4100
Los Angeles, CA 90067
Ph: (310) 201-1555 | Fax: (310) 280-0219
sguigliano@seyfarth.com
www.seyfarth.com

- o Please consider the environment before printing this e-mail or any attachments.
- o

Any tax information or written tax advice contained herein (including any attachments) is not intended to be and cannot be used by any taxpayer for the purpose of avoiding tax penalties that may be imposed on the taxpayer. (The foregoing legend has been affixed pursuant to U.S. Treasury Regulations governing tax practice.)

The information contained in this transmission is attorney privileged and/or confidential information intended for the use of the individual or entity named above. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited.



**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Sarah Guigliano

Address (Street, City, State, Zip)

7725 Hindry Avenue, Los Angeles, CA 90045

Email (enter address to receive periodic project updates)

squigliano@yahoo.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvement:
 - Transportation Systems Management (TSM) Alternative
 - No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other _____

Comment (please print):

I do not understand why MTA would include Westchester (Osage area) in the proposal - for either the repair facility, station, or park-and-ride - when El Segundo is a viable and less invasive option.

Westchester is a residential family community that would be adversely affected by this development. A Park-and-Ride on 63rd would be detrimental to the neighborhood - how would MTA handle the increased traffic that would most definitely result from a park-and-ride? And the effect this traffic would have on our homes, pets and schools that line this route? What about the increased need for security and neighborhood patrol?

Regarding the proposed repair facility (although a better option than the park-and-ride, it still does not make sense when El Segundo would not be impacted at the same level as Westchester - i.e. it is already industrial and it is proposed to go in a lot that is currently empty). How will MTA address the effect of the complete closure of Hindry Avenue? MTA will have to make sure they take care of the neighborhood and pay attention to noise-levels, traffic levels through the homes and by the schools on Hindry Avenue and you will, again, have to address security. These proposals will NO DOUBT lead to a greater number of people trafficking and being near the neighboring homes.

As a first-time homeowner that has already suffered greatly from the tough economic times, MTA must STRONGLY consider the effect this will have on the property value of the homes in the OSAGE and surrounding communities. The impact could very well be devastating, to add to the losses that we might never recover.

If you have to move forward with this proposal - PLEASE LEAVE WESTCHESTER ALONE and DO THIS IN EL SEGUNDO where it will not impact the homes and lives of many families in the Osage area.

- OVER -



Comment (continued):

Multiple horizontal lines for writing a comment.

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? 90067

Do you: (check all that apply)

<input checked="" type="checkbox"/> Live in the project area?	<input type="checkbox"/> Commute through the project area?	<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other? _____	<input checked="" type="checkbox"/> Car or Truck?	<input type="checkbox"/> Walk?
<input type="checkbox"/> Own a business in the project area?		<input type="checkbox"/> Other _____	

How do you regularly travel in the project area?
(check all that apply)

AFFILIATION

Resident Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:
rdiazrodriak@metrol.net

Project Hotline
(313) 932-2735

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-165-A.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-165-B.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-166. Charlotte Gunter.

30-166

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization):
Charlotte Gunter, Kentwood Players Westchester Playhouse

Address (Street, City, State, Zip):
8301 Airway, Westchester, CA 90045

E-mail (enter address to receive periodic project updates)

Would you like to be added to our project mailing list?

YES NO

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (NoBuild Alternative)
- Minor Improvements (Transitway System Management (TSM) Alternative)
- No Opinion

My thoughts about:
(check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

*Leave The Kentwood Players -
Westchester Playhouse Above -
The El Segundo location looks
like a natural with no
relocation involved.
No impact on property values
nearby when El Segundo location
is chosen.*

OVER



Response to comment 30-166.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-167. Alan Guttman.

30-167

Abbott, Matthew

From: anguttman@aol.com
Sent: Monday, October 26, 2009 8:17 AM
To: Diaz, Rodenck
Subject: Crenshaw Metro Line Proposal

Dear Metro Board of Directors

I am writing to ask you to modify the current proposal to construct part of the Crenshaw Blvd. Metro line "at grade". This particular area see a tremendous amount of student, family, commuter, and residential pedestrian and automobile traffic throughout the day. One need only be reminded of the numerous at-grade safety issues and incidents that have arisen on the Metro Blue Line along the Alameda corridor. I strongly urge you to reconsider the current proposal and to redesign the Crenshaw line to be underground for its full length. Thank you for listening to my concerns and for considering my suggested solution.

Yours truly,
Alan Guttman, View Park Homeowner
3716 Lorado Way
Los Angeles, CA 90045
(323) 627-6770

11/3/2009



Response to comment 30-167.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 1 for a below-grade segment along the full length of Crenshaw Boulevard.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

Please refer to Master Response 5 for traffic methodology and analysis.

COMMENT: 30-168. Yvonne Harriston.

30-168

Abbott, Matthew

From: Yvonne Harriston [yharriston@westangelescdc.org]
Sent: Monday, October 26, 2009 1:01 PM
To: Diaz, Roderick; crenshaw@fixexpo.org
Cc: 'Claudia Douglas'
Subject: FW: Urgent by 5pm Monday, October 26th

Dear MTA Board of Directors

Please keep the Crenshaw Line underground on Crenshaw Blvd. for the safety of the children at Crenshaw High School and View Park Preparatory. Also, traffic already backs up in both directions on Slauson and will make a bad situation worse. Treat us the same as you intent to treat the Wilshire community.

Respectively submitted,

Yvonne M. Harriston, PhD Candidate
Senior Director of Community Programs & Services
West Angeles Community Development Corporation
6028 Crenshaw Blvd.
Los Angeles, CA 90043
(323) 751-3440, ext.21 Fax (323) 751-7031
yharriston@westangelescdc.org

11/3/2009



Response to comment 30-168.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-169. B. Hall.

30-169

Abbott, Matthew

From: Bee Hall (b7hall@yahoo.com)
Sent: Friday, October 23, 2009 12:09 PM
To: Dirz, Rodenick
Subject: Crenshaw line

The area from Crenshaw High School to Slauson is too heavily traveled by children (ages 9 to 18) to not have the line underground. Crenshaw has at least 2,000 youths and the View Park Prep school has a high number.

X

The Slauson/Crenshaw intersection is one of the most dangerous in the city. Check it out with LAPD the number of accidents v the rest of the city.

B

Do the right thing for safety and respecting this community as much as you respect other communities.

C

B Hall
323-295-9744

11/3/2009

**Response to comment 30-169-A.**

Crenshaw High School contains approximately 2,000 students aged 14 to 18 and is located more than 400 feet from the proposed alignment along Crenshaw Boulevard. Field observations were conducted on June 2, 2009 at 50th street and Crenshaw Boulevard during peak pedestrian activity which occurred over a twenty-five minute period after the close of school. Approximately 90 students (5 percent) were observed to cross Crenshaw Boulevard to the west. View Park Prep is a charter high school (ages 14 to 18) with an approximate enrollment of 300 and is located adjacent to the alignment on the northwest corner of the Crenshaw Boulevard and Slauson Avenue. Charter schools typically have a lower percentage of students walking to and from school. Using the same percentage of students walking as Crenshaw High School, approximately 15 students could be expected to cross Crenshaw Boulevard after school. This volume of pedestrian activity would not adversely affect the existing pedestrian volumes. Achieving pedestrian safety near the operation of a light rail transit line is the result of several conditions, including safety oriented design, light rail operator training, and public education. When the light rail transit line is at-grade, it would operate in a semi-exclusive right-of-way separated from automobile traffic by a raised curb. Pedestrians are permitted to cross the street at designated crosswalk locations during protected pedestrian signal phases in which light rail vehicles are not present. Pedestrian safety along the proposed LRT line will involve gated crossings controlled using current Metro standards for crossings. Each crossing will be reviewed during design based on the California Public Utilities Report “Pedestrian – Rail Crossings in California”. Pedestrians crossing Crenshaw Boulevard across the LRT tracks will be controlled using normal pedestrian traffic signal indications; adequate crossing times will be provided at the traffic signals for pedestrians to cross the street at a normal walking pace. A pedestrian refuge area will be provided in the median at all crossings of the LRT tracks to provide a space for pedestrians to wait out of traffic and off the tracks should they not be able to complete their crossing of Crenshaw Boulevard during one signal phase. Each crossing was evaluated for pedestrian safety based on site visits and engineering design. The evaluation resulted in a list of design modifications and mitigation measures identified in the Safety and Security Section of the FEIS/FEIR to improve the level of safety at crossings. The final determination of safety measures to be implemented near school zones is determined through consultation and approval by the California Public Utilities Commission.

Response to comment 30-169-B.

The LADOT collected traffic volume data for 2,147 intersections in the City of Los Angeles for 2009. The Crenshaw/Slauson intersection was the 11th busiest intersection with a volume of 42,779 automobiles. The busiest intersection was located in West Los Angeles and had a volume of over 122,000 automobiles. The accident rate at intersections is the result of several factors, including, but not limited to automobile volumes, pedestrian activity, line of sight visibility, safety treatments, and driver behavior. The Crenshaw/LAX Transit Corridor Project, at the direction of the California Public Utilities Commission (CPUC), and in coordination with the Los Angeles Department of Transportation (LADOT), would incorporate pedestrian safety treatments, listed in Section 4.14, Safety and Security, of the FEIS/FEIR that would minimize pedestrian/vehicle conflict with the light rail operations. The treatments identified for the intersection have been developed by Metro in coordination with these State and local agencies.

Response to comment 30-169-C.

Please refer to Master Response 9 for grade separations and environmental justice.



COMMENT: 30-170.Ronald P. Hall .

30-170

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Ronald P. Hall EMAIL: Ronofix@ic@metro.com
ADDRESS: 1003 Bryndhurst ave LA CA 90016 PHONE: (323) 822-6785
COMMENTS: This Neighborhood would not be right or
respected with a hole ground rail way

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-170.

Please refer to Master Response 9 for grade separations and environmental justice.



COMMENT: 30-171. Demille Halliburton.

30-171

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Demille Halliburton EMAIL: demilleh@yahoo.com

ADDRESS: 3745 Grayman Ave LA 90018 PHONE: _____

COMMENTS: I want this line to be safe and
underground @ key intersections.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-171.

Please refer to Master Response 1 for a below-grade segment along the full length of Crenshaw Boulevard.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-172. Sally Hampton.

30-172

Abbott, Matthew

From: Sally Hampton (sallyhampton11@gmail.com)
Sent: Saturday, October 24, 2009 6:27 PM
To: crenshaw@fixexpo.org
Cc: Diaz, Rodenick
Subject: Expo line at Crenshaw Comments of resident

My name is Sally Hampton and I am a 30 year resident of Windsor Hills/View Park. I feel strongly that children attending Crenshaw High, View Park and many of the child care centers as well as all our citizens should have equal protections as those afforded in other areas where the Expo line will go above or below grade. Please also consider the already heavy traffic on Slauson which backs up daily in both directions. It takes me more than twice the time to get home on Slauson during peak hours. We need to improve, not exacerbate this problem.

If designed and built with the safety and convenience of the citizens, this project can provide tremendous benefit to our community for decades. Please avoid potential tragedy and problems which will cost us all more in the end. Invest for the long term, not the short term to serve us all.

Thank you

Sally Hampton
5574 Oxnester Drive
Los Angeles, CA 90044
323-299-1487

11/3/2009



Response to comment 30-172-A.

Please refer to Master Response 9 for grade separations and environmental justice.

Response to comment 30-172-B.

Please refer to Master Response 5 for traffic methodology and analysis.



COMMENT: 30-173.Sally Hampton .

30-173

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Sally Hampton EMAIL: sallyhampton11@gmail.com
ADDRESS: 5574 Dnacrest Dr. PHONE: 323-299-1487
COMMENTS: Below grade on Crenshaw! We want
our community protected.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-173.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-174. Demetrius Hadnot.

30-174

CUT AND SEND

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Demetrius Hadnot EMAIL: demetrius.hadnot@comcast.net
ADDRESS: 13700 Leimah Ave # 13 PHONE: (310) 916-5018
COMMENTS: We want the underground subway

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-174.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-175. Virginia Harper.

30-175

Abbott, Matthew

From: Damien Goodmon (damienw1@gmail.com)
Sent: Monday, October 26, 2009 2:59 PM
To: Diaz, Rodenick
Subject: Fwd: Crenshaw Rail Underground

----- Forwarded message -----

From: Virginia Y. Harper <vyharper@worldnet.att.net>
Date: Mon, Oct 26, 2009 at 2:49 PM
Subject: Crenshaw Rail Underground
To: crenshaw@fixespo.org
Cc: ROYALLEPROPERTIES@att.net

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also:

traffic already backs up in both directions on Glendon. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire.

community

Sincerely,

Virginia Harper

1911 Vista Del Oro Avenue

Los Angeles, California 90004

11/10/2009



Response to comment 30-175.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-176. Bill Hared.

30-176

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Bill Hared, Kentwood Players, Westchester Playhouse

Address (Street, City, State, Zip)

8131 Ramsgate Avenue, Los Angeles, CA 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation System Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

As a past president of Kentwood Players, I have to plea for locating in El Segundo. At the meeting I attended someone used the phrase "No Brainer." I concur. Go to El Segundo. Leave Kentwood Players ALONE.

-OVER-

Response to comment 30-176.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-177. Lydia Hart.

30-177

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Lydia Hart EMAIL: cutit@yuba.com

ADDRESS: 3411 1/2 - 3415 West 43rd Place PHONE: 323 292-1415

COMMENTS: I support & request MTA study the People's Option
for the entire Crenshaw Blvd. portion of the line to be built
underground, plus a station at Crenshaw Ave.
In the interest of the seniors & youth & their safety

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@tlxexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-177.

Please refer to Master Response 4 regarding the People's Choice Alternative.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-178. Alan Havens.

30-178

10/24/2009

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and (use additional sheets of paper, if necessary, give this form to project staff or mail to Metro (see directions on reverse).

Name (First & Last/Name, Organization)

ALAN D. HAVENS

Address (Street, City, State, ZIP)

201 S. IVANITA AVE., #220 / LA, CA 90094

E-mail (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

P. 1

THIS COMMENT RELATES TO:

I fully support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements:
 - Transportation System Management (TSM) Alternative
 - No Changes

My thoughts about (check any or all that apply):

- Emission
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effect
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other: SPEED/TRAVEL TIME

RISE COMFORT, OVER ARRANGEMENTS & USE

Comment (please print):

MY NAME IS ALAN HAVENS. I WORKED FOR 22 YEARS AS SUGAR TRANSIT / GOODS MOVEMENT. I STRONGLY SUPPORT LIGHT RAIL FOR THE GREENING DANGER, BASED ON TRAVEL TIME, COMFORT, SPEED, & SAFETY.

SAFETY - LRV'S HAVE 3 KINDS OF BRAKES, NOT ONE LIKE THE BUSES. NO MAXIMUM SPEED 60 OR 65 MPH.

NOISE - SOMEONE AT THE WILSHIRE MEETING SAID BUSES WOULD BE QUIETER. BUT, THIS IS ONLY IF THEY ROLL SLOWLY THROUGH GRADE CROSSINGS TO MATCH LRT SPEEDS YOU NEED GATES AND LIGHTS AT CROSSINGS, TO REDUCE NOISE.

DIRECTIONAL GRADE OR XING WARNING DEVICES CAN BE USED FOR HORNS, BELLS, & VIBR MESSAGE.

RISE QUALITY - ALL 3 KINDS OF LRV'S VIA BUSES PROVIDE A COMFORTABLE RIDE.

IN COMPARISON, ARTICULATED BUSES, SUCH AS THE MASH BUS, PROVIDE A BUMPY RIDE, JUST BEHIND THE CENTER AXLE AT THE ARTICULATION JOINT.

ON-AND-OFF - LRV'S HAVE 4 DOORS ON A SIDE THAT IS 8 DOOR OPENINGS ON A SIDE, ARTICULATED BUSES HAVE 3 DOORS = 3, PLUS 2 DOORS AND 2 OPENINGS. FIRST DOOR NEAR THE DRIVER -

A
B
C
D

I SPoke IN PUBLIC AT INGLEWOOD MTC, -10/3/09 (10am-noon). I UNDERSTAND MY COMMENTS WERE DIFFICULT FOR STAFF TO HEAR IN THE BACK WHERE I WAS, SO I DECIDED TO HAND WRITE THEM IN THE FRONT OF THEM.



PAGE 2

Comment (continued):

IS AT AN ANGLE. OK IF YOU FIGURE OUT HOW TO PUSH PLATFORM
 AWAY OTHER WISE LAD IS ~~THE~~ SUPERIOR. OH YES THE SLIDING
 PLUG IS 37 DASH OF TIME BUT CAN GET JAMMED IN CRABS
 → SO GO WITH LRT!

TELL US ABOUT YOURSELF

What is your home zip code? 91044 Work zip code? 91044 ²⁰¹⁰ RESIDES BUT WORKS IN 91017

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other: _____

How do you regularly travel in the project area?
 (check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other: _____

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other: _____

Thank You!

Give this form to project staff or return to Metro.

701
 Postal Mail
 Frederick Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 Mail Stop: 99-22-3
 Los Angeles, CA 90012-2957

Email:
 942mdm@metrolink.com

Project Hotline
 (213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.





Metro



Alan D. Hovens
202 S. Inglewood Ave. Apt. 2-211
Los Angeles, CA 90004

0000 WHISELES 10/19/00

15 OCT 2009 PM 3 11



MR. FREDERICK DIAZ - FWA STATION 99-22-3
- PROJECT MANAGER - CRENSHAW CORRIDOR
LA COUNTY METROPOLITAN TRANSIT
AUTHORITY

ONE GATEWAY PLAZA
LOS ANGELES, CA

90012-2952

Response to comment 30-178-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 6 for the selection of the locally preferred alternative.

Response to comment 30-178-B.

Comment noted. Because light rail vehicles would be operating in the median of Crenshaw Boulevard, they will operate at maximum speeds of 35 mph to insure the safety of surrounding motorists and pedestrians.

Response to comment 30-178-C.

Comment noted. Noise control measures at grade crossings will be designed to minimize effects to surrounding sensitive receptors.

Response to comment 30-178-D.

Comment noted.

Response to comment 30-178-E.

Comment noted. Metro appreciates the participation at public meetings and the sharing of views and input from the commenter as it is an important part of the planning process.



COMMENT: 30-179. Yudette Hayes.

30-179

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see instructions on reverse).

Name (First & Last Name; Organization)

Yudette Hayes

Address (Street, City, State, Zip)

4900 CRENSHAW Blvd L.A

E-mail (e-mail address; do not use periodic project updates)

Would you like to be advised to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessity (No-Build Alternative)
- Minor Improvements (Transitway System Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Residents
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other: Lost of Business

Comment (please print):

I AM AWARE OF YOUR TRICKS IN YOUR WORDING "ALTERNATIVE" WHICH MEANS YOU WILL DECIDE TO PUT THE RAIL DOWN. CRENSHAW BLVD. (ANYWAY)

THIS IS OUR STORY HERE ON CRENSHAW JUST LIKE OLD PASADENA THIS IS OLD CRENSHAW DISTRICT. "NO RAIL RUNNING DOWN CRENSHAW"

WE DONT NEED YOUR GREED AND DESTRUCTION WE NEED AND WILL FIND SOMEONE THAT RESPECTS OUR AREA WITH JOBS AND BUILDING IMPROVEMENTS WITHOUT CLOSING SMALL BUSINESSES, TAKING OVER OUR COMMUNITY, AND REMOVING OUR DOLLARS BY CORPORATE GREED. "NO RAIL DOWN CRENSHAW"

MY FAMILY HAS BEEN ON CRENSHAW AND LIVING AROUND THE SAME AREA FOR MORE THAN 40 YEARS, WE HAVE FELT MANY EARTHQUAKES, SO A UNDERGROUND RAIL WOULD WEAKEN THE FOUNDATION. YOU MUST BE CRAZY TO THINK ANY RAIL WOULD WORK HERE.

LIVER



Comment (continued):

BRING MORE POLICE MEANS MORE COP KILLINGS ON AND AROUND
 THE RAIL. WE DO NOT WANT THIS ON CRENSHAW BLVD.
 "NO RAIL RUNNING DOWN CRENSHAW BLVD"

IF YOU PUT A RAIL DOWN CRENSHAW BLVD AGAINST
 THE WILL OF THE COMMUNITY MANY PEOPLE
 WILL LOSE THEIR POSITIONS, WILL BE VOTED OUT
 OF OFFICE. THE NAMES WILL BE POSTED OF THOSE
 WHO ARE NOT "REPRESENTING" THE COMMUNITY.

ONCE AGAIN, JUST LIKE BEFORE, WE DO NOT
 WANT A RAIL ON CRENSHAW BLVD.

TELL US ABOUT YOURSELF

What is your home zip code? 90043 Work zip code? 90043
 Do you (check all that apply):
 Live in the project area? Commute through the project area?
 Work in the project area? Other? School
 Own a business in the project area?
 How do you regularly travel in the project area? (check all that apply)
 Bicycle? Bus?
 Car or Truck? Walk?
 Other:

AFFILIATION

Resident Business
 Community or Neighborhood Organization
 Public Agency
 Environmental Organization
 Civic Organization
 Economic Development Organization
 Other:

Thank You!

Give this form to project staff or return to Metro

Postal Mail
 Brendan Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 33rd Street, 33rd Fl.
 Los Angeles, CA 90012-0957

Email
 (brendan.diaz@metrola.org)
 Project Hotline
 (213) 822-7234

Folks: 10-7-09 6:19 PM

Comments must be received by October 26, 2009, 5:00 p.m.



**Response to comment 30-179-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability.

An Alternatives Analysis was completed during the preparation of the Draft EIS/EIR to identify the transit alternatives to be evaluated in the DEIS/DEIR. The results of the Alternatives Analysis is presented in Chapter 2, Alternatives Considered, of the DEIS/DEIR. This analysis used criteria including but not limited to, regional connectivity, ridership, and cost-effectiveness to compare the different modes of transit and alignment options and determine which alternatives would be carried forward for further analysis into the DEIS/DEIR. The Alternatives Analysis identified that a light rail transit and a bus rapid transit alternative be studied for further consideration based on the evaluation criteria. The two alternatives identified for further study in the Alternatives Analysis, along with a No Build Alternative and a Metro adopted Alternative underwent a comprehensive environmental review in the DEIS/DEIR. Please refer to Master Response 6 for the selection of the locally preferred alternative.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

Response to comment 30-179-B.

Comment noted. The project traverses the Newport-Inglewood Fault Zone. The project would not result in an increased exposure to the risk associated with fault lines, nor would it exacerbate pre-existing seismic conditions. However, it would be more vulnerable to damage from ground shaking during an earthquake. This was determined to be a potentially significant impact. However, Mitigation Measure **GEO6** in Section 4.8.2.9 of the FEIS/FEIR would ensure that the design of the light rail transit system shall identify design specifications for maintaining structural integrity under static and seismic loading and operational demands. This would reduce potential seismic impacts to less-than-significant levels.

There is no documented evidence that light rail brings more criminals into an area than the existing bus system. Metro is aware that structures, walls, and fences associated with a light rail system may be targets for graffiti “taggers” and the operation of the Project would include plans for security and maintenance personnel to minimize this potential problem. Metro has an active system in place to apprehend taggers and has a Cleanliness (Graffiti Abatement) policy that it follows. The program includes graffiti removal programs, vandalism repair and replacement, new capital expenditures, educational outreach, community involvement, and aggressive law enforcement.

Response to comment 30-179-C.

Comment noted. During the extensive public participation process, Metro received overwhelming support for transit improvement within the Crenshaw Corridor. Of this support, an overwhelming majority favored the Crenshaw/LAX Light Rail Transit Alternative. The selection of the Light Rail Alternative as the Locally Preferred Alternative supports the general consensus of the community for a light rail project.



COMMENT: 30-180. Wanda Hazure.

3d-280

CUT AND SEND

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: WANDA HAZURE EMAIL: WHAZURE4@yahoo
ADDRESS: 6030 Crenshaw Blvd #330 PHONE: 323 731 3983
COMMENTS: The People Option

MUST BE SENT TO MTA BY OCT 26, SO PLEASE RETURN BY OCT 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-180.

Please refer to Master Response 4 regarding the People’s Choice Alternative.



COMMENT: 30-181. Sandra Heaath.

30-181

Abbott, Matthew

From: Pryor, Heath, Sandra D [sandra.pryor@heath@verizonbusiness.com]
Sent: Tuesday, October 27, 2009 | 3:39 PM
To: Diaz, Rodenick, crenshaw@fixexp.org
Subject: Re: Crenshaw Line

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Please take into consideration our children and with more traffic above ground between 48th and 55th at a Metro Line it will only cause more harm. Please do not put the portion above ground near any schools. Please really take the children into consideration.

Sincerely,

Sandra Heaath

5715 South Ridge Ave

Los Angeles, California 90043

11/3/2009



Response to comment 30-181.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety and traffic at Slauson Avenue.



COMMENT: 30-182. Patricia Hebert.

30-182

Abbott, Matthew

From: Damien Goodrich (damienw1@gmail.com)
Sent: Monday, October 26, 2009 5:14 PM
To: Diaz, Rodenck
Subject: Fwd: Underground Metrorail

----- Forwarded message -----
From: Patricia Hebert - phiebert@westanycycles.edu.org
Date: Mon, Oct 26, 2009 at 5:14 PM
Subject: Underground Metrorail
To: crenshaw@fixexpo.org

October 26, 2009

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep.

Also traffic already backs up in both directions on Station. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

11/10/2009



Sincerely,

Patricia Hebert

6028 Crenshaw Blvd.

Los Angeles, CA 90043

Patricia Y Hebert

Senior Housing Counselor

West Angeles Community Development Corporation

6028 Crenshaw Blvd.

Los Angeles, CA 90043

(323) 751-3340 ext. 19

phebert@westangelescd.org

11/10/2009

Response to comment 30-182.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-183. J. Maxie Hemmans.

00-1000

Abbott, Matthew

From: J. Maxie Hemmans (jmaxie.hemmans@verizon.net)
Sent: Wednesday, October 28, 2009 3:09 PM
To: Diaz, Rodenick
Cc: crenshaw@fvxexpo.org
Subject: Request MTA to keep the entire Crenshaw Blvd portion of the Crenshaw Line underground

Date MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Station. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

J. Maxie Hemmans
Dorsey High School Teacher for 15 1/2 years
19314 Scooby Ave
Carson, CA 90746

11/3/2009

Response to comment 30-183.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-184. Mary Henderson.

30-184

Abbott, Matthew

From: Mary Henderson [mhenders@usc.edu]
Sent: Monday, October 26, 2010 9:36 AM
To: Diaz, Rodrick
Subject: Crenshaw Line

Dear MTA Board of Directors

Please keep the Crenshaw Line underground on the way to LAX, for the safety of the children at Crenshaw High School and View Park High. Also traffic already backed up in both directions on the surface. Don't make a bad situation worse. Treat us the same as you intend to treat the Hispanic Community.

Sincerely,

Mary Henderson
3011 W 104th St

Response to comment 30-184.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-185. Dona Henry.

30-185

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: DONA HENRY EMAIL: _____

ADDRESS: 60-14 10th Ave PHONE: 323 753-2101

COMMENTS: Keep metro under ground we need Crenshaw that's up above
we need have it think about the children & the older people
that's not up and down Crenshaw every day

A

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-185.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-186. Joaquin Hernandez.

30-186

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Joaquin Hernandez EMAIL: _____

ADDRESS: 709 W. 42nd place LA 90037 PHONE: 323-806-620-2091

COMMENTS: I am up set that the childrens safety
is being put aside for this train

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-186.

The safety of pedestrians, including school children, was considered in analyzing the environmental effects of the proposed project and will continue to be incorporated into the design and operation of the Crenshaw/LAX Transit Corridor Project. Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-187. Martha Hernandez.

30-187

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Martha Hernandez EMAIL: Martha123-h@yahoo.com

ADDRESS: 209 W. 42nd Place LA CA 90057 PHONE: 323-271-2862

COMMENTS: I have children and I'm concerned about their safety

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-187.

The safety of pedestrians, including school children, was considered in analyzing the environmental effects of the proposed project and will continue to be incorporated into the design and operation of the Crenshaw/LAX Transit Corridor Project. Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-188. Petrona Hernandez.

30-188

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Petrona Hernandez EMAIL: _____

ADDRESS: 709 W. 41st Place LA 90037 PHONE: 323-215-0272

COMMENTS: La Seguridad de los niños debe ser
primero

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: *crenshaw@fixexpo.org* • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-188.

La seguridad de peatones, en particular de estudiantes, fue considerada al analizar los impactos medioambientales del proyecto propuesto y continuará siendo desarrollada en el diseño y la operación del Proyecto de Tránsito Crenshaw/LAX. Para lograr la seguridad de peatones cerca de la operación de trenes, varias medidas se desarrollarán, incluyendo diseños de seguridad, entrenamiento de los conductores de los trenes, y la educación del público. Instalaciones de control de cruce de peatones apropiadas en las intersecciones del tren son importantes para la seguridad del sistema de trenes. Además de marcas de cruces peatonales típicas, instalaciones de control incluyen semáforos, señales, marcas a lo largo de la vía de trenes, barreras anti-peatonales, verjas automáticas, puertas de entrada, y acceso restringido. Cuando la vía de tren cruza la calle, el tren operará en una línea semi-exclusiva, separada del tráfico vehicular por un bordillo elevado. Los peatones podrán cruzar la calle seguramente en cruces peatonales designados mientras no hayan trenes presentes. La seguridad de peatones a lo largo de la vía de tránsito también incluirá cruces con verjas controladas usando los métodos corrientes de Metro. Cada cruce será analizado durante la fase de diseño basado en el informe de la Comisión de Servicios Públicos de California titulado “Cruces de Peatones y Trenes en California.” El cruce de peatones por las vías ferreas en Crenshaw Boulevard será controlado usando señales existentes. Suficiente tiempo para completar el cruce de Crenshaw Boulevard a paso normal será implementado. Un área de “refugio” peatonal será creado en la mediana de la calle para que peatones puedan esperar la próxima señal si no pueden completar su cruce a tiempo. La seguridad de cada cruce de este proyecto fue evaluado individualmente basado en visitas al sitio y en diseño de ingeniería. Esta evaluación resultó en modificaciones de diseño y medidas de mitigación (las cuales fueron identificadas en la Sección “Safety and Security” del EIS/EIR Final) para mejorar la seguridad des estos cruces. La determinación final de las medidas de seguridad que se implementarán cerca de zonas escolares se hará en consulta y aprobación de la Comisión de Servicios Públicos de California.



COMMENT: 30-189. Rosa Hernandez.

30-189

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Rosa Hernandez EMAIL: _____

ADDRESS: 709 W. 42nd Place LA 90037 PHONE: 323-855-3499

COMMENTS: The childrens safety should ~~be~~ come first.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-189.

The safety of pedestrians, including school children, was considered in analyzing the environmental effects of the proposed project and will continue to be incorporated into the design and operation of the Crenshaw/LAX Transit Corridor Project. Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-190. Leyisa Herod.

30-190

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Leyisa Herod EMAIL: _____

ADDRESS: 11800 W 94th St PHONE: (323) 6951082

COMMENTS: _____

STOP THE ~~TRAM~~ TRAM COME DOWN
HER COS IT ANT NO GET FOR TRAFIC

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-190.

Please refer to Master Response 5 for traffic methodology and analysis.



COMMENT: 30-191. Dorothy Herrera.

30-191

Abbott, Matthew

From: Dorothy Herrera (DHerrera@iaila.org)
Sent: Monday, October 26, 2009 11:03 AM
To: Diaz, Rodenick; crenshaw@fixexpo.org
Subject: Crenshaw Line

Dear MTA Board of Directors:

I am a homeowner in the Crenshaw/Leimert/View Park community. I am concerned that the Crenshaw Line be kept underground on Crenshaw Blvd. particularly as it affects the safety of the children at Crenshaw High School and View Park Prep. Additionally, we already have significant backups of traffic in both directions on Slauson as well as Crenshaw. Please make certain that in efforts to improve, the situation is actually worsened. Our community is an important member of the Los Angeles community and the MTA service area. Please treat us with respect and consideration by listening to and incorporating our concerns in your planning and implementation.

Sincerely,

Dorothy Herrera Settlage
5035 Valsey Ridge Avenue
Los Angeles, CA 90043
Dorothyasettlage@gmail.com

11/3/2009

Response to comment 30-191.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-192. Irene Herrera-Stewart.

30-192

Abbott, Matthew

From: Irene Herrera-Stewart (Iherrerastewart@coebos.org)
Sent: Monday, October 26, 2009 1:17 PM
To: Diaz, Rodrick
Subject: Metro Rail

I live at 5459 West Blvd. and am a resident of the Crenshaw community. I support a secure ground rail system along Crenshaw Blvd. I oppose any form of the light rail along Crenshaw Blvd.

1/1

Irene Herrera-Stewart

"Never doubt that a small group of thoughtful, committed citizens can change the world. Indeed it is the only thing that ever has."

Irene Herrera-Stewart
Principal, Rosalind W. Network
Center for Collaborative Education
(310) 889-2934
iherrerastewart@coebos.org

11/10/2009



Response to comment 30-192.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-193. Matthew Hetz.

30-193

Abbott, Matthew

From: Matthew Hetz (fienres333@dslextrame.com)
Sent: Saturday, October 17, 2009 11:15 PM
To: Denny Schneider; Diaz, Roderick; Hetz, Matthew; Rose, Harry; Ken Alpern
Subject: Crenshaw Line, Manchester/Aviation Station
Attachments: 014_11A.jpg; ATT00001.txt; ATT00002; 012_9A.jpg; ATT00003.txt; ATT00004; 008_5A.jpg; ATT00005.txt; ATT00006; 011_8A.jpg; ATT00007.txt; ATT00008; 013_10A.jpg; ATT00009.txt; ATT00010; 018_15A.jpg; ATT00011.txt; ATT00012; 009_10.jpg; ATT00013.txt; ATT00014; 012_13.jpg; ATT00015.txt; ATT00016; 010_11.jpg; ATT00017.txt; ATT00018

I am not an expert on the federal and/or state regulations on turning radii for train stations. However, in the context of a Manchester/Aviation station, some differences need to be presented:

The photo in the Google arial shot is of the existing Harbor Subdivision, which carried freight, it did not carry passenger trains. I remember as a kid sitting in my parent's car at a train crossing at Hindry, or Centinela and Florence, and counting the train cars as they passed. I would, most of the time, make it past one-hundred.

The light rail trains use two or three cars per trip, much less than the freight trains. With a much shorter train length, sharper curves may be possible than now exist at the sweep along Florence/Aviation as it crosses Manchester as shown in the Google photo.

Moreover, the Harbor Subdivision is for heavy rail, which is a much larger gauge. Hence the long sweep of the curve to compensate for the heavy rail gauge and the long trains. It is also single track.

Since light rail is lighter gauge, double tracks are possible where before only tracks were used.

Hence, due to the lighter gauge and shorter car length of light rail, this may make possible turns much tighter than used on heavy gauge as shown the Google arial photo.

On the Blue Line there are turns into and out of stations which are very sharp, close to 90degrees. The stations right before or after these turns are on straights, but immediately past the stations are the curves.

Following are photos I took from two stations which have very sharp curves either going into or leaving the stations.

One is the station at Flower and Washington, downtown Los Angeles, in front of the L.A. Trade Tech,

http://maps.google.com/maps?f=q&source=s_q&hl=en&geocode=&q=los+angeles+trade+tech&sl=33.768327,-118.189486&spn=0.000961,0.001714&gl=us&ie=UTF8&hq=los+angeles+trade+tech&near=&ll=34.0-118.26944&spn=0.001916,0.00342&t=h&z=18

The other is the downtown Long Beach station as it turns onto 1st Street from Long Beach Ave.

http://maps.google.com/maps?hl=en&source=hp&q=long+beach+ca+downtown&ie=UTF8&gl=us&oi=gKJnSvC_C4-AsgPhuaivCQ&ved=0CA8Q8gEwAA&hq=&near=Long+Beach,+Los+Angeles,+California&ll=33.76-118.189486&spn=0.000961,0.001714&t=h&z=19

11/3/2009



The curves in the photos are very sharp and similar curve radii could be incorporated into the curve crossing Manchester as the trains arrive or depart a station south of Manchester and west of Aviation with that station on a straight.

Matthew Hetz

Blue Line Washington and Tower

(11/8/2009)



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT





CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



11/11/11 11:11:11 AM



Metro





CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



INT00002

Other lines (e.g., Orange Line, Blue Line, Green Line, Purple Line, etc.)



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



000000

Blue Line-Valhalla to 61 and 62nd, and 63rd to 64th and 65th, and to
the 66th
in the project 300

000000



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



10/0000

Blue Line Long Beach, 15% of the previous proposed (100% of the
Station platform, 100% of the platform, 100%

10/0000



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



TABLE OF CONTENTS



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



Blue Line-Redondo Station 51 - a 600-foot-long and 100-foot-wide station, including 500
- 510

FROM THE BLUE LINE STATION

- 510 -



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



STATION
LONDON, N.Y. LTD. SEC. OR. CORRIDOR CORRIDOR, DIST. ST. ENVIRONMENTAL
JULY 2011

10111



Response to comment 30-193.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The turn at Manchester Avenue/Boulevard was designed to not preclude the future inclusion of an aerial station near Manchester Avenue/Boulevard. An aerial station across Manchester Avenue/Boulevard would eventually require a straight segment that would reduce the possibility of tighter turns as suggested by the commenter, especially if the third track is still present.

COMMENT: 30-194. Matthew Hetz.

30-194

Abbott, Matthew

From: Matthew Hetz (fhem333@dslextramail.com)
Sent: Friday, October 23, 2009 9:09 AM
To: Diaz, Roderick
Cc: Denny Schneider, stugarrison@caltrans.com, Strumpell, Kent, Hetz, Matthew, Paul Backstrom, Laura McLennan@lacity.org, kentwoodrwa@aol.com, 'Jarard Whight', Ross, Harry, Ken Alpern, Denny Schneider, Darrell Clarke, Reed, Bart, Jim Kennedy
Subject: Crenshaw Corridor DEIS/DEIR Comments with photos
Attachments: 002_16.jpg, ATT00001.txt, ATT00002, 003_15.jpg, ATT00003.txt, ATT00004, 012_3.jpg, ATT00005.txt, ATT00006, 010_5.jpg, ATT00007.txt, ATT00008, 015_19.jpg, ATT00009.txt, ATT00010, Portland airport Picture.pdf, ATT00011.txt, ATT00012

To: Roderick Diaz, Project Manager, Crenshaw Line Corridor

re: Comments on the DEIR/DEIS proposals

I have been a transit rider since 1992. I began riding out of environmental concerns from air pollution. Since then the environmental hazards of pollution from vehicles has become even more widely known which increase my commitment to mass transit.

Air pollution is still a factor, but now there is more knowledge about the damage to the global environment from vehicles emitting carbon gases; the damage to the oceans from vehicle exhaust, particularly carbon gases, and urban runoff to the oceans and waterways from road. There are also the national security issues of dependence upon foreign oil for vehicles; the problems of the end of oil; and the problems of a carbon based society to power cars/truck/SUVs.

Since riding transit on a regular basis, I've also changed my driving habits, and changed my perspective on driving. In short, most of the time driving in Southern California is a pain. Indeed, the increasing gridlock of Los Angeles County threatens the area not only environmentally, but also economically.

Employees waste time in their commutes. Those whose work demands a lot of vehicle travel waste time and the movement of goods and services becomes more and more inefficient.

The environmental and economic health of the region depends upon an area-wide mass transit system. The Crenshaw Corridor is a vital link to creating this system.

Thus, I am in favor of the Crenshaw Corridor. And with my transit riding experiences, I know that light rail is far superior to bus.

I favor light rail for the entire corridor based on:

Efficient use of energy: Light rail can carry many more people than bus per trip.

Ease of riding: From the level entry and exit at light rail stations, to the smoothness of the ride, particularly compared to the stiffness of rapid buses, light rail is far superior for the rider.

Permanence: The rails, once laid, provide a permanence which can be capitalized with surrounding development. This creates a better urban setting.

11/3/2009



However, within that support, I have concerns:

1.) The proposed Maintenance Yard is best suited for Lot D in El Segundo. This is stated in the DEIR. While it is not immediately adjacent to the rail lines, this lot offers more room, more flexibility, it is already located in an industrial area, and does not require the purchase of buildings like in Lot B along Hindry Ave.

B

2.) The Florence Station: This is too distant from the major bus routes on Manchester Ave. It should be located just south of Manchester, west of Florence/Aviation. This would make transfers between rail and bus much easier, and should increase ridership. The Florence Station is not conducive to helping the transit rider with transfers between light rail and bus. Its isolated location could also lead to safety issues for the riders.

C

I do not believe the existing curve of the Harbor Subdivision Line should be used as the basis of a curve for a light rail line, and that very tight curves in the line at that area can be incorporated. There are existing examples of very sharp turns of light rail lines in Los Angeles County.

A. Downtown Los Angeles, Flower Street and Grand Avenue. There is a very sharp curve just before/after the Blue Line Trade Tech Station on Washington Blvd.

D

B. Long Beach Boulevard where the Blue Line turns onto 1st street. This too is a very sharp turn and shows that a similar curve can be incorporated for a station at Manchester and Aviation.

3.) Crossing LAX: While a trench is proposed as the tracks pass along LAX parallel to Aviation Blvd, I question if a trench is necessary. A trench would be very expensive to dig, and would take money away from other areas of the line and from other rail transit projects such as Expo Phase II, the Downtown Connector, and the subway westbound extension.

At the Portland, Oregon, airport, a light rail runs directly to the airport. The Portland light rail line with overhead catenary passes within 50 to 100 yards of the tarmac with planes. I have stood on the tarmac at Portland Airport, boarded an Alaska Airlines plane, and then took off from the airport with the Portland MAX light rail train in use which I could see out of the plane's window, again within 50 to 100 yards.

While I do not know all of the particulars, I fail to see why this is the situation in Portland with the light rail operating very close to planes at Portland Airport without catastrophes is not allowed at LAX with the Crenshaw Line running at grade along Aviation Boulevard as the train enter and depart the existing Green Line Aviation/Imperial Station.

B

I attach photos I took from Portland International Airport in which a light rail train passes within yards of planes on the tarmac. I also post links to Google satellite photos which show the light rail lines, and their electrically charged catenary lines, between the control tower and the airport runways. This aerial photo is also attached as a pdf.

The Google map satellite photo shows the control tower. It is in the center, look for the long, thin shadow running to the left of the photo. The light rail tracks, are seen lower in the photo (NE Airport Way), the light rail station is denoted by the blue icon, and the airport runway is seen with planes on the tarmac. It would appear that light rail is very compatible to airport operations.

Please contact me should any questions arise.

11/5/2009



Metro
Crenshaw Line
Los Angeles

11/5/2011





INTRODUCTION
Background, Purpose, and Need
Project Description
Study Area
Map of Study Area

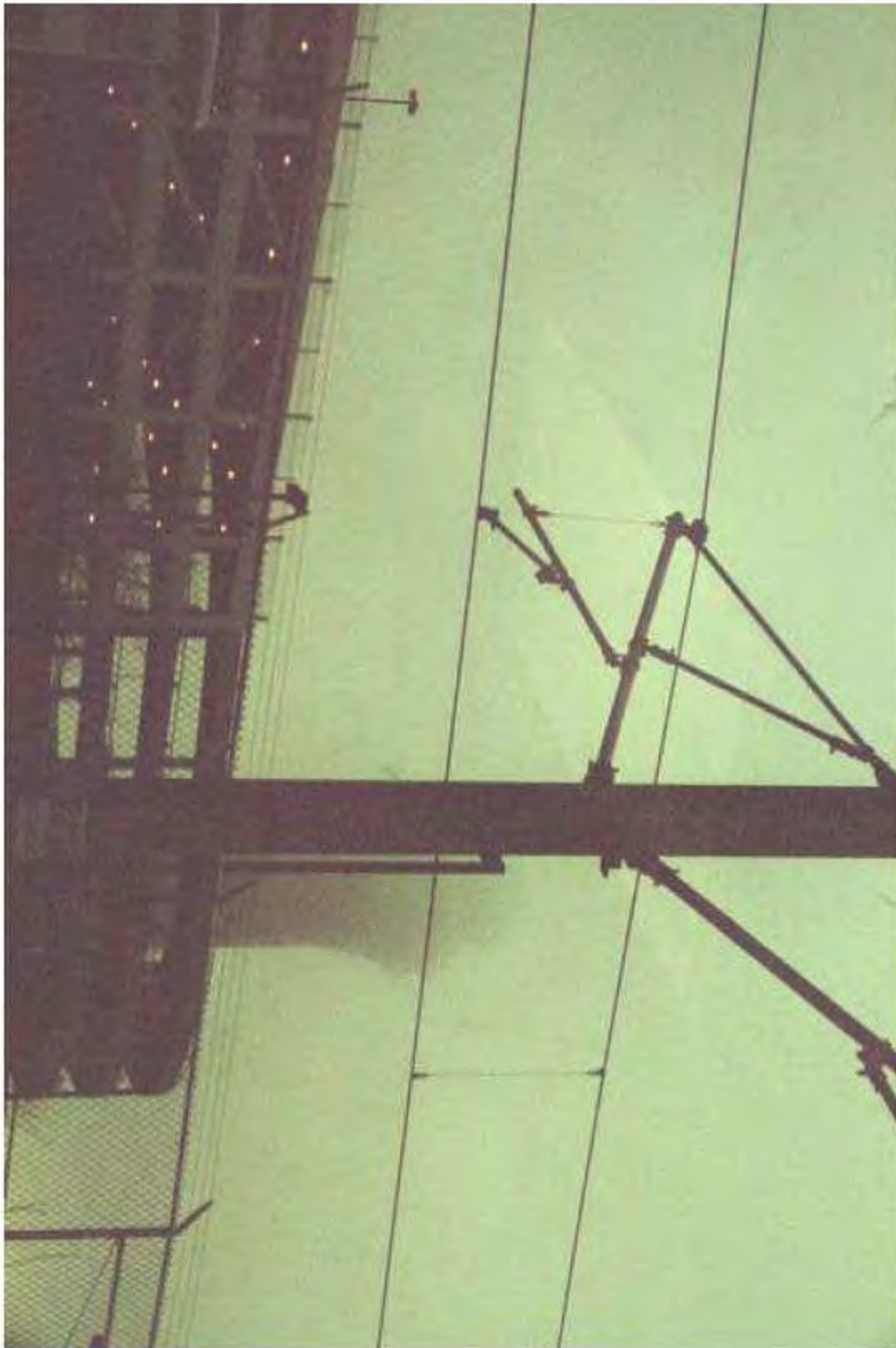




10/00000

10/00000

10/00000



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



TABLE 3-1: SUMMARY OF COMMENTS AND RESPONSES

TABLE 3-1



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



ENR00002

Portland airport, note the planes to the left and the main terminal, parking, and catenary.

Following is the link to a Google map showing the control tower. If it is in the center, look for the long shadow running to the left of the photo, the light rail line and station denoted by the blue icon, and the airport runway with 07/24L on the tower.

-ENR-

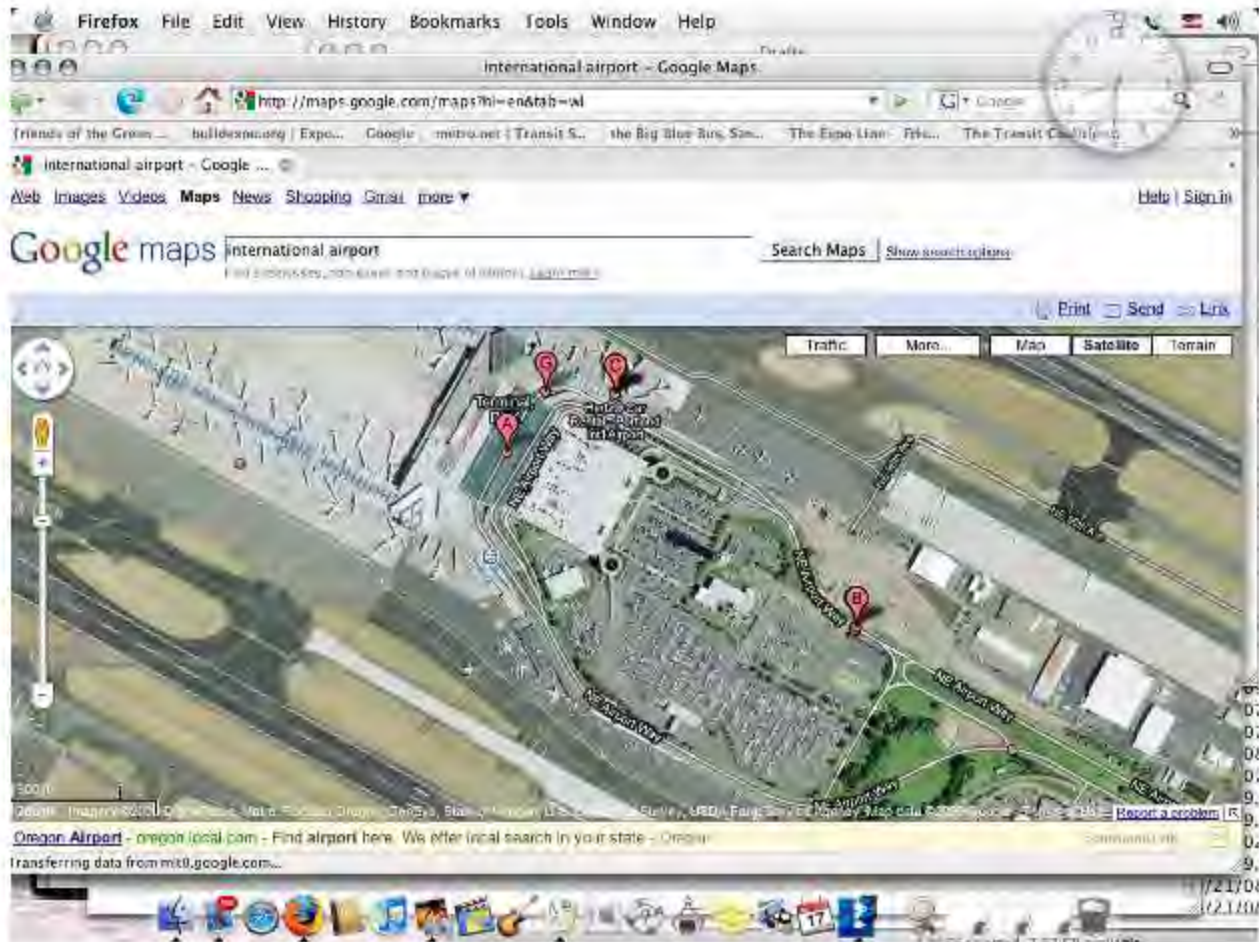


CRENSHAW/LAX TRANSIT CORRIDOR PROJECT



TABLE 3-14: Aerial View of the Project

FIGURE 3-14



Response to comment 30-194-A.

Comment noted. Metro appreciates the views, input, and support from the commenter as it is an important part of the planning process. The Light Rail Transit Alternative was selected as the Locally Preferred Alternative and consideration was given to the reasons cited by the commenter.

Response to comment 30-194-B.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-194-C.

The Optional Manchester Station was removed from the project definition because of low initial ridership projections. The Crenshaw/LAX Transit Corridor Project is being designed so as not to preclude the future inclusion of a future aerial station across Manchester Boulevard that would be proximate to the bus lines running along Manchester Avenue/Boulevard.

Response to comment 30-194-D.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The turn at Manchester Avenue/Boulevard was designed to not preclude the future inclusion of an aerial station across Manchester Avenue/Boulevard. An aerial station across Manchester Avenue/Boulevard would eventually require a straight segment that would reduce the possibility of tighter turns as suggested by the commenter.

Response to comment 30-194-E.

The Federal Aviation Administration discourages land uses that it considers incompatible with airport operation in areas it designates as a Runway Protection Zone. The Crenshaw/LAX Transit Corridor Project alignment crosses a Runway Protection Zone associated with the south runway. While the Portland light rail line the commenter refers to is adjacent to the airport terminal, it never crosses under the flight path of either runway at the Portland International Airport until it is well beyond 3,500 feet from the runways. Similar to LAX, the Portland International Airport does not have any structures within 1,500 feet of the approaches to the runways.



COMMENT: 30-195. Blossom Hicks.

30-195

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Blossom Hicks EMAIL: blossomhicks@yahoo.com

ADDRESS: 7461 E. Palmdale St #4 Palmdale CA 93550 PHONE: 6703-8549 com

COMMENTS: We want the train out this of town underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-195.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-196. E. Hicks.

30-196

CUT AND SEND

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: EURSELL HICKS EMAIL: _____

ADDRESS: 433 W. 64th St. Los Angeles PHONE: _____

COMMENTS: Please have the train to go
under ground
Thank you

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

mta: crenshaw@fixnipo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-196.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-197. Kim Hicks.

30-197

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Kim Hicks EMAIL: Hicks.BIC@mta.net

ADDRESS: 2000 SHERMAN ST SICA PHONE: (408) 512-2661
95728

COMMENTS: Keep it underground on Crenshaw Blvd

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-197.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-198. Cita Hill.

30-198

COPIES SENT

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Cita M Hill EMAIL: _____

ADDRESS: 2208 Crenshaw Ave #2 PHONE: 303-981-1469

COMMENTS: We the people who live, work attend school
in the Crenshaw area want the transit to be under-
ground.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6475 • Address: 911 Ave 78175712 • Los Angeles

Response to comment 30-198.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-199. Marilyn Hill.

30-199

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Marilyn Hill EMAIL: MHill51@yaho

ADDRESS: 504 E. Fairview Bl. PHONE: 310-380-9812

COMMENTS: Please put train under ground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-199.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-200. Roger Hill.

30 / 200

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Roger Hill

Address (Street, City, State, Zip)

7406 Midfield Ave. Los Angeles, CA 90045

Email (enter address to receive periodic project updates)

RHill059@sbcglobal.net

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

I live in Westchester Osage neighborhood and support public transit but these are my concerns:

• Would like the Westchester terminal ^{to} be a small one, without the maintenance yard

• ^{Prefer the} Maintenance yard to be in El Segundo so that less business and jobs are removed from LA tax base.

• I really enjoy the Kenwood Community Play House on Hindry and hope that it could stay.

• If the Westchester station or La Cienega overpass is elevated, it would make it very noisy in the Osage neighborhood of Westchester. ~~Don't want that~~

• If the Manchester overpass which I support is done and the La Cienega overpass which I'm against, are both built. Then the track between the two would probably be elevated because there is not very much distance between the overpasses. ~~Don't want Westchester station to be elevated.~~

- See back page -

Thank you
Roger Hill

-DVER-

Also: Thanks for coming to speak in our community.



Comment (continued):

The BRT I prefer because less money to be spent and it could be changed with less cost in the future. Also could travel a longer distance in the future.

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? Retired

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other? _____

How do you regularly travel in the project area? (check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other? _____

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 Mail Stop: 99-22-3
 Los Angeles, CA 90012-2952

Email:

rdiazroderick@metro.net

Project Hotline

(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.





Metro

44 Third St
1000 North Ave
Downtown, CA 90012-2952

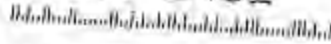
1189 (2009) 1A, 1B
30 OCT 2009 10:11 AM



Roderick Diaz
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA

90012-2952

50012+2952



Response to comment 30-200-A.

The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-200-B.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-200-C.

The Kentwood Community Play House will be preserved, since that site is no longer under consideration for a maintenance and operations facility.

Response to comment 30-200-D.

The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The aerial crossing at La Cienega Boulevard and I-405 would eliminate the need for warning signals and or crossing gates that would be necessary if the Light Rail system were to cross at grade. Noise from a light rail vehicle traveling over La Cienega Boulevard and the I-405 was determined not to result in a significant noise impact to residences within the Westchester community.

Response to comment 30-200-E.

Comment noted. The grade separations at Manchester Avenue and La Cienega Boulevard have been incorporated to avoid potential traffic impacts that would occur if the crossings occur at grade. The track between the grade separation at Manchester Boulevard and the grade separation at La Cienega Boulevard would be at-grade from west of Isis Avenue to east of Glasgow Avenue. The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time.

Response to comment 30-200-F.

Comment noted. Please refer to Master Response 6 for the selection of the locally preferred alternative.



COMMENT: 30-201. Virginia Hill.

30-201

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff on return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Virginia Hill

Address (Street, City, State, Zip)

1028 Acacia St; Los Angeles, CA 90056

Email (enter address to receive periodic project updates)

ginean98@yahoo.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

A bus system would be more economical, more flexible, less disruptive to the affected businesses and homes in the corridor. The buses should be natural gas, electric, or some low-carbon design. The system should focus on efficient transport from the passenger's point of view, and low cost to the passenger.

-OVER-



Response to comment 30-201.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 6 for the selection of the locally preferred alternative.



COMMENT: 30-202. Dawn Hines.

30-202

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Dawn Hines EMAIL: _____

ADDRESS: 17600 Satcoy St PHONE: (562) 212-3796

COMMENTS: Keep the Metrolink underground
on Crenshaw.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-202.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-203. Tina Hirt.

30-203

Abbott, Matthew

From: Tina Hirt (numberzone@ca.rr.com)
Sent: Sunday, October 18, 2009 10:05 AM
To: Diaz, Roderick
Subject: Re: Crenshaw Transit Corridor

Dear Mr. Diaz,

I saw you a few weeks ago in our neighborhood, speaking about your project, the Crenshaw Transit Corridor, you encourage us to fill out comment forms and submit them to METRO. I have done so. I have also sent you a copy of what I submitted for your files.

Thank you.

Tina Hirt

Crenshaw Transit Corridor

Thank you for giving us your feedback. Your input is very important to us. For more information about the Crenshaw Draft Environmental Impact Statement/Draft Environmental Impact Report, please confirm that the following information is correct so that we may contact you.

Name: Tina Hirt

Organization:

Email Address: numberzone@ca.rr.com

Street Address: 7837 Toland Ave

City: Los Angeles

State: Ca

Zip Code: 90045

Additional Comments: 1) How much revenue will be lost by this project in the form of taxes, jobs, etc. And how much revenue would be lost if the maintenance yard is selected in El Segundo? 2) Studio Studios just joined our neighborhood. How much will the light and noise impose on their new enterprise? How much will the light and noise impact the property in El Segundo? 3) What sort of impact will a back-up on the 405 and/or La Cienega do to this maintenance yard? How much impact will traffic impact the property in El Segundo? 4) Westchester would lose a wonderful property in the Kentwood Playhouse. This Playhouse and it's group are a wonderful addition to our neighborhood. What would be done to relocate them in our midst? Would there be a similar loss at the El Segundo site? 5) By placing a maintenance facility so close to LAX and the power plant 2 blocks away - is it not conceivable that this makes terrorism a little bit easier? Would the El Segundo site be as vulnerable? 6) Please

11/3/2009



E	explain why the Westchester site is preferable to the El Segundo site. Please detail in dollars how much each site would cost to obtain and why. 7) Which site is the path to the least resistance? 8) Please describe in detail your plan to block off 83rd street AND provide a detail analysis of emergency exits from the surrounding streets, with this access blocked off.	G H
---	--	--------

For other questions regarding the Crenshaw Transit Corridor Study, contact us at:

Roderick Diaz, Project Manager
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza
 Mail Stop: 99-22-3
 Los Angeles, CA 90012-2952
 Email: diazroderick@metro.net
 Project Hotline (213) 922-2736

[Crenshaw Transit Corridor | DEIS/DEIS Comment Form](#)

11/3/2009

Response to comment 30-203-A.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-203-B.

Please refer to response to comment 30-203-A.

Response to comment 30-203-C.

Please refer to response to comment 30-203-A.

Response to comment 30-203-D.

Please refer to response to comment 30-203-A.

Response to comment 30-203-E.

Please refer to response to comment 30-203-A.

Response to comment 30-203-F.

Please refer to response to comment 30-203-A.

Response to comment 30-203-G.

Please refer to response to comment 30-203-A.

Response to comment 30-203-H.

83rd Street will not be blocked off as part of the proposed project. Please refer to response to comment 30-203-A.



COMMENT: 30-204. Royger Hobson.

30-204

Abbott, Matthew

From: Royger L. Hobson (roygerhobson@sbcglobal.net)
Sent: Monday, October 26, 2009 10:18 AM
To: Diaz, Rodenick
Subject: Crenshaw Line

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Stauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,
Royger Hobson
3716 W. 54th St.

11/3/2009

Response to comment 30-204.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.

COMMENT: 30-205. Woody Hollier.

30-205

**Crenshaw Transit
Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

 Woody Hollier 76th Street (Morningside Park Hyde Park) Block Club

Address (Street, City, State, Zip)

 3010 W 76th Street Inglewood Ca 90305

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

 Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements
- Transportation Systems Management (TSM) Alternative
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

1) I am completely against any plans for the Centinella-Florence crossing that does not include an overpass/elevated passage at this location. I see this as an opportunity to fix this long-standing bottleneck because the trains are switching cars or a very long and slow number of train and box cars passing this crossing. A subpassing right of way would be an alternative.

2) I am very concerned that setting up one of the maintenance facilities must be completely walled-in or not at all. The last thing we need is something else that will bring down or not increase our property value in the neighborhood.

- OVER -

Response to comment 30-205-A.

During the preparation of the DEIS/DEIR, six additional design options were considered and evaluated to assess environmental impacts and address community concerns. Design Option 3 incorporates a grade separation at Centinela Avenue. This design option was incorporated to eliminate potential traffic impacts that were identified in the traffic analysis. This design option was carried forward into the design process for further consideration and review. Additional review found that no significant traffic impacts would occur at Centinela Avenue and, as a result, Design Option 3 was not included as into the project definition.

Response to comment 30-205-B.

Maintenance facility sites are generally located in industrial areas adjacent to a rail line. Because of the minimal environmental impact that these sites typically have, they also are compatible with nearby residential uses. The potential environmental impacts from the maintenance facility for the project are found in the Supplemental Draft Environmental Impact Statement/Recirculated Draft EIR and in the Maintenance Facility chapter of the FEIS/FEIR. Impacts from economic considerations and displacement and relocation were found to occur from the proposed facility. Although property values are not an environmental topic requiring response, there is no documented evidence that the siting of a maintenance site in an industrial area would lower the value of nearby residences.



COMMENT: 30-206. Jita Holsey.

30-206

----- Forwarded message -----
From: Jita Holsey <jholsey@westa.org>
Date: Mon, Oct 26, 2009 at 11:52 AM
Subject: Crenshaw Line
To: "crenshaw@fixexpo.org" <crenshaw@fixexpo.org>
Cc: Claudia Douglas <cdouglas@westa.org>

Dear MTA Board of Directors:

- Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep.
- Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

○ Sincerely,

May God continue to protect and bless you richly in every area of your life.

In His name,

Jita Holsey

Administrative Assistant, to
Dr. Kenneth Hammond, Director

Perfecting Believers

(Ministry)

West Angeles Church of God in Christ

3015 Crenshaw Blvd.
Los Angeles, CA 90008
323/733-8300 X2340

-insert your name-

-insert your address-

11/10/2009

Abbott, Matthew

From: Jita Holsey [jholsey@westa.org]
Sent: Monday, October 26, 2009 11:51 AM
To: Diaz, Roderick
Subject: Crenshaw Blvd.

> Dear MTA Board of Directors,
>
> Please keep the Crenshaw Line underground on Crenshaw Blvd for the
> safety of the children at Crenshaw High School and View Park Prep.
> Also traffic already backs up in both directions on Slauson. Please don't
> make a bad situation worse. Treat us the same as you intend to treat
> the Wilshire community.
>> Sincerely,

In His name,
Jita Holsey
Administrative Assistant, to
Dr. Kenneth Hammonds, Director
Perfecting Believers
(discipleship)
West Angeles Church of God in Christ
3045 Crenshaw Blvd
Los Angeles, CA 90016
323/733-8300 X2349

11/5/2009



Response to comment 30-206.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-207. Joan Hornbecker.

30-207

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

JOAN HORNBECKER

Address (Street, City, State, Zip)

5500 W. 98th ST LA CA 90045

Email (enter address to receive periodic project updates)

JHORNBECKER@AOL.COM

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements
- Transportation Systems Management (TSM) Alternative
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other:

Comment (please print):

It seems to me, the El Segundo site would be more beneficial to all. No homes affected + no businesses to buy out. Why disrupt a quiet neighborhood when there is an alternative

OVER



5500 W. 78
L.A. 90045



Roderick Swan, Prof. Mgr.
LA County Metropolitan I.A.
One Gateway Plaza, M.S. 99-223
Los Angeles, Cal. 90012-2952

3001242952





Response to comment 30-207.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-208. C Humdy.

30-208

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: C. Humdy EMAIL: _____

ADDRESS: 12418 Empire Pl., Pacoima, CA 91331 PHONE: _____

COMMENTS: Please keep it ~~underground~~ (underground)
on Crenshaw! ! !

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-208.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-209. Lujana Hunter.

30-209

Abbott, Matthew

From: Damien Goodmon (dgoodmon@gmail.com)
Sent: Monday, October 26, 2009 2:02 AM
To: Diaz, Rodrick
Subject: Fwd: Crenshaw Line Underground

----- Forwarded message -----
From: <lhunter690@aol.com>
Date: Sun, Oct 25, 2009 at 11:35 PM
Subject: Crenshaw Line Underground
To: <crenshaw@fixestpo.org>

Dear MTA Board of Directors
Please keep the Crenshaw Line Underground on Crenshaw Blvd. for the safety of the children at Crenshaw High School and View Park Prep. Also, traffic already backs up in both directions on Crenshaw. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire Community.

Respectfully,

Mrs. Lujana Hunter
Resident of the Crenshaw Community
5326 Inadale
Los Angeles 90043

11/10/2009



Response to comment 30-209.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-210. Teena Hunter.

30-210

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Teena Hunter EMAIL: thhu785@aol.com

ADDRESS: 890 Carlen Pruido, Ontario PHONE: 917 782-5624

COMMENTS: "Keep it underground on Crenshaw"

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-210.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-211. Sidney Hurd.

30-211

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Sidney Hurd EMAIL: _____

ADDRESS: 6206 S. Vermont Ave PHONE: _____

COMMENTS: I support and request MTA study
The Peoples Option for the entire Crenshaw Blvd
portion of the Line to be built underground,
plus a station at Vermont

MUST BE SENT TO MTA BY OCT. 25, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-211.

Please refer to Master Response 4 regarding the People’s Choice Alternative.



COMMENT: 30-212. Nelle Ivory.

30-212

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Nelle Ivory EMAIL: _____

ADDRESS: 3970 Sephura Ave PHONE: (323) 995-8084

COMMENTS: Los Angeles, CA 90018

I support & request MTA study ~~THE~~ PEOPLE OPTION for the entire Crenshaw Blvd portion of the line to be built UNDERGROUND, plus a station at Vernon for the health, reliability, safety and all other entities to keep our community SAFE & livable for our sake & God's.

MUST BE SENT TO MTA BY OCT 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-212-A.

Please refer to Master Response 4 regarding the People’s Choice Alternative.

Response to comment 30-212-B.

Please refer to Response to comment 30-212A.



COMMENT: 30-213. Deborah Jackson.

30-213

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Deborah Jackson EMAIL: Djackson@imperialvalley.com
ADDRESS: 12332 BRIDGE LA CA 90002 PHONE: 323 589-0640

COMMENTS:

I support request MTA study the people's
option for the entire Crenshaw Blvd portion of
the line to be built underground plus a station
at Vernon.
Please put the light rail underground
on Crenshaw Blvd.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-213-A.

Please refer to Master Response 4 regarding the People’s Choice Alternative.

Response to comment 30-213-B.

Please refer to Response to comment 30-213A.



COMMENT: 30-214. Jackie Jackson.

30-214

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Jackie Jackson EMAIL: _____
ADDRESS: 3936th Crenshaw PHONE: _____
COMMENTS: Please keep it underground A

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-214.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-215. Marie Jackson.

30-215

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Marie Jackson *Please check to get her request* EMAIL: _____

ADDRESS: 6020 Crenshaw Blvd Unit 347 LA CA 90048

COMMENTS:

"She support & request MTA The Peoples Option
Below street entire portion of Crenshaw Blvd + 6100
at Vernon. E. Reuter on 10-20-09

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-215-A.

Please refer to Master Response 4 regarding the People’s Choice Alternative.

Response to comment 30-215-B.

Please refer to Response to comment 30-215A.



COMMENT: 30-216. Mark Jackson.

30-216

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: MARK JACKSON EMAIL: LHJ@L

ADDRESS: 11209 S. LA SALLE A PHONE: 323 356 8967

COMMENTS: Keep it underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-216.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-217. Mary Jackson.

30-217

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: MARY JACKSON EMAIL: DAVIS.JACK@YAHOO.COM
ADDRESS: 11209 So La Salle ave PHONE: 323 777 4665
COMMENTS: Plz keep underground!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Mail: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-217.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-218. Val Jackson.

30-218

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Val Jackson EMAIL: [Signature]

ADDRESS: 11201 So La Salle PHONE: 323-777-9665

COMMENTS: Keep it underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-218.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-219. Veronica Jackson.

10-219

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Veronica Jackson EMAIL: _____

ADDRESS: 2177 Crenshaw PHONE: _____

COMMENTS: By the way PLEASE keep the
underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@flxexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-219.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-220. Winnifred Jackson.

30-220

Abbott, Matthew

From: Winnifred Jackson (winnijao@yahoo.com)
Sent: Monday, October 26, 2009 8:18 PM
To: Diaz, Rodenik
Subject: Crenshaw Metro line

There is a large student population in the Hyde Park community. Also, a large percent of seniors in the area. The traffic is heavy on Crenshaw. Therefore, the metro line should go underground.

Winnifred Jackson, President
Hyde Park Organizational Partnership For Empowerment
HOPE

11/3/2009

**Response to comment 30-220.**

Within or near the Hyde Park community, the project alignment is below grade from 60th Street on Crenshaw Boulevard to Victoria Avenue along the Harbor Subdivision. The DEIS/DEIR found that the at-grade light rail could operate safely in the median of Crenshaw Boulevard from 48th to 60th Street. The light rail alignment would operate in a semi-exclusive right-of-way separated from automobile traffic by a raised curb. Pedestrians are permitted to cross the street at designated crosswalk locations during protected pedestrian signal phases in which light rail vehicles are not present. Pedestrian safety along the proposed LRT line will involve gated crossings controlled using current Metro standards for crossings. Each crossing will be reviewed during design based on the California Public Utilities Report “Pedestrian – Rail Crossings in California”. Pedestrians crossing Crenshaw Boulevard across the LRT tracks will be controlled using normal pedestrian traffic signal indications; adequate crossing times will be provided at the traffic signals for pedestrians to cross the street at a normal walking pace. A pedestrian refuge area will be provided in the median at all crossings of the LRT tracks to provide a space for pedestrians to wait out of traffic and off the tracks should they not be able to complete their crossing of Crenshaw Boulevard during one signal phase. Each crossing was evaluated for pedestrian safety based on site visits and engineering design. The evaluation resulted in a list of design modifications and mitigation measures identified in the Safety and Security Section of the FEIS/FEIR to improve the level of safety at crossings. The final determination of safety measures to be implemented near school zones is determined through consultation and approval by the California Public Utilities Commission.



COMMENT: 30-221. Patrice Jackson-Fleming.

30-221

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Patrice Jackson Fleming EMAIL: antio@expa.org

ADDRESS: 4711 S. LaSalle PHONE: 323-242-7507

COMMENTS: Keep it underground!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpa.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-221.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-222. Krystal Jarrett.

30-222

Abbott, Matthew

From: krystaljarrett1@aol.com

Sent: Monday, October 26, 2009 9:55 PM

To: Diaz, Rodenior

Dear MTA Board of Directors

Please keep the Crenshaw Line underground on Crenshaw Boulevard for the safety of the children at Crenshaw High School and New Park Prep. Also traffic already backs up in both directions on Stauson. Please don't make a bad situation worse. Treat us the same as you intend to treat the Wishire community.

Sincerely,

Krystal Jarrett
3971 Hubert Ave
Los Angeles CA 90009

11/10/2009



Response to comment 30-222.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-223. Arthur Johnson.

30-223

Abbott, Matthew

From: arthurj1@mscclobst.net
Sent: Saturday, October 17, 2009 6:34 PM
To: Diaz, Rodenick
Subject: BELOW GROUND metro rail

My name is _Arthur Johnson, Jr._ and I am a resident of the Crenshaw community.

I live at _5346 S. Harcourt Ave._ Los Angeles, Ca 90043

BELOW GROUND metro rail
I SUPPORT a below ground rail system along Crenshaw Blvd

11/3/2009



Response to comment 30-223.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-224. Conningsby Johnson.

30-224

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: CONNINGSBY F JOHNSON EMAIL: _____

ADDRESS: 3750 NORTHLAND DRIVE PHONE: (323) 296-6383

COMMENTS: PLEASE RUN THE TRAIN UNDERGROUND ON CRENSHAW

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-224.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-225. Elizabeth Johnson.

30-225

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: MRS ELIZABETH JOHNSON EMAIL: _____

ADDRESS: 3750 NORTHLAND DRIVE, LA CA 9008 PHONE: (323) 296-6383

COMMENTS: WE WANT THE TRAIN, BUT NOT IT UNDERGROUND

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-225.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

COMMENT: 30-226. Kristian Johnson.

30-226

Abbott, Matthew

From: First Lutheran Church [inglewoodfirst@yahoo.com]
Sent: Friday, September 25, 2009 1:39 PM
To: Diaz, Roderick
Subject: Crenshaw Project

Dear Mr. Diaz,

My name is Kristian Johnson. I serve as Pastor of First Lutheran Church in Inglewood, CA, on a Queen and Oak Streets, just 2 blocks south of Florence and one block east of the I-405.

I am a big supporter of Public Transportation, and from what I see on the brochures, the LRT alternative would be the most efficient and convenient. We would love to see a train system serve our community in this way.

If you ever need another venue to hold a forum regarding the proposed developments, please feel free to contact us.

Thanks and God bless you.

Kristian

First Lutheran Church/Iglesia Luterana Mi Salvador
600 W. Queen St. Inglewood, CA 90301 tel: 310-674-5103
email: inglewoodfirst@yahoo.com website: www.firsting.org
WORSHIP/SERVICIOS 10:00 A.M. SUNDAYS (ENGLISH)
en Español, 5 p.m. Los Domingos
Sharing God's Love and Joy with the World!
¡Compartiendo el amor y el gozo de Dios con el mundo!

11/3/2009



Response to comment 30-226.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Metro also appreciates offering your facility to aid in the public participation process. The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line).



COMMENT: 30-227. M Johnson.

30-227

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: M Johnson EMAIL: _____

ADDRESS: 6709 La Tijera LA CA 90048 PHONE: 310 281 8275

COMMENTS: Do to safety factors, environmental hazards
and visual pollution. I want the
MTA transit UNDERGROUND!!!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

**Response to comment 30-227.**

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. Along Crenshaw Boulevard, the light rail alignment would be below grade from 39th Street to 48th Street and from 60th Street to the Harbor Subdivision railroad right-of-way. The DEIS/DEIR found that the at-grade light rail could operate safely in the median of Crenshaw Boulevard from Exposition Boulevard to 39th Street and from 48th to 60th Street.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

The light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The DEIS/DEIR found that a light rail transit system traveling at grade in the Crenshaw median would not introduce new hazards or hazardous materials into the environment and that it would be consistent in character with surrounding land uses. No significant impacts to safety, hazards, or visual resources would occur from the operation of the light rail alignment in an at-grade configuration along Crenshaw Boulevard.



COMMENT: 30-228. S Johnson.

30-228

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: S. Johnson EMAIL: Sylvia.miles@yafair.com

ADDRESS: 5503 S. Wilson Pl LA CA 90007 PHONE: 310-946-7024

COMMENTS: Keep it underground please

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-228.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-229. Mark Johnston.

30-229

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization):

Mark Johnston (TRAEC, MTRP)

Address (Street, City, State, Zip):

4185 Van Buren St, CHico, CA 91710

Email (from address to receive periodic project updates):

Canamnj@yahoo.com

Would you like to be added to the project mailing list?

Yes No (Should already be on)

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Main Improvements (Transmission Systems, Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effect
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

LRT only! NO BUS!

#1 Plan for wildlife estoration - make sure Tunnel as Crenshaw crosses under Expo

#2 Crenshaw needs to go up La Brea beyond wildlife to Red Line at Hollywood

#3 The Parkway Station mid-Crenshaw with wide sidewalks & lots of trees = good!

#4 The center at Crenshaw into Finance should go under if it permit otherwise, build it designed correctly.

#5 The BusRapid Transit sub has to be designed to allow Regional Rail from LA Union station TO LAX, why not put the Reg Rail under and Light Rail on top of the Right-of-Way. The Regional (LAX Express) only needs a downtown transfer stop and LAX stop. (Double-Decker station for transfers), other local LRT stations stay on top (MacArthur, West/Harbor)

#6 make sure Crenshaw line through Redondo Beach & Inglewood, no dog, to South Bay Galleria

#7 green line needs to turn north at

OVER



Comment (continued):

Aviation to go to LAX, and hopefully one day to
Munich, Del Rey, Venice Santa Monica = Make sure to
plan for connection off to green line to Westchester - Mission Del Rey - Santa Monica
9) For the people who want to ride off green line coming from
The East, why not build another platform at Aviation and make
this a transfer station. majority of ridership will go to LAX
(ridership list of Malaysia, El Segundo, Avilar with domestic of Annapolis)
LAX is a destination, tourists & LAX employees

- 9) Projects in order should be
 - ✓ Purple to Redwood = most ridership
 - ✓ Orange Connector = major system connector + ridership
 - ✓ Gold - Azusa = quick build - federal \$ we are owed
 - ✓ Expo Santa Monica = Westside service long before Silver
 - ✓ Crenshaw = Expo → Aviation = finally LAX service

10) Couple more miles underground in congested areas
11) The ridership on BRT from Expo is negligible offsite
ridership on LRT from Aviation to Redwood Beach

TELL US ABOUT YOURSELF

What is your home zip code? 91710 Work zip code? 91765

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other? Transit Advocate

How do you regularly travel in the project area? (check all that apply)

- Bicycle
- Bus?
- Car or Truck
- Walk?
- Other? Don't Live In Area

AFFILIATION

- Resident
- Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other? Transit Advocate

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop 99-22-1
Los Angeles, CA 90012-9952

Email:
diazroderick@metro.net
Project Hotline
(213) 922-2756

Comments must be received by October 26, 2009, 5:00 p.m.



12) Design La Brea / Whittier as a 4-way
station when you build Purple line
(Do it first) Earlier when Crenshaw comes north



INDUSTRIAL CA, 921
PASADENA CA
92301-0000



*Frederick Plaza - Transit message
LA city Transportation Authority
1 Frederick Plaza
Mail stop 99-22-3
Los Angeles cal 90012-2952*

**Response to comment 30-229-A.**

The light rail alignment at Exposition Boulevard was designed so that it would not preclude the future northern extension of the line to Wilshire Boulevard. This station option would be located beneath the median of Crenshaw Boulevard with a station portal on the southeast corner of the Crenshaw/Exposition Boulevards intersection. The acquisition of all the parcels on this block would likely be required for construction staging, parking, and transit-related improvements.

Response to comment 30-229-B.

The northern extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. A Feasibility study has been conducted by Metro that indicated that a future northern extension of light rail transit to Wilshire Boulevard is feasible and that the Wilshire/La Brea terminus was the preferred option. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project. Information related to the Long Range Transportation Plan is available at www.metro.net, following the links to "Long Range Transportation Plan" under the "Projects and Programs" tab.

Response to comment 30-229-C.

Landscaping improvements along the at-grade portion of the alignment would be minimal. Vegetative buffers would be drought tolerant and low maintenance. In the area where the light rail alignment is at grade along Crenshaw Boulevard (south of 48th to 60th Streets), Crenshaw Boulevard would be reconfigured, resulting in the removal of the frontage roads. Sidewalks would be maintained on both sides of Crenshaw Boulevard and improvements would be made near the Slauson Station to ensure pedestrian capacity. Appropriate pedestrian crossing control devices for at-grade crossings are critical for rail system safety. In addition to standard cross-walk markings, control devices for pedestrian crossings include flashing light signals, signs, markings along the outside of the rail line, curbside pedestrian barriers, pedestrian automated gates, swing gates, bedstead barriers and crossing channelization. A pedestrian refuge area will be provided in the median at all crossings of the LRT tracks to provide a space for pedestrians to wait out of traffic and off the tracks should they not be able to complete their crossing of Crenshaw Boulevard during one signal phase. The exact safety measures to be implemented are determined through consultation and approval by the California Public Utilities Commission.

Response to comment 30-229-D.

Design Option 4, a below-grade alignment along Crenshaw Boulevard from 60th Street to Victoria Avenue along the Harbor Subdivision railroad right-of-way was incorporated as part of the Locally Preferred Alternative by the Metro Board of Directors. This would allow the light rail line to transition from Crenshaw Boulevard to the Harbor Subdivision without interrupting the flow of vehicular traffic.

Response to comment 30-229-E.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. An aerial, bi-level alignment along the Harbor Subdivision railroad right-of-way

designed to allow for a regional rail system is beyond the scope of the approved budget for the project and financially infeasible. The Crenshaw/LAX Transit Corridor Project will follow an expansion of the existing Harbor Subdivision right-of-way along a portion of the alignment. The LRT alignment will run alongside the Harbor Subdivision ROW from the intersection of Crenshaw Boulevard and Florence Avenue, along Florence Avenue and Aviation Boulevard to W. Imperial Highway.

Response to comment 30-229-F.

The southern terminus of the light rail alignment was designed so that it would not preclude a potential future southern extension of the line to the South Bay.

Response to comment 30-229-G.

The extension of the Metro Green Line to the airport is not part of the proposed project. A separate planning process could explore this transit investment if a future update to Metro's Long Range Transportation Plan has identified this connection as a funded project.

Response to comment 30-229-H.

The location of the Century Station will be spanning the Aviation Boulevard and Century Boulevard. This station will be developed in conjunction with a bus transit center adjacent to the station on the west. The Crenshaw Transit corridor functions and Metro Green Line functions will merge at this station, which is proposed to become the central hub for all municipal transit services to the LAX area, supplementing or replacing existing LAX bus facilities at the Aviation Green Line Station and the City Transit Center located on LAX parking lot C. This station would be located within a proposed transit plaza that would accommodate all LAX-oriented bus services provided by Metro, Beach Cities Transit, Santa Monica Big Blue Bus, Culver City Transit, the Los Angeles Department of Transportation (LADOT), South Bay MAX and Torrance Transit and the Los Angeles World Airports (LAWA) "G" shuttles that serve the Central Terminal Area of LAX.

Response to comment 30-229-I.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The projects listed by the commenter are not part of the proposed project. Comments concerning the regional transit system as a whole should be directed to the Metro Long Range Transportation Plan. Information related to the Long Range Transportation Plan is available at www.metro.net, following the links to "Long Range Transportation Plan" under the "Projects and Programs" tab.

Response to comment 30-229-J.

Comment noted. During the preparation of the DEIS/DEIR, six additional design options were considered and evaluated to assess environmental impacts and address community concerns. Design Options 2, 3, and 6 were incorporated specifically to address potential traffic impacts. Design Option 2 incorporates an aerial grade separation at Manchester Avenue. Design Option 3 incorporates a below-grade separation at Centinela Avenue. Design Option 6 involved a below grade segment from Exposition Boulevard to 39th Street with a below-grade station at Exposition Boulevard. Design Option 2 was included



as part of the Locally Preferred Alternative and Design Options 3 and 6 were carried into the design process for further evaluation and consideration.

Response to comment 30-229-K.

Comment noted. Table 3-12 in Section 3.0 of the DEIS/DEIR provides boardings by comparable segments (Crenshaw/Exposition Station to the Aviation/Century Station) to allow for a similar comparison between alternatives.

Response to comment 30-229-L.

The northern extension to Wilshire Boulevard is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project. Design comments related to a Wilshire/La Brea station should be directed to the Westside Extension Project. Information related to this project is available at www.metro.net, following the links to "Long Range Transportation Plan" under the "Projects and Programs" tab.



COMMENT: 30-230. Mark Johnston.

30-230

Crenshaw Transit Corridor DEIS/DEIR COMMENTS
 Results from Form 1 of Page projects_studies/crenshaw/comments_for_publication/water
 sent: Friday, October 27, 2009 9:09 AM
 To: Diaz, Rodolfo
 Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

 First Name: MARK
 Last Name: JOHNSTON
 Organization: TRAC-Metro
 Email Address: markj@yahoo.com
 Street: 4185 Van Buren Street
 City: Chino
 State: CA
 Zip Code: 91710
 Yes: No:
 Support: Light Rail Transit (LRT) Alternative
 Construction:
 Air Quality:
 Traffic Safety:
 Visual Effects:
 Displacement of Property:
 Disruption to Business:
 Public Services:
 Local Land Use Development:
 Economic Impacts and Jobs:
 Specific Design Features:
 Other:
 Home Zip: 91710
 Work Zip: 91765
 Live in the project area?:
 Work in the project area?:
 Own business in the project area?:
 Commute through the project area?: YES
 Other:
 Bicycle?:
 Car or Truck?:
 Bus?:
 Walk?:
 Other?:
 Resident:
 Business:
 Community or Neighborhood Organization:
 Public Agency:
 Environmental Organization:
 Civic Organization:
 Economic Development Organization:
 Other:
 Date: Friday, October 23, 2009
 Time: 09:09:24 AM

Additional Comments:

- 1/ Get rid of trench at LAX- use that money elsewhere on the line. San Jose can do it, why not us?
- 2/ Crenshaw line must make it north to at least Wilshire for it to achieve ridership
- 3/ Therefore, make sure you put it underground where it crosses the Expo line, so you are set for future north extension. You can not have an at grade crossing at Expo
- 4/ Subway in center section good- make sure you have 2 stations
- 5/ On the curve into the BNSF right-of-way, make sure you consider what kind of line is coming down from LAUS on the harbor sub.
- 6/ I think the line from LAUS if not light rail, needs to be express style line with EMU's, hopefully you can use the same track and catenary or put the express underneath, since will only stop at Inglewood with the light rail on top.
- 7/ Make sure you through route this line to Redondo Beach, then next segment to Playa Vista and hopefully beyond
- 8/ when this is built, curve the Green line up from Aviation to the LAX/Century station- this starts the segment where the green line should eventually get to Santa Monica.
- 9/ Be sure to design the Century station to accommodate Crenshaw and Green Line (not LRT), plus whatever line is coming from LAUS and the people never into LAX.

**Response to comment 30-230-A.**

Whether the alignment adjacent to LAX is required to be below-grade is subject to the determination of the FAA. Several design coordination meetings were held with FAA to explore alternate configurations adjacent to the South Runway Complex at LAX. Ultimately, the FAA decided that the alignment would be required to be below grade adjacent to the runway

Response to comment 30-230-B.

Metro acknowledges that connecting the Crenshaw/LAX Transit Corridor Project to Wilshire Boulevard would increase ridership. However, due to engineering constraints and the corresponding increased capital costs that would have exceeded the project budget, that potential future extension was not included as part of the proposed project. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project.

Response to comment 30-230-C.

During advanced conceptual engineering, an at-grade configuration was determined to be technically infeasible along this segment. The incorporation of Design Option 6 would be required to connect to the Exposition Line. Budgetary limitations may require this segment to be constructed in a second phase for the project, should the Metro Board incorporate it into the final project definition.

Response to comment 30-230-D.

Comment noted. The Locally Preferred Alternative currently contains a below-grade station at Martin Luther King Jr. Boulevard along the below-grade segment from 39th Street to 48th Street. Please refer to Master Response 12 for a station at Crenshaw/Vernon.

Response to comment 30-230-E.

The transit line the commenter refers to is not part of the proposed project. A separate planning process could explore this transit investment if a future update to Metro's Long Range Transportation Plan has identified this connection as a funded project.

Response to comment 30-230-F.

The operating plan for the Crenshaw/LAX Transit Line has a southern terminus at the Metro Green Line Redondo Beach Green Line Station. An extension of the Crenshaw/LAX Transit Corridor Project to the South Bay Galleria is not part of the proposed project. A separate planning process for the South Bay Metro Green Line Extension is being explored in its own EIS/EIR. Metro's Long Range Transportation Plan has identified this connection as a funded project.

Response to comment 30-230-G.

The extension of the Metro Green Line to the airport is not part of the proposed project. A separate planning process could explore this transit investment if a future update to Metro's Long Range Transportation Plan has identified this connection as a funded project.

Response to comment 30-230-H.

The Aviation/Century Station was designed to accommodate a convenient connection to the planned LAX automated people mover (APM) and a new consolidated bus transfer facility. The station site has been designed so that it would not preclude future expansion should it reach capacity, and will be developed in conjunction with the new bus transit center adjacent to the station on the west. The Crenshaw Transit corridor functions and Metro Green Line functions will merge at this station, which is proposed to become the central hub for all municipal transit services to the LAX area, supplementing or replacing existing LAX bus facilities at the Aviation Green Line Station and the City Transit Center located on LAX parking lot C. This station would be located within a proposed transit plaza that would accommodate all LAX-oriented bus services provided by Metro, Beach Cities Transit, Santa Monica Big Blue Bus, Culver City Transit, the Los Angeles Department of Transportation (LADOT), South Bay MAX and Torrance Transit and the Los Angeles World Airports (LAWA) “G” shuttles that serve the Central Terminal Area of LAX.



COMMENT: 30-231. Harvad Jones.

30-231

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Harvad Jones EMAIL: _____

ADDRESS: 1062 Broadway PHONE: _____

COMMENTS: Keep it underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-231.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-232. Kathryn Jones.

30-232

CUT AND SEND

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: *Kathryn Jones* EMAIL:

ADDRESS: *2015 S. Hawaii Bl.* PHONE: *(323) 9347147*

COMMENTS: *My grandson goes to View Park Prep and his safety is of utmost importance to me. An above ground rail system would jeopardize the safety of the students at that school. An underground system is the only fair way to implement that rail system.*

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

to crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-232-A.

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. Along Crenshaw Boulevard, the light rail alignment would be below grade from 39th Street to 48th Street and from 60th Street to the Harbor Subdivision railroad right-of-way. The DEIS/DEIR found that the at-grade light rail could operate safely in the median of Crenshaw Boulevard from Exposition Boulevard to 39th Street and from 48th to 60th Street.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

Response to comment 30-232-B.

Please refer to Master Response 9 for grade separations and environmental justice.



COMMENT: 30-233. Kimberly Jones.

30-233

Abbott, Matthew

From: Damien Goodmon (dgoodmon@gmail.com)
Sent: Monday, October 26, 2009 9:05 AM
To: Diaz, Rodrick
Subject: Fwd: No to mta rail down crenshaw blvd

----- Forwarded message -----
From: **kimberly jones** - k.jones09@sbcglobal.net
Date: Mon, Oct 26, 2009 at 9:04 AM
Subject: No to mta rail down crenshaw blvd.
To: crenshaw@fixespo.org

I feel that a mta rail line should be underground and not directly on crenshaw blvd. I live off of crenshaw blvd and it is a very busy street with kids and the elderly, therefore a lite rail would be unath. Sent on the Now Network™ from my Sprint® BlackBerry

11/10/2009

Response to comment 30-233.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to safety concerns.



COMMENT: 30-234. Larry Jones.

30-234

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

LARRY JONES - KENWOOD PLAYERS

Address (Street, City, State, Zip)

8301 HINDRY AV, LOS ANGELES, CA 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements
- Transportation Systems Management (TSM) Alternative
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

PLEASE SELECT EL SEGUNDO
SITE FOR MAINTENANCE
YARD ON NEW CRENSHAW
TRANSIT CORRIDOR
PLEASE LEAVE THE
WESTCHESTER THEATER
ALONE.

- OVER -



Response to comment 30-234.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-235. Sam Jones.

30-235

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Sam Jones EMAIL: _____

ADDRESS: _____ PHONE: _____

COMMENTS:

There should be an equal opportunity but should be the safest way

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-235.

Please refer to Master Response 9 for grade separations and environmental justice.



COMMENT: 30-236. Sheryl Jones.

30-236

Abbott, Matthew

From: Sheryl Jones (sherylj@designmetro.com)
Sent: Monday, October 26, 2009 12:45 PM
To: Diaz, Rodrick, crenshaw@fixexpo.org
Cc: mlsacm6@yahoo.com
Subject: Rail line to run down Crenshaw Blvd

Date MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Stauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

2

Sincerely,
Sheryl Jones
P.O. Box 653
Inglewood, CA 90307

11/10/2009



Response to comment 30-236.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-237. Shirley Jones.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Shirley Jones EMAIL: Los Angeles CA
ADDRESS: 3754 W 51st Pl #102, 90043 phone 323-295-2271
COMMENTS: Request to correct Crenshaw Blvd portion
of the line to built underground, plus a station
at Vermont. I submit and request MTA study
the people's opinion

CRENSHAW LINE STUDY
Email: crenshaw@metrolink.org • Fax: (323) 761-0435 • Address: P.O. Box 781217 LA, CA 90016

CRENSHAW LINE STUDY



Response to comment 30-237-A.

Please refer to Master Response 4 regarding the People’s Choice Alternative.

Response to comment 30-237-B.

Please refer to Response to comment 30-237-A.



COMMENT: 30-238. Shirley Jones.

30-238

Abbott, Matthew

From: Shirley Jones (shirley315@sbcglobal.net)
Sent: Monday, October 26, 2009 3:58 PM
To: Diaz, Rodrick
Subject: Crenshaw Line

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Station. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

Shirley Jones
3754 W. 59th Place
Los Angeles CA 90043

11/3/2009



Response to comment 30-238.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-239. Alice Joyce.

30-239

Crenshaw Transit Corridor Project Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)
ALICE Joyce

Address (Street, City, State, Zip)
5442 W 82nd St LA CA 90045

Email (letter address to receive periodic project updates)
aj4cats@sbcglobal.net

Would you like to be added to the project mailing list?
 Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other _____

Comment (please print):

Please do not destroy our neighborhood for some politician's dream. I have lived here for 36 years and hoped to live out my life in the peace and quiet of this neighborhood. The added traffic and infusion of strangers into this neighborhood

- OVER -



Metro

Comment (continued)

will take away the safety and security of this little part of Westchester

(SORRY I FORGOT TO PRINT)

Joyce

TELL US ABOUT YOURSELF

What is your home zip code? _____

Work zip code? _____

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?

- Commute through the project area?
- Other? _____

How do you regularly travel in the project area? (check all that apply)

- Bicycle?
- Car or Truck?
- Bus?
- Walk?
- Other _____

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:

diazroderick@metro.net

Project Hotline
(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Metro



Metrolink
1419 W 4th St
Los Angeles, CA 90071

LOS ANGELES CA 90001
20 DEC 2009 PM 5 L



Roderick Diaz
L.A. County
One Gateway Plaza
Mail Stop 99-22-3
Los Angeles CA 90012-1952

**Response to comment 30-239.**

There is no documented evidence that light rail brings more criminals into an area than the existing bus system. Metro is aware that structures, walls, and fences associated with a light rail system may be targets for graffiti “taggers” and the operation of the Project would include plans for security and maintenance personnel to minimize this potential problem. Metro has an active system in place to apprehend taggers and has a Cleanliness (Graffiti Abatement) policy that it follows. The program includes graffiti removal programs, vandalism repair and replacement, new capital expenditures, educational outreach, community involvement, and aggressive law enforcement.

The Westchester community is situated next to an industrial area and does not contain transit friendly commercial uses that would attract a significant number of riders from outside the area. As a result, the optional station at Manchester had one of the lowest ridership potentials of all of the stations along the alignment. The station would be primarily used by residents of the community or by workers of the adjacent industrial uses. The DEIS/DEIR determined that the operation of an at-grade light rail system along the existing Harbor Subdivision railroad right-of-way would not result in an adverse traffic, noise, or safety and security impact to the Westchester community.



COMMENT: 30-240. Bessie Kaine.

30-240

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Bessie Kaine EMAIL: bessiekaine@usa.com

ADDRESS: 6504 W. Olympic Blvd. PHONE: 310-929-9048

COMMENTS: Putting the train over ground is opposed to
Underground is a big mistake not only for the immediate
community near Crenshaw, but ~~to~~ the greater
Los Angeles community as a whole.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761-6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-240.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

The Community and Neighborhoods Chapter of the FEIS/FEIR found that the operation of an at-grade light rail system would not result in an adverse impact. Specifically, no changes in population, community cohesion and interaction, social values, quality of life, or isolation would result from the operation of the Crenshaw/LAX Light Rail Transit Alternative.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Underground segments of the alignment would result in increased disruption to communities during construction because of the longer time required for excavation. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.



COMMENT: 30-241. Musa Kannike.

30-241

Abbott, Matthew

From: Chief Musa Kannike (chiefkannike@yahoo.com)
Sent: Friday, October 09, 2009 8:52 PM
To: Diaz, Frederick, crenshaw@fixexpo.org

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of fire children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,
Musa Kannike

11/3/2009



Response to comment 30-241.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-242. John Kawakami.

30-242

Abbott, Matthew

From: John Kawakami [johnk@riceball.com]
Sent: Friday, October 23, 2000 4:32 PM
To: Diaz, Roderick
Cc: crenshaw@fixexpo.org
Subject: I support running the Crenshaw line underground near View Park Prep and Crenshaw High

I support running the Crenshaw line underground near View Park Prep and Crenshaw High. It would not only increase safety, but also improve the neighborhood's appeal. It's a great, old Los Angeles neighborhood, and we should consider it's historical importance. A

The train will undoubtedly improve the neighborhood, but, if it's not laid underground near schools, it will also limit the neighborhood. It will set an upper limit to the improvement, by contributing noise, pedestrian and traffic hazards, and visual blight. Please consider this. B

Also, it would be nice if the line can all the way up Crenshaw and connect directly with the Purple line at the Western station. This isn't part of the big plan, but, wouldn't it be great to be able to get from Union Station to LAX? C

John Kawakami
310-412-3333

**Response to comment 30-242-A.**

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. Along Crenshaw Boulevard, the light rail alignment would be below grade from 39th Street to 48th Street and from 60th Street to the Harbor Subdivision railroad right-of-way. The DEIS/DEIR found that the at-grade light rail could operate safely in the median of Crenshaw Boulevard from Exposition Boulevard to 39th Street and from 48th to 60th Street.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

The light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The FEIS/FEIR found that a light rail transit system traveling at grade in the Crenshaw median would not introduce new hazards or hazardous materials into the environment and that it would be consistent in character with surrounding land uses. No significant impacts to safety or visual resources would occur from the operation of the light rail alignment in an at-grade configuration along Crenshaw Boulevard.

Response to comment 30-242-B.

Please see response to comment 30-242-A.

Please refer to Master Response 5 for traffic methodology and analysis.

Response to comment 30-242-C.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The northern extension of the Crenshaw/LAX Transit Corridor Project to Wilshire Boulevard is not part of the proposed project. A separate planning process could explore this transit investment if a future update to Metro's Long Range Transportation Plan has identified this connection as a funded project.



COMMENT: 30-243. Janet Kelly.

30-243

Abbott, Matthew

From: Janet Kelly ([j_ganaway@yahoo.com])
Sent: Wednesday, September 15, 2009 4:13 PM
To: Diaz, Rodenick
Subject: Public Comment on the Crenshaw/SouthBay Transit

I am a constituent who reside at 7023 Haas Ave., Los Angeles, CA 90047. It appears the proposed transit will be near my neighbor and possibly blocks away.

In the event, I am not able to make it to the meeting, I am in full support of a light rail system as long as the necessary precautions are implemented to prevent any pedestrian fatalities. Additionally, I strongly urge the development of mixed income housing and under employed housing along the corridors.

I see no real value in a rapid bus system. A light rail is needed to promote economic growth in the community.

Please keep me updated as to progress in this effort.

Janet Denise Kelly

11/3/2009

**Response to comment 30-243-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line).

Please refer to Master Response 7 for safety treatments and the approach to safety for the project. While Metro actively pursues joint development projects adjacent to station areas, there is no housing element to the proposed project. Local planning and redevelopment agencies often pursue housing proposals in response to new transit investments.

Response to comment 30-243-B.

Comment noted. While the extent of the greater economic development potential of light rail transit is uncertain; because the Crenshaw/LAX Light Rail Transit Alternative has a higher capital cost, the economic effects are assumed to be greater than the BRT Alternative.



COMMENT: 30-244. Cymone Kemp.

30-244

----- Forwarded message -----
From: **Cymone Kemp** <ckemp@viewparkprep.org>
Date: Mon, Oct 26, 2009 at 2:29 PM
Subject:
To: crenshaw@laxexpo.org

Dear ATX Board and all staff:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School, and View Park Prep. Also traffic already backs up in both directions on Crenshaw, and it will make a bad situation worse. Please do the best as you intend to treat the African Community.

Sincerely,

Cymone Kemp
Assistant Office Manager
View Park Prep Charter High School
3701 S. Crenshaw Blvd
Los Angeles, CA 90043
(323) 290-6975

11/5/2009



Response to comment 30-244.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-245. Helen Kendrick.

30-245

Abbott, Matthew

From: helen.kendrick (helenkand8@yahoo.com)
Sent: Monday, October 26, 2009 3:43 PM
To: Diaz, Federico

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Boulevard for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Stauson. Please don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

HELEN KENDRICK
2406 W 62ND STREET
Los Angeles, CA 90008

11/10/2009



Response to comment 30-245.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-246. Lance Kessler.

30-246

Abbott, Matthew

From: Lance Kessler [lance@twistpromotions.com]
Sent: Friday, October 16, 2009 12:01 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor Project

Roderick,

I am sending this email to you to discuss the possibility of CH2M building a maintenance yard in my neighborhood (Casta & La Brea).

It absolutely does not make sense for you to put this in this location. The alternate proposed lot at Sepulveda & Rosecrans is clearly the better choice for this facility. There are too many ramifications to building this in my neighborhood.

The Rosecrans site does not have residential neighbors adjacent to the lot. Therefore, once again, the Rosecrans proposed site definitely makes more sense.

PLEASE DO NOT BUILD NEXT TO OUR RESIDENCES!

Lance L. Kessler
1818 Polaris Avenue
Los Angeles, CA 90044

A
B



Response to comment 30-246-A.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-246-B.

Please see response to comment 30-246-A.



COMMENT: 30-247. Nazeer Khabeer.

30-247

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Nazeer Khabeer EMAIL: original.nazeer@lykoo.com

ADDRESS: 3942 Buckingham Rd PHONE: _____

COMMENTS: Keep it underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-247.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

COMMENT: 30-248. Joseph Khory.

30-248

Abbott, Matthew

From: jtkhoury@gmail.com on behalf of Joseph Khoury (JKhoury@UCLAumni.net)
Sent: Wednesday, September 30, 2009 9:40 AM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor

I live in Village Green, in the Crenshaw District. As a member of the Village Green Owners Association Board of Directors, I urge you to support the **Light Rail Option** for the Crenshaw Transit Corridor.

Thank you!

Joseph Khoury
5394 Village Green
Los Angeles CA 90016

Metro is holding four public hearings on September 30, October 1, 3 & 6 to receive public comment during a 45-day review period on the Draft Environmental Impact Statement/Report (DEIR/DIR) for this project. The deadline for comments is Monday, October 26, 2009, 5 pm. Comments may be submitted to:

Roderick Diaz,

Project Manager
Metro, One Gateway Plaza, 99-22-3
Los Angeles, CA 90012
or via email to: diazroderick@metro.net

Comments will be considered by the Metro Board when it selects a Locally Preferred Alternative (LPA) for this transit improvement project. Comments made on the DEIR/DIR will be addressed in the Final Environmental Impact Statement/Report (FEIS/RSTP).

JKhoury@UCLAumni.net
Los Angeles CA

11/5/2009



Response to comment 30-248.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro’s regional transit system (specifically, the Metro Green Line).



COMMENT: 30-249. Liz King.

30-249

Abbott, Matthew

From: Liz King (liz.king@pacbell.net)
Sent: Tuesday, October 06, 2009 5:35 PM
To: Diaz, Rodenick
Subject: Crenshaw Transit Plan

Greetings Mr. Rodenick

I read the article in the Daily Breeze about the MTA's Crenshaw Transit Plan and how they are seeking public input. I planned to attend tonight's public meeting, but I was unable to leave work.

I have been riding MTA full time for the last 7-8 years. I have enjoyed the many improvements made by the MTA, especially the Rapid buses.

I personally think that whatever plan is chosen by the MTA, I hope that you also take into consideration those of us using the local buslines to get to and from work. I also believe a busline would have better use for both locals and people traveling from LAX and nearby cities than the train.

The main reason I am writing though is to ask you to please take into consideration when you incorporate your new proposal the tough times that most locals have catching many of the rapid/regular bus routes going north and south (e.g. for me the Crenshaw line 210/710, but for others the La Brea, La Cienega, Normandie, etc.) lines.

The rapid and the regular bus lines running north and south are usually on separate sides of the street separated by a light. This is terrible planning. Most busriders can catch either line and would prefer (especially if lines are not running on time to catch the first bus they see). I personally work from 9:30 a.m. to 6:00 p.m., and the Crenshaw 710 line runs very erratic after 6:00 p.m.

For example, on September 24th there was an incident where King Boulevard was closed further up the street. I arrived at Olympic and Crenshaw at 6:25 p.m. and went across the street to wait for a 210 bus line heading south. A 210 bus came about 20 minutes later but was packed and drove past us. I then crossed the street for the 710 line running south. A 710 line never showed and another 210 went pass while we waited. Finally at 8:00 p.m. we saw a 210, and then all of us at the 710 stop ran to catch the 210.

On September 25th, I arrived at 6:25 p.m. and waited for the 710 until 7:55 p.m. The bus driver informed me a bus broke down. But during this time three 210 buses went by.

If the busstops had been together, we could have caught the first bus that showed up. Instead, I feel like I am always having to guess if my bus will be on time, if not do I cross the street? do I stay put? While everyone else is running across the street on a yellow/red light, should I follow?

On bad days, it can take me as long to get home (from Century City to Crenshaw Center) as it takes my friend who takes the train to the Long Beach train line home.

Most of the buses traveling from downtown to the westside (Pico, Olympic, Wilshire), not only are the rapid and regular bus lines at the same stop, but usually the local lines of other cities are also right next to the MTA's bus stops (for example, Culver City Green busline, or Santa Monica blue busline).

Which means anyone on the westside (e.g. Beverly Hills, Santa Monica, etc.) can stand at one stop and have a number of choices, while those of us going into south Los Angeles have to race across the street on yellow or red lights or wait an hour if a bus does not show.

I have personally run across the street with the elderly, women holding children, people who are injured just trying to catch a bus.

I write this hoping that you will seriously consider not only helping the travelers coming from LAX, El Segundo, etc., but will also consider helping all of us who catch the local bus lines around Los Angeles.

11/3/2009



Putting the rapid and local lines on the same side of the street would make life easier and much more convenient.

Thank you for taking the time to read this email.

Very truly yours,

Liz King
4060 9th Avenue
Los Angeles, CA 90008
Tel: 323 296 2490

11/5/2009

Response to comment 30-249.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

Please refer to Master Response 6 for the selection of the locally preferred alternative. The siting of bus stops is not part of the proposed project. Comments regarding existing bus service should be directed to a Metro Passenger Relations representative at (213) 922-6235 or at www.Metro.net, under the About Us tab, How to Reach Us/Customer Comments. The selected LRT project incorporates in as many locations as possible, facilitated connections between LRT stations and local buses.



COMMENT: 30-250. Yolanda King.

30-250

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Yolanda King EMAIL: YDKING@STGATED.net

ADDRESS: 4131 S. Broadway Av PHONE: _____

COMMENTS: NO TRAIN AT ALL!!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-250.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw/LAX Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability.

Please refer to Master Response 6 for the selection of the locally preferred alternative.



COMMENT: 30-251. Bernadette Kirkwood.

30-251

Abbott, Matthew

From: bsipartners (bsk@bekpartners.com)
Sent: Monday, October 26, 2009 1:09 PM
To: Diaz, Rodolfo
Subject: Amended Comments on the Crenshaw Transit Corridor Project
Attachments: Crenshaw Transit Corridor Project - Comments 10.09.doc

Mr. Diaz,

Please substitute the attached comments for those I emailed you earlier today. In the first email I didn't clearly state my choice for the type of transit: at grade, above grade or under ground. It is my strong preference that it be underground the entirety of the Crenshaw Corridor. Providing the transit in this fashion would satisfactorily address many of my concerns. My other concerns are noted in my comments attached.

Should you have any questions, please do not hesitate to call me at (323) 292-8252.

Thank you,

Bernadette Kirkwood, resident

11/3/2009



Crenshaw Transit Corridor Project – Comments

After reviewing the documents and attending various meetings in regard to the Crenshaw Transit Corridor Project, I offer the following comments:

I favor Under grounding the entirety of the Crenshaw Corridor Transit Project as it would best address my concerns.

- Preserve the residential character, feel and aesthetics of the established communities adjacent to the Crenshaw Corridor. A
- Create minimal disturbance to the mature trees, plantings and ambience of this established environment. B
- Preserve still remaining architectural features. C
- Preserve the Boulevard feel along the corridor. Not add visual clutter and impair sight lines and vistas. D
- Provide greatest possible connectivity to LAX, Downtown Los Angeles and the Westside. E
- Be as convenient to use for area residents as possible thereby encouraging local ridership. Adjacent residents should be as much a priority as those using the new transportation to get from point A to Point B along the Crenshaw Corridor. F
- Strong considerations should be given to adding a station at Crenshaw Blvd/Vernon Avenue to accommodate the revitalization of Laimert Park, and as another node for View Park residents to utilize the transportation system. G
- Adequate and ample park and ride facilities must be considered along the Crenshaw Corridor to avoid unwanted parking and congestion on residential streets. H
- Provide the lowest possible emissions, environmental pollutants, and noise during construction and operation. I

**Response to comment 30-251-A.**

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

Response to comment 30-251-B.

The Community and Neighborhoods Chapter on page 4-81 of the DEIS/DEIR found that the operation of an at-grade light rail system would not result in an adverse impact. Specifically, no changes in population, community cohesion and interaction, social values, quality of life, or isolation would result from the operation of the LRT Alternative.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction.

Underground segments of the alignment would result in increased disruption to communities during construction because of the longer time required for excavation. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

Response to comment 30-251-C.

During construction of the Crenshaw/LAX Transit Corridor Project the trees in the median of Crenshaw Boulevard and along the street side of the frontage road, from south of 48th Street to 60th Street would have to be removed. Mitigation Measure V3 in the Visual Quality Section of the FEIS/FEIR require the replacement of these trees with trees of equal value.

Response to comment 30-251-D.

The light rail transit system would travel in the median of Crenshaw Boulevard and the architectural features of the Corridor would not be disrupted or altered.

Response to comment 30-251-E.

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The DEIS/DEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact.

Response to comment 30-251-F.

The Crenshaw/LAX Transit Corridor Project was designed to maximize the connectivity of the regional rail system. The Crenshaw/LAX Line would connect to LAX and the Expo and Green Lines. These connections would be consistent with the commenter's request to provide the greatest possible connectivity to (LAX, Downtown, Westside).

Response to comment 30-251-G.

Comment noted. The design of the Crenshaw/LAX Transit Corridor Project has six stations included into the Project definition with the possibility of two future stations Manchester and/or Vernon). Station locations are sited in locations adjacent to provide safe, convenient access for residents and businesses within the communities along the alignment.

Response to comment 30-251-H.

Please refer to Master Response 12 for a station at Crenshaw/Vernon.

Response to comment 30-251-I.

Comment noted. The traffic analysis found that the existing inventory of off-street parking was underutilized and that there would be sufficient parking capacity after implementation of the Crenshaw/LAX Transit Corridor Project. Therefore, no adverse effect on parking would occur. Park and ride locations would be provided at the West, La Brea, and Exposition Stations.

Response to comment 30-251-J.

Comment noted. The potential impacts of air quality and noise were evaluated in the environmental document. A localized air quality analysis, which includes the emissions from automobiles queuing at intersections, determined that no applicable thresholds would be exceeded from operation of the Crenshaw/LAX Transit Corridor Project. The federal air quality regional thresholds would not be exceeded during the operation of the light rail system. Because operation of the light rail system would result in a reduction of automobile trips, no adverse greenhouse gas impacts would occur. No adverse noise impacts from light rail operations would occur with implementation of the proposed project. Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction.

COMMENT: 30-252. Kevin Klowden.

10-252

Greetings,

Although I realize that much of this feedback may be somewhat redundant, I wanted to take a moment to express my concerns regarding the possible solutions provided for the Crenshaw Corridor in the Final Environmental Impact Report. My specific position is in favor of the Light Rail solution for the corridor, for a few reasons that I will spell out below:

- **Role of the airport:** Although numerous locations, including Los Angeles, have successfully implemented dedicated shuttle bus services to and from major airports, I know of no city that has successfully relied on a standardized bus route as the primary means of business travelers reaching the airport. A fixed rail link that connects the Green Line, Expo Line and eventually Purple Line would have the advantage of not only appealing to business travelers, but also allowing passengers to transfer between travel modes of the same type, rather than from train to bus. Passengers will already have to change modes to a people mover or bike near the airport. An additional vehicle type is unlikely to be preferred. Trains are also significantly easier to bring baggage onto than buses, which should also be a key factor.
- **Vehicle routing:** Although I do not know if any plans are in place to do so, having a light rail route significantly increases routing options for trains along the Metro system. An integrated track that links with both the Expo Line and Green Line would create possibilities for routing a direct train from Downtown to LAX and the South Bay, as well as providing the possibility of a line running from Santa Monica to LAX as well, depending on track configurations. This is a significant advantage to long term planning.
- **Future Proofing:** Light rail trains offer the ability to carry significantly more passengers than buses, both in the short and long term. The Orange Line works because it provides a feeder system to an existing heavy rail line, but unless the line is eventually converted to fixed track, there will always be lower limits to its total capacity. Starting with fixed rail means that greater capacity is built into the project. Any future conversion of the route to rail will not only cost more money, but also will run the risk of neighborhood resentment at the idea of a second round of construction. Also, such a project would force disruptions to the established bus service, which would not be well received.
- **Potential issues:** My main concern at the moment is how interchange at the Crenshaw/Exposition line junction is going to be handled. Any station that is constructed must be able to handle trains being routed in multiple directions, which is not, unto itself, an easy task, particularly for an at-grade station. Construction must take into account future uses, otherwise the impact of any changes in the future could cause significant problems for businesses that develop around the station. Also, the decision to terminate the north end of the line where there is currently no Purple Line station is a potential problem. As long as the Purple Line is extended to LA fare within a reasonable time frame of the session opening (up to 1 year later), these shouldn't be a significant problem, but it will impact connectivity.

Thank you very much for your attention.

Sincerely,

Kevin Klowden
 Member, Los Angeles Airport Area Advisory Committee for County City
 Managing Economist, California Center
 Miken Institute
 1250 4th Street, Santa Monica, CA 90401
 Phone: (310) 570-4025
 Fax: (310) 570-4888

11/3/2009

Response to comment 30-252-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line).

Response to comment 30-252-B.

Comment noted. Please see response to comment 30-252-A

Response to comment 30-252-C.

Comment noted. Although future connections are not part of the proposed project, Metro would concur that the Crenshaw/LAX Transit Corridor Project has a much stronger potential for future regional connectivity than a bus rapid transit system.

Response to comment 30-252-D.

Comment noted. Please see response to comment 30-252-A.

Response to comment 30-252-E.

Comment noted. Metro thanks the commenter for their input as it is a vital component of the planning process. The Crenshaw/LAX Light Rail Transit Alternative is designed such that it does not preclude the future northern extension of the Crenshaw/LAX Transit Line to Wilshire Boulevard.



COMMENT: 30-253. Cheryl La Beau.

10-253

Abbott, Matthew

From: Cheryl V Labeau@kp.org
Sent: Monday, October 26, 2009 6:34 PM
To: Diaz, Rodenck
Subject: Crenshaw MTA line

Dear MTA Board of Directors

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School, View Park Prep and the many other day care centers that are in the community. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely
Cheryl La Beau
4052 Fairway Blvd
Los Angeles, CA 90043

Atari Property Owner
4509 Don Tomasi Dr
Los Angeles, CA 90008

Cheryl La Beau
Manager/CA
Medical Office Records Department
LAMC
323-763-3002

NOTICE TO RECIPIENT: If you are not the intended recipient of this e-mail, you are prohibited from sharing, copying, or otherwise using or disclosing its contents. If you have received this e-mail in error, please notify the sender immediately by reply e-mail and permanently delete this e-mail and any attachments without making forwarding or redistributing. Thank you.

11/3/2009

Response to comment 30-253.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-254. Jofaye Lambert.

30-254

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: JOFAYE LAMBERT EMAIL: FREE 1861263@YAHOO.COM

ADDRESS: 215 N. INGLEWOOD AVE #4 PHONE: 310 6745417
INGLEWOOD, CA 90301

COMMENTS: Make the MTA Rail underground!!!

Thank You ☺

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-254.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-255. Alexis Lantz.

30-255

Abbott, Matthew

From: Webmaster
Sent: Monday, October 26, 2009 1:20 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

FirstName:	alexis
LastName:	lantz
Organization:	
EmailAddress:	Alexis.lantz@gmail.com
Street:	663 n. dilan st. #4
City:	los angeles
State:	ca
ZipCode:	90026
Yes:	
No:	no
Support:	Support Transit (BRT) Alternative A
Construction:	
Reliability:	
TrafficCongestion:	
VisualEffects:	
DisplacementOfProperty:	
DisruptionOfBusiness:	
PublicServices:	
SocialLandUseDevelopment:	
EconomicImpactAndJobs:	
OperationalIssuesAndAccess:	
Other:	no
Homeless:	no
Wounded:	no
LiveFullTimeProjectArea:	
WorkInTheProjectArea:	
Commuter/Resident/EmployeeInArea:	
CommuterThroughTheProjectArea:	
Other:	no
BusRider:	no
CarOrTruck:	no
Bike:	
Walk:	
Other:	
Redevelop:	
Business:	
CommunityOrNeighborhoodOrganization:	no
PublicAgency:	
EnvironmentalOrganization:	
OtherOrganization:	
EconomicDevelopmentOrganization:	
Other:	yes
Name:	Matthew Lantz
Time:	10:00:00 AM

add title to comment

11/5/2009

Response to comment 30-255.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 6 for the selection of the locally preferred alternative.



COMMENT: 30-256. Karen Lawrence.

30-256

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: KAREN LAWRENCE EMAIL: KML37@hotmail.com

ADDRESS: 750 W 109th St LA, CA 90044 PHONE: (310) 702-3136

COMMENTS: MTA go under ground
in Crenshaw.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-256.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-257. Barbara Lawson.

30-257

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Barbara Lawson EMAIL: blawson@seisuccess.net
 ADDRESS: 3608 OLYMPIA DR PHONE: (323) 291-1481
 COMMENTS: Be Fair with our community

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-257.

Please refer to Master Response 9 for grade separations and environmental justice.



COMMENT: 30-258. William and Sadye Lawson.

30-248

Abbott, Matthew

From: jtkhoury@gmail.com on behalf of Joseph Khoury (JKhoury@UCLAumni.net)
Sent: Wednesday, September 30, 2009 9:40 AM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor

I live in Village Green, in the Crenshaw District. As a member of the Village Green Owners Association Board of Directors, I urge you to support the **Light Rail Option** for the Crenshaw Transit Corridor.

Thank you!

Joseph Khoury
5394 Village Green
Los Angeles CA 90016

Metro is holding four public hearings on September 30, October 1, 4 & 6 to receive public comment during a 45-day review period on the Draft Environmental Impact Statement/EIS (DEIS/EIR) for this project. The deadline for comments is Monday, October 26, 2009, 5 pm. Comments may be submitted to:

Roderick Diaz,

Project Manager
Metro, One Gateway Plaza, 99-22-3
Los Angeles, CA 90012
or via email to: diazroderick@metro.net

Comments will be considered by the Metro Board when it selects a Locally Preferred Alternative (LPA) for this transit improvement project. Comments made on the DEIS/EIR will be addressed in the Final Environmental Impact Statement/Report (FEIS/RSTP).

JKhoury@UCLAumni.net
Los Angeles CA

11/5/2009

Response to comment 30-258.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-259. Chester Leonard.

38 2891

Abbott, Matthew

From: Chester Leonard (cleonard@prodigy.net)
Sent: Friday, September 18, 2009 2:30 AM
To: Diaz, Rodrick
Subject: LIGHT RAIL

I HEREBY SUPPORT THE OPTION OF A LIGHT RAIL SYSTEM DOWN THE CRENSHAW CORRIDOR
THERE'S NO POLLUTION AND WOULD BE AN ESSENTIAL LINK IN THE RAIL SYSTEM. FURTHER IT
WOULD BE AN OUTSTANDING OPTION FOR THE COMMUNITIES BEING SERVED.

11/3/2009

Response to comment 30-259.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line).



COMMENT: 30-260. Michele Levin.

30-260

Abbott, Matthew

From: Levin, Michele [mlevin@lausd.net]
Sent: Monday, October 26, 2009 1:12 PM
To: Diaz, Rodenck
Subject: Crenshaw Transit Corridor Project Comment

Michele Levin
Resident, Westchester
1438 Seward Ct
Los Angeles, 90015

I would like to be added to the project mailing list. Please use this email:
mlevin@delnetbms.com

This comment relates to Light Rail Alternative. I am concerned about the displacement of property and added cost associated with the Hinderly site. The El Segundo site is basically empty and will have less of an impact on current businesses and homes. I appreciated the presentation at our neighborhood group meeting in Westchester. It seems so clear that the El Segundo site for the maintenance yard and passenger is best for the community.

I live in the project area and commute through the project area. My car will not be able to disappear if Hinderly is chosen.
Thank you for your consideration of my comment.

Michele Levin

Response to comment 30-260-A.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-260-B.

Please see response to comment 30-260-A. Hindry Avenue will not be closed under the proposed project.



COMMENT: 30-261. Alicia Loncar.

33-288

Abbott, Matthew

From: Alicia Loncar (aloncar@metrolia.org)
Sent: Monday, October 26, 2009 9:03 AM
To: Diaz, Rodenck, crenshaw@metrolia.org
Subject: Crenshaw Line
Attachments: Alicia Loncar .doc

Mr. Diaz,

I urge the MTA to build a light rail down Crenshaw Blvd. This is much needed. At work, I interact with our Retirees. I know they would benefit from such a project. The community needs the services. It will connect the Crenshaw Mall and Leimert Park to the rest of the Metro system and will bring much needed business.

As a former resident of the area, I strongly urge you to support a light rail down Crenshaw Blvd.

Alicia Loncar

Alicia Loncar
2724 W. 8th Street
Los Angeles, CA 90014
(213) 387-8393 x 128
(213) 488-4707
(213) 215-9492 (mobile/direct)

11/3/2009

Response to comment 30-261.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line).



COMMENT: 30-262. Leslie Lone.

11-2009

Abbott, Matthew

From: Lone, Leslie (lesj@lone@luxurycollection.com)
Sent: Sunday, October 04, 2009 10:25 AM
To: Diaz, Rodrick
Subject: Crenshaw Transit Corridor

Mr. Diaz,

I am writing in concern to the future of the Crenshaw Corridor. I am a young professional living in the Miracle Mile area and would like to see Light Rail Transit system put into place. I have lived in world-class cities like Boston, Chicago, and New York where a railway system is essential to the livelihood of the city. Los Angeles should not be left behind in this aspect. I believe that a Light Rail Transit system is much more appealing to the masses and more convenient than Bus Transit. Not only would a Light Rail Transit system benefit those current Metro riders but also convince many to begin usage of this understated city benefit, specifically because of the demographics of the people in the area that is in question.

W

Thank you in advance for taking my comments into consideration.

Leslie Lone
In Room Dining Manager
SLS Hotel at Beverly Hills
A Luxury Collection Hotel
465 South La Cienega Bl
Los Angeles, CA 90048-4000 USA
T (310) 246-5024 F (310) 854-6522 R (310) 246-2165
SLSHotel.com

Shimmy, Linger, Sotrec.
Book your holiday party by Sep. 15 for 10% off all P&B plus 10,000 SPG points.

This electronic message transmission contains information from the Company that may be proprietary, confidential and/or privileged. The information is intended only for the use of the individual(s) or entity named above. If you are not the intended recipient, be aware that any disclosure, copying or distribution or use of the contents of this information is prohibited. If you have received this electronic transmission in error, please notify the sender immediately by replying to the address listed in the "From:" field.

11/3/2009

Response to comment 30-262.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line).



COMMENT: 30-263. Shi Anne Lovings.

DATE RECEIVED:

30-263

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Shi Anne Lovings EMAIL: Shianne Lovings Ryals
ADDRESS: 3921 Hillcrest Dr Apt 18 PHONE: 310 916-7411^{Cor}

COMMENTS: Keep it underground on Crenshaw

PLEASE!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761-6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-263.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-264. Rebecca Lugo.

30-264

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Rebecca Lugo EMAIL: _____

ADDRESS: 4105 Edgemoor Dr LA, CA 90008 PHONE: (323) 299-2031

COMMENTS: _____

We want the train underground!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-264.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-265. .Gretchen Luna

30-265

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Gretchen Luna - Kentwood Playhouse

Address (Street, City, State, Zip)

7307 W 86th Place - LA CA 90045

Email (Prior address to receive periodic project updates)

gretchen.luna@att.net

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property *
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Please let Westchester Playhouse continue with our cultural endeavors of 50+ years.

Please put the maintenance yard and building in El Segundo. Wouldn't it be more cost effective not to have to buy out businesses at 83rd + Hinding. The yard would be noise-air-light disruption to the residential area also.

El Segundo sounds like a perfect place - less disruption to the area.

Thank you for the consideration.

Gretchen Luna

-OVER-



Response to comment 30-265.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-266. Alice Lunsford.

30-266

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name; Organization)

Alice Lunsford - Kentwood

Address (Street, City, State, Zip)

1345 Sunset Ave. Santa Monica, CA 90405

Email (enter address to receive periodic project updates)

alice1639@es.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Buy Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No improvement Necessary (No-Build Alternative)
- Minor Improvement
- Transportation Systems Management (TSM) Alternative
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other _____

Comment (please print):

*We have been members of
 Kentwood Theater for 40 years.
 It is a wonderful community
 theater which has been a
 love time source of entertainment
 for all ages -
 It would be a tragedy
 if this theater
 were to be torn down -
 Please, please do
 not destroy the
 love of the theater!
 Thank you*

(CVIII)

Response to comment 30-266.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-267. James Lunsford.

30-267

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

JAMES LUNSFORD

Address (Street, City, State, Zip)

1345 SUNSET AVE., SANTA MONICA

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements:
 - Transportation Systems Management (TSM) Alternative
 - No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

PLEASE DO NOT NEEDLESSLY DESTROY CULTURAL AND NEIGHBORHOOD AMENITIES SUCH AS KENTWOOD PLAYER WHEN THERE ARE ALTERNATIVE AREAS AVAILABLE WHICH ARE OF EQUAL USABILITY AND DO NOT INVOLVE DESTRUCTION OF COMMUNITY ASSETS.

(OVER)



Response to comment 30-267.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-268. Ben Lupejkis.

30 088

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Ben Lupejkis

Address (Street, City, State, Zip)

5302 1/2 Village Green, LA, CA 90016

Email (enter address to receive periodic project updates)

benlupejkis@ca.rr.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minimal Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Do not put MTA station/yard
 in Florence/Hendry area -
 Use site #2 E/Segunda

- OVER -



Comment (continued):

Lined area for providing a comment.

TELL US ABOUT YOURSELF

What is your home zip code? _____

Work zip code? _____

Do you: *(check all that apply)*

Live in the project area?

Commute through the project area?

Work in the project area?

Other? _____

Own a business in the project area?

How do you regularly travel in the project area?
(check all that apply)

Bicycle?

Bus?

Car or Truck?

Walk?

Other _____

AFFILIATION

Resident

Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email

durodden@metro.net

Project Hotline
(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-268.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-269. Julia Maggs.

30-269

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

JULIA MAGGS Member of Kentwood Players - 60 years old!

Address (Street, City, State, Zip)

8052 W. 74th St Los Angeles CA 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impact (and Jobs)
- Specific Design Features
- Other

Comment (please print):

LEAVE KENTWOOD PLAYERS ALONE!

Use the EE Segundo area for project

4 QVE



Comment (continued):

[Empty lines for comment response]

TELL US ABOUT YOURSELF

What is your home zip code? _____ Work zip code? _____

Do you: (check all that apply)

<input checked="" type="checkbox"/> Live in the project area?	<input type="checkbox"/> Commute through the project area?	How do you regularly travel in the project area? (check all that apply)	
<input type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other? <u>Member of</u>	<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input type="checkbox"/> Own a business in the project area?	<u>Kentwood Plogers</u>	<input checked="" type="checkbox"/> Car or Truck?	<input type="checkbox"/> Walk?
		<input type="checkbox"/> Other	

AFFILIATION

Resident Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 Mail Stop: 99-27-3
 Los Angeles, CA 90012-2952

Email

rdiazroderick@metro.net

Project Hotline:
 (213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.





Response to comment 30-269.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-270. Allison Mannos.

30-270

Abbott, Matthew

From: A. Manushkin (nocivilized@gmail.com)
Sent: Friday, October 02, 2009 6:48 PM
To: Diaz, Rodenick
Subject: Crenshaw Corridor Comments

Hi there-

Just wanted to give my two cents, since I won't be able to attend the meeting in person. I support light rail on the Crenshaw corridor and think its absolutely necessary to have light rail begin at Wilshire. I prefer the LRT segment that would start at La Brea Tarpits--I think putting a BRT on Western and Wilshire is foolish because Metro will wind up spending more money in the future to build LRT as the demand for a quick rail connection to Wilshire will remain high.

*****Metro must recognize that the bulk of its passengers on the line will be connecting from Wilshire.*****

Thanks so much for your time!

Allison Mannos
Los Angeles, CA 90029

11/3/2009

**Response to comment 30-270-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The northern extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. A Feasibility study has been conducted by Metro that indicated that a future northern extension of light rail transit to Wilshire Boulevard is feasible and that the Wilshire/La Brea terminus was the preferred option. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project. Information related to the Long Range Transportation Plan is available at www.metro.net, following the links to "Long Range Transportation Plan" under the "Projects and Programs" tab.

Response to comment 30-270-B.

The proposed project was developed to meet the needs of citizens and businesses within the Crenshaw/LAX Corridor. Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw/LAX Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability. The ridership projections that were evaluated for the proposed project did not take into account a connection to Wilshire Boulevard. Please see response to comment 30-270-A.



COMMENT: 30-271. Vincent Marcais.

30-271

Abbott, Matthew

From: vincentmarcais [vincentmarcais@yahoo.fr]
Sent: Friday, September 26, 2009 9:41 PM
To: Diaz, Roderick
Subject: Greenstraw Corridor - Suggestion

Respected,
Thank for your efforts. I suggest to add a station at the end of the
corridor to the station to the station to the station. This
needs to be added, as a station at the end of the corridor
can be a station to the station. This would be a great
achievement for the station for the station.
Thank you.
Vincent Marcais

**Response to comment 30-271.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. LAX already has a planned people mover system within the LAX Master Plan to bring outside passengers into the terminal. Designing the Light Rail Line to enter into the terminal would conflict with this adopted plan and would result in a duplication of service. Metro, throughout the planning process, has coordinated with LAX to develop a connection which would satisfy all interested parties.



COMMENT: 30-272. Kathleen Marinaccio.

10-272

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report in any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

KATHLEEN MARINACCIO

Address (Street, City, State, Zip)

8225 HANDLEY AVE LOS ANGELES CA 90045

Email (enter address to receive periodic project updates)

kathleen@kathleenmarinaccio.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary - A (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other _____

Comment (please print):

As a 12 year resident and business owner in the Osage Area of Westchester I am very concerned about the Crenshaw Transit Corridor Project and how it will effect our community. Below are some of my thoughts.

CONSTRUCTION

Westchester and other neighboring areas have been dealing with the 405 construction since June 2000, and now we are being forced to possibly deal with more long-term construction of a light rail transit system that none of us will benefit from. Most likely this project will harm more of us than it will help.

NOISE

Osage residents worked for years to shut down the trains that were riding on the rails that currently exist off of Florence/ Manchester and Aviation Blvds. Now you just want to start them back up again. Those trains posed nothing but problems for the Inglewood, Westchester and El Segundo areas. Daily traffic backs up and whistle blowing every 45 minutes, 24 hours a day, 7 days a week created a miserable lifestyle for all of us.

AIR QUALITY

The construction would cause our air to be filled with even more carcinogens than we already have been dealing with namely from the 405 exhaust and LAX airport.

TRAFFIC

The thought that you would be closing up a major way into and out of our community is unbelievable. Hindry and Florence are the only way to safely leave the Osage area. Plus the multiple street traffic back-ups that would be caused by the train crossing is something I'm not looking forward to living with again.

VISUAL EFFECTS

The neighbors surrounding LAX already struggle to be a neighborhood, most people who drive to LAX don't even realize they are driving through someone's neighborhood. We are divided by so many large intersections and traffic heavy streets that we have to work hard to create our neighborhood appearance, once you add active train tracks it will just divide us more.

continued

COVER



Comment (continued):

DISPLACEMENT OF PROPERTY

LAX has already taken so much of our communities and displaced thousands of families that have lived here for generations. Now that land just sits abandoned and ugly. Westchester and El Segundo are quiet, family oriented neighborhoods filled with World War II veterans, artists, doctors, lawyers and teachers who want a wonderful home in a quiet tight knit community.

**ECONOMIC IMPACTS AND JOBS
DISRUPTION TO BUSINESS**

I see from your materials a projection of approximately 3,500 to 7,600 jobs to build this project but how many families will loose their homes and/or quiet and safe neighborhoods along this line? You might be temporarily adding the abovesmentioned jobs but in order to do so you will be closing both brand new and long time businesses, in turn eliminating current permanent jobs for Inglewood, Westchester and El Segundo residents. When the Crenshaw Transit project is complete those start-up jobs will go away, but the project will have destroyed the lives and lively hoods of more residents and businesses in this neighborhood then it will have helped.

LOCAL LAND USE & DEVELOPMENT

I've heard that you will tear down most of the current business near Hindry and Florence including the Westchester Playhouse and some other brand new respectable 9 to 5 businesses along that route to put in a 24-hour Maintenance Facility. First and foremost Osage is a residential neighborhood, filled with families who have school-aged children. Between the noise and hours of operation of this 24-hour Maintenance Facility I foresee the families, especially the children in this area never being able to get a good nights sleep again? We are already plagued by the direct noise from the 405 and La Brea and now to think that this might happen is just devastating. Even LAX has to stop landing planes over our homes by midnight. In addition, the Westchester Playhouse is a staple in the community providing entertainment and classes for people of all ages. It's part of this community and needs to stay that way.

In closing, as you can tell, I am 100% opposed to Crenshaw Corridor Project and I invite you to live and enjoy Westchester, Inglewood and El Segundo before you decide to move forward with this project. We might not be Beverly Hills or Bel Air but we love our families and our neighbors and don't want to loose the amazing life that we have built for ourselves.

TELL US ABOUT YOURSELF

What is your home zip code?

90045

Work zip code:

90045 *Handwritten note: I need to verify with the contractor*

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?

- Commute through the project area?
- Other: _____

How do you regularly travel to the project area? (check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other: _____

AFFILIATION

- Resident: Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other: _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-223
Los Angeles, CA 90012-2952

Email:

rod@metro.net

Project Hotline

(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



**Response to comment 30-272-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

Response to comment 30-272-B.

Metro acknowledges that the construction of the light rail system would affect surrounding businesses and communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to businesses and to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

Response to comment 30-272-C.

No adverse operational noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation.

Response to comment 30-272-D.

The potential impacts air quality were evaluated in the environmental document. A localized air quality analysis, which includes the emissions from automobiles queuing at intersections, determined that no applicable thresholds would be exceeded from operation of the Crenshaw/LAX Transit Corridor Project. The federal air quality regional thresholds would not be exceeded during the operation of the light rail system. Because operation of the light rail system would result in a reduction of automobile trips, no adverse greenhouse gas impacts would occur.

Response to comment 30-272-E.

Hindry Avenue would not be closed under the proposed project and access to the Osage area would not be restricted. Design Option 2, an aerial crossing at Manchester Avenue, was incorporated into the proposed project to eliminate the potential traffic impacts of an at-grade crossing at Manchester Avenue. No additional traffic impacts were found to occur near the Osage or Westchester community as a result of the proposed project.

Response to comment 30-272-F.

The Crenshaw/LAX Transit Corridor Project would operate in the existing Harbor Subdivision railroad right-of-way when near the Westchester or Osage community. This railroad right-of-way is an existing barrier within the community and the proposed project would not create a physical barrier to a community or result in a change to the neighborhood appearance of the Osage community.

Response to comment 30-272-G.

The Crenshaw/LAX Transit Corridor Project would not result in significant displacements that would affect a residential community. Any potential displacement near the Westchester or Osage communities would occur adjacent to an industrial area along a railroad right-of-way. This would not alter the composition or character of an existing neighborhood.

Response to comment 30-272-H.

Where acquisition and relocation are unavoidable with construction of the Crenshaw/LAX Transit Corridor Project, Metro would follow the provisions of the Uniform Act, as amended, and implemented pursuant to the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the USDOT, dated February 3, 2005. Metro would apply acquisition and relocation policies to assure compliance with the Uniform Act and Amendments. All real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal made to each property owner, would be offered by Metro. Each homeowner, renter, business, or nonprofit organization displaced as a result of the project would be given advanced written notice and would be informed of the eligibility requirements for relocation assistance and payments.

Response to comment 30-272-I.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-272-J.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw/LAX Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability.



COMMENT: 30-273. Lori A. Marple-Pereslete.

30-273

Crenshaw Transit Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Lori A. Marple-Pereslete

Address (Street, City, State, Zip)

6519 Wooster Ave Los Angeles, Ca 90056

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

PROJECT WILL ELIMINATE HISTORIC CANTINELA Adobe

WOULD BE A LOT MORE INTELLIGENT TO SERVE THE AIRPORT IF PROJECT DIVERTED TO EL SEGUNDO.

(over)



Comment (continued):

TELL US ABOUT YOURSELF

What is your home zip code? _____ Work zip code? _____

Do you: *(check all that apply)*

<input type="checkbox"/> Live in the project area?	<input checked="" type="checkbox"/> Commute through the project area?	<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other? _____	<input checked="" type="checkbox"/> Car or Truck?	<input type="checkbox"/> Walk?
<input type="checkbox"/> Own a business in the project area?		<input type="checkbox"/> Other? _____	

How do you regularly travel in the project area?
(check all that apply)

AFFILIATION

Resident Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 Mail Stop 99-22-3
 Los Angeles, CA 90012-2952

Email

diazroderick@metro.net

Project Hotline
 (213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.





Response to comment 30-273-A.

The proposed project alignment is more than 1,500 feet away from the historic Centinela Adobe. The Crenshaw/LAX Transit Corridor Project would not disturb or eliminate the historic Centinela Adobe.

Response to comment 30-273-B.

Comment noted. The Crenshaw/LAX Transit Corridor Project would serve both LAX and El Segundo with an Aviation/Century Station and an Aviation/Imperial Station.



COMMENT: 30-274. George Marr.

30-274

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

George E MARR

Address (Street, City, State, Zip)

8405 WEST Blvd, Inglewood, CA 90305-1620

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management [TSM] Alternative)
- No Opinion

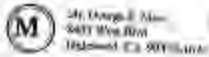
My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

The light rail alternative is the best solution to the problems involved in putting the incorporation. It will provide a separated R/W, less disturbance to current land use adjacent or near the route. Although the rail solution costs more, it provides faster service, a smoother ride and less conflict with local traffic. The rail yard near Manchester Blvd is a poor location with the conflict with local residential uses. The El Segundo site is ideal. It is in an industrial area, close to the eventual extension of the proposed line to the Torrance and the harbor area. The Inglewood presentation was very well done.

OVER



U.S. MAIL PERMIT NO. 1000
LOS ANGELES, CALIFORNIA



Roderick Diaz, Project Manager
Los Angeles County
Metropolitan Authority
One Gateway Plaza
Mail stop 44-22-3
Los Angeles, CA 90012-2982

95012+2982



**Response to comment 30-274-A.**

The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line).

Response to comment 30-274-B.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-274-C.

Please see response to comment 30-274-B.



COMMENT: 30-275. Cynthia Marshall.

30-275

**Crenshaw Transit
Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

CYNTHIA MARSHALL RESIDENT

Address (Street, City, State, Zip)

7625 GODDARD AVE

Email (or other address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

I AM A RESIDENT IN THE AREA THAT YOU WANT TO BUILD A MAINTENANCE YARD & PARK/RIDE LOT. WHY? THIS AREA IS NOT NEAR ANY OF THE MTA STOPS - THAT'S EL SEGUINDO. WHY WOULD YOU THINK WE WOULD BE OKAY WITH YOU TEARING DOWN THE BUSINESSES HERE (SOME OF WHOM HAVE BEEN HERE & ENJOYED FOR MORE THAN 20 YEARS!)? WHY WOULD YOU BLOCK ACCESS TO OUR NEIGHBORHOOD AND BRING MORE CARS WITH THEIR NOISE & POLLUTION & TRAFFIC INTO THIS AREA (WE HAVE TRAFFIC PROBLEMS NOW)? WHO & WHAT GIVES YOU THE RIGHT TO 'CONDemn' BUSINESSES SO YOU CAN BUILD A PARKING LOT HERE? ISN'T THERE ALREADY A HUGE LOT @ IMPERIAL HWY - WHERE IT SHOULD BE? PEOPLE ARE GOING TO PARK HERE & SHUTTLE CLEAR OVER TO THE 105 FWY? NONE OF THIS MAKES SENSE! WE ARE NOT NEAR OR DO WE CONNECT WITH ANY MTA TRAIN!! BUILD ON THE EMPTY LOT @ SEPULVEDA &

OVER



Comment (continued):
TO SECTORS IN EL SEGUNDO (WHERE THE TRAINS ARE!!)
 DON'T PUT A PARK & RIDE OR A MAINTENANCE YARD IN A NEIGHBORHOOD! WHAT DO YOU SUPPOSE WOULD HAPPEN TO PROPERTY VALUES? HAVEN'T THOSE SUFFERED ENOUGH FROM THE BAD ECONOMY? WHICH, BY THE WAY, IS THIS ALL YOU CAN THINK OF DOING - IS SPENDING \$\$ IN A PLACE & TIME THAT DOESN'T MAKE SENSE?
 PLEASE TAKE A CLOSE LOOK AT THE IMPACT THIS WOULD HAVE ON THIS NEIGHBORHOOD.

TELL US ABOUT YOURSELF

What is your home zip code? 90075 Work zip code? _____

Do you: (check all that apply)

<input checked="" type="checkbox"/> Live in the project area?	<input checked="" type="checkbox"/> Commute through the project area?	How do you regularly travel in the project area? (check all that apply)	
<input type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other? _____	<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input type="checkbox"/> Own a business in the project area?		<input checked="" type="checkbox"/> Car or Truck?	<input checked="" type="checkbox"/> Walk?
		<input type="checkbox"/> Other? _____	

AFFILIATION

Resident Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other: _____

Thank You!
 Give this form to project staff or return to Metro:

Postal Mail	Email:
Roderick Diaz, Project Manager Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Mail Stop: 99-22-3 Los Angeles, CA 90012-2957	Roderick.Diaz@metro.net
	Project Hotline (213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.





Ms. Cynthia Mitchell
7025 Goddard Ave
Los Angeles, CA 90045

10/11/11 10:00 AM
U.S. POST SERVICE



RODRICK DIAZ, PROJECT MGR.
LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
MAIL STOP 99-223
LOS ANGELES, CA 90012-2452
90012-2452

**Response to comment 30-275-A.**

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

A park and ride facility near the optional Manchester Station was initially considered during the DEIS/DEIR. This proposed facility was eliminated from consideration when the optional Manchester Station was not included into the final project definition. The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time.

Response to comment 30-275-B.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-276. Tekaya Martinez.

30-276

Abbott, Matthew

From: Damien Goodiron (damienw1@gmail.com)
Sent: Monday, October 26, 2009 12:21 PM
To: Diaz, Roderick
Subject: Fwd: Please keep the Crenshaw Line underground on Crenshaw Blvd

----- Forwarded message -----

From: Tekaya Tekaya - tekaya_tekaya@yahoo.com
Date: Mon, Oct 26, 2009 at 11:53 AM
Subject: Please keep the Crenshaw Line underground on Crenshaw Blvd
To: crenshaw@fixespo.org
Cc: mhacon6@yahoo.com

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,
Tekaya Martinez

11/10/2009



Response to comment 30-276.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-277. Matt Mason.

10/27/09

CRENSHAW TRANSIT CORRIDOR DEIS/DEIR COMMENTS
 RESULTS FROM FORM 1 OF PAGE PROJECTS_STUDIES/CRENSHAW/COMMENT_Form1.htm FROM WEBMASTER@METRO.ORG
 SENT: Sunday, October 25, 2009 0:55 PM
 TO: Diaz, Underlieh
 SUBJECT: CRENSHAW TRANSIT CORRIDOR DEIS/DEIR COMMENTS

 Firstname: Matt
 Lastname: Mason
 Organization:
 Email address: mattmason99@yahoo.com
 Street: 11025 Goshen Avenue Unit C
 City: Los Angeles
 State: CA
 Zipcode: 90049
 Yes:
 No: ON
 Support: NO Improvement Necessary (No-Build Alternative)
 Construction: ON
 Air Quality:
 Traffic Safety: ON
 Visual Effects:
 Displacement of Property:
 Disruption of Business:
 Public Services:
 Local Land Use Development:
 Economic Impacts and Jobs:
 Special Design Features: ON
 Other: YES
 Home ID:
 Work ID:
 Live in the project area?:
 Work in the project area?:
 Own business in the project area?:
 Commute through the project area?:
 Other: YES
 Bicycle?:
 Car or Truck?:
 Bus?:
 Walk?:
 Other?: ON
 Resident:
 Business:
 Community or neighborhood organization:
 Public agency:
 Environmental organization:
 Civic organization:
 Economic development organization:
 Other: YES
 Date: Sunday, October 25, 2009
 Time: 09:55:24 PM

Additional comments:

I believe this project needs to be put on hold until Federal funds can be gathered for the time to actually make it to the Purple line. As a better alternative, the Vermont subway extension needs to be explored as this could be brought to the Green Line or Harbor Sub Way and achieve a similar airport connection that way, while serving a more important transit corridor with higher public transit ridership and connectivity to the rest of the system (i.e. Hollywood and the Valley).



Response to comment 30-277-A.

The current Metro LRTP financial element does not show New Starts funding for the Crenshaw Transit Corridor Project. The project funding plan shows that the project is fully funded with a combination of local funds (including Measure R) and other types of federal funds.

Response to comment 30-277-B.

A Vermont subway extension is not part of the Crenshaw/LAX Transit Corridor Project. Information on other Metro projects can be obtained at the Metro website at www.metro.net, under the Projects and Programs tab.



COMMENT: 30-278. Joanie Matheson.

30-278

Crenshaw Transit Corridor DISEISE Comments
 Results Form Form 1 of Page projects/studies/crenshaw/comment_form.html from Weststar
 Sent: Monday, October 20, 2009 2:55 PM
 To: Diaz, Roderick
 Subject: Crenshaw Transit Corridor 0215/DTR COMMENTS

 firstName: Joanie
 lastName: Matheson
 organization:
 emailAddress: joanmatheson@yahoo.com
 street: 7314 Abigail Place
 city: Los Angeles
 state: CA
 zipcode: 90045
 yes: 0
 no:
 support: Minor Improvements (Transportation System Management [TSM] Alternative)
 construction: 0
 air quality: 0
 traffic safety: 0
 visual effects: 0
 displacement of property: 0
 disruption to business: 0
 public services: 0
 local land use development: 0
 economic impacts and jobs: 0
 specific design features: 0
 other:
 home zip: 90045
 work zip: 90405
 live in the project area?: YES
 work in the project area?:
 own business in the project area?:
 commute through the project area?: YES
 other:
 bicyclist?:
 car or truck?: 0
 bus?:
 walk?:
 other?:
 resident: 0
 business:
 community or neighborhood organization:
 public agency:
 environmental organization:
 civic organization:
 economic development organization:
 other:
 date: Monday, October 20, 2009
 time: 02:54:36 PM

additional comments:

---CORRECTION TO THE @1010 FORM I SUBMITTED---
 In reference to the closure of Hindry, I said: "the Osage Ave/Manchester intersection is already extremely busy and it's difficult to turn onto Manchester (both north and southbound) during rush hour." I meant to say "BOTH EAST and WESTBOUND".

Major concerns: #1 The LRT maintenance facility site 1 proposal would severely impact the Osage residential neighborhood of Westchester. Closing Hindry would be a major impediment, since it is the quickest, safest and most convenient entrance/exit to the neighborhood. The Osage Ave/Manchester intersection is already extremely busy and it's difficult to turn onto Manchester (both north and southbound) during rush hour. Visibility is poor due to the strip mall and large trucks using the intersection. Closing Hindry would exacerbate this problem. The displacement of local businesses, and in particular the Westchester Playhouse, is also a big concern. #2 The costs for BR and LRT are huge, and certain to grow. Too much uncertainty in the project proposal to get a feel for what the real costs would be. So-called minor (but well thought-out) improvements, may be able to achieve the desired results without getting lost in the glamour factor of a high profile, possibly overblown project.

A
B

**Response to comment 30-278-A.**

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-278-B

Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw/LAX Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability. In November 2008, Measure R was approved by a two-thirds majority, committing a projected \$40 billion to traffic relief and transportation upgrades throughout the county over the next 30 years. Measure R will help fund dozens of critical transit and highway projects, create more than 210,000 new construction jobs and infuse an estimated \$32 billion back into the local economy, according to estimates by the nonprofit Los Angeles County Economic Development Corporation. The Crenshaw/LAX Transit Corridor Project was identified as a project to be funded by Measure R. No additional taxpayer money would be required to fund the project.



COMMENT: 30-279. Alison Mattiza.

30-279

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff on return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Alison Mattiza - Kentwood Players

Address (Street, City, State, Zip)

4771 W. 135th St. Hawthorne, CA 90250

Email (enter address to receive periodic project updates)

~~amattiza~~ aehlo@aol.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other: _____

Comment (please print):

Please do not infringe on our theater. It is a very special place for many people and is a special part of history for many people. Please put the light rail system somewhere else!!

- OVER -

Response to comment 30-279.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-280. William and Helen Maxwell.

301280

Abbott, Matthew

From: HELENSMM@aol.com
Sent: Wednesday, October 28, 2009 9:38 AM
To: Diaz, Roxierick; crenshaw@fiveexpo.org
Subject: CRENSHAW LINE

Dear MTA Board of Directors:

This letter is to urgent you to keep the entire Crenshaw Line underground for the welfare and safety of our children and for maintaining the integrity of our neighborhood and community. Not to mention the noise and traffic levels that can have a serious impact on the health of the residents in the area.

Again, please vote to continue the rail line underground and not above ground - between 48th to 59th - which is right next to View Park Prep and a block away from Crenshaw High School. To leave this area with a rail at street level would be very problematic for our neighborhood, and not a well thought out plan. Please do not destroy this residential area of our community, and seriously consider the safety and well being of the people who have lived in this community for generations.

A ground level rail system for the portion of the community between 48th street to 59th - would have never been considered for the Wilshire area. We want the same consideration, and join Mark Ridley-Thomas, Supervisor for the Second District in urging you to vote to keep the entire Crenshaw Blvd portion of the Crenshaw Line underground.

Sincerely,

William and Helen Maxwell
3470 West 48th Street
Los Angeles, California 90043
(323) 298-5198

11/3/2009

Response to comment 30-280.

The Crenshaw/LAX Transit Corridor Project would result in the reduction of 26,764 automobile miles traveled compared to the No Build Alternative. Metro, similar to other transit planning agencies throughout the U.S., operates on the premise that LRT is primarily an at-grade or surface-running transit technology and incorporates grade separations. This transit technology can operate in at-grade environments ranging from mixed traffic, to an exclusive right-of-way or guideway. Metro considers grade separations associated with LRT projects on a case-by-case basis primarily for severe traffic or other environmental impacts and not on the socio-economic profile of an area.

Please refer to Master Response 5 for traffic methodology and analysis.

Metro acknowledges that the construction of the light rail system would affect surrounding businesses and communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to local businesses and to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

No adverse operational noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

Please refer to Master Response 1 for a below-grade segment along the full length of Crenshaw Boulevard.

Please refer to Master Response 9 for grade separations and environmental justice.



COMMENT: 30-281. Adrienne Mayberry.

30-281

Abbott, Matthew

From: mayberry59@ca.rr.com
Sent: Monday, October 26, 2009 7:37 AM
To: Diaz, Roderick
Subject: Crenshaw Blvd. rail line

FW: FW: (30281)

It is crucial that the entire Crenshaw Boulevard portion of the Crenshaw rail line be placed underground. The already heavily traveled street cannot support the additional congestion that would be created by an at-grade rail system on this major artery within the community. It connects Los Angeles to Inglewood and other South Bay cities. Furthermore, a number of schools and businesses, including a United States post office, fall within the portion that is being considered to be constructed at-grade level. The impact of a rail line upon area businesses and travel within the area would be extremely harmful. The fact that children would need to cross at the same level as the rail line is an invitation for disaster. Please take into consideration the impact at-grade rail would have on this community and treat it with the same respect you would like for your own.

A

Thank you for your time and consideration,

Sincerely,
Adrienne Mayberry

Response to comment 30-281.

The Crenshaw/LAX Transit Corridor Project would result in the reduction of 26,764 automobile miles traveled compared to the No Build Alternative. Metro, similar to other transit planning agencies throughout the U.S., operates on the premise that LRT is primarily an at-grade or surface-running transit technology and incorporates grade separations. This transit technology can operate in at-grade environments ranging from mixed traffic, to an exclusive right-of-way or guideway. Metro considers grade separations associated with LRT projects on a case-by-case basis primarily for severe traffic or other environmental impacts and not on the socio-economic profile of an area.

Please refer to Master Response 5 for traffic methodology and analysis.

Metro acknowledges that the construction of the light rail system would affect surrounding businesses and communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to local businesses and to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

Please refer to Master Response 9 for grade separations and environmental justice.



COMMENT: 30-282. John Mayer.

30-282

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: John Mayer EMAIL: AlbinoApe@att.net.com

ADDRESS: 666 Wilton Ave #A PHONE: 310-412-6811

COMMENTS: I feel it would be quieter underground
also safer and more efficient.

for the underground rail on
Crenshaw Blvd.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpa.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-282.

Please refer to Master Response 1 for a below-grade segment along the full length of Crenshaw Boulevard.



COMMENT: 30-283. Tori McClenton.

10-11A

Abbott, Matthew

From: [mailto:torimc@stcjobs.net]
Sent: Monday, October 26, 2009 8:18 AM
To: Diaz, Rodrick
Subject: Crenshaw Line

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Tori McClenton
5267 Southridge Ave
L.A., CA 90043

11/3/2009

Response to comment 30-283.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-284. Johnnie McCray.

30-284

DO NOT SEND

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Johnnie F. McCray EMAIL: mccrayjohnnie@aol.com

ADDRESS: 1000 S Western Ave #402 PHONE: _____

COMMENTS:
The decision has already been made so what
is the purpose they are going to do
it anyway.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-284.

There has been an extensive public outreach process where alternatives have been formulated, evaluated and refined. The evaluation process has informed the affected residents of the relative impacts among options (alignment routes, vertical and horizontal alignments, station locations, etc.). The Metro Board of Directors, in selecting an LPA, considered the engineering and environmental documentation, as well as public comments and concerns. In instances where issues have arisen, design and alignment decisions have been revisited. In instances where adverse effects have been identified, design options and mitigation measures have been formulated to reduce or eliminate potential impacts on adjacent communities, and on adjacent minority or low-income communities.



COMMENT: 30-285. Mamie McFrazier.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Mamie McFrazier EMAIL: HARBOUR BOAT P. YOHAN, RENT
ADDRESS: 4833 11th Ave LA PHONE: 323 249-0613
COMMENTS: Do not agree with rail line MTA.
IF so, please do it underground.

MUST BE SENT TO MTA BY OCT. 25, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@dotexpa.org • Phone: (323) 761-6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-285.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw/LAX Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-286. Alvin McGilbray.

30-286

CUT AND SEND

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Alvin McGilbray EMAIL: _____

ADDRESS: 5712 Overhill Dr PHONE: 323 737 4187

COMMENTS: I WANT THE TRAIN, BUT PLEASE
PUT IT UNDERGROUND. THANKS

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@flxexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-286.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-287. Ashley McGovern.

msl:ag

Abbott, Matthew

From: mdehnysvs@netscape.net
Sent: Thursday, September 24, 2009 13:29 PM
To: Diaz, Rodolfo
Subject: Comments on Crenshaw Corridor Metro Project

Mr. Diaz,

Due to the fact I am not able to attend the public meetings on this important subject, I would like to voice my strong opinion about the Crenshaw Corridor. Why is the City still looking to fossil fuels (BRT System) with regard to mass transit? What good is public transportation if it pollutes the air and does not set a example of a commitment to long term sustainability? Buses (although a better alternative to single driver automobiles) are still the lesser of two evils. Don't we have enough pollution and traffic congestion (more buses will only add to it)? A light rail transit system that does not produce toxic and atmosphere destroying emissions is the obvious solution. At least electrical producers and utility companies are looking for green power and renewable energy while most oil companies could care less about the environment. Our State is embarrassingly in debt and the City is broke, let's send a strong message by constructing a light rail system that not all persons in Social are clueless morons!!

Ashley McGovern

11/3/2009

Response to comment 30-287.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line). The BRT Alternative did not yield strong travel time benefits due to mixed-flow operation and the slow speeds required of BRT vehicles at un-gated crossings along the Harbor Subdivision railroad right-of-way. Additional traffic impacts would occur from the conversion of mixed flow lanes in narrow sections of Crenshaw Boulevard.



COMMENT: 30-288. Amber McIver.

30/288

Abbott, Matthew

From: Amber McIver (ambermayer@noemail.com)
Sent: Monday, October 26, 2009 3:15 PM
To: Diaz, Rodenck; crenshaw@tmaxson.org
Subject: FW: Urgent View Park Preparatory Information

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

Amber M. McIver

4228 W. 61st Street, LA 90043

New Windows 7! Find the right PC for you. [Learn more.](#)

11/3/2009

Response to comment 30-288.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-289. Adele McJimson.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: ADELE McJIMSON EMAIL: _____

ADDRESS: 4015 10th Ave #1 PHONE: 323-743-5991

COMMENTS: _____

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



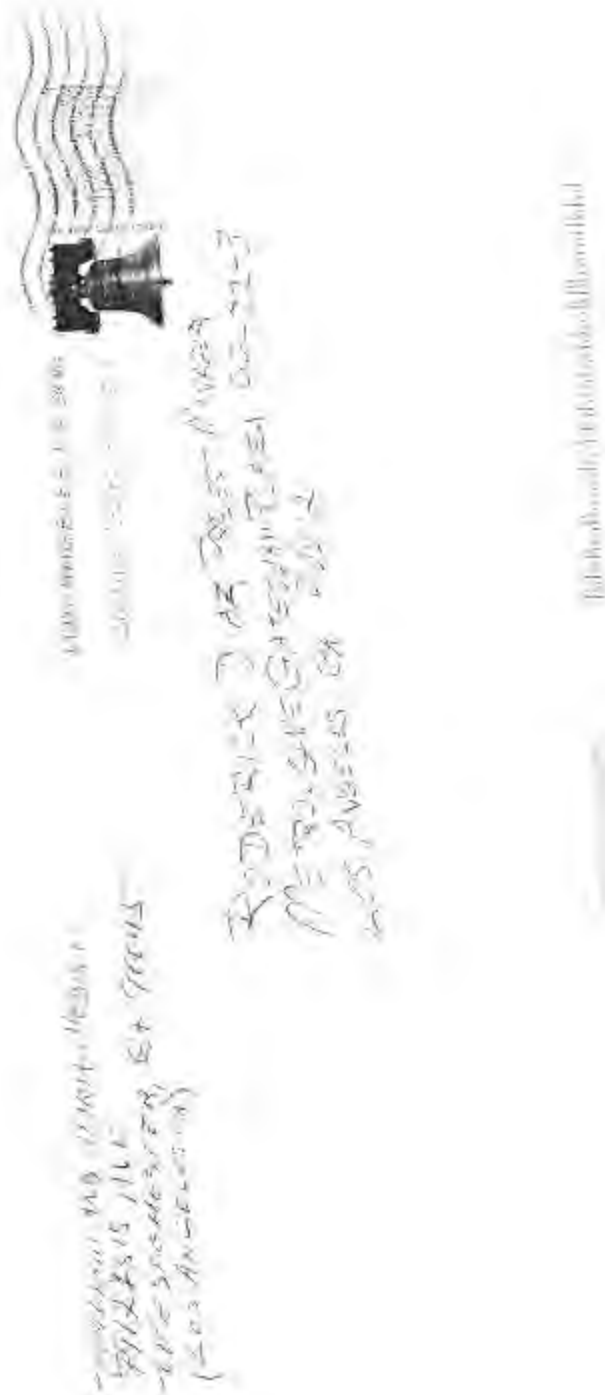
Response to comment 30-289.

No specific comment to address.



COMMENT: 30-290. William and Maria Medina.

30-290



I WOULD LIKE TO SEE ADDITIONAL COMMENTS ON THE
BRT ALTERNATIVE (BRT) BOB RAPID TRANSIT. IT MEANS LESS TRAFFIC
CONGESTION FOR STREET, AND INCREASES THE
SUSTAINABLE BUSINESS. THE FUTURE OF
TRANSPORTATION AS ELECTRIC AND THE RAILROAD
AND FREIGHT RAIL AND OVER LAX'S CENTURY
ELMS. AND BEYOND IN BOTH DIRECTIONS ARE
FAMILY AND FRIENDLY TO SERVICE LAX. THE STATION
WILL BE A GREAT AREA FOR A LIGHT RAILWAY
STATION WITH AMPLE PARKING AND EVEN A
MAINTENANCE YARD. ALL THIS MEANS A MORE
ROBUST ECONOMY FOR THE ENTIRE AREA AND
MORE JOBS, INCREASED PROPERTY VALUE FOR
WESTHESTER AND SURROUNDING COMMUNITIES.
THANKS!! LET US HEAR FROM YOU!!

A

SINCE THE UNFORTUNATE EVENT OF 09/11, THE TRACKS THAT ONCE CARRIED
FREIGHT TRAINS, HAVE NOT BEEN USED
FOR OVIDUS REASONS. LETS MAKE
GOOD USE OF THESE TRACKS BY DOING
WHAT WE ALL WANT. HINDRI AVE AND
83RD ST CAN BE A GREAT AREA FOR A
LIGHT RAILWAY STATION WITH AMPLE PARKING
AND EVEN A MAINTENANCE YARD. ALL THIS
MEANS A MORE ROBUST ECONOMY FOR THE
ENTIRE AREA AND MORE JOBS, INCREASED
PROPERTY VALUE FOR WESTHESTER AND SURROUNDING
COMMUNITIES. THANKS!! LET US HEAR FROM YOU!!

B

**Response to comment 30-290-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 6 for the selection of the locally preferred alternative.

Response to comment 30-290-B.

Comment noted. An optional station at Manchester Avenue and a park and ride facility to serve the Westchester community were both considered in the DEIS/DEIR. The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time.



COMMENT: 30-291. William and Maria Medina.

PLEASE SEE THE CONTINUATION IN BACK

Crenshaw Transit
 Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

10-291

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

WILLIAM AND MARIA MEDINA

Address (Street, City, State, Zip)

7912 2515 AVE, LOS ANGELES CA, 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation System Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features

Other AS A HOMEOWNER IN

WILSONS BLVD FOR 37 YRS. I SAY THAT A LIGHT RAIL STATION ON 83RD ST. AND NEARBY AREA WILL RAISE PROPERTY VALUES BRING MORE BUSINESS TO THE AREA, CREATING MORE JOBS AND ETC. ADDRESS TO BUSINESSES ALREADY IN THE AREA NEARBY. OUR AIRPORT, LAX WILL SEE A SMART INCREASE IN VEHICULAR TRAFFIC ON CENTURY BLVD. AND AIRPORT TERMINAL AREAS. BECAUSE A LIGHT RAIL SYSTEM WILL TAKE PASSENGERS TO AND FROM THE AIRPORT; TO DOWNTOWN L.A. NOT BY CAR

Comment (please print):

THE NOTION THAT A LIGHT RAIL TRANSIT SYSTEM STATION OR MAINTENANCE YARD, AND A PARK AND RIDE FACILITY ON 83RD ST. BETWEEN CSAGE AND LA CIENEGA WOULD ELIMINATE ACCESS TO FLORENCE; 83RD ST. ACCESS TO LA CIENEGA, ARE LUDICROUS. THERE IS ALSO THE NOTION CIRCULATING, OR BEING CIRCULATED BY A NEIGHBOR WHOSE HOME BORDERS ON 83RD AND 1515 AVE, THAT THE WESTCHESTER PLAYHOUSE AND ALL "BUSINESSES" ON 83RD ST. WOULD BE CONDEMNED, THAT THE NOISE OF A MAINTENANCE YARD WOULD BE UNDESIRABLE. FIRST, ALL THESE ARE MINUSCULE WHEN COMPARED TO RAIL TRANSPORTATION. CUT THE MILES YOU DRIVE A YEAR BY 25% AND YOU CAN SAVE 145 GALLONS OF GAS AND REDUCE CO₂ BY 2,863 LBS. IT IS HARD TO IMAGINE THAT A MAINTENANCE YARD CAN MAKE A WHOLE LOT OF NOISE, YET THAT IS WHAT THIS NEIGHBOR IS SUGGESTING. CAN IT BE WORSE THAN THE FREIGHT TRAIN WE HEAR RUMBLING FOR YEAR DAY AND NIGHT, WHISTLE BLOWING? THE WESTCHESTER PLAYHOUSE AND THE SMALL NUMBER OF "BUSINESSES" AFFECTED, DO NOT GENERATE THE AMOUNT OF TAX REVENUES THAT HAVE BEEN SUGGESTED. MUCH MORE BUSINESS WOULD BE ATTRACTED AND THEREFORE MORE TAX REVENUE FOR THE AREA. THE MAINTENANCE YARD ALONE WOULD CREATE JOBS. FURTHERMORE, HINDRY AVE. ACCESS TO FLORENCE IS NOT ESSENTIAL WHEN WE CONSIDER THE ALTERNATIVE ROUTES NEARBY. PEOPLE WHO TRAVEL NEED RESTAURANTS TO EAT, DAY CARE CENTERS FOR CHILDREN, ETC. OVER.



Comment (continued)

A RESTAURANT FOR PERSONS TRAVELING, A DAY CARE CENTER FOR COUPLES WHO WORK AND MUST TAKE THE TRAIN. THESE ARE SOME OF THE BUSINESSES THAT WOULD SPRING UP BECAUSE OF THE TRAIN TRANSPORTATION.

I HAVE HEARD FROM MANY OF MY NEIGHBORS WITH REGARDS TO THIS PROJECT, AND THEY ARE EXCITED AND ANXIOUS TO HAVE IT IN THIS AREA. THEY FEEL IT WOULD BE WONDERFUL. LESS TRAFFIC, LESS AIR POLLUTION. IT MEANS TO ADD MORE BUSINESSES, AND SUPPORT FOR THE BUSINESSES ALREADY IN OUR

AREA - PLEASE CALL IF THERE IS SOMETHING WE CAN DO TO BRING THIS ABOUT (310) 645-2355

TELL US ABOUT YOURSELF

What is your home zip code? 90045

Work zip code? RETIRED

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?

- Commute through the project area?
- Other: _____

How do you regularly travel in the project area? (check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?

Other: HOME OWNER IN WESTMINSTER FOR 37 YRS

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other: HOMEOWNER IN WESTMINSTER FOR 37 YRS NEAR THE BRADSHAW TRAIN STATION

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90013-2952

Email:

rdiaz@metrolink.net

Project Hotline
(213) 927-3236

Comments must be received by October 26, 2009, 5:00 p.m.





Wanda and Armando
7412 7515 Ave
Los Angeles, CA 90045

LOS ANGELES CA 90011



RODERICK DIAZ PROJECT MANAGER
LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
BLUE GATEWAY PLAZA
MAIL STOP: 99-23-3
LOS ANGELES, CA 90012-2952

90012-2952 001





Response to comment 30-291-A.

Comment noted. Metro appreciates the support and input from the commenter as it is an important part of the planning process. A park and ride facility would not restrict access in the community it is located. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-291-B.

Please see response to comment 30-291-A.



COMMENT: 30-292. Junia Mejia.

30-292

CUT AND SEND

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Junia Mejia EMAIL: junia@mejia.com

ADDRESS: 1555 W. 139th St - Gardena CA 90247 PHONE: (323) 494-4125

COMMENTS: We would like the train to be underground
not on the street.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

mail: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-292.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-293. John Meshack.

30-293

Abbott, Matthew

From: John Meshack (jmeshack42@yahoo.com)
Sent: Monday, October 26, 2009 2:32 PM
To: Diaz, Rodenck; crenshaw@fixexpo.org
Subject: Metrorail

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Boulevard for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Please don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

John Meshack
4001 Olympiad Dr.
Los Angeles, CA 90008

11/10/2009



Abbott, Matthew

From: Sherry Costa [sherrycosta@sbcglobal.net]
Sent: Monday, October 26, 2009 4:10 PM
To: Diaz, Roderrick; crenshaw@fixexpo.org
Subject: Metrorail Safety of the Children

From: John Meshack [jmeshack42@yahoo.com]
Subject: Metrorail
To: dlazroderick@metro.net, crenshaw@fixexpo.org
Date: Monday, October 26, 2009 9:33 PM

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Boulevard for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Please don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

John Meshack
4061 Olympiad Dr.
Los Angeles, CA 90041

Sherry Costa
5308 10th Avenue
Los Angeles, CA 90043

11/10/2009

Response to comment 30-293.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-294. Myles Meshack.

30-294

Abbott, Matthew

From: Myles Meshack (mailto:meshack@abcglobal.net)

Sent: Monday, October 26, 2009 2:29 PM

To: Diaz, Rodenick; crenshaw@fixexpo.org

Subject: Crenshaw subway line

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

Myles Meshack
4001 Olympiad Dr.
Los Angeles, CA 90008

11/3/2009

Response to comment 30-294.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-295. Marsha Metoyer.

10-333

Abbott, Matthew

From: Damien Goodmon (dgoodmon@gmail.com)
Sent: Monday, October 26, 2009 9:38 AM
To: Diaz, Rodrick
Subject: Fwd: Crenshaw Line

----- Forwarded message -----

From: mtowm@prodigy.net
Date: Mon, Oct 26, 2009 at 9:38 AM
Subject: Crenshaw Line
To: crenshaw@fixexpo.org

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wildfire community.

Sincerely,
Marsha Metoyer
View park resident.

11/10/2009

Response to comment 30-295.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-296. Carl Miller.

30-296

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on homepage).

Name (First & Last Name, Organization)

CARL MILLER

Address (Street, City, State, Zip)

P.O. BOX 2755, P.V. PENINSULA CA 90274

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (Check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation System Management (TSM) Alternative)
- No Change

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

COMMUNITY THEATER (WESTCHESTER PLAYHOUSE / KENTWOOD PLAYERS) PLAYS A VERY IMPORTANT PART IN MY RETIREMENT. PLEASE PRESERVE THIS ORGANIZATION AND THEATER. I UNDERSTAND THERE IS AN ALTERNATE LOCATION THAT WOULD NOT INVOLVE THE DESTRUCTION OF THE THEATER. PLEASE SELECT THAT ALTERNATE LOCATION. KENTWOOD IS AN IMPORTANT ASSET TO OUR COMMUNITY

- OVER -



Response to comment 30-296.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-297. Denise Miller.

30-297

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Denise Miller EMAIL: _____

ADDRESS: 9627 S. Figueroa St. L.A. CA 90003 PHONE: 323 301-0987

COMMENTS: Keep it underground
at Crenshaw

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-297.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-298. Derrick Miller.

10-890

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report



Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Derrick Miller

Address (Street, City, State, Zip)

7913 Croydon Ave, Los Angeles, CA 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements
- Transportation Systems Management (TSM) Alternative
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

I do not want the airport to expand,

I feel this project will only enable excuses for airport expansion,

I do not feel people will actually use this train to get to the airport in great numbers.

But

I will enjoy ~~use~~ using this improved transit method to go places in Los Angeles

And

I ~~would~~ would prefer Maintenance Yard in EL Segundo No Part and Ride.

- OVER -



Metro

Comment (continued):

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? 90024

Do you: *(check all that apply)*

<input type="checkbox"/> Live in the project area?	<input type="checkbox"/> Commute through the project area?	How do you regularly travel in the project area? <i>(check all that apply)</i>
<input type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other? <u>Live close</u>	<input type="checkbox"/> Bicycle?
<input type="checkbox"/> Own a business in the project area?	<u>by</u>	<input checked="" type="checkbox"/> Car or Truck?
		<input checked="" type="checkbox"/> Bus?
		<input type="checkbox"/> Walk?
		<input type="checkbox"/> Other

AFFILIATION

Resident Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other _____

Thank You!
Give this form to project staff or return to Metro:

Postal Mail
Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:
diazroderick@metrol.net

Project Hotline:
(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.





Derrick Miller
7913 Croydon Ave
Los Angeles, CA 90045

LOS ANGELES, CA 900

13 OCT 2012 PM 5:12



Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

90012+2952





Response to comment 30-298-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. LAX is a separate agency that has its own independent planning process. Comments concerning airport expansion should be directed to the individual LAX airport projects.

Response to comment 30-298-B.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Crenshaw/LAX Transit Corridor Project will enhance connectivity of the Metro fixed rail system, creating additional destinations for transit patrons.

Response to comment 30-298-C.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-299. Walter Miller.

30-299

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Walter Miller _____

ADDRESS: 12711 Van Ness Avenue, Suite 200, Los Angeles, CA 90047

COMMENT: I support and request MTA study THE PEOPLE'S OPTION for the entire Crenshaw

line portion of the line to be built underground, plus a station at Vernon.

A
B

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@metro.org • *Fax:* (323) 761-6435 • *Address:* P.O. Box 751, W. LA, CA 90047



Response to comment 30-299-A.

Please refer to Master Response 4 regarding the People’s Choice Alternative.

Response to comment 30-299-B.

Please refer to Response to comment 30-299-A.



COMMENT: 30-300. Doreen Mills.

30-300

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Doreen Mills

Address (Street, City, State, Zip)

3700 S Norton Ave

E-mail (Please include an e-mail address for the project website)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- Not Impassioned No-Action (Broadfield Alternative)
- Weight Impassioned
- Transportation Systems Management (TSM) Alternative
- No System

My thoughts about (check any or all that apply):

- Cost/Expense
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Architectural Design Features
- Other

Comment (please print):

I am opposed to a above ground light rail transit going down Crenshaw Blvd, because I feel it will have a negative effect on my property value. I also feel a LRT will create increase NOISE both day & night.



Response to comment 30-300.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. There is no documented evidence that the introduction of an at-grade light rail alignment would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased. The DEIS/DEIR analyzed the potential noise impacts of the Crenshaw/LAX Transit Corridor Project and found that the project would not significantly impact surrounding residences or other sensitive receptors.



COMMENT: 30-301. Elisabeth Minihan.

301301

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project in progress. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Elisabeth Minihan, Kentwood Players, Westchester Playhouse

Address (Street, City, State, Zip)

7506 El Manor Avenue, Los Angeles, CA 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements
- Transportation Systems Management (TSM) Alternative
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other _____

Comment (please print):

I am a "Kentwood Kid" although I am no longer a kid. My Mom and Dad have both been involved over the years having appeared on stage as well as worked on many shows attending the meetings as well as supporting the Board. Kentwood has always been a part of my life. Leave the Westchester Playhouse Alone. Do Not Disrupt it especially ^{OVER} this time of economic upheaval. Go To El Segundo.



Comment (continued):

Lined area for writing comments.

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? 90045

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other?

How do you regularly travel in the project area? (check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other

AFFILIATION

- Resident
- Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other Kentwood Players
Westchester Chamber of Commerce

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:

diazroderick@metro.net

Project Hotline:

(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-301.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-302. Paula Minor.

30-302

Abbott, Matthew

From: Ernie Nixon (ernienixon@yahoo.com)
Sent: Monday, October 26, 2009 8:36 AM
To: crenshaw@fixeroo.org
Cc: Diaz, Rodenick
Subject: Crenshaw Metro Line Underground

I'm a lifelong resident of the Crenshaw area.

Re: Keep the Metro Line Underground.

I'm urging Metro to construct the Metro line underground. Crenshaw is one of the neighborhoods of S. Los Angeles with hundreds of thousands residents who use this main street in our community.

Build the Metro line underground! ... We deserve safety in our community just like the W. Side of Los Angeles!

11/3/2009



Response to comment 30-302.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-303. Calia Mintzer.

30-303

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Calia Mintzer

Address (Street, City, State, Zip)

3310 Platanos Cir, Culver City CA 90230

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements
- Transportation Systems Management (TSM) Alternative
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Please do Not take
The Westchester site
for maintenance yard
our theater Westchester
Playhouse is very important
to this community
El Segundo would be
better

← OVER →



Comment (continued):

TELL US ABOUT YOURSELF

What is your home zip code? 90030 Work zip code? 90049

Do you: (check all that apply)

<input type="checkbox"/> Live in the project area?	<input checked="" type="checkbox"/> Commute through the project area?	<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other? _____	<input checked="" type="checkbox"/> Car or Truck?	<input type="checkbox"/> Walk?
<input type="checkbox"/> Own a business in the project area?		<input type="checkbox"/> Other _____	

How do you regularly travel in the project area?
 (check all that apply)

AFFILIATION

Resident Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail
 Roderick Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 Mail Stop 99-23-3
 Los Angeles, CA 90013-7957

Email:
rdiazroderick@metro.net

Project Hotline
 (213) 902-2736

Comments must be received by October 26, 2009, 5:00 p.m.





Response to comment 30-303.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-304. .

30-304

Abbott, Matthew

From: Ernie Nixon (ernienixon@yahoo.com)
Sent: Monday, October 26, 2009 8:36 AM
To: crenshaw@fixeroo.org
Cc: Diaz, Rodenick
Subject: Crenshaw Metro Line Underground

I'm a lifelong resident of the Crenshaw area.

Re: Keep the Metro Line Underground.

I'm urging Metro to construct the Metro line underground. Crenshaw is one of the neighborhoods of S. Los Angeles with hundreds of thousands residents who use this main street in our community.

Build the Metro line underground! ... We deserve safety in our community just like the W. Side of Los Angeles!

11/3/2009

**Response to comment 30-304.**

The Community and Neighborhoods Chapter of the FEIS/FEIR found that the operation of an at-grade light rail system would not result in an adverse impact. Specifically, no changes in population, community cohesion and interaction, social values, quality of life, or isolation would result from the operation of the Crenshaw/LAX LRT Alternative.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction.

Underground segments of the alignment would result in increased disruption to communities during construction because of the longer time required for excavation. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to safety, traffic, and environmental justice concerns.



COMMENT: 30-305. A. Mobley.

30-305

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Alejandra L. Mobley EMAIL: _____

ADDRESS: 205 W. 6th Place PHONE: (323) 377 2164

COMMENTS: NO hell NO

put under ground wegg
go sink anyway

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761-6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-305.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-306. Eric Mobley.

10-306

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Eric Mobley EMAIL: Success@erica

ADDRESS: 2733 Alhambra Dr PHONE: 323 293 3444

COMMENTS: They don't need to go down the center of
Crenshaw where ground they need to go underground
or above everything like a monorail system,
there is already a traffic problem on Exposition Rd

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-306.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

Please refer to Master Response 5 for traffic methodology and analysis.



COMMENT: 30-307. Browne Molyneux.

(b) (5) - DPP

Abbott, Matthew

From: brownebunny@gmail.com on behalf of Browne Molyneux (browne@shameinainilabrow)
Sent: Monday, October 26, 2009 4:37 PM
To: Diaz, Roderick; crenshaw@fixexpo.org
Subject: MTA Board Regarding Crenshaw Line

October 26, 2009

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

A

Please don't make a fourth mistake (Blue Line, Gold Line in Highland Park, Gold Line Eastside Extension) by creating yet another deadly situation. The Goldline Extension on the Eastside is a safety disaster waiting to happen, please don't make the same mistake in the Crenshaw District.

B

Sincerely,
Browne Molyneux
PO Box 27053, Los Angeles 90027
Lincoln Heights Resident

11/10/2009

**Response to comment 30-307-A.**

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.

Response to comment 30-307-B.

Comment noted. Motorist safety treatments are described in detail in Section 2.0 Alternatives Considered of the DEIS/DEIR. From the Exposition/Crenshaw Station southward, the LRT would operate at-grade in a semi-exclusive right-of-way separated from automobile traffic by a raised curb until the alignment transitions to a below-grade section at Crenshaw Boulevard and 39th Street and would not travel above 35 mph. Pedestrians and motorists would cross the LRT tracks with standard signal phases. As discussed in Section 3.0 Transportation Impacts of the DEIS/DEIR, the signal phasing at intersections would be changed to accommodate the LRT operations. When LRT vehicles are present, movements that would conflict with LRT vehicles are prohibited. Pedestrians are permitted to cross the street during phases in which the LRT vehicles are not present. Additional safety features, such as dedicated left-turn phases, photo enforcement cameras, and in-pavement lights will be considered, as appropriate, along this segment.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-308. Joanne Moore.

30-308

Abbott, Matthew

From: Joanne Moore [JMoore@wdbp.com]
Sent: Tuesday, October 27, 2009 2:17 PM
To: Diaz, Rodenick
Subject: Re: Crenshaw Line

Dear MTA Board of Directors,

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wishire community. Your considered attention to this matter is much appreciated.

Sincerely,

Joanne Moore

This email, and any attachments, contains information that may be confidentially proprietary, and/or otherwise not for public use or disclosure. If you are not the intended recipient, please contact the sender and delete this email and all copies from your computer system. No liability is accepted for any unauthorized use or disclosure of this information.

11/3/2009



Response to comment 30-308.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-309.Elizaeth Morales .

30 309

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Elizabeth Morales

Address (Street, City, State, Zip)

7858 Midfield Ave Westchester, Ca. 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements
- Transportation System Management (TSM) Alternative
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other: *Health Issue*

Comment (please print):

Please leave this alone

CVF6



Comment (continued):

Lined area for handwritten comments.

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? 90045

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?

- Commute through the project area?
- Other?

How do you regularly travel in the project area? (check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other

Thank You!

Give this form to project staff or return to Metro:

Postal Mail
 Roderick Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 Orte Gateway Plaza
 Mail Stop 99-22-3
 Los Angeles, CA 90016-2952

Email:
diazroderick@metro.net
Project Hotline
 (213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-309.

Comment noted. Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw/LAX Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability.



COMMENT: 30-310.Mikke Morris .

30-310

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Mikke Morris EMAIL: DREA@purpleplanet.com

ADDRESS: 4025 So NORMANVILLE Ave PHONE: (323) 602-7237

COMMENTS:

We want underground services
just like they would have in Beverly
Hills and Torrance. Crenshaw needs
to stay the same way. It has been
(for as far as I know) at least
54 years
Home Owner!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpa.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-310-A.

Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw/LAX Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability.

Please refer to Master Response 9 for grade separations and environmental justice.



COMMENT: 30-311. Dominique Moses.

10-111

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Dominique Moses EMAIL: _____

ADDRESS: 3887 Potomac Ave PHONE: 323-751-5974

COMMENTS: Make the Rail on Top

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-311.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-312. Diamond Mundy.

30-312

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Mrs Diamond Mundy EMAIL: BlackDiamond@yahoo.com

ADDRESS: 1947 W 84th PL PHONE: (323) 258-5211

COMMENTS: We do not need to put a MTA Train Rail on Crenshaw
You will stop a lot of Community Activities that happen on
Crenshaw such as Yearly Parades, Festivals, (Soul of LA; King Day; Marches)
If you do a Metro rail, it has to be done underground. You will
be a Problem if you try to build a train on Crenshaw
Respect our Community. We were here before you came and
will be here after you leave a Good Bless.

BlackDiamond Mundy

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-312.

The Crenshaw/LAX Transit Corridor Project would operate in the median of Crenshaw Boulevard and the Harbor Subdivision railroad right-of-way. Operation of the light rail transit line within an existing transit route would not introduce a new physical barrier which could divide a community. Implementation of a light rail system along Crenshaw Boulevard would not prevent community activities from occurring.



COMMENT: 30-313. Venancio Munoz.

30-313

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

VENANCIO R. MUNOZ

Address (Street, City, State, Zip)

7719 MODIFIED AVS. L.A. 90045

Email (enter address to receive periodic project updates)

BOLGASH @ BELL.COM

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements:
 - Transportation Systems Management (TSM) Alternative)
 - No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other NEIGHBORHOOD CONNECTIONS

Comment (please print):

KEEP THE CRENSHAW TRANSIT CORRIDOR
 ON CRENSHAW,
 WE DON'T NEED OUR NEIGHBORHOOD
 AFFECTED BY ANY CONSTRUCTION.
 KEEP HINDRY AVE. OPEN, DON'T
 NOW DO NOT BOTHER THE
 WESTCHESTER PLAYHOUSE, IT IS
 NEEDED IN OUR AREA.
 KEEP STATION AWAY FROM
 WESTCHESTER!!
 NO PARK & RIDE, WE HAVE
 ENOUGH TRAFFIC ALREADY!

1 OVER



Comment (continued):

I SUPPORT NORTH STATION,
 WILL THERE BE ENOUGH
 RIDERS?? WHY THIS ROUTE??
 IMPROVE PRESENT
 BUS LINES-
 WILL ELECTRIC BUSES
 AFFECT ELECTRIC SERVICE
 IN VAN AREA??
 NO STATION AT
 MANCHESTER + AVIATION!!

Juan Carlos R. Mendez
 7719 MIDFIELD DR
 LOS ANGELES 90045

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? _____

Do you: (check all that apply)

<input checked="" type="checkbox"/> Live in the project area?	<input checked="" type="checkbox"/> Commute through the project area?	How do you regularly travel in the project area? (check all that apply)	
<input type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other? _____	<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input type="checkbox"/> Own a business in the project area?		<input checked="" type="checkbox"/> Car or Truck?	<input checked="" type="checkbox"/> Walk?
		<input type="checkbox"/> Other	

AFFILIATION

Resident Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail
 Rodrick Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 Mail Stop 99-22-3
 Los Angeles, CA 90012-2952

Email:
 rdiazrodrick@metro.net

Project Hotline
 (213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.





Metro



LOS ANGELES, CA 900
13 OCT 2009 8PM 8 L

RODOLFO DIAZ, PASSENGER MANAGER
L.A. COUNTY METRO TRANSIT AUTHORITY
ONE GATEWAY CENTER
MILE STOP: 90-10-3
LA 60007 70012-4520



900124520

Veronica Ramirez Munoz
7719 Midland Ave.
Los Angeles, CA 90045

Response to comment 30-313-A.

The Crenshaw/LAX Transit Corridor Project would operate on Crenshaw Boulevard and the Harbor Subdivision railroad right-of-way, both of which are existing transportation routes that are designed to carry people and/or goods through the region. The Harbor Subdivision railroad right-of-way is an essential piece of the project that allows for a connection to LAX and the Metro Green Line to the South Bay. Hindry Avenue would not be closed under the proposed project.

Response to comment 30-313-B.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-313-C.

The park and ride facility in Westchester was removed from consideration when the optional Manchester Station was not included into the final project definition. The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time.



COMMENT: 30-314. Patricia Myles.

CUT AND SEND

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Patricia Myles EMAIL: cpmyles2009@yahoo.com

ADDRESS: 11529 Cante Ave # 5, Hawthorne, CA 90250 PHONE: 310-676-6344

COMMENTS: Must Make Crenshaw Transit Lines to be
Underground rail only. We do not need
our area to be so dangerous & deadly
accidents by having these trains above
ground.

Requesting "Under Ground Only"

MUST BE SENT TO MTA BY OCT. 26 SO PLEASE RETURN BY OCT. 23

Email: crenshaw@metrolink.org • Fax: (323) 761-6435 • Address: P.O. Box 781267 LA, CA 90036

Response to comment 30-314.

Comment noted. Please refer to Master Response 7 for safety treatments and the approach to safety for the project. Motorist safety treatments are described in detail in Section 2.0 Alternatives Considered of the DEIS/DEIR. From the Exposition/Crenshaw Station southward, the LRT would operate at-grade in a semi-exclusive right-of-way separated from automobile traffic by a raised curb until the alignment transitions to a below-grade section at Crenshaw Boulevard and 39th Street and would not travel above 35 mph. Pedestrians and motorists would cross the LRT tracks with standard signal phases. As discussed in Section 3.0 Transportation Impacts of the DEIS/DEIR, the signal phasing at intersections would be changed to accommodate the LRT operations. When LRT vehicles are present, movements that would conflict with LRT vehicles are prohibited. Pedestrians are permitted to cross the street during phases in which the LRT vehicles are not present. Additional safety features, such as dedicated left-turn phases, photo enforcement cameras, and in-pavement lights will be considered, as appropriate, along this segment.



COMMENT: 30-315. Althea Myrie.

30-315

Abbott, Matthew

From: Damien Goodfellow (damienw1@gmail.com)
Sent: Monday, October 26, 2009 12:20 PM
To: Diaz, Roderick
Subject: Fwd: Community Member's Comment on MTA's Crenshaw Line Study

----- Forwarded message -----
From: **Althea Myrie** <myrie@usc.edu>
Date: Mon, Oct 26, 2009 at 11:34 AM
Subject: Community Member's Comment on MTA's Crenshaw Line Study
To: "crenshaw@fixexpo.org" <crenshaw@fixexpo.org>

Name: Althea Myrie

Address: 5116 S. Victoria Avenue
Los Angeles, CA 90043-1848

Phone (323) 202-1427 (H)
(213) 740-1367 (W)

Email: myrie@usc.edu

- Comments: I support and request MTA study **THE PEOPLE'S OPTION** for the entire Crenshaw Blvd portion of the line to be built underground, plus a station at Vernon. 

11/3/2009



Office Manager

Center for Academic Support

3601 Trousdale Pkwy / Ste 401

Los Angeles, CA 90089-0896

Tel: 213 740-1467

Fax: 213 821-5480

[email:myrie@usc.edu](mailto:myrie@usc.edu)

11/8/2009



Response to comment 30-315-A.

Please refer to Master Response 4 regarding support for the People’s Choice Alternative.

Response to comment 30-315-B.

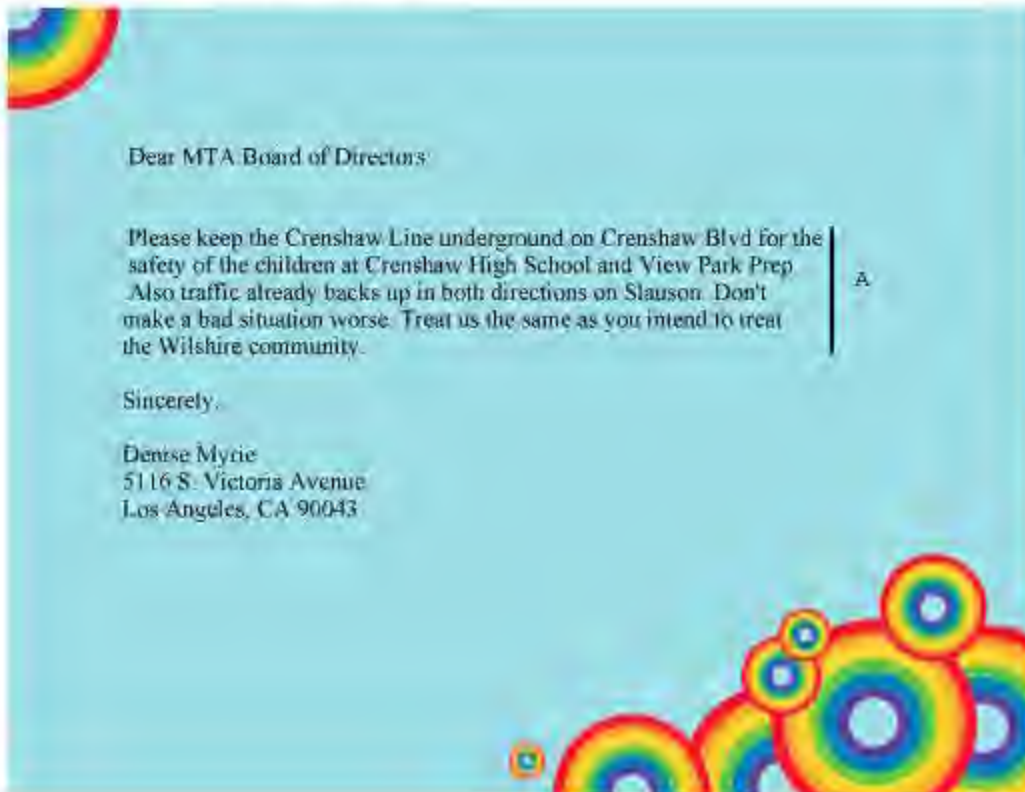
Please refer to Response to comment 30-315-A.

COMMENT: 30-316. Denise Myrie.

30-316

Abbott, Matthew

From: Denise Myrie [muvthangs@yahoo.com]
Sent: Monday, October 26, 2009 3:56 PM
To: Diaz, Roderick
Subject: Keep Crenshaw Line underground



11/10/2009



Response to comment 30-316.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-317. Epperson Naba.

30-317

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Epperson Naba J. EMAIL: nabaja@yaho.com
ADDRESS: 5143 Roseland St. LA PHONE: (323) 485 525
COMMENTS: Keep it underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-317.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-318. Sean Nealy.

30-318

Abbott, Matthew

From: Sean Nealy (snealy@mac.com)
Sent: Monday, October 26, 2009 3:03 PM
To: Diaz, Rodenick
Cc: crenshaw@fvxpo.org
Subject: Crenshaw Line Underground

Dear MTA Board of Directors

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prec. Also traffic already backs up in both directions on Stausen. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely
Sean Nealy
3654 Olympiad Dr

11/3/2009



Response to comment 30-318.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-319. Sherman Newsom.

30-319

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Sherman Newsom EMAIL: _____
ADDRESS: 121 W Linn St Inglewood PHONE: _____
COMMENTS: _____

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-319.

No comment to address.



COMMENT: 30-320. Beverly Newton.

09/15/09

Abbott, Matthew

From: newt050@aol.com
Sent: Wednesday, September 16, 2009 3:47 PM
To: Diaz, Rodenick
Subject: PUBLIC TRANSPORTATION IN THE CRENSHAW AREA

As we move head on into the 21st Century, the cost of gas is skyrocketing. So as a concern citizen I would love an alternative to my gasoline driven car. A LIGHT RAIL SYSTEM TO CONNECT TO OTHER LIGHT RAIL SYSTEMS would be the perfect solution. I could even get to the airport without using my car - WHAT a novelty in Los Angeles

As a homeowner in the Windsor Hills area of Los Angeles County I would pay the increase tax cost!

Beverly Newton
5606 Adale Place
Los Angeles, CA 90013

11/3/2009

**Response to comment 30-320.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line). The light rail line connects with the South Bay section of the Metro Green Line and allows the Metro Green Line to approach LAX with a connection.



COMMENT: 30-321. Crystal Newton.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Crystal Newton EMAIL: _____

ADDRESS: 180 Box 712402 LA, CA 90071 PHONE: _____

COMMENTS: As a citizen and resident of Los Angeles, I support and request MTA study the Peoples Option for the entire Crenshaw Blvd portion. It should be built underground, plus a station at Vernon. The work should be done only at night and man covers properly covered. Not to disturb the residence and business along Crenshaw Blvd. Respect for all neighborhoods should be first regardless of financial status.

MUST BE SENT TO MTA BY OCT. 05 SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761-6435 • Address: P.O. Box 781257 LA, CA 90016



Response to comment 30-321-A.

Please refer to Master Response 4 regarding support for the People’s Choice Alternative.

Response to comment 30-321-A.

Please see response to comment 30-321-A.

Response to comment 30-321-C.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects, including noise, to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.



COMMENT: 30-322. Eva Newton.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Eva Dean Newton EMAIL: 30-322
ADDRESS: 6030 Crenshaw Blvd Apt #236 LA 90042 PHONE: LAC 9042

COMMENTS:

I live on Crenshaw Blvd. in Jenner Building
I support and request "The People's Option" MTA
I respect our "The People's Option". It will be a success
why I believe in "Below street Level" only.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761-6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-322.

Please refer to Master Response 4 regarding support for the People’s Choice Alternative.



COMMENT: 30-323. Jane Nishimoto.

30-323

Abbott, Matthew

From: trulymadly_jn@hotmail.com
Sent: Wednesday, October 07, 2009 1:28 PM
To: Diaz, Roderick
Subject: Crenshaw transit corridor

Hi,
I am a long resident and prefer the old alternative and maintenance roads it is
equivalent.

I am concerned about increased traffic, construction, and short-cutting through our
neighborhood, particularly in my street since it opens to Arroyo. We already have
problems with that now since there are no speed bumps and our residents speed to cut
through our neighborhood already.
I live on Bedford Avenue.

Thank you for your time.

Jane Nishimoto
Sent Via Blackberry to Matt

**Response to comment 30-323.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Locally Preferred Alternative contains an aerial crossing at Manchester Avenue to eliminate the potential traffic impacts as the light rail trains cross Manchester Avenue. This grade separation would eliminate the need for motorists to use the surrounding residential streets as shortcuts to avoid potential backups at this crossing. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of the Metro rail system.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects, including noise, to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.



COMMENT: 30-324. Phillip Obaza.

30-324

Abbott, Matthew

From: Phillip Obaza (p[hillip].obaza@gmail.com)
Sent: Monday, September 21, 2009 11:43 AM
To: Diaz, Rodenick
Subject: Crenshaw Transit Corridor DEIS/DEIR

Dear Mr Diaz,

I'm writing to voice my support for the LRT alternative for the future Crenshaw line in Los Angeles. Not only will it better serve our growing rail network better than BRT, but it will also be faster and able to handle increased ridership over time (something the Orange line struggles with to this day, and its only been in service for four years!). I would also support that Crenshaw be designed to be extended via a tunnel to Pico-San Vicente some time in the future when funding is available.

Thank you,

Phillip Obaza
234 W. Elm Ave. Apt. 11
Durham, CA 91502

—
"So much of what we do is ephemeral and quickly forgotten, even by ourselves, so it's gratifying to have something you have done linger in people's memories."

© John Williams

11/3/2009



Response to comment 30-324-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of the Metro rail system.

Response to comment 30-324-B.

The Crenshaw/Exposition terminus of the Crenshaw/LAX Transit Corridor Project was designed to not preclude the future potential expansion to Wilshire Boulevard.



COMMENT: 30-325. Phillip Obaza.

36 349

Crenshaw Transit Corridor DEIS/DIR COMMENTS
 Results from Form 1 of Page 010255/010255/crenshaw/comment_form.htm from Webmaster
 Sent: Monday, October 26, 2009 9:38 AM
 To: Diaz, Roderick
 Subject: Crenshaw Transit Corridor DEIS/DIR COMMENTS

First Name: PHILIP
 Last Name: Obaza
 Organization:
 email address: philip.obaza@gmail.com
 Street: 234 W. Elm Ave, Apt. H
 City: Burbank
 State: CA
 Zipcode: 91502
 Yes:
 No:
 Support: Light Rail Transit (LRT) Alternative
 Construction:
 Air Quality:
 Traffic Capacity:
 Visual Effects:
 Displacement of Property:
 Disruption to Business:
 Public Services:
 Local Land Use & Zoning:
 Economic Impacts and Jobs:
 Specific Issues/Concerns:
 Other: YES
 Home Zip: 91502
 Work Zip: 90038
 Live in the project area?:
 Work in the project area?:
 Own business in the project area?:
 Commute through the project area?:
 Other: YES
 By bicycle?:
 Car or truck?:
 Bus?:
 Walk?:
 Other?:
 Resident:
 Business:
 Community or Neighborhood Organization:
 Public Agency:
 Environmental Organization:
 Civic Organization:
 Economic Development Organization:
 Other: YES
 Date: Monday, October 26, 2009
 Time: 08:35:38 PM

Additional Comments:

Please make the Crenshaw Line a light rail line. It will create more jobs and benefit the overall system by connecting better with the Expo, Purple, and Green Lines.



Response to comment 30-325.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of the Metro rail system.



COMMENT: 30-326. Leslie O'Callaghan.

3/11/11

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Leslie O'Callaghan

Address (Street, City, State, Zip)

7785 Toland Ave. L.A. Co. 90045

Email (prefer address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THE COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation System Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Do not build a MTA maintenance yard and Park and Ride Facility on 83rd St.

You can build on the empty lot at Sepulveda and Rosecrans in El Segundo and put your station south of Manchester - Not next to our homes!

Keep our community quiet and clean. I need my sleep so I can work, take care of my family, and my senior parents. Would you want this project in your neighborhood. No!

Mrs. O'Callaghan

- 12/2011 -



Metro

Comment (continued):

Multiple horizontal lines for writing a comment.

TELL US ABOUT YOURSELF

What is your home zip code?

90045

Work zip code?

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?

- Commute through the project area?
- Other? _____

How do you regularly travel in the project area? (check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other _____

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:
diazroderick@metro.net

Project Hotline
(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Metro



Metro

D. Callaghan
7785 Toland Ave
L.A. Ca 90045

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop 99-22-3
L.A. Ca 90012-2952

SEND TO THESE



LOS ANGELES CA 900
13 OCT 2010 11:30



Rosa
9/15/09

**Response to comment 30-326-A.**

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

A park and ride facility near the optional Manchester Station was initially considered during the DEIS/DEIR. This proposed facility was eliminated from consideration when the optional Manchester Station was not included into the final project definition. The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time.

Response to comment 30-326-B.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The potential impacts air quality and noise were evaluated in the environmental document. No adverse operational air quality or noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation. Mitigation measures were also included in Section 4.15.2.7 and 4.15.2.8 of the FEIS/FEIR to reduce the impacts from air quality and noise during construction. Significant and unavoidable operational air quality impacts were determined to occur during construction.



COMMENT: 30-327. Frank Olivadoti.

30-327

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form, and use additional sheets of paper, if necessary. Give this form to project staff on return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

FRANK J. OLIVADOTI

Address (Street, City, State, Zip)

3100 POINSETTIA AV, MANHATTAN BEACH, CA 90266

Email (enter address to receive periodic project updates)

FJOLIVADOTI@VERIZON.NET

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvement
- Transportation System Management (TSM) Alternative
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Too severe impact on Westchester environment. Use the El Segundo property - It is vacant and eliminates the need for demolition of useful existing structures in Westchester.



Comment (continued):

Lined area for writing comments.

TELL US ABOUT YOURSELF

What is your home zip code? 90266 Work zip code? 90245
Do you: (check all that apply)
 Live in the project area? Commute through the project area?
 Work in the project area? Other?
 Own a business in the project area?
How do you regularly travel in the project area? (check all that apply)
 Bicycle? Bus?
 Car or Truck? Walk?
 Other

AFFILIATION
 Resident Business
 Community or Neighborhood Organization
 Public Agency
 Environmental Organization
 Civic Organization
 Economic Development Organization
 Other

Thank You!

Give this form to project staff or return to Metro:

Postal Mail
Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop 59-22-3
Los Angeles, CA 90012-2952

Email: diazroderick@metro.net
Project Hotline: (213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-327.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-328. Jerry Oliver.

30-328

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Jerry Oliver EMAIL: _____
ADDRESS: 11716 Haskell Dr PHONE: (51) 751-4649

COMMENTS:
Please Do not build tram
to commute on crenshaw/
Commute underground!

Thanks

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 Los Angeles, CA 90016

Jerry Oliver

Response to comment 30-328.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-329. Vivian Oliver.

Abbott, Matthew

From: Vivian Oliver [volyver77@hotmail.com]
Sent: Monday, October 26, 2009 10:06 AM
To: Diaz, Rodenick
Subject: Crenshaw Line

MTA Directors, please reconsider your plans to have the proposed Crenshaw line run above ground between 48th and 59th Street. Besides the safety of the students at Crenshaw High and View Park Prep being a cause for concern, the disruption to the already horrendous traffic flow and Crenshaw and Stairson would be unbearable.

Please rethink this decision.

Thank you.

Vivian Oliver
3660 W. 54th Street
Los Angeles, CA 90048

Windows 7: Simplify your PC. [Learn more.](#)

11/3/2009



Response to comment 30-329.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety and traffic at Slauson Avenue.



COMMENT: 30-330. Miriam Omiter.

30-330

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Miriam Omiter, Westchester Playhouse, Kentwood Players
Address (Street, City, State, Zip)

7392 West 83 Street, Los Angeles, CA 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation System Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Kentwood Players, The Westchester Playhouse is a community asset NOT to be disturbed. Relocation is out of the question. We have worked hard for over sixty (60) years to pay off our mortgage and it is now ours. Leave Kentwood Players alone. Go to El Segundo where there is NO impact on the community.

-OVER-



Response to comment 30-330-A.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-330-B.

Please see response to comment 30-330-A.



COMMENT: 30-331. Jackie Ortega.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Jackie Ortega 30-331 EMAIL: Jackieortega1cm@yahoo.com
ADDRESS: 230 E 67th St Long Beach PHONE: 310 743-
COMMENTS: Please put light rail underground
On Crenshaw

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-331.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-332. Bree Oshon.

30-332

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Bree Oshon EMAIL: BKk.Bkhattal1@aol.com

ADDRESS: _____ PHONE: _____

COMMENTS: No train above ground keep it
FAIR!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-332.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-333. Tony Palermo.

30-333

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Tony Palermo, Westchester Playhouse, Kentwood Players

Address (Street, City, State, Zip)

6522 West 85 Place, Los Angeles, CA 90045

E-mail (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other _____

Comment (please print):

My daughter is involved with
 The children's program at
 Kentwood Players and is
 taking the children's classes
 where I have watched her
 bloom. Kentwood is a wholesome
 group dedicated to Westchester.
 Leave Westchester Playhouse
 alone to keep on contributing
 to the community with no
 interruption of their activity.
 Go to El Segundo which
 seems to be a natural.

04/18



Comment (continued):

Lined area for writing comments.

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? 90202

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other? _____

How do you regularly travel in the project area? (check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other: _____

AFFILIATION

- Resident
- Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other: Kentwood Players

Wentworth Chamber of Commerce

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 95-22-3
Los Angeles, CA 90012-2952

Email:

diazroderick@metro.net

Project Hotline

(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-333-A.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-333-B.

Please see response to comment 30-333-A.



COMMENT: 30-334. Dave Parke.

30-334

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Dave Parke, Kentwood Players, Westchester Playhouse

Address (Street, City, State, Zip)

7504 W 38th Place, Los Angeles, CA 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements
- Transportation System Management (TSM) Alternative
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other: _____

Comment (please print):

Kentwood Players was my
 Avocation which led to a whole
 new life in the Theatre. I
 have not completely given up
 my day job (which is actually
 a small business I own) but
 I feel confident one day
 I will be able to do so
 due to my years of learning
 at Kentwood Players.
 Leave the Westchester
 Playhouse Alone. It is an
 asset to the community.

- OVER -



Comment (continued):

[Empty lined area for comment continuation]

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? 90304

Do you: (check all that apply)

<input checked="" type="checkbox"/> Live in the project area?	<input type="checkbox"/> Commute through the project area?	<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input checked="" type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other? _____	<input checked="" type="checkbox"/> Car or Truck?	<input type="checkbox"/> Walk?
<input checked="" type="checkbox"/> Own a business in the project area?		<input type="checkbox"/> Other _____	

How do you regularly travel in the project area? (check all that apply)

AFFILIATION

Resident Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other: Keaton Players

Walter Chan
Commuter



Thank You!

Give this form to project staff or return to Metro:

Postal Mail
 Roderick Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 Mail Stop: 99-22-3
 Los Angeles, CA 90012-2952

Email:
 rdiazroderick@metro.net

Project Hotline:
 (213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-334.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-335. Lashon Parker.

30-335

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Lashon Parker EMAIL: Dartkernbrown316@yahoo.com

ADDRESS: 6003 Bayshore #3 L.A. CA 90043 PHONE: 213 804 7813

COMMENTS: Keep it underground on the shore

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-335.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-336. Maria Pavone.

30-336

CRENSHAW TRANSIT CORRIDOR DEIS/DEIR Comments20
 Results from Form 1 of Page projects_studies/crenshaw/comment_files/1112147.htm
 Sent: Sunday, October 25, 2010 11:13 AM
 To: Diaz, Roderick
 Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

 First Name: Maria
 Last Name: Pavone
 Organization: Westchester Playhouse
 Email Address: mariapavone@aol.com
 Street: 517 Vernon Ave. #2
 City: Van Nuys
 State: CA
 Zip Code: 90291
 YES:
 NO:
 Support Construction: NO opinion
 Air Quality:
 Traffic Safety:
 Visual Effects:
 Displacement of Property: NO
 Disruption to Business: NO
 Public Services: NO
 Local Land Use Development:
 Economic Impacts and Jobs:
 Specific Design Features:
 Other: YES
 Home/Job: 90291
 Work/Job: 90290
 Live in the project area?:
 Work in the project area?:
 Own a business in the project area?:
 Commute through the project area?: YES
 Other: YES
 Bicycle?:
 Car or Truck?: NO
 Bus?:
 Walk?:
 Other?:
 Resident:
 Business:
 Community or neighborhood organization: NO
 Public agency:
 Environmental organization:
 City organization:
 Economic development organization:
 Other: YES
 Date: Sunday, October 24, 2010
 Time: 11:12:47 AM

Additional Comments:
 I applaud the Metro's efforts to improve our transportation, but I hope that the El Segundo site will be chosen for development over the Westchester site. The Westchester site is home to the Westchester Playhouse which for many years has inspired me with its commitment to serving the community with reasonably priced art and culture. The majority of the theatre's subscribers are middle-class senior citizens that I imagine are on fixed incomes. The theatre also offers affordable after-school children's classes and play/performance opportunities, in addition to their main stage productions. I believe that the playhouse has always run without the assistance of grants or government funding. What a valuable offering during our current economic climate! The theatre is completely voluntarily operated by many generous, organized and hard working folks who amaze me with the freedom and spirit in which they give of themselves. Los Angeles can be a lonely and alienating city for many individuals. Organizations like the Westchester Playhouse are bridging that "community gap" by offering an artistic home for its creators and supporters, as well as affordable, cultural lifeline to the community. I am personally grateful for my "Westchester Playhouse Family". The Crenshaw Transit Corridor Project promises to enhance our community. The Westchester Playhouse has served and enhanced this same community for over 60 years and ideally, should be considered, included and even featured in any community development plans and projects.



Response to comment 30-336.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-337. Shirley Payton.

CUI AND SEND

10-337

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Shirley Payton EMAIL: _____

ADDRESS: 3921 Hillcrest Dr #18 PHONE: 310 916 7411

COMMENTS: Keep underground for Crenshaw!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-337.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-338. Benda Penny.

30-338

Abbott, Matthew

From: Brenda Penny (pennyaw@ebcglobal.net)
Sent: Monday, October 26, 2009 4:32 PM
To: Diaz, Rodrick
Subject: Crenshaw Line Underground

Dear MTA Board of Directors,

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions to Staufer. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

We have already been adversely impacted by the Expo Line.

Sincerely,

Brenda Penny
3785 Edgemoor Lane, Los Angeles CA 90018

11/3/2009



Response to comment 30-338.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-339. Loralyn Penzella.

30-339

Abbott, Matthew

From: Damien Goodrich (damienw1@gmail.com)
Sent: Tuesday, October 27, 2009 9:51 AM
To: Disz, Rodenok
Subject: Fwd: Crenshaw Line Underground

----- Forwarded message -----

From: Loralyn Penzella (loralyn@youthtransport.org)
Date: Tue, Oct 27, 2009 at 9:42 AM
Subject: Crenshaw Line Underground
To: crenshaw@fixespo.org

Dear MTA Board of Directors:

- Please keep the Crenshaw Line underground on Crenshaw Blvd for the
- safety of the children at Crenshaw High School and View Park Prep.
- > Also traffic already backs up in both directions on Slauson. Don't
- make a bad situation worse. Treat us the same as you intend to treat
- the Wilshire community.

Loralyn Penzella
4306 8th Ave.
L.A., CA 90008

11/3/2009



Response to comment 30-339.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-340. Joyce Perkins.

10-340

Abbott, Matthew

From: Joyce Perkins (rejoyce@ca.tr.com)
Sent: Monday, October 19, 2009 12:41 PM
To: Diaz, Rodenick
Subject: Crenshaw Transit Corridor Project

Hi Rodenick,

I am submitting my (personal) comments on the Crenshaw Transit Corridor project:

M I support the development of light rail along the Crenshaw corridor, however for purposes of safety, aesthetics, traffic flow and consideration of local businesses, I request that to the greatest extent possible, a light rail line be built underground. I cannot emphasize enough the negative impact an at-grade or aerial line would have on the community, and I believe an underground line will meet the desires of the majority of Crenshaw community members.

B **Safety:** Having a line underground will eliminate any concerns of at-grade crossing safety.

C **Aesthetics:** The visual impact of an aerial track will have a negative effect on the pedestrian environment we are working hard to achieve in the Crenshaw community. I believe it will undermine the efforts and intent of the Crenshaw Specific Plan - the first to be adopted south of the 10 freeway.

D **Traffic flow:** I have lived in the Crenshaw community for over 40 years and have seen the flow of traffic on Crenshaw increase exponentially. During rush hour traffic is at a crawl, and this would only increase with the dedication of a lane for light rail or a busway. I do not believe the increase in rail ridership would be sufficient to have a neutralizing effect on the traffic flow.

B **Local businesses:** Most small Crenshaw area businesses are struggling. While a light rail system can have a positive effect on these businesses, development of an at-grade line will necessitate the removal of parking spaces that are critical to the viability of these businesses.

M I understand that building the light rail system underground will add to the capital cost, however, this is a project that will benefit the community for many years to come, so it must be done right. I strongly request that to the greatest extent possible, a Crenshaw light rail be built underground.

Thank you,
Joyce Perkins
5116 Veronica Street
Los Angeles, CA 90008
323-296-1755 Home
323-839-0617 Cell
rejoyce@ca.tr.com

11/3/2009

**Response to comment 30-340-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 1 for a below-grade segment along the full length of Crenshaw Boulevard.

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The FEIS/FEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact

Please refer to Master Response 5 for traffic methodology and analysis.

Metro acknowledges that the construction of the light rail system would affect surrounding businesses and communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to businesses and to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

Response to comment 30-340-B.

While most safety conflicts associated with at-grade crossings would be eliminated with an all underground alternative, the design of the at-grade sections of the LRT incorporate significant safety features. Any safety impacts associated with at-grade alignments are mitigated. However, the cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard would be beyond the scope of Metro policies and the approved Metro budget for the project and financially infeasible.

Response to comment 30-340-C.

Please see response to comment 30-340-A. The proposed project would not conflict with any proposed pedestrian improvements to be implemented under the Crenshaw Specific Plan or any additional redevelopment projects by the CRA/LA.

Response to comment 30-340-D.

Please see response to comment 30-340-A. The number of existing traffic lanes along Crenshaw Boulevard would be maintained with the implementation of the Crenshaw/LAX Transit Corridor Project, however, the frontage road that parallels Crenshaw would be removed.

Response to comment 30-340-E

Metro acknowledges that the construction of the light rail system would affect surrounding businesses and communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to businesses and to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

The traffic analysis found that the existing inventory of off street parking was underutilized and that there would be sufficient parking capacity after implementation of the Crenshaw/LAX Transit Corridor Project. Therefore, no adverse effect on parking would occur.

Response to comment 30-340-F.

Please see response to comment 30-340-A



COMMENT: 30-341. Paul Perkins.

10-341

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Paul Perkins

Address (Street, City, State, Zip)

5116 Veronica Street, Los Angeles, CA 90008

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative) A
- Minor Improvements
- Transportation Systems Management (TSM) Alternative
- No Opinion

My thoughts about (check any or all that apply):

- Construction B
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property C
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features D
- Other long term impact on local businesses

Comment (please print):

I support the light rail alternative, however for reasons of traffic flow, aesthetics and safety, I think the trains should be underground.

The traffic on Crenshaw Blvd is extremely heavy and a dedicated right of way, whether for a busway or light rail train, will reduce traffic lanes and further congest traffic.

Also, the usual impacts of the proposed at-grade and aerial tracks will have a negative impact on the community.

In addition to safety concerns, at-grade and aerial tracks will take away parking spaces, resulting in the decline of

(OVER)



Comment (continued):

Local businessess.

I urge you to build the light rail underground to the greatest extent possible.

TELL US ABOUT YOURSELF

What is your home zip code?

90008

Work zip code

Retired

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?

- Commute through the project area?
- Other? *Shop and dine in the project area*

How do you regularly travel in the project area? (check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other

AFFILIATION

- Resident
- Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 Mail Stop: 99-22-3
 Los Angeles, CA 90012-2953

Email:

diaz.roderick@metro.net

Project Hotline
 (213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.





Metro

Paul Perkins
5116 Veronica Street
Los Angeles, CA 90008

LOS ANGELES CA 900
19 OCT 2008 PM 11 T



Roderick Diaz, Project Manager
LA Metro
One Gateway Plaza
Mail stop 99-22-3
Los Angeles, CA 9002-2952

Response to comment 30-341-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

Please refer to Master Response 1 for a below-grade segment along the full length of Crenshaw Boulevard. A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The FEIS/FEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact.

Please refer to Master Response 5 for traffic methodology and analysis.

Metro acknowledges that the construction of the light rail system would affect surrounding businesses and communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to businesses and to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

Response to comment 30-341-B.

Please see response to comment 30-341-A. The number of existing traffic lanes along Crenshaw Boulevard would be maintained with the implementation of the Crenshaw/LAX Transit Corridor Project, however, the frontage road that parallels Crenshaw would be removed.

Response to comment 30-341-C.

Please see response to comment 30-341-A. The DEIS/DEIR found that an aerial structure along the Crenshaw Boulevard median from 60th Street to the Harbor Subdivision would result in an adverse visual impact to the neighborhood-oriented commercial district along the section of Crenshaw Boulevard. Design Option 4, a below-grade segment from 60th Street to Victoria Avenue on the Harbor Subdivision was incorporated into the Locally Approved Alternative by the Metro Board of Directors to eliminate this visual impact.

Response to comment 30-341-D.

Metro acknowledges that the construction of the light rail system would affect surrounding businesses and communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail



system would provide enhanced access to businesses and to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

The traffic analysis found that the existing inventory of off street parking was underutilized and that there would be sufficient parking capacity after implementation of the Crenshaw/LAX Transit Corridor Project. Therefore, no adverse effect on parking would occur.



COMMENT: 30-342. Tangela Mcglothum.

30-342

Abbott, Matthew

From: Mcglothum, Tangela [tmm8310@lausd.net]
Sent: Monday, October 26, 2009 2:09 PM
To: Diaz, Roderick
Cc: Mbacon@viewperkprep.org
Subject: Crenshaw Line

From: MWA (Mara) [mailto:maraw@metrolink.net]

Please keep the transitway line underground in Crenshaw East to the station at the station at Crenshaw/104th and view Park Prep. Also, please, please, please do not have a station on Crenshaw. Don't make a bad situation worse. Thank you for your comments and for your valuable comments.

Sincerely,

Matthew Abbott
MWA
Los Angeles



Response to comment 30-342.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-343. Mary Pierce.

30-343

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: MARY C. PIERCE EMAIL: _____

ADDRESS: 1032 W. 14th St. PHONE: (323) 757-1309

COMMENTS: Please keep it under ground. Crenshaw Corridor
sustain the traffic as is. Since it will be
under ground in Melburn, the why not in
Crenshaw.

Thank you.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-343.

The traffic analysis in Section 3.0 of the FEIS/FEIR found that existing traffic congestion through the Corridor was at or nearing capacity during the AM and PM peak periods at a majority of the intersections in the study area. These conditions were anticipated to worsen significantly by 2030, when nearly all of the intersections would be operating at or above capacity during the AM and PM peak periods.

Please refer to Master Response 9 for grade separations and environmental justice.



COMMENT: 30-344. Carla Pittman.

30-344

Abbott, Matthew

From: Carla_Pittman@baxter.com
Sent: Monday, October 26, 2010 3:47 PM
To: Diaz, Rodenck; crenshaw@fixexpo.org
Subject: Crenshaw Line EIR Comments

Dear MTA Board of Directors:

Please keep the Crenshaw line underground, on Crenshaw Blvd., for the safety of the children at Crenshaw High School and View Park West. Also traffic already backs up in both directions on Slauson. Please don't make a bad situation worse. Treat us the same way you intend to treat the Wilshire community.

Sincerely,

Carla Durham Pittman
3853 Kenway Ave
Los Angeles, CA 90009

The information transmitted is intended only for the person(s) or entity to which it is addressed and may contain confidential and/or legally privileged material. Delivery of this message to any person other than the intended recipient(s) is not intended in any way to waive privilege or confidentiality. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by entities other than the intended recipient is prohibited. If you receive this in error, please contact the sender and delete the material from any computer.

My translation:

<http://www.pasadena.com/email-translation>



Response to comment 30-344.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-345. Carla Player-Rowe.

30-345

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Carla Player-Rowe EMAIL: cbplayer@sbcglobal.net

ADDRESS: 811 N Chester Ave Compton Ca 90221 PHONE: 310-429-6772

COMMENTS: I strongly believe the metro train system should be placed underground in the Inermont Park/Crenshaw district to avoid interference or elimination of regular business and special events continuing.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-345-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The light rail alignment would be underground from 39th Street to 48th Street and operation of the Line would not affect businesses or activities in Leimert Park/Crenshaw District.



COMMENT: 30-346. Stephanie Plotin.

30-346

Abbott, Matthew

From: Stephanie Plotin [spotin@yahoo.com]
Sent: Sunday, October 26, 2009 3:23 PM
To: Diaz, Roderick
Subject: Resident Input, Crenshaw corridor transit options

Dear Mr. Diaz,

My name is Stephanie Plotin, and I am a resident of the Crenshaw community.

I live at 9309 Chasley Avenue, Los Angeles, Ca 90005. I am writing to express my opinion on the possible options available for new transportation options in the Crenshaw Corridor.

BELOW GROUND Metro rail

I **SUPPORT** an below ground rail system along Crenshaw Blvd.

A I believe that this is the safest, quickest, and most efficient option. I have lived briefly in Mexico City, which has exactly the same problems of sprawl that Los Angeles does, and is similar in geography. However, Mexico City's rapid transit system, in my opinion, is far superior, due to the underground metro that spreads out to cover the entire main city center. It is fast, efficient, and will take you anywhere you want to go. I much preferred the underground metro to the other options (buses, microbuses, electric trolley-buses). There is no long waiting for buses that may or may not arrive on time (or may not arrive at all.)

ABOVE GROUND Light Rail Transit

B Generally, I **OPPOSE** an above ground light rail along Crenshaw Blvd, due to safety concerns. However, as an option, this would be better than the current situation as it exists.

A bus Rapid Transit

C I **OPPOSE** an expanded rapid bus system along Crenshaw Blvd. As a very last option, again this would be better than the current situation, but overall I don't support it. I would prefer above-ground light rail to bus rapid transit, but my first preference is **BELOW GROUND METRO RAIL.**

Sincerely,

Stephanie Plotin

**Response to comment 30-346-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 1 for a below-grade segment along the full length of Crenshaw Boulevard.

Response to comment 30-346-B.

Comment noted. Please see response to comment 30-346-A. Motorist safety treatments are described in detail in Section 2.0 Alternatives Considered of the DEIS/DEIR. From the Exposition/Crenshaw Station southward, the LRT would operate at-grade in a semi-exclusive right-of-way separated from automobile traffic by a raised curb until the alignment transitions to a below-grade section at Crenshaw Boulevard and 39th Street and would not travel above 35 mph. Pedestrians and motorists would cross the LRT tracks with standard signal phases. As discussed in Section 3.0 Transportation Impacts of the DEIS/DEIR, the signal phasing at intersections would be changed to accommodate the LRT operations. When LRT vehicles are present, movements that would conflict with LRT vehicles are prohibited. Pedestrians are permitted to cross the street during phases in which the LRT vehicles are not present. Additional safety features, such as dedicated left-turn phases, photo enforcement cameras, and in-pavement lights will be considered, as appropriate, along this segment.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

Response to comment 30-346-C.

Comment noted. Please refer to Master Response 6 for the selection of the locally preferred alternative.



COMMENT: 30-347. Freddie Polian.

10-347

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Mr Freddie Polian EMAIL: Polian@resunit.black.org

ADDRESS: 1452 W 51st St LA Ca PHONE: 323-295-0281

COMMENTS:
We desperately need to have the
transportation in our neighborhood as well
as the Wilshire District.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

**Response to comment 30-347.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw/LAX Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability.

Based on the results of this evaluation and public input received, the Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of the Metro rail system.



COMMENT: 30-348. Warren and Saadia Lagarde Porche.

30-348

Abbott, Matthew

From: L S (lr33@yahoo.com)

Sent: Monday, October 16, 2009 10:01 AM

To: Diaz, Frederick, crenshaw@fixexpo.org

Dear MTA Board of Directors,

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Traffic already backs up in both directions on Slauson. Don't make it any worse. Treat us the same as you intend to treat other communities where the train line will be built underground.

Sincerely,
Mr. Warren and Dr. Saadia Lagarde Porche
5143 S. Verdun Avenue
Los Angeles, California 90003

11/10/2009



Response to comment 30-348.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-349. F. Kaye Porter.

10-349

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and one additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name; Organization)

F Kaye Porter, Kentwood Players

Address (Street, City, State, Zip)

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements
- Transportation System Management (TSM) Alternative
- TIG Option

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Vibe
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other _____

Comment (please print)

I would love a station here in Westchester. I do not want the maintenance yard here. I do not want the Westchester playhouse torn down.

-OVER-



Comment (continued):

Multiple horizontal lines for writing a comment.

TELL US ABOUT YOURSELF

What is your home zip code?

Work zip code?

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?

- Commute through the project area?
- Other? *live nearby*

How do you regularly travel in the project area? (check all that apply)

- Bicycle?
- Car or Truck?
- Bus?
- Walk?
- Other?

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other: _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-223
Los Angeles, CA 90012-2932

Email:

rdiazroderick@metro.net

Project Hotline
(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-349.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-350. Ethelene Poston.

0-350

Abbott, Matthew

From: ETHELENE POSTON [ethelene.poston@stbcglobal.net]
Sent: Monday, October 12, 2009 9:20 PM
To: Diaz, Rodenick
Subject: Crenshaw Transit Corridor Project Public Comment.

To Whom it May Concern:

My name is Ethelene Sneed Poston and I am a resident of the Crenshaw community. I live at 5356 Hillcrest Drive Los Angeles, CA 90043.

I oppose the proposal to put an above ground metro rail or bus system down Crenshaw Blvd. An above ground rail system would greatly impact the safety of our school children who attend schools on Crenshaw Blvd. or have to Crenshaw Blvd to get to school. In addition it would impact the values and desirability of the residential community to the east and west of Crenshaw Blvd.

I strongly support a below ground rail system which would enhance the use of public transportation by the community while maintaining the safety, neighborhood appeal and quiet enjoyment of the neighborhood.

Yours truly,

Ethelene Sneed Poston

A
B

11/3/2009

Response to comment 30-350-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 1 for a below-grade segment along the full length of Crenshaw Boulevard.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

There is no documented evidence that the introduction of an at-grade light rail alignment would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased. The DEIS/DEIR analyzed the visual and aesthetic impacts of an at-grade light rail transit system operating in the median of Crenshaw Boulevard. A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The DEIS/DEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact.

Response to comment 30-350-B.

Comment noted. Please see response to comment 30-50-A.



COMMENT: 30-351. Mary Pottala.

30-351

Abbott, Matthew

From: Damien Goodmon (damienwg@gmail.com)
Sent: Saturday, October 24, 2009 7:04 PM
To: Diaz, Rodrick
Subject: Fwd: Crenshaw Railline

----- Forwarded message -----
From: mpottala@shglobal.net
Date: Sat Oct 24, 2009 at 1:36 PM
Subject: Crenshaw Railline
To: crenshaw@fixexpo.org

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wildfire community.

Sincerely,
Mary Pottala
10585 Bradbury Road
Los Angeles, CA 90034

12/16/2009

Response to comment 30-351.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-352. Juanita Presley.

10/26/09

Abbott, Matthew

From: JLPRES99@aol.com
Sent: Monday, October 26, 2009 5:34 PM
To: Diaz, Rodrick
Subject: Crenshaw Transit Corridor Recommendations

Mr. Diaz,

I have a few recommendations regarding the Crenshaw Transit Corridor that I would like to submit:

- 1) I recommend to have a Light Rail Transit.
- 2) I recommend to have Grade Separations going above the ground at these streets:
 - a) Aviation & Manchester
 - b) Labrea & Florence
 - c) Centinela & Florence
- 3) I would recommend putting a station at Redondo & Washtien.

Also, I would like to be added to the mailing list.

Thank you

Juanita Presley
604 W. Evergreen St
Inglewood, CA 90302

11/3/2009

Response to comment 30-352-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of the Metro rail system.

Response to comment 30-352-B.

Comment noted. The light rail alignment will have aerial crossings at Aviation Boulevard and Manchester Avenue and at La Brea Avenue and the Harbor Subdivision railroad right-of-way. A below-grade crossing at Centinela Avenue was carried forward for further consideration in the design process where it was determined that the lack of significant traffic impacts did not require the crossing to be grade separated.

Response to comment 30-352-C.

A station at West Avenue was considered and analyzed during the DEIS/DEIR and will be located to the west of the Florence/West intersection, south of the BNSF Railroad tracks in the City of Inglewood.



COMMENT: 30-353. Brittany Price.

30-353

Abbott, Matthew

From: Damien Goodman (damienw1@gmail.com)
Sent: Monday, October 26, 2009 6:44 AM
To: Diaz, Rodenick
Subject: Fwd: Fix Expo

----- Forwarded message -----
From: Price, Brittany <Brittany.Price@t-mobile.com>
Date: Mon, Oct 26, 2009 at 6:39 AM
Subject: Fix Expo
To: "crenshaw@fixexpo.org" <crenshaw@fixexpo.org>

Keep the Crenshaw Line underground on Crenshaw Blvd for student safety, traffic, and environmental justice.
Brittany Price
18341 - Venice, CA 90291 - 310-312-1111
310-312-1111

11/10/2009

Response to comment 30-353.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-354. Sonia Quinones.

30-354

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff appearing to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Sonia Quinones, Kentwood Players member

Address (Street, City, State, Zip)

2603 S. Robertson Blvd, LA CA 90034

Email (enter address to receive periodic project updates)

Sonia_d_g@hotmail.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No Build/Alternative)
- Minor Improvements (Transportation Systems Management [TSM] Alternative)
- No Option

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Please use the El Segundo site and leave the Westchester playhouse alone.

-OVER-



Response to comment 30-354.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-355. Milton Quon.

30-355

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: MILTON QUON EMAIL: _____
ADDRESS: 3900 Somerset Dr PHONE: 323 / 293-0706

COMMENTS: oppose
I ~~support~~ any project
that might destroy
this Crenshaw AREAS
for history + further
potential

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpa.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-355.

The Crenshaw/LAX Transit Corridor Project would not destroy any historical resources within the Crenshaw community. The Crenshaw/LAX Transit Corridor Project would operate in the median of Crenshaw Boulevard and the Harbor Subdivision railroad right-of-way. Operation of the light rail transit line within an existing transit route would not introduce a new physical barrier which could divide or deter the potential development of a community.



COMMENT: 30-356. Sharon Randall.

30-356

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Sharon Randall EMAIL: _____

ADDRESS: 4534 Garthwaite Ave PHONE: _____

COMMENTS: Please put train "under" ground. Same service
just like service in up state communities

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-356.

Please refer to Master Response 9 for grade separations and environmental justice.



COMMENT: 30-357. Oliaeya Randolph.

30-357

Abbott, Matthew

From: mabbott@sbcglobal.net
Sent: Monday, October 26, 2010 11:03 AM
To: Diaz, Roderic
Subject: Crenshaw Transit Corridor Project Comment Form
Attachments: Crenshaw Transit Corridor _ Comment Form.pdf

11/3/2010



Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report on any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

OLIAEYA RANDOLPH

Address (Street, City, State, Zip)

3701 WESTSIDE AVENUE, LOS ANGELES, CA 90018-4142

Email (enter address to receive periodic project updates)

oassio@sbcglobal.net

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Build Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation System Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

I've been a resident and homeowner in Leimert Park almost 3 years. I'm not quite sure why there is such a great disparity in the funding that is provided for this predominantly minority community versus the funding available for the Caucasian and Jewish community North of Wilshire Boulevard. I'm not fond of the Light Rail Transit (LRT) Alternative simply because Crenshaw Boulevard is not an ideal thoroughfare for this kind of project. The width of the Crenshaw Corridor is narrower in certain sections which would appear on the surface to potentially make these stretches of road more congested. Leimert Park is not a poor community, residents of this neighborhood have other means of transportation available to them. So, I don't believe that the need is great. The idea of overhead electrical lines is disturbing to me. The newly installed fixtures would lessen the charm of the neighborhood which would de-value the quality of homeowners present within the community. I would prefer that the neighborhood is not disrupted. The money should be invested in other ways to contribute to its current appeal. I don't anticipate using this form of transportation because of other potential safety risks. If this kind of project cannot be incorporated without displacing local businesses, then it should not move forward. The project would limit the access of this community by eliminating annual celebrations currently enjoyed by residents of Leimert Park and other well worshippers. The brochures are misleading by offering false hope to individuals whom are currently unemployed or underemployed. As a civil engineer, I manage multi-million dollar government construction contracts and

(OVER)



Comment (continued):

I understand how procurements of this magnitude are awarded. Even a small amount of one-and-a-half billion dollars will be misappropriated and/or politically offered to some large construction company who more than likely will choose to work subcontractors they have already established business relationships. That kind of false hope is disingenuous and it insults the intelligence of the community.

TELL US ABOUT YOURSELF

What is your home zip code? 90018 Work zip code? 90012

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other? _____

How do you regularly travel in the project area?
 (check all that apply)

- Bicycle
- Bus
- Car or Truck
- Walk
- Other _____

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 Mail Stop: 98-22-3
 Los Angeles, CA 90012-0952

Email:

diazroderick@metro.net

Project Hotline

(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



**Response to comment 30-357-A.**

The determination of funding priorities for Metro projects is beyond the scope of Metro policies and the Crenshaw/LAX Transit Corridor Project and this environmental review process. Comments and concerns regarding that matter should be directed to the Metro Long Range Plan project manager at the following address:

Attn: Heather Hills, Director, Long Range Planning, MTA, One Gateway Plaza, MS99-23-1, Los Angeles, CA 90012

Within the Crenshaw/LAX Corridor, Crenshaw Boulevard is the widest route among the north-south oriented arterials. Crenshaw Boulevard also has several activity centers which can create ridership necessary to support a light rail system. As a result, Crenshaw is the most suitable arterial to support a light rail transit system.

Response to comment 30-357-B.

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The FEIS/FEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact.

There is no documented evidence that the introduction of a light rail system would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased. Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas. In addition, the alignment would be below-grade near Leimert Park where many cultural activities take place. This would not prohibit or disrupt these activities from occurring. The Crenshaw/LAX Transit Corridor Project will be funded through Measure R. In November 2008, Measure R was approved by a two-thirds majority, committing a projected \$40 billion to traffic relief and transportation upgrades throughout the county over the next 30 years. Measure R will help fund dozens of critical transit and highway projects, create more than 210,000 new construction jobs and infuse an estimated \$32 billion back into the local economy, according to estimates by the nonprofit Los Angeles County Economic Development Corporation. Projects which would increase the neighborhood appeal of the community would not be eligible for these transportation funds.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

Response to comment 30-357-C.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The construction of the Crenshaw/LAX Transit Corridor Project is anticipated to create more than 400 annual jobs during the five year construction period with a total number of direct, indirect, and induced jobs in all categories of 7,800 annual jobs during the construction period. Metro also incorporates a local hiring policy program, which sets goals of 15 percent of the construction jobs to be awarded to workers located within the community.



COMMENT: 30-358. Scot Renfro.

18-188

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Scot Renfro, Westchester Playhouse
Address (Street, City, State, Zip)

3443 Truxton Avenue, Los Angeles, CA 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BBT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements
- Transportation Systems Management (TSM) Alternative
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

I am a professional painter of homes and commercial properties. It has been my pleasure to decorate sets and paint anything else at The Westchester Playhouse that has needed attention. In return I have received many contracts for my personal business and the pleasure of working and appearing in many shows. Leave The Westchester Playhouse alone. IT IS AN INSTITUTION IN WESTCHESTER OVER-RESPECTED BY ALL.



Response to comment 30-358.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-359. Linda Rhea.

30-359

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Linda Rhea EMAIL: adm158@hotmail.com

ADDRESS: 426 1/2 Garthwaite Ave PHONE: _____

COMMENTS: Keep it underground !!!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-359.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-360. Felecia Richard.

30-360

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: FELECIA RICHARD EMAIL: felecia@aol.com
ADDRESS: 4806 Shenandoah Ave PHONE: 310 338-9493

COMMENTS: Absolutely Not A Good Idea
to have this MTA Train above the
ground. PLACE IT UNDERGROUND AT LEAST
the cost not a factor. We need to
keep this community beautiful Not
stunky looking.

Felecia

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761-6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-360.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 1 for a below-grade segment along the full length of Crenshaw Boulevard.

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The DEIS/DEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact.



COMMENT: 30-361. Herbert Richardson.

30-361

REPLY TO: 30-361

CUT AND SEND

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Herbert Richardson EMAIL: h

ADDRESS: 6080 CRENSHAW BLVD PHONE: h

COMMENTS: "The Peoples Option" MUST

MUST BE SENT TO MTA BY OCT. 25, SO PLEASE RETURN BY OCT. 23

Email: herbert.richardson@mta.com



Response to comment 30-361.

Please refer to Master Response 4 regarding support for the People’s Choice Alternative.

COMMENT: 30-362. Carl and Karen Rigoli.

30-362

**Crenshaw Transit
 Corridor Project**

(Draft Environmental Impact Statement)/(Draft Environmental Impact Report)

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

RIGOLI, CARL & KAREN

Address (Street, City, State, Zip)

7807 GODDARD AVE, LOS ANGELES, CA 90045

Email (enter address to receive periodic project updates)

KARENANN@ATT.NET

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

WE ARE EXTREMELY CONCERNED ABOUT THE MTA PROPOSAL TO BUILD A MAINTENANCE YARD AND A PARKRIDE FACILITY ON 93RD ST BETWEEN OSAGE AND LACIENEGA.

THIS WILL HAVE A NEGATIVE IMPACT ON OUR COMMUNITY.

THE ELIMINATION OF HINDEN AVE/FLORENCE & 93RD ST/LACIENEGA WILL CONSTRICT OUR ABILITY FOR RASY ENTRANCE & EXIT INTO OUR NEIGHBORHOOD.

IN ADDITION THE WESTCHESTER PLAYHOUSE WHICH SERVES OUR COMMUNITY AS A POSITIVE CULTURAL EVENT AND THE BUSINESSES ON 93RD ST WILL BE CONDEMNED.

LRT TAX REVENUES FROM THE CONDEMNED BUSINESSES SHOULD BE CONSIDERED.

MOST OF ALL, THE ADDED POLLUTION & NEIGHBORHOOD TRAFFIC CONGESTION PLUS THE NOISE OF A MAINTENANCE YARD THAT WILL LOWER THE VALUES OF OUR HOMES WILL BE DEVASTATING

PLZ CONSIDER THE EMPTY LOT AT SE PULVEDA & ROSECRANS IN EL SEGUNDO (South of MANCHESTER) NOT NEXT TO HOMES

OVER



Comment (continued):

Lined area for writing a comment.

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? _____

Do you: (check all that apply)

<input checked="" type="checkbox"/> Live in the project area?	<input type="checkbox"/> Commute through the project area?	<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other? _____	<input checked="" type="checkbox"/> Car or Truck?	<input checked="" type="checkbox"/> Walk?
<input type="checkbox"/> Own a business in the project area?		<input type="checkbox"/> Other: _____	

How do you regularly travel in the project area? (check all that apply)

AFFILIATION

Resident Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other: _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail
Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:
sluzeroderick@metro.net

Project Hotline
(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.





Mr. Carl Wiley
7977 Cimarron Ave.
Van Nuys, CA 91411

POSTAGE WILL BE PAID BY ADDRESSEE
FIRST CLASS PERMIT NO. 1000 VAN NUYS, CA



Roderick Diaz, Project M&E
L.A. County Metrotrans Authority
One Gateway Plaza
MAIL STOP: 99-22-3
Los Angeles, CA 90012-2952



Response to comment 30-362-A.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-313-C.

The park and ride facility in Westchester was removed from consideration during the design phase of the Crenshaw/LAX Transit Corridor Project.

Response to comment 30-362-B.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-362-C.

Please see response to comment 30-362-B.

Response to comment 30-362-D.

Please see response to comment 30-362-B.

Response to comment 30-362-E.

Please see response to comment 30-362-B.

COMMENT: 30-363. Scott Robertson.

30-363

Abbott, Matthew

From: Adrianna Robertson (robertson77@sbcglobal.net)
Sent: Sunday, October 11, 2009 11:47 AM
To: Diaz, Roderick
Cc: steve.lopez@latimes.com; george.skellon@latimes.com; james.railey@latimes.com; rector.lobar@latimes.com
Subject: Crenshaw/Transit Corridor Objections and Questions

Hello,

A | Overall, I am not happy that this dormant railway line may become active. There will be additional noise, pollution and possibly crime for the Osage neighborhood.

B | I would like to know the crime and pollution impact studies that you have done on previous lines.

C | In addition, I want to note that I am strongly opposed to the maintenance facility being placed in the Osage area of Westchester. It would be adjacent to our neighborhood community. Given that the El Segundo area is not near any homes, makes it, to me, a no-brainer. Specifically, I want to know what pollution and noise would be coming out of this area. In other areas, has this attracted more crime to the area? You must have studies on this.

I look forward to your response.

Thanks-

Scott Robertson 7907 Breen Avenue 310-665-9877

11/3/2009

**Response to comment 30-363-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The potential impacts to traffic, air quality and noise were all evaluated in the environmental document. With mitigation measures, no impacts to traffic would occur near the Westchester community during operation of the Crenshaw Light Rail Transit Line. No adverse operational air quality or noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation. Mitigation measures were also included in Section 4.15.2.7 and 4.15.2.8 of the FEIS/FEIR to reduce the impacts from air quality and noise during construction. Significant and unavoidable operational air quality impacts were determined to occur during construction. There is no documented evidence that the introduction of a light rail system would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased.

Response to comment 30-363-B.

Crime and pollution impact studies on other lines are not part of the proposed project. Information on other Metro projects can be obtained at the Metro website at www.metro.net, under the Projects and Programs tab.

Response to comment 30-363-C.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

COMMENT: 30-364. Dedra Robinson.

30-364

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Dedra Robinson

Address (Street City State Zip)

5324 10th Ave. L.A. 90043

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Transit Improvements (Transportation System Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

After hearing about how you ARE FORCING A TRAIN to be PLACED down CRENSHAW BL. I gave PERMISSION for this comment form to be submitted

I did not want ANY TRAIN RUNNING down CRENSHAW Blvd

I AGREE that it would CAUSE DAMAGE AND take AWAY the businesses I shop.

TAKE the train to Beverly Hills AND Santa Monica, AND West Wood.

It would bring more traffic. It would take AWAY the trees



Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Dedeia Robinson

Address (Street, City, State, Zip)

5324 10th Ave L.A 90043

E-mail (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No Build Alternative)
- Major Improvement (Transit Signal Priority (TSP) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comments (please print):

After hearing about how you ARE forcing a TRAIN to be placed down CRENSHAW BL. I gave permission for this comment form to be submitted

I did not want ANY train RUNNING down CRENSHAW BL

I AGREE that it would CAUSE DAMAGE AND take AWAY the businesses. I shop.

TAKE the train to Beverly Hills AND Santa Monica, AND West Wood.

It would bring more traffic. It would take AWAY the trees

(OVER)

**Response to comment 30-364.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

Metro acknowledges that the construction of the light rail system would affect surrounding businesses and communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to businesses and to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw/LAX Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability.

The mature trees in the median of Crenshaw Boulevard would be displaced with the implementation of the proposed project. The following mitigation measure is provided in the FEIS/FEIR to reduce the visual impact of removing these resources and to replace the trees on a two to one basis:

Any mature trees that are removed during construction of the Crenshaw/LAX Transit Corridor Project shall be relocated or replaced with a tree of similar size and species, or if inappropriate for climate conditions, a species that is low-water use and compliant with the applicable City's landscape ordinance. Replacement should occur at a ratio which is the ratio acceptable to the Los Angeles Bureau of Street Services Street Tree Division.



COMMENT: 30-365. Solomon Robinson.

30-365

Abbott, Matthew

From: Solomon Robinson [srobin3@yahoo.com]
Sent: Sunday, October 26, 2009 9:10 PM
To: Diaz, Roderick
Subject: Comment - Crenshaw Corridor Transit

Attention: Matt Kowal

The proposed LRT would be constructed underground on Crenshaw Blvd. In this way, the the present physical character of Crenshaw Blvd will not be negatively impacted. It is a beautiful street as is with little or no noise pollution. Also, traffic along the route as well as cross traffic would most likely be negatively impacted with increased traffic congestion with dedicated street level trains (street cars). But primarily, I feel that the LRT will operate much safer for the surrounding neighborhoods if built entirely underground.

A

Matthew SIV,
401 Robinson
1417 Wellend Ave
Los Angeles, CA
90009

310-296-4444

**Response to comment 30-365.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 5 for traffic methodology and analysis.

Please refer to Master Response 9 for grade separations and environmental justice.

No adverse operational noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation.

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The FEIS/FEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-366. Mary Rose.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

30-366

NAME: MARY ROSE EMAIL: F4R47ROSE@AOL.COM

ADDRESS: 4015 McCLUNG DR LA PHONE: 310-384-9361

COMMENTS: I AM REQUESTING THE MTA BUILD
THE CRENSHAW CORRIDOR UNDERGROUND.
CRENSHAW IS A VERY VERY BUSY STREET.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-366.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

Please refer to Master Response 5 for traffic methodology and analysis.



COMMENT: 30-367. Denise Ross.

30-367

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Denise Ross EMAIL: _____

ADDRESS: 2803 43rd Pl. LA 90008 PHONE: _____

COMMENTS: Want trees underground not above!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-367.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-368. Leonard Ross.

30-368

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: LEONARD ROSS EMAIL: _____

ADDRESS: 2903 W 45TH PL PHONE: _____

COMMENTS: _____
WE WANT THE TRAIN BUT WE WANT IT UNDER
GROUND.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-368.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-369. Robyn Rothstein.

30-369

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

ROBYN ROTHSTEIN

Address (Street, City, State, Zip)

13900 PANTRY WAY, #SR 303, MARINA DEL REY, CA 90292

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation System Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Please leave what Crenshaw
 Greyhound alone!
 Put it in El Segundo!

COVER

Response to comment 30-369.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-370. James Rowe.

30-170

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: James S. Rowe EMAIL: sayiaman@sbaylabali.in

ADDRESS: 511 W. Chester Ave, Compton, CA PHONE: (310) 635-6258

COMMENTS: I'm ~~16~~ 16 years old and I don't know all the details but based on what I know I support the rail road being built underground!

A

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-370.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-371. Robert Rubio.

30-371

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: ROBERT M RUBIO EMAIL: rcrubio1008@a5bcglobal.net
ADDRESS: 4125 Dayman Blvd LA 90008 PHONE: 323 559 5834

COMMENTS:

A.

B.

We want the line put underground and need a station at Venice with all the cultural activities at Leimert Park Village it will help to reduce traffic in the neighborhood.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-371-A.

Please refer to Master Response 4 regarding support for the People's Choice Alternative.

Response to comment 30-371-B.

Comment noted. Please refer to Master Response 12 for a station at Crenshaw/Vernon.



COMMENT: 30-372. Delores Russ.

30-372

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: DOLORES RUSS EMAIL: _____

ADDRESS: 1430 CRENSHAW BL #350 PHONE: 323-750-2890

COMMENTS: I support the People's option

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-372.

Please refer to Master Response 4 regarding support for the People's Choice Alternative.

Response to comment 30-373.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-374. Gina Russel-Williams.

AB-374

Abbott, Matthew

From: Gina Russel-Williams (grussel@lausd.net)
Sent: Monday, October 26, 2009 8:09 AM
To: Diaz, Rodenick
Subject: Crenshaw Line

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Blauvelt. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

Gina Williams
3734 Torado Way
Los Angeles CA

11/3/2009

Response to comment 30-374.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-375. Joan Rutherford.

Abbott, Matthew

From: Joan Rutherford (jorutter@pacbell.net)
Sent: Monday, October 26, 2009 10:28 AM
To: Diaz, Rodrick
Subject: crenshaw blvd line underground

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prop. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,
Joan M Rutherford

11/3/2009

Response to comment 30-375.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-376. Jackie Ryan.

30-376

Abbott, Matthew

From: Jackie Ryan (jryma@ca.rr.com)
Sent: Monday, October 26, 2009 5:15 PM
To: Diaz, Roderick
Cc: crenshaw@fvxpo.org
Subject: crenshaw subway underground

Jacqueline K Ryan,Owner
Zambazi Bazaar Cudi Shop
4354 Dequan Boulevard
Los Angeles, California 90008
(323) 299-6383
jryma@ca.rr.com
October 26, 2009

Dear MTA Board of Directors,

Its past time for Los Angeles to have a world class subway system. Its time to treat world travelers to the city of Los Angeles to the same great subway transportation systems that we travel by when we go to other cities in the world and in the United States

- Moscow subway: Fastest Worldwide system
- London Subway: 253 miles of track - 976 million people a day
- Paris Subway: every building in the city is within 500 meters of a subway station
- Madrid Subway: very clean, implementing an ecologic cleaning system. Great progress system expansion
- Tokoyo Japan Subway: modern system, underground malls 282 subway stations carries 2.8 billion people a year
- Montreal Canada Subway: Their station inspired by Paris Metro. Smooth ride - trains ride on rubber surface
- Beijing China Subway: Serves Beijing and surrounding suburbs
- Hong Kong China Subway: Efficient Frequent Service
- Sao Paulo Brazil Subway: know as the cleanest, safest system in the world
- New York City Subway: offers express service that runs on separate tracks from local Trains. You can get anywhere you want in New York with 30 Minutes.

Having said that lets put a world class subway under Crenshaw Boulevard beginning Crenshaw at Washire and running to Rolling Hills. With an off shoot line to LAX.

B | We would like a station at Leimert Park.

Crenshaw Boulevard is a scenic Highway. It is our ChampsElysees. Do not destroy it with a monstrous unsale above ground train. It puts everyone in harras way.

C | This community just will not stand for another out of date and dangerous backward train that is of no use to anyone.

11/3/2009



If we don't have an underground subway, then don't waste anymore of the taxpayers money.

You can give us "Molly the Trolley" which is a cute little bus that is designed like
An old fashion trolley car. It takes the people where they want to go. Its not big
It's not dangerous and the tourists love it. In order to see "Molly the Trolley" you have to go to Fort
Worth Texas.

Surely the board of directors of the MTA will vote for a subway underground for Crenshaw.

Sincerely yours,

Jackie Ryan
Owner
Zandora Baraar
Lisimert Park, California
jpyma@ca.rr.com

11/8/2009



Abbott, Matthew

From: Damien Goodman [damienwg@gmail.com]
Sent: Monday, October 16, 2009 5:28 PM
To: Dist. Rodolfo
Subject: Fay from Jackie Ryan
Attachments: Fax to 3237816435 Oct 16 Mon 05-20 PM From 3232947813 (3232311744) #F1DBY.pdf

11/3/2009

Response to comment 30-376-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Mode of transit is often strongly correlated and justified by density of development. Those areas with high densities of development have the ability to provide the levels of ridership required to support the major capital investment of a subway system. These areas usually occur in downtown areas, central business districts and areas with multi-story commercial developments. Light rail transit is designed to serve urban areas with lower densities of development than needed for a subway system. These areas have major activity centers and a residential base to support a significant capital investment. Areas with lower densities of development use bus systems as the means of public transit. Light rail transit was determined to be the most suitable mode of transit for the Crenshaw/LAX Corridor based on the ridership projections and density of development. The transit systems cited by the commenter refer to subway systems.

Response to comment 30-376-B.

Please refer to Master Response 12 for a station at Crenshaw/Vernon.

Response to comment 30-376-C.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Light rail transit technology is found throughout the country and continues to be implemented as a viable technology. In addition, using light rail transit allows for connectivity to the existing light rail transit systems that compose a significant portion of the Metro fixed guideway network. Crenshaw Boulevard has been designated by the City of Los Angeles as a scenic highway. A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The DEIS/DEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact. The physical conditions and the lack of significant environmental impacts still do not require the alignment to be placed underground. The cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard would be beyond the scope of Metro policies and the approved Metro budget for the project and financially infeasible.

Local circulator bus trolleys such as described would not result in a significant travel time reduction and would not serve the purpose and need outlined for this project.



COMMENT: 30-377. Alanne Saunders.

30-377

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Alanne Saunders EMAIL: _____
ADDRESS: 530 Elkerton St 91977 PHONE: 619 527-1440

COMMENTS:
^ | Please put the train under Ground!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-377.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-378. Jason Saunders.

30-378

Abbott, Matthew

From: Webmaster
Sent: Sunday, October 25, 2009 7:39 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

FirstName:	Jason
LastName:	Saunders
organization:	
emailAddress:	jasonsaunders@jcs.com
street:	1411 W. Adams Blvd.
city:	Los Angeles
state:	CA
zipCode:	90016
yes:	<input type="checkbox"/>
no:	<input type="checkbox"/>
support:	Light Rail Transit (LRT) Alternative
Construction:	
Reliability:	
Traffic/Access:	
Visual Effects:	
Displacement/Relocation:	
Disruption to Business:	
Public Services:	
Social Land Use Development:	
Economic Impact/Access:	
Operational Impacts/Access:	
Other:	
Home/Work:	
walk/bike:	
Live/Work/Project/Other:	
Work in the project area:	
Commuter/Project/Other/Other:	
Commuter/Project/Other/Other:	
Other:	
By/For:	
Owner/Trust/Other:	
Buyer:	
Walk/Bike:	
Other?	
Redacted:	
Address:	
Community/Religious/Other Organization:	
Public Agency:	
Business/Other Organization:	
Live/Work/Project/Other:	
Economic Development Organization:	
Other:	
Name:	Matthew Saunders
Time:	10:10 AM (PT)

add title to comment

11/5/2009

Response to comment 30-378.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of the Metro rail system.



COMMENT: 30-379. Gary Schivley.

30-379

Abbott, Matthew

From: wabs7791@mypacks.net
Sent: Monday, October 26, 2009 8:07 PM
To: Diaz, Rodenck
Subject: CRENSHAW CORRIDOR TRANSIT PROJECT- COMMENTS/CRITICAL

- A) Rodenck,
I have been on travels and wanted to ensure these comments are expressed and counted as a voice in the community. From my understanding brochures/pamphlets were SUPPOSEDLY delivered to the Westchester neighborhood, dealing with this concern. I am here to say they were NOT delivered to all the homes, particularly on BELFORD AVENUE.
- B) 1). We are aware of an alternate commercial site in EL SEGUNDO business park behind the old PINGAS site. This site is exactly where your yard and park/side should be built. DO NOT come into a neighborhood, tear up the town and build a parking lot loaded with cars only waiting to be vandalized. This is EXACTLY WHAT OUR COMMUNITY DOES NOT need. Increased traffic, crime, pollution are not what citizens of CSAFE neighborhood consider quality of life.
- C) 2). We will file a lawsuit if the MTA proceeds with this project. We will NOT allow something to be built like this in our neighborhood when a perfectly suited ALTERNATE COMMERCIAL site is available with 60KV for your power source. To tear up a community when an alternate site is suited is DISGRACEFUL.
- D) 3). We also do NOT subscribe to your plan of a train stop at Manchester. We prefer that the stop be located at the next southern site between Manchester and Imperial Avenue.
- E) 4). Our neighborhood has been under duress from the Playa project, LAX threatened expansion, loss of a neighborhood landmark (Gerald's Balgale) due to further construction and on and on and on. This assault on Westchester will stop. We DO NOT WANT CONTINUED expansion/Construction and otherwise reduction of what little open space is remaining. Please review your plans CAREFULLY and make the CORRECT decision based on the best interests of this community or you will have a very upset community knocking at your door and MTA MANAGEMENTS door. You have my word on this.

Sincerely,
Gary Schivley
Belford Avenue, LA, CA.

Response to comment 30-379-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Initially, 14 alternatives were identified along various right-of-ways within the Corridor. Six of these alternatives were evaluated for screening. Three public scoping workshops were held between October 15 and 20, 2007. Letters of invitation were mailed to a total of 99,400 addresses within a ½-mile of the Crenshaw Transit Corridor alternative alignments. The outreach effort has also included several rounds of public workshops, newspaper announcements, and over fifty meetings with stakeholder groups. Many channels of information were used to disseminate information about the project.

Response to comment 30-379-B.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D. The park and ride facility near the optional Manchester Station in the Westchester community was removed from consideration during the final design phase of the Project.

Response to comment 30-379-C.

Please see response to comment 30-379-B.

Response to comment 30-379-D.

The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time. The closet station to the Westchester community would be located at Century Boulevard.

Response to comment 30-379-E.

The Playa project and expansion of LAX is not part of the Project. The Crenshaw/LAX Transit Corridor Project would be located within the existing Harbor Subdivision railroad right-of-way and would not displace open space or expand into the Westchester community. Metro acknowledges that the construction of the light rail system would affect surrounding businesses and communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to local businesses and to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.



COMMENT: 30-380. Patricia Scott.

30-380

Abbott, Matthew

From: MSPA/TSCOTT@aol.com
Sent: Monday, October 19, 2009 8:16 PM
To: Diaz, Roderick
Subject: Above Ground Metro System

I am a member of the Crenshaw community. My name is Patricia Scott. My address is 5729 S. Victoria Ave, Los Angeles, CA 90045. My phone is (323)291-3402. I am in favor of an above ground system if we really need this at all. We are living practically on top of the Inglewood fault, hello?? I am astounded and awed that there is enough money in my area to foot the bill for this hugely expensive project at the same time homeless citizens will be wandering around the area near the construction site. How can this be?

A

11/3/2009

Response to comment 30-380.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. When first considering rail modes for the Crenshaw/LAX Transit Corridor, several modes were considered including heavy rail and light rail. Due to the nature of the existing and planned development along the corridor and the relatively modest estimates for ridership along the corridor, heavy rail (a mode that is typically fully grade separated) was deemed to be not necessary and inappropriate for application to the Crenshaw/LAX Corridor. Furthermore, the Light Rail Transit mode provides an opportunity to connect to other existing rail facilities in the corridor (i.e., the Metro Green Line). Because Light Rail Transit can operate at several grades (at-grade, aerial, and below-grade), Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that rail and highway crossings be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods.

The Crenshaw/LAX Transit Corridor Project would not result in an increased exposure to the risk associated with fault lines, nor would it exacerbate pre-existing seismic conditions either in a below-grade or above-grade configuration. However, it would be more vulnerable to damage from ground shaking during an earthquake. As part of the mitigation proposed for the project, a geotechnical study would be conducted to identify design specifications required for maintaining structural integrity under static and seismic loading and operational demands. These design specifications would ensure that the risks from seismic hazards would be minimized to the greatest extent feasible.

In November 2008, Measure R was approved by a two-thirds majority, committing a projected \$40 billion to traffic relief and transportation upgrades throughout the county over the next 30 years. Measure R will help fund dozens of critical transit and highway projects, create more than 210,000 new construction jobs and infuse an estimated \$32 billion back into the local economy, according to estimates by the nonprofit Los Angeles County Economic Development Corporation. The Crenshaw/LAX Transit Corridor Project was identified as a project to be funded by Measure R. No additional taxpayer money would be required to fund the project.



COMMENT: 30-381. Shawn Scott.

30-381

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Shawn Scott EMAIL: Shscott175@yahoo.com

ADDRESS: _____ PHONE: _____

COMMENTS: We're not saying we don't want the train,
we're just saying "PUT IT UNDERGROUND!" Don't treat us
any different from the folks on Wilshire!!!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-381.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard Please refer to Master Response 9 for grade separations and environmental justice.



COMMENT: 30-382. Janice Shelby.

30-382

Abbott, Matthew

From: Janice Shelby [janiceshelby@soglobal.net]
Sent: Tuesday, October 27, 2009 5:58 PM
To: Diaz, Rodenok; 'crenshaw'@fwexpo.org; janice.shelby
Subject: CRENSHAW Line

| 6

Response to comment 30-382.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-383. Bob Sherman.

30-383

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Bob Sherman Kentwood Playars - Westchester Playars
Address (Street, City, State, Zip)

6575 Green Valley Circle Culver City
Email (prefer address to receive periodic project updates)

bobsherm 2000@yahoo.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transpiration Systems Management (TSM) Alternative)
- No Operation

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comments (please print):

I am concerned about the result of destruction of property, including the playhouse in Westchester, and would like to see the project accomplished without in El Segundo.

-OVER-



Response to comment 30-383.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-384. Lori McCoy Shuler.

30-384

Abbott, Matthew

From: Lori McCoy Shuler [lrmccoy@gmail.com]
Sent: Monday, October 26, 2010 4:26 PM
To: Diaz, Rodenck, crenshaw@fixexpo.org
Subject: Crenshaw Line

Dear MTA Board of Directors:

Please keep the Crenshaw line underground by the way it is the safety of the children at Crenshaw High School and New Park High. Also traffic already backs up in both directions on Flauscha. Really make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

Lori McCoy Shuler
216 E. 49th Street, Unit 4
Inglewood, CA
310-238-9900

"When I stand before God at the end of my life I would hope that I would not have a single bit of talent left and could say, 'I used everything YOU gave me.'"



Response to comment 30-384.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-385. Stephen Siegel.

10/385

Crenshaw Transit Corridor DEIS/DEIR Comments
 Results from Form 1 of Page projects.studies/crenshaw/comment_form.htm from Webmaster
 Sent: Sunday, October 25, 2009 7:32 AM
 To: Gina Radtich
 Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

 Firstname: Stephen
 Lastname: Siegel
 organization:
 emailaddress: buesydad@hotmail.com
 street: 907 Hugo Reid Dr.
 city: Arcadia
 state: CA
 zipcode: 91007
 Yes: 00
 No: 00
 support: Lightra(1)Tps(5)T(LR)FA)emactive
 Construction:
 AirQuality: 00
 TrafficSafety:
 VisualEffects: 00
 Displacement/Property:
 Disruption/Business:
 PublicServices: 00
 LocalEmployment: 00
 EconomicImpact/Jobs: 00
 SpecificIssues/Features: YES
 Other: YES
 Home??: 00/00
 Work??: retired
 Liveintheprojectarea?:
 Workintheprojectarea?:
 Ownbusinessintheprojectarea?:
 Comutethroughtheprojectarea?:
 Other: YES
 Bicycle?:
 CarorTruck?:
 Walk?:
 Other?:
 Resident:
 Business:
 CommunityorLaborUnionorganization:
 Publicagency:
 Environmentalorganization:
 Civicorganization:
 Economicdevelopmentorganization:
 Other: YES
 Date: Sunday, October 25, 2009
 Time: 06:32:20 AM

Additional Comments:

Light rail is a very efficient means of transporting large numbers of people comfortably over appreciable distances. Buses are noisy, bumpy, and uncomfortable. Waiting in the back for a bus at a bus stop, when the bus may or may not show up at the appointed time is awful compared to a regular LRT service, with brightly lit stations. Buses tend to bunch up and provide irregular service. We use the gold, blue and red lines often.

A



Response to comment 30-385.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 6 for the selection of the locally preferred alternative.



COMMENT: 30-386. Clint Simmons.

30-386

Abbott, Matthew

From: Damien Goodman (damienwg@gmail.com)
Sent: Monday, October 26, 2009 5:04 PM
To: Diaz, Roderick
Subject: Fwd: New Fax for 3237616435 Oct-26 Mon 04-49 PM From Unknown (3239321959)
Attachments: Fax for 323 (616435 Oct 26 Mon 04-49 PM From Unknown (3239321959) #P107.D.pdf

----- Forwarded message -----

From: mgw@reachone.com
Date: Mon, Oct 26, 2009 at 4:49 PM
Subject: New Fax for 3237616435 Oct-26 Mon 04-49 PM From Unknown (3239321959)
To: damienwg@gmail.com

11/10/2009



10/26/2009 10:08 0239021809

05

PAGE 01/01

Crenshaw Transit Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

CLINT SIMMONS EXPO COMMUNITY UNITED

Address (Street, City, State, zip)

7416 REDONDO BL L.A. 90016

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

CSIMMONS@SUCCESSNET.NET Yes

No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements:
 - Transportation Systems Management (TSM) Alternative
 - No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

THIS PROJECT SHOULD BE CONSTRUCTED UNDERGROUND FOR THE FOLLOWING REASONS:

AT GRADE THE INTERSECTION AT CRENSHAW AND EXPOSITION WILL HAVE CROSSING GATES DOWN EVERY 69 SECONDS

1. THE GROUND VIBRATION AND TRAIN NOISE IS A CONCERN BETWEEN SITES B AND C, FOR THE TWO HIGH SCHOOLS, AND RESIDENTIAL ON THE PARALLEL STREETS. AREA

-OVER-

Response to comment 30-386-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Crenshaw/Exposition below-grade alignment and station (Design Option 6) was carried forward for further consideration during advanced conceptual engineering. An at-grade configuration was determined to be technically infeasible along this segment. The incorporation of Design Option 6 would be required to connect to the Exposition Line. Design Option 6 would involve the Crenshaw/Exposition station to be located underground, which would eliminate the need for at-grade crossing gates.

Response to comment 30-386-B.

The noise and vibration analysis in the DEIS/DEIR evaluated the effect of at-grade light rail operations on sensitive receptors within a ¼-mile along the length of the alignment. No adverse operational noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation.



COMMENT: 30-387. Suzanne Simmons.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

30-387

NAME: SUZANNE ISABELLE SIMMONS EMAIL: SUZANNE6275@HOTMAIL.COM

ADDRESS: 5316 W 10TH PLACE - LOS ANGELES, CA 90043 PHONE: 323-751-3613

COMMENTS: I expect the MTA Crenshaw line to be below ground as a subway. I expect Los Angeles to be forward in its planning & thinking as New York City, or I support "The People's Option"

I have hidden the Orange line to Pasadena & find the portion of that line that splits a street in two parts to be hideous because it was not considerate of the stakeholders in that area. I can believe that someone thought that was a good plan.

MTA please have some sensibility about your work & regard for us

Email: crenshaw@foxcorpo.org • Fax: (323) 761-6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-387-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 4 regarding support for the People's Choice Alternative.

Response to comment 30-387-B.

When first considering rail modes for the Crenshaw/LAX Transit Corridor, several modes were considered including heavy rail and light rail. Due to the nature of the existing and planned development along the corridor and the relatively modest estimates for ridership along the corridor, heavy rail (a mode that is typically fully grade separated) was deemed to be not necessary and inappropriate for application to the Crenshaw/LAX Corridor. Furthermore, the Light Rail Transit mode provides an opportunity to connect to other existing rail facilities in the corridor (i.e., the Metro Green Line). Because Light Rail Transit can operate at several grades (at-grade, aerial, and below-grade), Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that rail and highway crossings be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors equally.



COMMENT: 30-388. John Simms.

30-388

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: John Simms EMAIL: johnsimms@protonmail.com

ADDRESS: 501 E. 7th St. #119 LA, CA 90014-2448 PHONE: 213 622 3208

COMMENTS: Great idea - I would love to see the train go
underground.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@foxexpo.org • **Fax:** (323) 761-6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-388.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-389. Shawn Simmons.

111-118-

Abbott, Matthew

From: shawn simons (shawnsimons@sbcglobal.net)
Sent: Monday, October 26, 2009 4:37 PM
To: Diaz, Rodenick
Cc: crenshaw@fvexpo.org
Subject: crenshaw public comment

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. The job for the Expo Line has already been bungled. Please take stock in doing with is right for our community.

Sincerely,
Shawn Simons
1795 West 24th
LA, CA 90018

11/3/2009

Response to comment 30-389.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project. The Exposition Light Rail Project is not part of the Crenshaw/LAX Transit Corridor Project. Comments concerning the Exposition Light Rail Project should be directed to the Exposition Construction Authority. Information related to the Exposition Construction Authority is available at www.buildexpo.org.



COMMENT: 30-390. Ken Simpson.

30-390

Abbott, Matthew

From: Ken Simpson (ksimp@pacbell.net)
Sent: Monday, October 26, 2009 10:05 AM
To: Diaz, Roderick
Subject: DON'T WANT 83rd street maintenance station or park and ride

Dear Roderick Diaz,

I am a resident within a block of the proposed 83rd street Maintenance and Park and Ride. I would not like to see that use there since there is already tremendous traffic due to the airport and the City of Inglewood and narrow streets. The noise and 24 hour operations are also issues, as well as added air pollution. We are already bombarded with the sounds of the freeway, the airplanes, and now your proposed use in an industrial buffer zone. The zoning and master plan allows uses to reduce noise and pollution to the residential neighbors, taking that away is wrong and unfair to those of us who purchased homes here for our families because it was designed that way instead of what you want to change it into.

PLEASE BUILD ON THE EMPTY LOT AT SEPULVEDA AND ROSICRANSOM BL SEGUINDO AND NOT NEXT TO MY HOME.

Sincerely,

Ken Simpson
310 614 6412

11/3/2009

Response to comment 30-390-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. This proposed facility was eliminated from consideration when the optional Manchester Station was not included into the final project definition. The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time.

Response to comment 30-390-B.

Please see response to comment 30-390-A.

COMMENT: 30-391. Kuldeep Singh.

30-391

**Crenshaw Transit
Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Kuldeep Singh

Address (Street, City, State, Zip)

7864 Toland ave, LA, CA 90045

Email (Enter address to receive periodic project updates)

Harpreet_s12@stbglobal.net

Would you like to be added to the project mailing list?

 No Yes

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

This is a bad idea it will add to noise which we are already getting from planes and freeway. Plus project will add to pollution in area.

MTA should build an empty lot at Sepulveda & Rosecrans in El Segundo.

This project will also result in loss of revenue. MTA should put station S. of Manchester. This would also put us in a bad traffic situation ~~83rd~~ ~~Harford~~ 83rd → La Cienega Hindry → Florence

Most of us rely on these routes to make an easier commute. These changes will drastically effect our commute to work and anywhere else we have to go towards there. This will also effect our air quality which

- OVER -



Comment (continued):

is already greatly influenced by the 405 freeway and commutes to and from the airport plus the air traffic and noise we already have to deal w/. This station will also create noise and unwanted and unneeded visual aspects of MTA vehicles which some tend to look pretty undecent. This will not affect only us but many other families here so I intend to advocate for them to.

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? _____

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other? _____

How do you regularly travel in the project area? (check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other _____

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 Mail Stop: 99-72-3
 Los Angeles, CA 90012-2952

Email:
 rdiazroderick@metro.net

Project Hotline
 (213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.





From: Kuldeep Singh
7864 Toland ave
Los Angeles, CA
90045

LOS ANGELES, CA 90045



To: Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

90012-2952



Response to comment 30-391-A.

The air quality, traffic, and noise analyses described in Chapters 3 and 4 of the DEIS/DEIR factored into account the cumulative effects of air quality, traffic, and noise which include the surrounding highways and roadways, and airport. Operation of the electrically-powered LRT vehicles would not contribute to cumulative air quality pollution. The cumulative effects of noise and traffic also would not affect the Westchester neighborhood. With mitigation measures, no impacts to traffic would occur near the Westchester community during operation of the Crenshaw Light Rail Transit Line. No adverse operational air quality or noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation. Mitigation measures were also included in Section 4.15.2.7 and 4.15.2.8 of the FEIS/FEIR to reduce the impacts from air quality and noise during construction. Significant and unavoidable operational air quality impacts were determined to occur during construction.

Response to comment 30-391-B.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time.

Response to comment 30-391-C.

Please see response to comment 30-391-A and 30-391-B.



COMMENT: 30-392. Annie Smith.

30-392

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Annie Smith EMAIL: _____
 ADDRESS: 21185 Ridgely Dr. PHONE: 323 937-5233
 COMMENTS: Please build underground
because we need it.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-392.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-393. Bill and Sheila Smith.

30-393

Abbott, Matthew

From: shist012@aol.com
Sent: Monday, October 26, 2009 4:13 PM
To: Diaz, Rodenck; crenshaw@fixexpo.org
Subject: Crenshaw Expo Line

Dear Metro Line Committee:

I wish to bring to your attention a potentially dangerous situation. The proposed metro rail for Crenshaw Blvd includes a section (above ground) which would affect students at View Park Prep and Crenshaw High School. We want to ensure that the Metro Rail system has broad support across all areas of the city. We also want to know that the Metro Rail system values our children as much as y children are valued in other parts of the city (West Los Angeles). The Expo line gives us grave concerns on moral grounds that the care and reflection for all children is missing (Dorsey High School and the elementary schools which surround Exposition).
Bill and Sheila Smith

11/3/2009

Response to comment 30-393.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Children's safety is a fundamental concern which is considered throughout the planning process of the Crenshaw/LAX Transit Corridor Project. Metro does not place differing values on children's safety based upon income, race, or location.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project. The Exposition Light Rail Project is not part of the Crenshaw/LAX Transit Corridor Project. Comments concerning the Exposition Light Rail Project should be directed to the Exposition Construction Authority. Information related to the Exposition Construction Authority is available at www.buildexpo.org.



COMMENT: 30-394. Carolawyn Smith.

11-384

Abbott, Matthew

From: Carolawyn (carolawyn@aol.com)
Sent: Wednesday, October 28, 2009 9:04 PM
To: Diaz, Rodenick
Subject: Keep the Crenshaw line underground!

Dear MTA Board of Directors:

Please keep the Crenshaw line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Glaucom. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,
Carolawyn Smith
4056 Victoria Ave. Los Angeles, CA 90008

11/3/2009



Response to comment 30-394.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-395. Churica Smith.

30 395

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Churica Smith EMAIL: Smith10@yahoo.com

ADDRESS: 9208 Bloomfield Ave Cypress, CA 92620 PHONE: (562) 484-1120

COMMENTS:

Please put light rail underground on Crenshaw Blvd.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-395.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-396. Renard Smith.

30 396

Abbott, Matthew

From: Damien Goodiron (damienw1@gmail.com)
Sent: Monday, October 26, 2009 12:15 PM
To: Diaz, Rodrick
Subject: Fwd.

----- Forwarded message -----
From: Renard (renard_smith@yahoo.com)
Date: Mon, Oct 26, 2009 at 12:04 PM
Subject:
To: crenshaw@fixexpo.org

Keep the Crenshaw Line underground on Crenshaw Blvd for student safety, traffic, and environmental justice | 4

11/3/2009



Response to comment 30-396.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety and environmental justice concerns.

Please refer to Master Response 5 for traffic methodology and analysis.



COMMENT: 30-397. Tony Smith.

30-397

**Crenshaw Transit
Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Tony Smith

Address (Street, City, State, Zip)

7854 Midfield Ave. Westchester, Ca 90045

Email (write address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

- OVER -



Comment (continued):

We enjoy the area the way it is.

TELL US ABOUT YOURSELF

What is your home zip code? 90005 Work zip code? SAME

Do you: (check all that apply)

<input checked="" type="checkbox"/> Live in the project area?	<input checked="" type="checkbox"/> Commute through the project area?	<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other?	<input checked="" type="checkbox"/> Car or Truck?	<input type="checkbox"/> Walk?
<input type="checkbox"/> Own a business in the project area?		<input type="checkbox"/> Other:	

How do you regularly travel in the project area? (check all that apply)

AFFILIATION

Resident Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 Mail Stop: 99-22-3
 Los Angeles, CA 90012-2952

Email:

diazroderick@metro.net

Project Hotline
 (213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.





Response to comment 30-397.

Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw/LAX Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability.



COMMENT: 30-398. Neel Sodha.

30-398

Sodha Crenshaw Transit Corridor DEIS/FEIR COMMENTS
 Results from Form 1 of Page PROJECTS_STUDIES/Crenshaw/Comment_Form.htm from webmaster
 Sent: Sunday, October 25, 2009 10:09 AM
 To: Diaz, Roderick
 Subject: Crenshaw Transit Corridor DEIS/FEIR COMMENTS

 firstName: neel
 lastName: Sodha
 organization:
 email address: neel.sodha@yahoo.com
 street: 600 West 9th Street
 city: Los Angeles
 state: CA
 zip code: 90015
 Yes:
 No:
 support: ON
 construction: LightRail/BusRapidTransit/Alternative
 Air quality:
 Traffic Safety:
 Visual Effects:
 Displacement of Property:
 Disruption of Business:
 Multi-Service:
 Local Land Use Development: ON
 Economic Impacts and Jobs: ON
 Specific Design Features:
 Other: ON
 Home: 90015
 work: 90071
 Live in the project area?:
 Work in the project area?:
 Own business in the project area?:
 Commute through the project area?: YES
 Other: ON
 Bicycle?:
 Car or Truck?: ON
 Bus?:
 Walk?:
 Other?:
 Resident:
 Business:
 Community or Neighborhood Organization:
 Public Agency:
 Environmental Organization:
 Civic Organization:
 Economic Development Organization:
 Other: ON
 Date: Sunday, October 25, 2009
 Time: 09:09:16 AM

Additional Comments:

I support a light rail transit configuration in the Crenshaw Corridor, with the option of an underground Leimart Park station. The ridership estimates appear to be very low to what potentially will become the Westside's north-south connector, like the Blue Line is for South LA. If needed, the ridership estimates should be revised to account for a potential Phase II from Expo Line to Purple Line. Additionally, I hope you begin to plan for a Phase III of the Crenshaw Corridor Line by continuing to Hollywood/Highland.
 Thank you!

**Response to comment 30-398-A.**

The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of the Metro rail system. Please refer to Master Response 12 for a station at Crenshaw/Vernon.

Response to comment 30-398-B.

The ridership estimates for the Crenshaw/LAX Transit Corridor Project were only able to take into account existing rail service or those projects that had complete environmental clearance at the time. Ridership from future expansion of existing rail lines are evaluated qualitatively as part of the regional connectivity criteria.

Response to comment 30-398-C.

The extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard and to the Hollywood/Highland Station is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. Feasibility studies have been conducted by Metro that indicated that a future extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project.



COMMENT: 30-399. Cheryl Soglasan.

30-399

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Cheryl Soglasan EMAIL: blessedwon@msn.com

ADDRESS: 5139 Maplewood Ave #201 PHONE: 909-906-7801

COMMENTS: There is enough traffic on Crenshaw it would not be a benefit for MTA to go straight through it rather than under ground like by my house.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-399.

The cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard would be beyond the scope of Metro policies and the approved Metro budget for the project and financially infeasible.

Please refer to Master Response 5 for traffic methodology and analysis.



COMMENT: 30-400. Terry Song.

FROM: CHRELEACH

FX# NO. 13237249046

DATE: 23 2009 02:36PM PL

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: TERLAY SONG EMAIL: [REDACTED]
ADDRESS: 3538 POTOMAC AVE LA 90016 PHONE: [REDACTED]

COMMENTS:
I SUPPORT AND REQUEST MTA STUDY THE PEOPLES
OPTION FOR THE ENTIRE CRENSHAW BLVD PORTION
OF THE LINE TO BE BUILT UNDERGROUND, PLUS
A STATION AT VERNON.
SHAME ON THE MTA FOR EXPO LINE OVERPASSES
FOR LA BREA + LA CIENEGA BUT NOT FOR CRENSHAW
ARLINGTON, WESTERN, ETC. SHAME ON MTA FOR
CROSSINGS SO CLOSE TO DORSEY AND FOSHAY.

EXPRESS COMMUNITY SERVICES
Email: cranshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781257 LA, CA 90016



Response to comment 30-400-A.

Please refer to Master Response 4 regarding support for the People’s Choice Alternative.

Response to comment 30-400-B.

Please see response to comment 30-400-A.

Response to comment 30-400-C.

The Exposition Light Rail Project is not part of the Crenshaw/LAX Transit Corridor Project. Comments concerning the Exposition Light Rail Project should be directed to the Exposition Construction Authority. Information related to the Exposition Construction Authority is available at www.buildexpo.org.



COMMENT: 30-401. Marjorie Southern.

30-401

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Marjorie Southern EMAIL: _____
ADDRESS: 3045 Somerset Dr - LA 90016 PHONE 323 733-1682
COMMENTS: I support the study of the People's Option
for the entire Crenshaw B2 portion of line to be built
underground, plus a station at Vernon. This is
a study that should have been thought of in the
very beginning of the building of the MTA Expo Line.
Our community have the same needs as Wilshire and
Culver City, as to safety for our community, air quality,
noise, etc, the same as it is being shown in
Wilshire and Culver City

A
B
C

MUST BE SENT TO MTA BY OCT. 25, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpa.org • **Fax:** (323) 761-6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-401-A.

Please refer to Master Response 4 regarding support for the People’s Choice Alternative.

Response to comment 30-401-B.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The need for transit improvements within the Crenshaw/LAX Corridor have been under study since 1993, whereas study for the Metro Exposition Line did not begin until 1999.

Response to comment 30-401-C.

Please refer to Master Response 9 for grade separations and environmental justice.



COMMENT: 30-402. Jeanne Spain.

14-402

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Jeanne Spain

Address (Street, City, State ZIP)

142 So Wootenly Dr. #207 Los Angeles CA 90048

E-mail (from address it receives periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvement (Transit Station Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

I live some distance from the proposed project - BUT I formerly lived in this area and retain my contacts here - I rent storage facility here and support merchants here in Westchester. I am an active member of the Westchester Playhouse - We urge you to take this project from Westchester - place it in El Segundo PLEASE do not "sprout the active area when you have so available "empty" area

Thank you

- OVER -



Comment (continued):

Multiple horizontal lines for entering a comment.

TELL US ABOUT YOURSELF

What is your home zip code? 90048 Work zip code? _____

Do you: (check all that apply)

- Live in the project area?
- Work in the project area? *often*
- Own a business in the project area?
- Commute through the project area?
- Other? _____

How do you regularly travel in the project area? (check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other? _____

AFFILIATION

- Resident
- Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other: _____

Thank You!

Give this form to project staff or return to Metro.

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop 99-22-3
Los Angeles, CA 90012-2952

Email:

diazrdox/ck@metro.net

Project Hotline

(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-402.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-403. Lisa Stain.

30-403

Abbott, Matthew

From: Lisa Stain (LStain@paragonsteel.com)

Sent: Monday, October 05, 2009 7:35 PM

To: Diaz, Rodrick

Subject: Please send me updates via email on the Crenshaw Transit Corridor

Lisa Stain

Senior Project Sales
Fabrication Division
Paragon Steel
3780 Kilroy Airport Way
Suite 850
Long Beach, CA 90806
Direct Line: 562-216-4036
Direct Fax: 562-216-4037
Cell: 562-577-6345
lstain@paragonsteel.com

11/3/2009

Response to comment 30-403.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Upon receipt of this letter, the commenter was added to the project mailing list and will be/was notified of all future updates.



COMMENT: 30-404. Makeba Stallings.

00-100

October 10, 2009

To Whom it May concern:

I am a resident of the Crenshaw community, I live at 5156 Hillcrest Drive Los Angeles, Ca 90043

I oppose the proposal to put an above ground metro rail or bus system down Crenshaw Blvd. An above ground rails system would impact the safety of our school children who attend schools on Crenshaw Blvd, or have to cross Crenshaw Blvd to get to school. In addition it would impact the values and desirability of the residential community to the east and west of Crenshaw Blvd.

I support a below ground rail system which would enhance the use of public transportation by the community while maintaining the safety, neighborhood appeal and quiet enjoyment of the neighborhood.

Sincerely,

Makeba Stallings



Metro

90012+2952



Roderic Diaz, Project Manager
Metro
One Gateway Plaza
Los Angeles CA 90012

Thorne & Murrell Stationery
3124 Internet Drive
Los Angeles, CA 90018

LOS ANGELES, CA 90012
13 OCT 2009 1PM 4 T





Abbott, Matthew

From: makeba stallings (makeba_stallings@sbcglobal.net)
Sent: Saturday, October 10, 2009 12:52 PM
To: Diaz, Rodenick
Subject: Crenshaw Transit Corridor Project Public Comment

To Whom it May concern:

I am a resident of the Crenshaw community. I live at 5156 Hillcrest Drive Los Angeles, Ca 90043

I oppose the proposal to put an above ground metro rail or bus system down Crenshaw Blvd. An above ground rails system would impact the safety of our school children who attend schools on Crenshaw Blvd, or have to cross Crenshaw Blvd to get to school. In addition it would impact the values and desirability of the residential community to the east and west of Crenshaw Blvd.

I support a below ground rail system which would enhance the use of public transportation by the community while maintaining the safety, neighborhood appeal and quiet enjoyment of the neighborhood.

Sincerely,
Makeba Stallings

11/3/2009

Response to comment 30-404-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

There is no documented evidence that the introduction of a light rail system would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased.

Response to comment 30-404-B.

Comment noted. Please refer to Master Response 1 for comments supporting a below-grade alignment along Crenshaw Boulevard. The cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard would be beyond the scope of Metro policies and the approved Metro budget for the project and financially infeasible. The FEIS/FEIR determined that the Locally Preferred Alternative selected by the Metro Board of Directors, would enhance public transportation without adversely affecting the communities, safety, or noise levels within the Crenshaw/LAX Corridor.



COMMENT: 30-405. Makeba Stallings.

00100

October 10, 2009

To Whom it May concern:

I am a resident of the Crenshaw community, I live at 5156 Hillcrest Drive Los Angeles, Ca 90043

I oppose the proposal to put an above ground metro rail or bus system down Crenshaw Blvd. An above ground rails system would impact the safety of our school children who attend schools on Crenshaw Blvd, or have to cross Crenshaw Blvd to get to school. In addition it would impact the values and desirability of the residential community to the east and west of Crenshaw Blvd.

I support a below ground rail system which would enhance the use of public transportation by the community while maintaining the safety, neighborhood appeal and quiet enjoyment of the neighborhood.

Sincerely,

Makeba Stallings



90012+2952



Roderic Diaz, Project Manager
Metro
One Gateway Plaza
Los Angeles CA 90012

Thorne & Murrell Station
3124 Internet Blvd
Los Angeles, CA 90012

LOS ANGELES, CA 90012
13 OCT 2009 PM 4 T





Abbott, Matthew

From: makeba stallings (makeba_stallings@sbcglobal.net)
Sent: Saturday, October 10, 2009 12:52 PM
To: Diaz, Rodenick
Subject: Crenshaw Transit Corridor Project Public Comment

To Whom it May concern:

I am a resident of the Crenshaw community. I live at 5156 Hillcrest Drive Los Angeles, Ca 90043

I oppose the proposal to put an above ground metro rail or bus system down Crenshaw Blvd. An above ground rails system would impact the safety of our school children who attend schools on Crenshaw Blvd, or have to cross Crenshaw Blvd to get to school. In addition it would impact the values and desirability of the residential community to the east and west of Crenshaw Blvd.

I support a below ground rail system which would enhance the use of public transportation by the community while maintaining the safety, neighborhood appeal and quiet enjoyment of the neighborhood.

Sincerely,
Makeba Stallings

11/3/2009

Response to comment 30-405-A.

Same comment as 30-404-A. See response to comment 30-404-A.

Response to comment 30-405-B.

Same comment as 30-404-B. See response to comment 30-404-B.



COMMENT: 30-406. Tyrone Stallings.

October 10, 2008

To Whom It May concern:

I am a resident of the Crenshaw community. I live at 5156 Hillcrest Drive Los Angeles, Ca 90043

I oppose the proposal to put an above ground metro rail or bus system down Crenshaw Blvd. An above ground rails system would impact the safety of our school children who attend schools on Crenshaw Blvd, or have to cross Crenshaw Blvd to get to school. In addition it would impact the values and desirability of the residential community to the east and west of Crenshaw Blvd.

I support a below ground rail system which would enhance the use of public transportation by the community while maintaining the safety, neighborhood appeal and quiet enjoyment of the neighborhood.

Sincerely,


Tyrone Stallings



Axelle Stalling
West DNA
Los Angeles, CA 90048

LOS ANGELES CA 90011

13 OCT 2009 PM 4 T



Roderick Diaz, Project Manager
Metro
One Gateway Plaza
Los Angeles, CA 90012

30012+2952



**Response to comment 30-406-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

There is no documented evidence that the introduction of a light rail system would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased.

Response to comment 30-406-B.

Comment noted. Please refer to Master Response 1 for comments supporting a below-grade alignment along Crenshaw Boulevard. The cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard would be beyond the scope of Metro policies and the approved Metro budget for the project and financially infeasible. The FEIS/FEIR determined that the Locally Preferred Alternative selected by the Metro Board of Directors, would enhance public transportation without adversely affecting the communities, safety, or noise levels within the Crenshaw/LAX Corridor.



COMMENT: 30-407. Sybel Stanley.

55.487

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Sybel Stanley EMAIL: Sybelcrenshawhs@aol.com

ADDRESS: 1816 W. 73rd St. PHONE: (323) 696-1023

COMMENTS: There has been a lot of work done in the Crenshaw Area. I would like to know this area has to be destroyed after trying to turn it around. The area is generally safe for people to go and drive enjoy fine houses, local artists and many places to shop. Please I employ you to figure out a better way to do this. This will affect so many lives.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

**Response to comment 30-407.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. A light rail transit system operating at-grade through portions of the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. The light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The operation of the light rail system would not affect any restaurants, entertainment venues, or shopping destinations within the Crenshaw/LAX Corridor.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to members of the surrounding communities.



COMMENT: 30-408. George Starks.

30-408

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: George Starks EMAIL: _____

ADDRESS: 520 W. Almond Street PHONE: _____

COMMENTS: keep it under ground on crenshaw

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-408.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-409. Bruce Starrett.

30-409

Starrett_2_091026
 Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom:
 Webmaster
 Sent: Monday, October 26, 2009 11:52 AM
 To: Diaz, Rodenick
 Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

 FirstName: Bruce
 LastName: Starrett
 organization:
 emailaddress: baxenstarrett@ca.rr.com
 street: 1517 Garth Avenue
 city: Los Angeles
 state: CA
 zipcode: 90056
 Yes: DN
 No:
 support: LightRailTransit(LRT)Alternative
 construction:
 AirQuality:
 TrafficSafety:
 VisualEffects:
 DisplacementofProperty: DN
 DisruptiontoBusiness:
 Publicservices:
 LocalLanduseDevelopment:
 EconomicImpactsandJobs:
 SpecificDesignFeatures:
 other: YES
 HomeZip: 90056
 workZip: 90232
 Liveintheprojectarea?:
 workingintheprojectarea?:
 Ownabusinessintheprojectarea?:
 Commutethroughtheprojectarea?:
 Other: YES
 Bicycle?:
 CarorTruck?:
 Bus?:
 Walk?:
 other?:
 Resident: DN
 Business:
 CommunityorNeighborhoodOrganization:
 PublicAgency:
 Environmentalorganization:
 Civicorganization:
 Economicdevelopmentorganization:
 other: YES
 Date: Monday, October 26, 2009
 Time: 10:51:06 AM

additionalComments:

I am opposed to the selection of Maintenance and Operations Facility Site B, as it would require the relocation of the Westchester Playhouse. | R
 I support the selection of Maintenance and Operations Facility Site U. | S

Page 1



Response to comment 30-409.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-410. Bruce Starrett.

30-410

CRENSHAW TRANSIT CORRIDOR DESSDEIR EDWARDS13
 RESULTS FROM FORM 1 OF PAGE PROJECTS_STUDIES/CRENSHAW/COMMENT_Form_1.htm FROM WEBMASTER
 Sent: Monday, October 26, 2009 12:12 PM
 To: Diaz, Roderick
 Subject: Crenshaw Transit Corridor DESS/PCA Comments

Firstname: Bruce
 Lastname: Starrett
 Organization: HazensStarrettCo., Inc.
 Email address: hazensstarrett@cox.net
 Street: 5517 BARKER AVENUE
 City: Los Angeles
 State: CA
 Zipcode: 90056
 Yes:
 No:
 Support: LIGHTRAIL TRANSIT (LRT) ALTERNATIVE
 Construction:
 Air Quality:
 Traffic Safety:
 Visual Effects:
 Displacement of Property:
 Displacement of Business:
 Public Services:
 Local Land Use Development: 00
 Economic Impact Statement:
 Special Circumstances:
 Other:
 Home ID: YES
 Work ID: 90056
 90277
 Live in the project area?:
 Work in the project area?:
 Own business in the project area?:
 Commute through the project area?:
 Other: YES
 Bicycle?:
 Car or Truck?:
 Bus?:
 Walk?:
 Other?:
 Resident: 00
 Mustness:
 Community or Neighborhood Organization:
 Public Agency:
 Environmental Organization:
 Civic Organization:
 Economic Development Organization:
 Other: YES
 Date: Monday, October 26, 2009
 Time: 12:20:12 PM

Additional Comments:

While I support the selection of Maintenance and Operations Facility Site D, I am concerned about the development of one of the few large "open" spaces left in the area, that might have been used for recreation or as a "natural space."
 Section 4.7.2.4 states that "...vegetation consists of native and non-native shrubs and grasses. No vegetation exists that would support sensitive biological resources" at this location. This does not address "non-sensitive" resources, i.e. other plant and animal species that may occur there.
 According to the parcel list in Table 4.4, there will be several large parcels remaining adjacent to the Maintenance Facility. As a mitigation measure, I suggest the acquisition of some or all of these parcels, and the creation of a native ecosystem restoration combined with public use.

Parcels in question:
 4138-015-006
 4138-015-005
 4138-015-033
 4138-015-034
 4138-015-034



Response to comment 30-410.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-411. Alma Steele.

30-411

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Alma Steele EMAIL: Almajs@inbox.com

ADDRESS: 2014 Virginia Rd. PHONE: 323-373-0151

COMMENTS:

Give us what you gave Hilshie Parada
"Partner Option"

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-411.

Please refer to Master Response 4 regarding support for the People’s Choice Alternative.



COMMENT: 30-412. Barbara Strickland.

30412

Abbott, Matthew

From: mscs@aol.com
Sent: Monday, October 30, 2009 11:18 PM
To: Dir. Rodenick
Subject: Crenshaw Line

Dear MTA Board Members,

Please keep the Crenshaw line underground the entire way. There are safety concerns regarding View Park (MTA) and Crenshaw High School that need serious attention. Underground would be best, given traffic concerns on Crenshaw, especially at Slauson Avenue.

Thank you.

Barbara Strickland
5314 West Boulevard
Los Angeles, CA 90040

11/3/2009



Response to comment 30-412.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety and traffic at Slauson Avenue.



COMMENT: 30-413. Carol Studley.

30-413

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Carol Studley

Address (Street, City, State, Zip)

8206 Handley ave Los Angeles Ca 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

- OVER -



Comment (continued):

[Lined area for handwritten comments]

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? _____

Do you: *(check all that apply)*

- Live in the project area?
- Work in the project area?
- Own a business in the project area?

- Commute through the project area?
- Other? _____

How do you regularly travel in the project area?
(check all that apply)

- Bicycle?
- Car or Truck?
- Bus?
- Walk?
- Other _____

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:
diazroderick@metro.net

Project Hotline
(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.





Studley
8206 Handley ave
Los Angeles, Ca 90045



Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop 97-22-3
Los Angeles, Ca 90012-2952
30012+2352



Response to comment 30-413.

No specific comment to address.

COMMENT: 30-414. Wisanu Suthanurak.

10-414

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

WISANU SUTHANURAK

Address (Street, City, State, Zip)

5556 W 82nd ST LOS ANGELES, CA 90045

Email (enter address to receive periodic project updates)

WISANU99@GMAIL.COM

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other _____

Comment (please print):

I learned that MTA is proposing to build a maintenance yard and a park & ride facility on 83rd ST between OSAGE & La Cienega. That is behind my back yard. I'm really concern about the noise level since I have 2 kids, age 2 and 5 years old. The maintenance yard, I think, it operating 24 hr daily. I wonder how my family is going to live through it. I bought this house from all the work I have done throughout my life. I hope that it is the place I settle my family down, having a peaceful evening with my kids. I don't think it's fair to throw a messy place in some body's backyard and expect them to go through with it. Moreover, the pollution from the bus adds on top of it.

Please reconsider this proposal as it is very illogical to place a maintenance yard next to homes. I learned that there is empty lot at Sepulveda & Hawthorne in El Segundo which are business area which in my opinion, more suitable and a lot more logical.

WISANU

- OVER -



SUTHANURAN
82nd ST
BELES, CA 90045

LOS ANGELES CA 900
20 OCT 2009 PM 5 L



TO
ROPERICK DIAZ, PROJECT MANAGER
LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
MAIL STOP 199-22-3
LOS ANGELES, CA 90012-2952
90012+2952

**Response to comment 30-414-A.**

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

A park and ride facility near the optional Manchester Station was initially considered during the DEIS/DEIR. This proposed facility was eliminated from consideration when the Manchester Station was not included into the final project definition. The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time.

Response to comment 30-414-B.

Please see response to comment 30-414-A.



COMMENT: 30-415. Norb Sznajder.

30-415

Abbott, Matthew

From: Norb Sznajder [nrmefitness2000@yahoo.com]
Sent: Monday, October 26, 2009 6:13 PM
To: Diaz, Roderick

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground. I remember Blvd 58 and others in the station at Crenshaw High School and how safe they were. Why would they need to be above ground on Blenheim. Don't make a bad situation worse. There are some in the area to keep the Wilshire community.

Sincerely,
Norb Sznajder
5401 S. Crenshaw Blvd.
Los Angeles, CA 90008



Response to comment 30-415.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-416. Michael Talley.

30-416

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Michael Talley EMAIL: mtalley@ixexpo.org
ADDRESS: 3771 Lockland DR L.A. 90008 PHONE: 404-452-6257

COMMENTS: Crenshaw Blvd is the main street for
Black Americans in L.A for 50 yrs and the
only landmark and we need to keep it. If you
have to run a light rail would it be better
wards to be a subway train

Thanks
Michael Talley

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@ixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

**Response to comment 30-416.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. During the Alternatives Analysis of the Crenshaw/LAX Transit Corridor Project, it was determined that the existing land use density and potential ridership was not high enough to support a subway train. A light rail transit system operating at-grade through portions of Crenshaw Boulevard, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. The light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The operation of the light rail system would not remove any landmarks or eliminate travel lanes along Crenshaw Boulevard. Mitigation measures identified in the FEIS/FEIR, will ensure that any potential visual, or historic impacts to Crenshaw Boulevard are mitigated to the greatest extent feasible. This would include the replacement of trees that would be removed in the median of Crenshaw Boulevard where the alignment is at-grade.



COMMENT: 30-417. Donna Tate.

30-417

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Donna Tate

Address (Street, City, State, Zip)

Speedgirl2@JUNIOR

Email (Enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary - A (No-Build Alternative)
- Minor Improvements (Transportation Systems Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Concerned that grade and above grade issues are potentially problematic in regards to safety (public) and traffic safety.

I have a preference for the Rapid Bus with additional service

If the BRT option or LRT alternative were to be utilized then I would only be in support of underground service.

Articulation agreements should be adopted with both public and charter schools, specifically Dowse, Crenshaw, Vista Park Prep and apprenticeship training ^{OVER} and hiring of local students and residents



Comment (continued):

Lined area for writing comments.

TELL US ABOUT YOURSELF

What is your home zip code? 90008 Work zip code: _____
Do you: (check all that apply)
 Live in the project area? Commute through the project area?
 Work in the project area? Other? _____
 Own a business in the project area?
How do you regularly travel in the project area? (check all that apply)
 Bicycle? Bus?
 Car or Truck? Walk?
 Other _____

AFFILIATION

Resident Business
 Community or Neighborhood Organization
 Public Agency
 Environmental Organization
 Civic Organization
 Economic Development Organization
 Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail
Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email
diazroderick@metro.net
Project Hotline
(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-417-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

Response to comment 30-417-B.

Comment noted. Please refer to Master Response 6 for the selection of the locally preferred alternative.

Response to comment 30-417-C.

Comment noted. Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

Response to comment 30-417-D.

Comment noted. The construction of the Crenshaw/LAX Transit Corridor Project is anticipated to create more than 400 annual jobs during the five year construction period. Metro also incorporates a local hiring policy program, which insures that 15 percent of the construction jobs are awarded to workers located within the community.



COMMENT: 30-418. Donna Tate.

30-418

URGENT CALL TO ACTION: SUPPORT "THE PEOPLE'S OPTION"

The Crenshaw community needs your help on the billion dollar rail line MTA is planning for Crenshaw Blvd. MTA is about to make a decision and to have an impact on the outcome YOU must write your demands, comments and concerns.

United Community Associations is a collaboration of South LA homeowners association, block club, community based organization and neighborhood council leaders, and we respectfully ask that in your comments you clearly state support for "The People's Option."

The People's Option is for the entire portion of the line on Crenshaw Blvd to be built underground and adding a station at Vernon. No divide and conquer or passing by Leimert Park Village. Give Crenshaw Blvd the same thing MTA is planning for Wilshire: a subway. What's good for Wilshire's Park Mile is good for South LA's Park Mesa!

So please fill out and return the form below, and include in your comments the following statement!

I support and request MTA study THE PEOPLE'S OPTION for the entire Crenshaw Blvd portion of the line to be built underground, plus a station at Vernon.

The deadline to return this form so we can send it to MTA is October 23, 2009. Thank you.

For more info about United Community Associations: www.fixexpo.org or call (323) 761 - 6435.

CUT AND SEND

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Donna Tate EMAIL: spedgk12@icloud.com

ADDRESS: _____ PHONE: _____

COMMENTS: Concerned that underground option

be utilized for either LRT or BRT. Not

Continue with only the existing Bus (Rapid) ^{grade above grade}

System with additional buses ^{bus}

Articulation agreements should be

adopted with both public and Charter

Schools specifically Dorsey, Crenshaw, View Park Prep. for

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

*g.p. prattenship
training of
hering*

Response to comment 30-418-A.

Please refer to Master Response 4 regarding support for the People's Choice Alternative.

Response to comment 30-418-B.

Comment noted. Please refer to Master Response 6 for the selection of the locally preferred alternative.

Response to comment 30-418-C.

Comment noted. The construction of the Crenshaw/LAX Transit Corridor Project is anticipated to create more than 400 annual jobs during the five year construction period. Metro also incorporates a local hiring policy program, which insures that 15 percent of the construction jobs are awarded to workers located within the community.



COMMENT: 30-419. F. C. Taylor.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

Name: F. C. Taylor
Address: 3226 VINE ST. SF CA 94134/Phone: 323 9765516
Comment: I value safety and history in the community, therefore I support and request MTA stop The People's Option for the entire Crenshaw Blvd portion of the line to be built underground, plus a station at Korson.

PLEASE RETURN TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 25

Phone: (415) 369-5000 ext. 333 • Fax: (415) 369-5000 • Address: P.O. Box 37077, U. of Calif.

Response to comment 30-419-A.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.

Response to comment 30-419-B.

Please see response to comment 30-419-A.



COMMENT: 30-420. Valarie Taylor.

30-420

Abbott, Matthew

From: Valerie Taylor (VTaylor@peoplewareinc.com)
Sent: Monday, October 26, 2009 9:59 AM
To: crenshaw@fixeron.org; Diaz, Frederick
Subject: Crenshaw Line Proposal

Good morning,

I am writing in support of keeping the Crenshaw Line for the MTA Expo Line underground. I am 15 year resident of View Park and hope that our community is not impacted by the line. It is also a safety issue for the community and school to keep the line underground.

Thank you!

*Valerie Vincent Taylor
4838 Vista De Oro
Los Angeles, CA 90043*

VTaylor@peoplewareinc.com or vattaylor@sbcglobal.net

11/3/2009

Response to comment 30-420.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

Metro acknowledges that the construction of the light rail system would affect surrounding businesses and communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to local businesses and to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-421. Paul Ted.

30-421

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see Directions on reverse).

Name (First & Last Name, Organization)

Mr. Paul Ted

Address (Street, City, State, Zip)

5304 82nd St. Los Angeles, Ca 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Blue Rapid-Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No improvement necessary (No-Build Alternative)
- Minor Improvements (Transportation System Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other: Bad-Bad for neighborhood

Comment (please print):

please re-think

OVER



Metro

[Handwritten mark]

LOS ANGELES CA 900

24 OCT 2011 PM 4 T



Rodrick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority - One Gateway Plaza
- Mail Stop: 99-22-3
Los Angeles, Ca 90012-9952

90012/9999





Response to comment 30-421.

Comment noted. No specific comment to address.



COMMENT: 30-422. Carmelitta Tell.

30-422

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Carmelitta Tell EMAIL: cc2356en53e@att.net

ADDRESS: 630 Venice Way Inglewood PHONE: 310-701-7115

COMMENTS: Keep it under ground !!!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-422.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-423. Dwayne Tell.

CUT AND SEND

30-423

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Dwayne Tell EMAIL: _____

ADDRESS: 12821 Corlett Ave PHONE: (720) 180-2568

COMMENTS: Bill is under the ground.
"Not on Crenshaw Blvd."

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-423.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-424. Stanley Tell.

30-424

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Stanley Tell EMAIL: StanleyTell@yahoo.com

ADDRESS: 6080 Venice Way PHONE: 323/901-2125

COMMENTS: "keep it under ground"

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-424.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-425. Monica Carlos Tellalian.

10-488

Abbott, Matthew

From: Monica Carlos (monica@lanj.org)
Sent: Monday, October 26, 2009 4:31 PM
To: Disz, Rodrick
Subject: Comments on Crenshaw Corridor transportation plan

Rodrick,

Here are my comments on the Crenshaw Transit Corridor plan:

- Try to preserve pedestrian orientation as much as possible. I realize this will be difficult with the proposed additions of significant transportation infrastructure.
- Keep in mind that Crenshaw runs just blocks away from dense residential communities. While Crenshaw is a bustling commercial corridor, do not forget the residential neighbors whose lives will be impacted. I am one of those residents living just off Crenshaw and Adams.
- Consider important linkage to downtown.

Please let me know if you have any questions.

Sincerely,

Monica Carlos Tellalian
Crenshaw area resident

11/3/2009

Response to comment 30-425-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Crenshaw/LAX Transit Corridor Project will be designed to be pedestrian friendly, particularly near station areas and at-grade crossings. These areas will be designed to accommodate the additional transit patrons and also will provide additional safety features.

Response to comment 30-425-B.

Comment noted. Metro acknowledges that the construction of the light rail system would affect surrounding businesses and residences during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to local businesses and to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

Response to comment 30-425-C.

Comment noted. The Crenshaw/LAX Transit Corridor Project has a northern terminus at the Exposition Station, which provides a rail connection to Downtown.



COMMENT: 30-426. Arlene Terrell.

30-118

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: *Arlene Terrell* PHONE: *theorange@aol.com*
ADDRESS: *3230 W. 78th Street* PHONE:
COMMENT: *I support the "People's Option".*

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: mta@mta.org **Fax:** (312) 742-1400 **Address:** 111 W. Madison Ave., 11th Floor, Chicago, IL 60601



Response to comment 30-426.

Please refer to Master Response 4 regarding support for the People's Choice Alternative.

COMMENT: 30-427. Conne Thomas.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Conne K Thomas EMAIL: cee tee LA@jps
ADDRESS: 3519 So Sycamore Ave LA 90032
COMMENT: I am very concerned about the safety of the children in our community. For this reason I am asking MTA and it's elected officials to work to have the Metro Rail line be placed underground as it goes down Exposition Blvd starting at Vermont Ave to the Culver City Boundary.

PLEASE SEND TO NYA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: conne@nyawilliams.org • Fax: (323) 751-1435 • Address: P.O. Box 781267 LA, CA 90078

Response to comment 30-427.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-428. Oramal Thomas.

30-428

CUT AND SEND

CUT AND SEND

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Oramal Thomas EMAIL: _____

ADDRESS: 6030 Crenshaw Blvd # 312 PHONE: _____

COMMENTS: _____

Below street level only — Please

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

E-mail: crenshaw@mta.com • Fax: (772) 761-6425 • Address: D.C. Box 701267 LA 28 20110

Response to comment 30-428.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-429. Sharon Thomas.

30-429

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Sharon Thomas EMAIL: _____

ADDRESS: 800 E. 114th Pl. L.A. 90014 PHONE: (213) 491-6891

COMMENTS: Please put the train underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-429.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-430. Stephen Thomas.

30-430

Abbott, Matthew

From: Stephen Thomas (stephthomas@gmail.com)
Sent: Monday, October 19, 2009 3:48 PM
To: Diaz, Rodenck
Subject: Metro Crenshaw Transit Corridor

- A | I am for the LRT alternative. Light rail trains similar to like the Expo line are the preferred alternative for the communities that will be immediately impacted by this mass transit system.
- B | The BRT alternative will be a major problem to Crenshaw Blvd and the communities that surround it.
- C | If it isn't the LRT alternative, then status quo will be fine!!!

Stephen Thomas
3797 Roxton Ave.
Los Angeles, CA 90018

11/3/2009

Response to comment 30-430-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 6 for the selection of the locally preferred alternative.

Response to comment 30-430-B.

Comment noted. Please see response to comment 30-430-A.

Response to comment 30-430-C.

Comment noted. Please see response to comment 30-430-A.



COMMENT: 30-431. Dale Thompson.

30-431

Abbott, Matthew

From: dalethompson@ca.rr.com
Sent: Sunday, October 11, 2009 8:26 AM
To: Diaz, Roderick
Cc: Cassandra Thompson; makeba_stallings@sbcglobal.net

Mr. Diaz:

My name is Dale Thompson, and I am a resident of the Crenshaw community. I live at 4002
Angela Vista Blvd., Los Angeles, Ca 90047.

I oppose the proposal to put an above ground metro rail or bus system down Crenshaw Blvd.
An above ground rail system would impact the safety of school children who attend schools
on Crenshaw Blvd, or have to cross Crenshaw Blvd to get to school. The increased noise
levels late at night would impact sleep patterns in the surrounding community of working
people. Property values and desirability of the neighborhood would be decreased.

A

I support a below ground rail system which would enhance the use of public transportation
by the community while maintaining the safety, neighborhood appeal, and quiet enjoyment of
the neighborhood.

B

Sincerely,

Dale Thompson

Response to comment 30-431-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. When first considering rail modes for the Crenshaw/LAX Transit Corridor, several modes were considered including heavy rail and light rail. Due to the nature of the existing and planned development along the corridor and the relatively modest estimates for ridership along the corridor, heavy rail (a mode that is typically fully grade separated) was deemed to be not necessary and inappropriate for application to the Crenshaw/LAX Corridor. Furthermore, the Light Rail Transit mode provides an opportunity to connect to other existing rail facilities in the corridor (i.e., the Metro Green Line). Because Light Rail Transit can operate at several grades (at-grade, aerial, and below-grade), Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that rail and highway crossings be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods. The cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard would be beyond the scope of Metro policies and the approved Metro budget for the project and financially infeasible.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

A light rail transit system operating through the Crenshaw/LAX Corridor would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The FEIS/FEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact. There is no documented evidence that the introduction of a light rail system would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased. No adverse operational noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation.

Response to comment 30-431-B.

Please see response to comment 30-431-A.



COMMENT: 30-432. John Tienel.

30-432

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: JOHN TIENEL EMAIL: FEOT15@aol.com

ADDRESS: 3020 S. HARVARD & LA ST PHONE: 327-733-3758

COMMENTS: CRENSHAW IS THE ONLY OF A STREET AND THE LAST
REAL STREET WITH THAT IS HOME TO MANY BLACK CULTURAL
EVENTS. A MEMORIAL AT GRAND DOWNS CRENSHAW BL. WOULD BE
INAPPROPRIATE UNUSUAL AND WOULD DEGRADE PROPERTY VALUES.
IF THEY CAN FIND FUNDS TO DO TRAILS GRIDS IN OTHER
NEIGHBORHOODS, HOW COME THEY CAN'T DO THE SAME IN THE
MINORITY AREAS.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-432.

The Crenshaw/LAX Transit Corridor Project would operate in the median of Crenshaw Boulevard and the Harbor Subdivision railroad right-of-way. Operation of the light rail transit line within an existing transit route would not introduce a new physical barrier which could divide a community. Implementation of a light rail system along Crenshaw Boulevard would not prevent community activities from occurring. In addition, many of the activities that occur within the Crenshaw/LAX Corridor occur near the Leimert Park area where the alignment would be underground.

When first considering rail modes for the Crenshaw/LAX Transit Corridor, several modes were considered including heavy rail and light rail. Due to the nature of the existing and planned development along the corridor and the relatively modest estimates for ridership along the corridor, heavy rail (a mode that is typically fully grade separated) was deemed to be not necessary and inappropriate for application to the Crenshaw/LAX Corridor. Furthermore, the Light Rail Transit mode provides an opportunity to connect to other existing rail facilities in the corridor (i.e., the Metro Green Line). Because Light Rail Transit can operate at several grades (at-grade, aerial, and below-grade), Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that rail and highway crossings be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods.

Metro, similar to other transit planning agencies throughout the U.S., operates on the premise that LRT is primarily an at-grade or surface-running transit technology and incorporates grade separations. This transit technology can operate in at-grade environments ranging from mixed traffic, to an exclusive right-of-way or guideway. Metro considers grade separations associated with LRT projects on a case-by-case basis primarily for severe traffic or other environmental impacts and not on the socio-economic profile of an area.

Please refer to Master Response 5 for traffic methodology and analysis.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The FEIS/FEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact. There is no documented evidence that the introduction of a light rail system would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased.



COMMENT: 30-433. Eric Tooley.

30-433

Abbott, Matthew

From: mac account [erictooley1@mac.com]
Sent: Monday, September 21, 2009 4:26 PM
To: Diaz, Roderick
Subject: Crenshaw Line Comments

Comments about the Crenshaw Line

- A I think it should only be light rail, so that it can connect to the entire rail system. I think that Crenshaw and Exposition should be a transfer station where you have to get out and transfer to Expo to go downtown or to Santa Monica. I support a future extension north up to Expo connecting to the Purple and possibly the Red line subway. I think that the Crenshaw line should connect to LAX and the Green line possibly going on to Redondo Beach.
- B
- C I believe that the Crenshaw line is totally important to Los Angeles and can only serve the city by being rail. While BRT is cheaper but does not connect to the entire system and it can run on roads and serve less people.
- D

Thanks you.

Eric Tooley
1741 Wilton Ave.
Los Angeles, CA 90014

Response to comment 30-433-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 6 for the selection of the locally preferred alternative.

Response to comment 30-433-B.

The Exposition Station for the Crenshaw/LAX Transit Corridor Project was designed to achieve the nearest connection to the Exposition Light Rail Line, while minimizing potential environmental impacts.

Response to comment 30-433-C.

The northern extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard (Purple Line) is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. A Feasibility study has been conducted by Metro that indicated that a future northern extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project.

Response to comment 30-433-D.

The Crenshaw/LAX Transit Corridor Project includes a station at Century Boulevard that allows for a connection to LAX and the future planned People Mover. Continuing southward, the light rail line will operate to the Mariposa Green Line Station, where a transfer could occur to continue south to Redondo Beach.

Response to comment 30-433-E.

Please see response to comment 30-433-A



COMMENT: 30-434. Wanda Tribble.

30-434

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: WANDA Tribble EMAIL: _____

ADDRESS: 2943 1/2 10th Ave PHONE: _____

COMMENTS: _____

I agree the entire portion to be built underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-434.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-435. Judith Trimble.

30-435

Abbott, Matthew

From: Judith Trimble (judithtrimble@hotmail.com)
Sent: Monday, October 30, 2009 12:05 AM
To: Diaz, Rodrick
Subject: Crenshaw Line

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children attending Crenshaw High School and View Park Prep. Also the traffic on Stauson backs up in both directions and your proposal will make a bad situation much worse. Treat our community the same as you intend to treat the Wilshire community;

Sincerely,

Judith D. Trimble
4046 Mt. Vernon Dr
Los Angeles, CA 90008

Windows 7: It helps you do more. Explore Windows 7

11/3/2009



Response to comment 30-435.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-436. Alice Turner.

30-436

Abbott, Matthew

From: lula50@aol.com
Sent: Saturday, October 10, 2009 9:12 PM
To: Diaz, Rodenick
Subject: Transit System

To Whom it May Concern:

My name is Alice Turner and I reside in the Crenshaw Community at 5332 Deane Ave., Los Angeles, CA 90044. It has been brought to my attention that a transit system is being considered to run down Crenshaw Blvd. These types of transit system will not be beneficial to the children and seniors who reside in the area who have to cross Crenshaw Blvd.

In addition, the noise from this system will be a huge distraction to residents who reside close by. Also, the system will take away what little appeal we have left.

Sincerely,

Alice Turner

11/3/2009

Response to comment 30-436.

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. Along Crenshaw Boulevard, the light rail alignment would be below grade from 39th Street to 48th Street and from 60th Street to the Harbor Subdivision railroad right-of-way. The FEIS/FEIR found that the at-grade light rail could operate safely in the median of Crenshaw Boulevard from Exposition Boulevard to 39th Street and from 48th to 60th Street.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The FEIS/FEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact. There is no documented evidence that the introduction of a light rail system would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased.



COMMENT: 30-437. Nicole Turner.

30-437

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Nicole TURNER EMAIL: _____

ADDRESS: 17103 ARCHULES AVE, GARDEN CITY PHONE: (310) 567-7816

COMMENTS: _____

Put the train underground.

thank you

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-437.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-438. Areena Upson.

30-438

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Areena Upson EMAIL: _____

ADDRESS: 2855 S LaSalle Ave PHONE: 951 943 7572

COMMENTS: Keep the railway under ground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpa.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-438.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-439. Diana Urena.

30-439

Comment	Response
1. I am a resident of the area and I am concerned about the impact of the project on the environment and the community.	The project is designed to be environmentally sensitive and to minimize impacts on the community. The project will be subject to strict environmental review and monitoring.
2. The project will cause traffic congestion and noise in the area.	The project will be designed to minimize traffic congestion and noise. The project will include noise abatement measures and traffic management plans.
3. The project will displace residents and businesses in the area.	The project will be designed to minimize displacement of residents and businesses. The project will include relocation assistance and other measures to help affected parties.
4. The project will impact the local economy.	The project will be designed to minimize impact on the local economy. The project will include measures to support local businesses and create jobs.
5. The project will impact the local environment.	The project will be designed to minimize impact on the local environment. The project will include measures to protect and restore the environment.
6. The project will impact the local culture and heritage.	The project will be designed to minimize impact on the local culture and heritage. The project will include measures to protect and preserve cultural and historical resources.
7. The project will impact the local quality of life.	The project will be designed to minimize impact on the local quality of life. The project will include measures to improve the quality of life for the community.
8. The project will impact the local safety.	The project will be designed to minimize impact on the local safety. The project will include measures to improve safety and security for the community.
9. The project will impact the local health and well-being.	The project will be designed to minimize impact on the local health and well-being. The project will include measures to improve health and well-being for the community.
10. The project will impact the local social cohesion.	The project will be designed to minimize impact on the local social cohesion. The project will include measures to improve social cohesion for the community.

11/5/2009

Response to comment 30-439-A.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-439-B.

Please see response to comment 30-439-A.



COMMENT: 30-440. Craig Veals.

30-440

Abbott, Matthew

From: Linda Scott (linda.scott@abcglobal.net)
Sent: Monday, October 26, 2009 1:24 PM
To: Diaz, Rodrick
Subject: Crenshaw MTA Project

Dear MTA Board of Directors:

I am writing with respect to the proposed rail line on Crenshaw Boulevard to request that you engineer it to run entirely underground for the safety of the children at Crenshaw High School and View Park Prep. As an additional consideration, you may be aware that traffic already backs up in both directions on Slauson, and this situation will be seriously exacerbated were you to complete the project above ground as you have proposed. Please consider these points and keep the project underground for the safety and convenience of everyone in our community.

Sincerely,

Craig Veals
4508 Northbridge Drive
Los Angeles, California 90043

11/3/2009



Response to comment 30-440.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-441. James Lee Walker.

30-441

Abbott, Matthew

From: Damien Goodman (damienwg@gmail.com)
Sent: Saturday, October 24, 2009 7:41 PM
To: Diaz, Roderick
Subject: Fwd: Give your feedback to METRO before 5 PM this Monday!

----- Forwarded message -----

From: Lee Walker <shamanlee@ca.rr.com>
Date: Sat, Oct 24, 2009 at 6:57 PM
Subject: Give your feedback to METRO before 5 PM this Monday!
To: Walker Me <shamanlee@ca.rr.com>
Cc:

Dear All:

Monday, October 26th at 5 PM is the deadline for letting L.A. METRO know how you feel about the way the new Crenshaw Line will be built through our community. Send your feedback to:

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

I have appended below the comments which I have submitted. Please stand up for our community!!

Peace, Lee Walker +

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: The Rev. James Lee Walker

COMMENTS: The Crenshaw Light Rail **MUST** be built grade separated (UNDERGROUND) the entire length that it runs down Crenshaw Blvd. from Exposition to Florence. There **MUST** be a station at Vernon if the upcoming world class renovation of the Vision Theater and the Leimert Park Village shopping district is to succeed. | A
| B

The neighborhood streets and boulevards of the Crenshaw Corridor were designed to accommodate the population and vehicle traffic of the 1920s and 1930s. If METRO builds at grade along Crenshaw, you will be installing mass transit that was adequate a century ago, but which would not even have been safe and adequate in the 1980s, let alone today. METRO has unsuccessfully tried to convince the Crenshaw Community that an at grade light rail on Crenshaw is safe and sane with the traffic | C

11/5/2009



and population of 2009. It isn't and we all know it. In the year 2050, our children and grandchildren will NOT praise METRO for installing a mass transit along Crenshaw that was already a century out of date the day it was built. The Crenshaw Light Rail will be with us for a hundred years. The Crenshaw Corridor will be growing by leaps and bounds in the next 100 years. Don't give us an at grade system that already will be antiquated when it's completed. Help us build for the next century and for the LA citizens of the future.

The Expo Line could have been grade separated which would have reconnected all the neighborhood streets it crosses, streets built to handle the lesser traffic and population of the Twenties and Thirties. Now those streets have been severed forever. METRO now expects those severed streets to handle the vastly heavier traffic and population of 2009 and the next 100 years. Or more precisely, METRO now expects South LA to live with that nightmare while the citizens of the Wilshire Corridor and Culver City enjoy mass transit that does not degrade its street traffic or threaten the lives and safety of their school children.

I am a White man living in an almost 100% Black neighborhood. Before moving to Leimert Park, I was a priest (Episcopal/Anglican) for 12 years in the ultra wealthy and almost all White community of Greenwich, CT. I know how the powerful can get what they want while the minorities pay the price. When I see the wealthy and mostly White citizens along the Wilshire Corridor and in Culver City getting a safe and sane grade separated line in their neighborhoods while the neighborhoods of People of Color in South LA are given a clone of the deadliest light rail in the USA (the Blue Line), I am filled with shame for my beloved City of LA. The citizens of South LA have cried out for years for a grade separated Expo Line and were completely ignored. All the while the money that should have been spent in South LA was taken from us just so that it could be lavished on Wilshire and Culver City so that they could have everything they wanted and deserved while we were denied the same.

Build the Crenshaw Line in a safe and sane grade separated manner and METRO will build a monument to its glory that will be praised for generations to come as is true in the great cities of the world such as Moscow, London, Tokyo, New York, Paris, and so many others. Build it at grade and generations to come will see the monument you built to your shame. Don't be the object of ridicule and disgust for generations to come. You failed the good citizens of South LA with the EXPO Line. Don't fail us again on Crenshaw. Peace, Lee Walker +

11/3/2009



Abbott, Matthew

From: Damien Goodman [damienwg@gmail.com]
Sent: Saturday, October 24, 2009 8:35 PM
To: Diaz, Rodenick
Subject: Fwd: Feedback on Crenshaw Line from a Leimert Park home owner

----- Forwarded message -----

From: Lee Walker <shamanlee@ca.rr.com>
Date: Sat, Oct 24, 2009 at 8:33 PM
Subject: Feedback on Crenshaw Line from a Leimert Park home owner
To: crenshaw@fixexpo.org

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

The Rev. James Lee Walker

4114 South Norton Avenue

Los Angeles, CA 90008

323-295-8274 = home
shamanlee@ca.rr.com

COMMENTS: The Crenshaw Light Rail **MUST** be built grade separated (UNDERGROUND) the entire length that it runs down Crenshaw Blvd. from Exposition to Florence. There **MUST** be a station at Vernon if the upcoming world class renovation of the Vision Theater and the Leimert Park Village shopping district is to succeed.

The neighborhood streets and boulevards of the Crenshaw Corridor were designed to accommodate the population and vehicle traffic of the 1920s and 1930s. If METRO builds at grade along Crenshaw, you will be installing mass transit that was adequate a century ago, but which would not even have been safe and adequate in the 1980s, let alone today. METRO has unsuccessfully tried to convince the Crenshaw Community that an at grade light rail on Crenshaw is safe and sane with the traffic and population of 2009. It isn't and we all know it. In the year 2050, our children and grandchildren will NOT praise METRO for installing a mass transit along Crenshaw that was already a century out of date the day it was built. The Crenshaw Light Rail will be with us for a hundred years. The Crenshaw Corridor will be growing by leaps and bounds in the next 100 years. Don't give us an at grade system that already will be antiquated when it's completed. Help us build for the next century and for the LA citizens of the future.

The Expo Line could have been grade separated which would have reconnected all

11/5/2009

the neighborhood streets it crosses, streets built to handle the lesser traffic and population of the Twenties and Thirties. Now those streets have been severed forever. METRO now expects those severed streets to handle the vastly heavier traffic and population of 2009 and the next 100 years. Or more precisely, METRO now expects South LA to live with that nightmare while the citizens of the Wilshire Corridor and Culver City enjoy mass transit that does not degrade its street traffic or threaten the lives and safety of their school children.

I am a White man living in an almost 100% Black neighborhood. Before moving to Leimert Park, I was a priest (Episcopal/Anglican) for 12 years in the ultra wealthy and almost all White community of Greenwich, CT. I know how the powerful can get what they want while the minorities pay the price. When I see the wealthy and mostly White citizens along the Wilshire Corridor and in Culver City getting a safe and sane grade separated line in their neighborhoods while the neighborhoods of People of Color in South LA are given a clone of the deadliest light rail in the USA (the Blue Line), I am filled with shame for my beloved City of LA. The citizens of South LA have cried out for years for a grade separated Expo Line and were completely ignored. All the while the money that should have been spent in South LA was taken from us just so that it could be lavished on Wilshire and Culver City so that they could have everything they wanted and deserved while we were denied the same.

Build the Crenshaw Line in a safe and sane grade separated manner and METRO will build a monument to its glory that will be praised for generations to come as is true in the great cities of the world such as Moscow, London, Tokyo, New York, Paris, and so many others. Build it at grade and generations to come will see the monument you built to your shame. Don't be the object of ridicule and disgust for generations to come. You failed the good citizens of South LA with the EXPO Line. Don't fail us again on Crenshaw. Peace, Lee Walker +

11/5/2009

**Response to comment 30-441-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

Response to comment 30-441-B.

The Vision Theater and Leimert Park Village are located less than ½ mile of the King Station. Numerous transit planning studies have established that transit stations serve surrounding uses within ½ mile of the station location. As such, both of these areas are within the service areas of the King Station. Please refer to Master Response 12 for a station at Crenshaw/Vernon.

Response to comment 30-441-C.

Metro would agree with the commenter that existing traffic along Crenshaw Boulevard is at or nearing capacity and a light rail system has been identified as the best means of addressing this growing concern. The Crenshaw/LAX Transit Corridor Project will provide an alternative mode of transportation that will provide travelers an alternative to automobile travel. Without this alternative, automobile traffic along Crenshaw Boulevard would continue to worsen and travel times would continue to increase.

The Exposition Light Rail Line is not part of the proposed project. Comments related to the Exposition Line should be directed to the Exposition Construction Authority at www.buildexpo.org.

Response to comment 30-441-D.

Comment noted. Please refer to Master Response 9 for grade separations and environmental justice.

Response to comment 30-441-E.

Comment noted. Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw/LAX Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability.

An Alternatives Analysis was completed during the preparation of the Draft EIS/EIR to identify the transit alternatives to be evaluated in the DEIS/DEIR. The results of the Alternatives Analysis are presented in Chapter 2, Alternatives Considered, of the DEIS/DEIR. This analysis used criteria including but not limited to, regional connectivity, ridership, and cost-effectiveness to compare the different modes of transit and alignment options and determine which alternatives would be carried forward for further analysis into the DEIS/DEIR. Based on the results of this analysis, a light rail transit alternative and a bus rapid transit alternative were determined to be the modes of transit capable of being supported by the Crenshaw/LAX Corridor.

Please refer to Master Response 6 for the selection of the locally preferred alternative.

Please refer to Master Response 1 for a below-grade segment along the full length of Crenshaw Boulevard.



COMMENT: 30-442. Justin Walker.

30-442

Crenshaw Transit Corridor DEIS/DEIR Comments
 Results from Form 1 of Page project_studies/crenshaw/comment_form.htm From: webmaster@metro.net
 Date: Monday, October 16, 2009 1:14 PM
 To: Orlan Koderick
 Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

First Name: Justin
 Last Name: Walker
 Organization: jwalker@qmail.com
 Email Address: 23301 Sandalwood St.
 Street: West Hills
 City: CA
 State: 91307
 Zip Code: OH
 Yes:
 No: (submit Transit Alternatives)
 Support: Construction
 Air Quality:
 Traffic Safety:
 Visual Effects:
 Displacement of Property:
 Disruption to Business:
 Public Services:
 Local Land Use Development:
 Economic Impacts and Jobs:
 Specific Design Features:
 Other:
 Home ID: 91307
 Work ID: 90007
 Live in the project area?:
 Work in the project area?:
 Own a business in the project area?:
 Commute through the project area?:
 Other:
 Bicycle?:
 Car or Truck?:
 Bus?:
 Walk?:
 Other?:
 Resident:
 Business:
 Community or Neighborhood Organization:
 Public Agency:
 Environmental Organization:
 Civic Organization:
 Economic Development Organization:
 Other:
 Date: Monday, October 19, 2009
 Time: 03:34:41 PM

Additional Comments:

It is critical that this project be built as a Light Rail Transit (LRT) project. This corridor has the potential to connect into a robust network of existing LRT throughout the county. Options for interconnectivity include interlining with the Green Line to provide through service to Mirvale and the South Bay and potentially with the Expo Line to Downtown Los Angeles.

A

It is also critical that rail transit finally reach LAX. Crenshaw LRT will provide convenient access both from the north and from the south to the proposed LAX PeopleMover.

B

Building this corridor as bus rapid transit (BRT) is worse than building nothing at all. As the Orange Line in the San Fernando Valley has shown us, BRT has limited ability to attract and transport large numbers of passengers and in fact placed the San Fernando Valley in the back-of-the-line for eventually receiving a rail transit line.

C

00001



Response to comment 30-442-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 6 for the selection of the locally preferred alternative.

Response to comment 30-442-B.

The Crenshaw/LAX Transit Corridor Project will have a station at Century that would connect to the planned LAX people mover. Coordination between Metro and LAX has been ongoing throughout the planning process to ensure that this connection would occur. As part of the coordination, the Century Station was designed to be elevated to facilitate this connection.

Response to comment 30-442-C.

Please see response to comment 30-442-A.



COMMENT: 30-443. Rosalind Walton.

30-443

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Rosalind Walton EMAIL: rosalindwalton@postgrad.net

ADDRESS: 1200 W. 55th PHONE: (323) 712-3819

COMMENTS:

Don't interrupt our community road life style
treat us the same way as the other areas.
Run the train underground. Please

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-443.

Please refer to Master Response 9 for grade separations and environmental justice.



COMMENT: 30-444. Evelyn Warech.

30-444

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Evelyn M. Warech

Address (Street, City, State, Zip)

4230 Neosho Ave Los Angeles CA 90061

Email (prefer address to receive periodic project updates)

lyen.warech@mac.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation System Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other: _____

Comment (please print):

If you have to choose between an open area that will not disrupt businesses or have it would seem for right of feeliness to choose instead an area that would prove disruptive to both people's homes and businesses. There fore it seems only logical that the intelligent choice would be Pl Sagundu's open area.

- OVER -

Response to comment 30-444.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-445. Keith Warfield.

30-446

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: KEITH N. WARFIELD EMAIL: KWarfield@foxexpo.org

ADDRESS: 4134 South Hobart Blvd. LA, 90047 PHONE: (310) 412-6811 x207

COMMENTS:

A | I SUPPORT AND REQUEST "MTA" STUDY "THE PEOPLE'S OPT.
 B | FOR THE ENTIRE CRENSHAW Blvd PORTION OF THE LINE
 C | TO BE BUILT UNDERGROUND, PLUS A STATION AT
VERNO.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@foxexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-445-A.

Please refer to Master Response 4 regarding support for the People's Choice Alternative.

Response to comment 30-445-B.

Please see response to comment 30-445-B.



COMMENT: 30-446. Sandra Warren.

30-446

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: SAUNDRA WARREN EMAIL:

ADDRESS: 9301 S. CRENSHAW #115 PHONE: (323) 920 6755

COMMENTS: concern for Seniors & children
in domestic environment

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761-6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-446.

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. Along Crenshaw Boulevard, the light rail alignment would be below grade from 39th Street to 48th Street and from 60th Street to the Harbor Subdivision railroad right-of-way. Please refer to Master Response 7 for safety treatments and the approach to safety for the project. The FEIS/FEIR found that the at-grade light rail could operate safely in the median of Crenshaw Boulevard from Exposition Boulevard to 39th Street and from 48th to 60th Street.



COMMENT: 30-447. Alfreda Washington.

30-447

Abbott, Matthew

From: Alfreda Washington [sistah1@sbcglobal.net]
Sent: Monday, October 26, 2009 11:42 AM
To: Diaz, Roderick; crenshaw@fixexpo.org
Cc: Damien Goodman
Subject: Crenshaw Metro Line

I hope you to keep the Crenshaw line underground to Crenshaw Blvd. for the safety of our children attending Crenshaw High School and VASA Park Prep. There is a huge up in both directions of traffic, and it is a real problem here. We do not need your stupid line running through a situation like a death row. We would appreciate your creation of a community of you know/so that the White community

Regards,

Alfreda Washington, Sistah1
4100 Jones - 5th Floor - Suite 5000
4100 Jones Ave.
Los Angeles, CA 90008
sistah1@sbcglobal.net

Response to comment 30-447.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-448. Breanna Washington.

30-448

Abbott, Matthew

From: Breanna Washington (breannawashington@viewparkprep.org)
Sent: Monday, October 26, 2009 3:42 PM
To: Diaz, Roderick
CC: crenshaw@fixexpo.org

Dear MTA Board of Directors,

Please keep the Crenshaw Lane underground on Crenshaw Blvd for the safety of the children at Crenshaw Hill School and View Park Prep. Also, traffic already backs up in both directions on State St. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire Community.

Make it a great day!

Breanna Washington
Office Manager
View Park Preparatory (continued) 4100 Wilshire Blvd
An ICEP Public School
5149 Crenshaw Blvd
Los Angeles, CA 90008
TEL: (323) 290-6170
FAX: (323) 290-0270
breannawashington@viewparkprep.org

11/10/2009

Response to comment 30-448.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-449. Loretta Washington.

30-449

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Loretta Washington EMAIL: Ell7you@igebow

ADDRESS: 4000 Crenshaw Ave H10 PHONE: (323) 890-54

COMMENTS: _____

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: *crenshaw@fixexpo.org* • **Fax:** *(323) 761 - 6435* • **Address:** *P.O. Box 781267 LA, CA 90016*



Response to comment 30-449.

No specific comment to address.



COMMENT: 30-450. Chorsia Watson.

30-450

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Chorsia m Watson EMAIL: _____

ADDRESS: 6030 Crenshaw Blvd #450 PHONE: 323-7516217

COMMENTS: LA Calit 90043
Underground only

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-450.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-451. Christopher Watson.

30-451

Abbott, Matthew

From: Christopher Watson (cmw@adusa@yahoo.com)
Sent: Wednesday, October 21, 2009 6:37 PM
To: Diaz, Rodrick
Subject: Crenshaw Transit Corridor

Christopher M. Watson
11355 Washington Place, Apt. 2
Los Angeles, CA 90066
Phone: (310) 391-3011
Email: cmw@adusa@yahoo.com
October 21, 2009

Rodrick Diaz
Project Manager
Metro
One Gateway Plaza, 99-22-3
Los Angeles, CA 90012
diazroderrick@metro.net

Dear Mr. Diaz:

Regarding the Crenshaw Transit Corridor, I believe that the best course of action would be to build a light rail system. Although a bus corridor would probably be cheaper, it would be even more cheaper by doing nothing at all. As part of the proposed area includes the rail road corridor that follows Aviation Boulevard and Florence Avenue, it would already be geared for rail traffic. And with Metro's other rail line proving successful, building a light rail system in the Crenshaw Corridor would also be successful. Therefore, I strongly urge that the Light Rail Transit Alternative be used for the Crenshaw Transit Corridor.

Sincerely,

Christopher M. Watson

11/3/2009

Response to comment 30-451.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 6 for the selection of the locally preferred alternative.



COMMENT: 30-452. Theresa Watts.

10-452

CUT AND SEND

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Theresa Watts EMAIL: twatts@th.lacounty.gov

ADDRESS: 4935 Wilscott pl # 1 PHONE: (323) 292-2820

COMMENTS: Hope when the new red line is done
Thank you

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-452.

Comment illegible.



COMMENT: 30-453. Tonya Watts.

30-453

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Tonya Watts EMAIL: _____
 ADDRESS: 1655 S. Van Ness Ave #101 90019 PHONE: 323/217-6989
 COMMENTS: Please make the rail on top
or under ground for the safety
of our children

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-453.

Please refer to Master Response 1 regarding a below-grade alignment along Crenshaw Boulevard.
Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-454. Carole White.

30-454

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Carole White EMAIL: CWhiteY9N0@yahoo.com

ADDRESS: 4060 So Figueroa PHONE: (323) 997 9581

COMMENTS: Landmark on Crenshaw Blvd

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-454.

Please refer to Master Response 1 regarding a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-455. Gail White.

30-455

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Gail White EMAIL: _____

ADDRESS: 4241 Gough W. Los Angeles PHONE: _____

COMMENTS: Under ground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-455.

Please refer to Master Response 1 regarding a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-456. Louise White.

30-456

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Louise White EMAIL: _____

ADDRESS: 14025 Exmoor Ave Apt. 902W PHONE: 310/762-6949

COMMENTS: put the train underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-456.

Please refer to Master Response 1 regarding a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-457. Sherry White.

30-457

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Sherry White EMAIL: Sherry.Henkel@aol.com

ADDRESS: 3133 W 54th St LA PHONE: (323) 898-1324

COMMENTS: Please keep it under ground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpa.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-457.

Please refer to Master Response 1 regarding a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-458. Lorenzo Whittiker-Silvers.

30-458

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Mrs. Lorenzo "Lo" Whittiker-Silvers EMAIL: lorenzowhittiker@gmail.com
ADDRESS: 3701 Stocker St, Suite 410 PHONE: (213) 793-1842

COMMENTS: I support and request MTA study The Peoples Option
for the entire Crenshaw Blvd portion of the line to be
built underground, plus a station at Vernon.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpa.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-458.

Please refer to Master Response 4 regarding support for the People’s Choice Alternative.



COMMENT: 30-459. Linda Wiggins.

30-459

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Pastor Linda Wiggins EMAIL: bless2to@yahoo.com

ADDRESS: _____ PHONE: (818) 524-9044

COMMENTS: Please keep underground on Crenshaw on the south side of the 10 freeway

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-459.

Please refer to Master Response 1 regarding a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-460. Danyell Wilborn.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Danyell Wilborn EMAIL: javah@msn.com

ADDRESS: 303 Coliseum St LA CA 90016 PHONE: 323 333 2111

COMMENTS: We want the train but please place underground.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

E: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-460.

Please refer to Master Response 1 regarding a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-461. Renee Wilcots.

CLIP AND SEND

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Renee Tapscott Wilcots EMAIL: 161man@comcast.com
 ADDRESS: 4901 11th Ave, LA 90043 PHONE: 323-594-0163

COMMENTS: The home owners on 11th ave have
been here, on the west part, for 3 generations.
We look out for one another and take
pride in our community. An above ground
rail system, in the middle of our backyard,
would be extremely disruptive and
environmentally unsafe. The value of our
property would decrease dramatically. The
rail system for Crenshaw Blvd must be built
UNDERGROUND! Kindly respect OUR Community!!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

EMAIL: crenshaw@mta.org • Fax: (323) 761-6435 • Address: P.O. Box 782267 LA, CA 90026

Response to comment 30-461.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

No adverse operational noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation.

There is no documented evidence that the introduction of an at-grade light rail alignment would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects, including noise, to the extent feasible during construction. Upon completion of the Crenshaw/LAX Light Rail Transit Alternative, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.



COMMENT: 30-462. James and Kathy Wiles.

30-462

Abbott, Matthew

From: kathy (KathyWiles@ca.rr.com)
Sent: Tuesday, October 20, 2009 5:41 PM
To: Diaz, Rodenok
Subject: Crenshaw Transit Corridor Project - Comment

James and Wiles – Residents
7824 Goddard Ave
Los Angeles, CA 90045

We are residents living in the proposed project area and are extremely concerned about the impact this project will have on our home and our residential community. Our concerns include displacement of property, reduction in property value, unattractive visual effects, traffic flow to and from our area, and added pollution and noise. For residents in the Osage area the pollution and noise will be further increased by the proposed 63rd Street Park and Ride station and maintenance yard. Could not another solution or, at the very least, another area be found for the maintenance yard and station that will not subject existing residents to these negative impacts? We are sure there must be locations where residential homes are not closely aligned and existing structures/businesses would not have to be condemned. For example there is an empty lot located at Sepulveda and Rosecrans in El Segundo that would seem to be a viable option.

Under the Crenshaw Transit Project, we believe our area of Westchester is in jeopardy of being surrounded by cement, increased traffic, noise and pollution which will result in the elimination of the quiet, family friendly neighborhood it is today.

A
B
C

11/3/2009

Response to comment 30-462-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The DEIS/DEIR analyzed the environmental effects the proposed project would have on the surrounding communities and residences. These topic areas included, but were not limited to construction, air quality, traffic, noise and vibration, safety, visual resources, displacement, public services, land use and development, and economic impacts. Section 4.0 of the DEIS/DEIR describes the effects in detail for each of these topic areas. Mitigation measures are also provided to minimize any effects that are anticipated. No adverse impacts were determined to occur adjacent to the Westchester neighborhood. A localized air quality analysis, which includes the emissions from automobiles queuing at intersections, determined that no applicable thresholds would be exceeded from operation of the Crenshaw/LAX Transit Corridor Project. The federal air quality regional thresholds would not be exceeded during the operation of the light rail system. Because operation of the light rail system would result in a reduction of automobile trips, no adverse greenhouse gas impacts would occur.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-462-B.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-462-C.

Please see response to comment 30-462-C



COMMENT: 30-463. Betty Williams.

10/26/11

Abbott, Matthew

From: betwilliam@aol.com
Sent: Monday, October 26, 2010 12:43 PM
To: Diaz, Rodenick
Subject: Crenshaw Rail Line

TO: MTA Board

Please have the Crenshaw Rail Line underground for the safety of the children and to not create more traffic congestion

Thank you

Betty Smith Williams
5830 Arch Chase Drive
Los Angeles, CA 90048

11/3/2010

Response to comment 30-463.

Please refer to Master Response 1 for a below-grade segment along the full length of Crenshaw Boulevard.

When first considering rail modes for the Crenshaw/LAX Transit Corridor, several modes were considered including heavy rail and light rail. Due to the nature of the existing and planned development along the corridor and the relatively modest estimates for ridership along the corridor, heavy rail (a mode that is typically fully grade separated) was deemed to be not necessary and inappropriate for application to the Crenshaw/LAX Corridor. Furthermore, the Light Rail Transit mode provides an opportunity to connect to other existing rail facilities in the corridor (i.e., the Metro Green Line). Because Light Rail Transit can operate at several grades (at-grade, aerial, and below-grade), Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that rail and highway crossings be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods.

Metro, similar to other transit planning agencies throughout the U.S., operates on the premise that LRT is primarily an at-grade or surface-running transit technology and incorporates grade separations. This transit technology can operate in at-grade environments ranging from mixed traffic, to an exclusive right-of-way or guideway. Metro considers grade separations associated with LRT projects on a case-by-case basis primarily for severe traffic or other environmental impacts and not on the socio-economic profile of an area.

Please refer to Master Response 5 for traffic methodology and analysis.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-464. Caroline Williams.

30-464

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

CAROLINE WILLIAMS

Address (Street, City, State, Zip)

7860 HINDRY AVE L.A. CA. 90045

Email (enter address to receive periodic project updates)

CW7860@Juno.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation System Management (TSM) Alternative)
- No Action

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption of Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

THE IMPACT ON BUSINESS THAT HAVE BEEN IN THE PROPOSED CHANGE WOULD BE VERY DETRIMENTAL !!

-OVER



Metro

LOS ANGELES, CALIFORNIA
20 OCT 2011 PM 5 T



Roderick Diaz, Project mgr
Los Angeles County Metropolitan
Transpiration Authority
One Gateway Plaza
Mail Stop 99-22-3
L.A. Ca 90012-2952

00012952



Response to comment 30-464.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Metro acknowledges that the construction of the light rail system would affect surrounding businesses during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to local businesses and to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.



COMMENT: 30-465. Cookie Williams.

30-465

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Cookie WILLIAMS EMAIL: _____

ADDRESS: 2748 Gale AVE. PHONE: 562-881-5556

COMMENTS: CRENSHAW IS AN HISTORICAL STREETS
THAT IS WELL KNOWN TO THE COMMUNITY. IT
SHOULD NOT BE DISTURBED

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-465.

The Historic, Archeological, and Paleontological Resources chapter on page 4-259 of the FEIS/FEIR identified any potential historic or cultural resources that had the potential to be affected by the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also incorporated to ensure that no historic, archeological, or paleontological resources were impacted as a result of the project. The Community and Neighborhoods Chapter on page 4-81 of the DEIS/DEIR also found that the operation of an at-grade light rail system would not result in an adverse impact. Specifically, no changes in population, community cohesion and interaction, social values, quality of life, or isolation would result from the operation of the Crenshaw/LAX Light Rail Transit Alternative. The Crenshaw/LAX Transit Corridor Project would operate in the median of Crenshaw Boulevard and the Harbor Subdivision railroad right-of-way. Operation of the light rail transit line within an existing transit route would not introduce a new physical barrier which could divide a community. Implementation of a light rail system along Crenshaw Boulevard would not prevent community activities from occurring.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.



COMMENT: 30-466..

30-466

Abbott, Matthew

From: 00atela1nd@aol.com

Sent: Monday, October 26, 2009 3:41 PM

To: Diaz, Rodenick

Subject: Please work to make sure the proposed Crenshaw line is placed underground

Dear MTA Board of Directors,

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

A 226 ton train running above ground on Crenshaw will be present a dangerous traffic hazard to the schools, churches and day care centers along Crenshaw. The noise of the trains and the gate crossing will be a serious interruption to the economic life and vitality of the Crenshaw Community.

Leimert Park is a true cultural icon for the entire city of Los Angeles and is the frequent location of festivals, movies and cultural events. It deserves and underground station at Vernon to compliment its unique character and world class charm.

Sincerely,

Dwight Williams
5150 West Blvd.
Los Angeles, CA 90045
(323) 292-1472

W
B

11/10/2009

Response to comment 30-466-A.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project. No adverse operational noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation.

Response to comment 30-466-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 12 for a station at Crenshaw/Vernon.



COMMENT: 30-467. Helen Williams.

30-467

firstName: Helen
 lastName: Williams
 companyName: 4000 West Ave 8100 #100
 email: hwilliams@global.net
 street: 5100 Brynhurst Avenue
 city: Los Angeles
 state: California
 zipCode: 90047
 Year: 09
 No: 09
 support: Light Rail Transit (LRT) Alternative
 construction: 09
 AirQuality: 09
 TrafficSafety: 09
 VisualEffects: 09
 DisplacementofPopulatio: 09
 DisplacementofBusiness: 09
 PublicServices: 09
 SmallBusinessDevelopment: 09
 EconomicDevelopment: 09
 SpecialDissemination: 09
 Other: 09
 Homeless: 09
 work: 09
 InvolvementintheProject: 09
 WorkintheProject: 09
 OwnBusinessintheProject: 09
 CommentthroughtheProject: 09
 Other: 09
 Bicyclist: 09
 Carpooler: 09
 Bus: 09
 Walk: 09
 Other: 09
 Resident: 09
 Business: 09
 CommunityOrganization: 09
 PublicAgency: 09
 EnvironmentalOrganization: 09
 CivicOrganization: 09
 EnvironmentalDevelopmentOrganization: 09
 Other: 09
 Date: Monday, October 26, 2009
 Time: 09:05:29 PM

additionalComments:

I am in favor including the rail underground. | A

11/5/2009

Response to comment 30-467.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-468. Kimberly Williams.

30-468

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Kimberly Williams EMAIL: DRANDRIVE92@yahoo.com
ADDRESS: 3199 W. 48th St PHONE: 310 484 6758

COMMENTS:

I support and request MTA Study
The People's Option for the future
Crenshaw Blvd portion of the line to be
built underground plus a station at
Vinton for the safety of the community.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-468.

Please refer to Master Response 4 regarding support for the People’s Choice Alternative. Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-469. Leone Williams.

30-469

Abbott, Matthew

From: Leone Williams (leonedw@yahoo.com)
Sent: Monday, October 26, 2009 9:49 AM
To: Diaz, Rodenick
Subject: Crenshaw Line

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,
Leone Williams
1315 Meadowbrook Avenue
Los Angeles, CA 90019

11/3/2009

Response to comment 30-469.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-470. Sherilyn Williams.

30-470

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Sherilyn Williams EMAIL: _____

ADDRESS: 3800 Degan Blvd LA CA 90008 PHONE: (323) 291-1350

COMMENTS: Build the line on Crenshaw Blvd
Underground and add a station at Veron.
Think about the safety of our children

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@flxexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-470.

Please refer to Master Response 4 regarding support for the People's Choice Alternative Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-471. Taikeasha Williams.

30-471

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Taikeasha Williams EMAIL: taikeewilliams@gmail.com

ADDRESS: 4150 Creed Ave PHONE: (323) 296-5426

COMMENTS: Underground!!!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpa.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-471.

Please refer to Master Response 1 regarding a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-472. Tamara Williams.

30-472

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Tamara Williams EMAIL: afamerous@hotmail.com

ADDRESS: _____ PHONE: 323 836 190

COMMENTS: Please make it under ground because
crenshaw blvd is a legend and it
would mess up the black community

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-472.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Community and Neighborhoods Chapter on page 4-81 of the DEIS/DEIR found that the operation of an at-grade light rail system would not result in an adverse impact. Specifically, no changes in population, community cohesion and interaction, social values, quality of life, or isolation would result from the operation of the Crenshaw/LAX Light Rail Transit Alternative.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Underground segments of the alignment would result in increased disruption to communities during construction because of the longer time required for excavation. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.



COMMENT: 30-473. Stan Wilson.

30-473

CUT AND SEND

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Stan Wilson EMAIL: _____

ADDRESS: 3700 Arlington Ave PHONE: 818 247-9310

COMMENTS: Please keep train underground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-473.

Please refer to Master Response 1 regarding a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-474. Twain Wilson.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Twain Wilson EMAIL: twain.wilson.52@yahoo.com

ADDRESS: P.O. Box 513531 L.A. Ca 90051 PHONE: 323-316-4798

COMMENTS: I want the entire Crenshaw Blvd portion of the line to be built underground and the station at Vernon

DO NOT SEND TO METRO OFFICE, SEE RETURNED POSTAL

Email: crenshaw@metrolink.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-474.

Please refer to Master Response 4 regarding support for the People's Choice Alternative.



COMMENT: 30-475. Fred Wimberley.

30-475

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Fred Martin Wimberley

Address (Street, City, State, Zip)

5018 Rodeo Road Apt. #8 L.A. CA 90046-4749

E-mail (preferred address to receive periodic project updates)

None

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary - (No-Build Alternative)
- Minor Improvements
- Transportation System Management (TSM) Alternative
- No Action

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):


I prefer the Light Rail Alternative. One of my areas of concern is how much will it cost our taxpayers? I bring that up due to the fact that our economy is in a terrible financial crisis such as the L.A. County Courthouse are closed the 3rd Wednesday of each month, DMV Offices are closed the 2nd, 3rd and 4th Friday of each month, and the Toyota Corolla Manufacturing Car Company will be laying off 4,700 auto workers on March 30th 2010. Isn't that quite horrible? I think so! The Mayor of Los Angeles and the 15 members of the Los Angeles City Council needs to come up with ways to raise financial money for this new Crenshaw Corridor Project so that we poor working taxpayers won't have to foot the entire bill for this great project in our neighborhoods.

Mr. Diaz: Please respond to this comment form by mail to me as soon as possible. Thanks very much!
Mr. Diaz - Director of Metropolitan L.A. Rapid Rail



Mr. Fred Martin Wimberley
 5018 Rodeo Road apt #8
 Los Angeles, California 90016-4719

LOS ANGELES, CA 90016
 29 OCT 2008 11:45 AM
 90016-4719



Immediate Mr. Roderick Diaz, Project Manager
Response to The Los Angeles County Metropolitan
Request Transportation Authority
 1 Gateway Plaza, Mail Stop: 99-22-3
 Los Angeles, California 90012-2952

90012-2952



Response to comment 30-475-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. In November 2008, Measure R was approved by a two-thirds majority, committing a projected \$40 billion to traffic relief and transportation upgrades throughout the county over the next 30 years. Measure R will help fund dozens of critical transit and highway projects, create more than 210,000 new construction jobs and infuse an estimated \$32 billion back into the local economy, according to estimates by the nonprofit Los Angeles County Economic Development Corporation. The Crenshaw/LAX Transit Corridor Project was identified as a project to be funded by Measure R with some federal funding. These sources are projected to provide funding for it.



COMMENT: 30-476. Kerry Winn.

30-476

Abbott, Matthew

From: Kerry Winn (kerrywinn@teamonq.com)
Sent: Monday, October 26, 2009 9:22 AM
To: Disz, Rodenick
Cc: crenshaw@fvexpo.org
Subject: re: Proposed Metro - Crenshaw Blvd

Date: MTA Board of Directors

I live in the Crenshaw community, and object to the continuing construction of the Crenshaw Hlyd overhead railway. We need to keep our community safe for our children, students at Crenshaw H.S. and View Park Prep. In addition to the already ongoing traffic backups on Slauson Avenues in both directions, we ask you not to make a bad situation worse.

Please treat us the same as you intend to treat the Wilshire community.

Thanking you in advance for your consideration and time.

Sincerely,

Kerry Winn
5702 South Harcourt Ave
Los Angeles, Ca 90043

X

Disclaimer

The information in this email and any attachments may contain proprietary and confidential information that is intended for the addressee(s) only. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, retention or use of the contents of this information is prohibited. When addressed to our clients or vendors, any information contained in this e-mail or any attachments is subject to the terms and conditions in any governing contract. If you have received this e-mail in error, please immediately contact the sender and delete the e-mail.

11/10/2009

Response to comment 30-476.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-477. Mark Winn.

30-477

Abbott, Matthew

From: Mark Winn (maw2003506@yahoo.com)
Sent: Monday, October 26, 2009 4:16 PM
To: Diaz, Rodenck
Subject: The proposed routing of the Crenshaw subway segment.

Dear Diego: Please keep the 48th to 59th st. section of the proposed subway underground as it would be problematic for the students of View Park Prep and also Crenshaw High; not to mention a tremendous traffic tie up at this portion of the Crenshaw community.

A

Sincerely, Yours, Mark A. Winn Actor, as well as former Customer Service Metro Redline Ambassador back in 1993 when the Red Line officially opened at Union Station

11/10/2009

Response to comment 30-477.

Please refer to Master Response 1 for a below-grade segment along the full length of Crenshaw Boulevard.

Please refer to Master Response 9 for grade separations and environmental justice.

Please refer to Master Response 5 for traffic methodology and analysis. .

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-478. Ronald and Judy Wisansky.

00478

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Ronald + Judy Wisansky (Westchester Playhouse)

Address (Street, City, State, Zip)

153 S. Kenter Ave Los Angeles, CA 90049

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management (TSM) Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

When I came to Los Angeles in 1965, I was looking for a theater group since I had enjoyed acting in college. A friend of my wife and a member of The Kentwood Players, Westchester Playhouse told us about the theater group. We attended some plays and then we joined the theater group. We have been members for at least 43 years.

During this time we have found The Kentwood Players to be a quality theater group which gives the Los Angeles community quality theatrical performances at an inexpensive price. People in the community have had the opportunity to see plays that have played in New York and other expensive theaters. They have had seen musicals, dramas, mysteries, comedies, tragedies, as well as classical plays.

In order to have these performances, the theater needs active members. One of Kentwood's advantages is that it is a community playhouse that allows anybody who wants to have the opportunity to

00478



Comment (continued):

Work and learn about Theater To Fulfill Their dream. Membership is open to anybody. People have the opportunity to act. They can build sets, they can produce, they can direct. They can work sound or lights. The playhouse is owned by the members. There is also another factor of greatness in Kentwood where members provide a support group to those in need and many wonderful friendships are made.

I compare Kentwood Playhouse and what has happened here to George Bailey in the movie "It's A Wonderful Life". Many people watch this movie around the year-end holiday season. The movie goes back through all the wonderful things that happened because George was put on this earth.

The same is true with Kentwood. If this property had been an empty lot or a repair station, the community would have missed the opportunity to have attended 60 years of plays. The community would not have had the opportunity to create the productions that have appeared on this stage. Hundreds of thousands of people would have been deprived great enjoyment and comedy.

We must keep the Westchester Playhouse and the Kentwood Players so that hundreds of thousands of people in the future will be able to fulfill their dream.

TELL US ABOUT YOURSELF

What is your (home) zip code? 90049 Work zip code? 90049

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other? We are members of Westchester Playhouse

How do you regularly travel in the project area? (check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency?
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Rodriguez Díaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop 99-22-3
Los Angeles, CA 90012-2952

Email:

diazrodri@metro.net
Project Hotline
(213) 972-7336

Comments must be received by October 26, 2009, 5:00 p.m.



Another factor to consider is that all this good does not cost the city anything to have this wonderful institution.



Metro



LOS ANGELES CA 900
OCT 2009 114 5 2



Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail STOP 99-22-3
Los Angeles, CA 90012-2452

90012+2852



Response to comment 30-478.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-479. Toni Wolf.

30-479

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Toni Wolf

Address (Street, City, State, Zip)

770 Toland Ave LA CA 90045

Email (enter address to receive periodic project updates)

FourWolfs1@aol.com

Would you like to be added to the project mailing list?

YES NO

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements:
 - Transportation Systems Management (TSM) Alternative
 - No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

I Do not approve
OF this and feel
there is other options
in your planning.
AVIATION/Plence has so many
Companies closing that there is
other properties they can use!
leave us alone!!

Thank you!

I have lived here 44 years and would not
approve of this ~

-OVER-



Metro

Mr. Tom Wolf
7700 Jambal Ave
Los Angeles, CA 90045
4107520011

LOS ANGELES CA 900

15 OCT 2009 PM 3 T



Roderick Diaz Project Manager
Metro

One Gateway Plaza

Mail stop 94-22-3
Los Angeles, CA 90001

5006242332

Response to comment 30-479.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

COMMENT: 30-480. Andrea Wood.

30-480

**Crenshaw Transit
Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report in any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

ANDREA WOOD

Address (Street, City, State, Zip)

7838 TOLANO AVE LOS ANGELES, CA 90045

Email (Enter address to receive periodic project updates)

KSAWI@CA.RR.COM

Would you like to be added to the project mailing list?

 Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation System Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

I LIVE APPROXIMATELY 2 BLOCKS FROM ONE OF THE PROPOSED SITES FOR A MAINTENANCE FACILITY FOR BOTH BRT AND LRT IN THE COMMUNITY OF WESTCHESTER.

THIS IS A POOR CHOICE OF LOCATION FOR THE FOLLOWING REASONS:

1) THE NOISE AND POLLUTION TO THE RESIDENTIAL NEIGHBORHOOD WHICH IS "DIRECTLY" ADJACENT NEXT TO THE PROPOSED SITE, WITH THE POTENTIAL OF BEING A 24 HOUR A DAY OPERATION.

2) ENORMOUS EFFECT ON PROPERTY VALUES THAT HAVE ALREADY SUFFERED DUE TO THE ECONOMIC DOWNTURN AND THE CONSTANT THREAT OF AND LAX EXPANSION.

3) LOSS OF MANY SMALL BUSINESSES, INCLUDING THE KENTWOOD PLAYHOUSE (WHICH HAS SERVED THE COMMUNITY FOR MANY, MANY YEARS).

-OVER-



Comment (continued):

4) THE CLOSURE OF HENRY AVE PERMANENTLY FROM 83RD ST TO FLORENCE AVE. THAT WOULD FORCE ALL TRAFFIC TO USAGE AVE, ALREADY A NIGHTMARE TO NAVIGATE DURING PEAK TRAFFIC HOURS.

THE ALTERNATE SITE IN EL SEGUNDO WOULD BE A MUCH BETTER LOCATION AS IT IS SURROUNDED BY COMMERCIAL BUSINESSES AND WOULD HAVE NO EFFECT ON RESIDENTS

WE IN THIS AREA OF WESTCHESTER ALREADY CONTEND WITH NOISE, POLLUTION AND TRAFFIC FROM LAX AND THE 405. PLEASE DONT ADD TO IT WHEN THERE IS A MUCH BETTER SOLUTION

TELL US ABOUT YOURSELF

What is your home zip code?

90045

Work zip code?

Do you: (check all that apply)

Live in the project area?

Commute through the project area?

How do you regularly travel in the project area? (check all that apply)

Bicycle?

Bus?

Work in the project area?

Other?

Car or Truck?

Walk?

Own a business in the project area?

Other

AFFILIATION

Resident

Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop 99-22-3
Los Angeles, CA 90012-2952

Email:

diazroderick@metro.net

Project Hotline
(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.





Metro

43004 WEST
4TH STREET
LOS ANGELES, CA 90020

LOS ANGELES CA 900
20 OCT 2008 PM 5 L



RODRIGUEZ DIAZ, PROJECT MANAGER
LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
MAIL STOP 99-22-3
LOS ANGELES, CA 90012-2952

9505 212550



Response to comment 30-480-A.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-480-B.

Please see response to comment 30-480-A.

Response to comment 30-480-C.

Please see response to comment 30-480-A.

Response to comment 30-480-D.

Please see response to comment 30-480-A.

Response to comment 30-480-E.

Please see response to comment 30-480-A.

Response to comment 30-480-F.

Please see response to comment 30-480-A.



COMMENT: 30-481. K Woodley.

30-481

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: K Woodley EMAIL: _____

ADDRESS: _____ PHONE: 323/877-6546

COMMENTS: Please keep it underground on Crenshaw Bl.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-481.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-482. Catherine Wright.

30-482

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: CATHERINE WRIGHT EMAIL: MYL.CATHERINE@aol.com

ADDRESS: 5043 DANA KNOLL AVE LA 90043 PHONE: _____

COMMENTS: _____

KEEP IT UNDERGROUND

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761-6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-482.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-483. Charles Wright.

30-483

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Charles Wright EMAIL: charlie.laviet@gmail.com

ADDRESS: 4105 west 8th pl. PHONE: 323 293-9565

COMMENTS: Keep it underground. Dont do it. IF you do do it
put it underground.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-483.

Please refer to Master Response 1 regarding a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-484. Edna Wright.

30-484

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Edna Wright EMAIL: _____
ADDRESS: 6030 Crenshaw Bl #332 PHONE: (323) 687-9498

COMMENTS: _____
I would to see underground only with
station at Vernon at Leimert Park,

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-484.

Please refer to Master Response 4 regarding the People's Choice Alternative.



COMMENT: 30-485. Sammy Wu.

30-485

Abbott, Matthew

From: Sammy Wu (wushome2002@yahoo.com)
Sent: Friday, October 16, 2009 2:50 PM
To: Diaz, Rodenick
Subject: comment on crenshaw transit corridor

Hi there,

I am an Osage area resident and I support LRT Alternative given the choices. Definitely not BRT.

However, I am concerned about the possibility of park and ride, close of Hundry to Manchester, and maintenance facility in Osage area. This possibility would generate more noise, traffic in the neighborhood and make the neighborhood more industrialized.

Please move the park and ride and maintenance facility to B) Segundo site. From the map I saw, that area is not a residential area.

Regards,
Debbie

11/3/2009

Response to comment 30-485-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 6 for the selection of the locally preferred alternative.

Response to comment 30-485-B.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

This proposed maintenance facility at Hindry Avenue was eliminated from consideration when the optional Manchester Station was not included into the final project definition. The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time.



COMMENT: 30-486. David Wyatt.

30-486

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: DAVID WYATT EMAIL: WYATTSFINANCIAL4E@AOL.COM

ADDRESS: 10217 JUNGLEWOOD AVE LENEXIA VA 9134 PHONE: (323) 557-9540

COMMENTS: WE WANT THE TRAIN UNDER GROUND

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-486.

Please refer to Master Response 1 regarding a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-487. Yancy Vernon.

111-ART

Abbott, Matthew

From: Vernon Yancy (yancyaw@ecoglobal.net)
Sent: Monday, October 26, 2009 11:45 AM
To: Diaz, Rodenick; Diaz, Rodenick
Subject: Crenshaw Rail line

Mr. Diaz,

I am a concerned citizen, who lives in the affected area of the proposed Crenshaw Metro line. It is important to our residents that the community environment is preserved and that the Metro line remains underground in it entirety.

Regards,

Vernon R. Yancy, Esq.
3250 Wilshire Blvd., Suite 900
Los Angeles, California 90010
(323) 296-3374 Office
(323) 296-1976 Fax

11/3/2009

Response to comment 30-487.

Comment noted. Please refer to Master Response 1 for a below-grade segment along the full length of Crenshaw Boulevard.



COMMENT: 30-488. Cynthia Young.

30-488

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Cynthia Young EMAIL: Cynthia0023@sbcglobal.net

ADDRESS: 4281 McClary Dr PHONE: _____

COMMENTS: Don't want the noise

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-488.

No adverse operational noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation.



COMMENT: 30-489. Charles Zacharie.

30-489

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Charles Zacharie EMAIL: Newparkview@comcast

ADDRESS: 3756 Lockwood Dr #C PHONE: 323 291 2877

COMMENTS: LA CA 90008

More green space.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-489.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Landscaping and open space were taken into consideration during the design phase of the Crenshaw/LAX Transit Corridor Project. The LRT will follow an existing transportation right-of-way along the course of the alignment and will not result in negative impacts to open space. The DEIS/DEIR determined that the removal of the mature trees along the Crenshaw median required to build the light rail transit system would result in an adverse visual impact without the implementation of mitigation measures. Mitigation Measures **V1** through **V6** in the FEIS/FEIR will reduce the effects of removing the mature trees or other vegetation along the alignment.



COMMENT: 30-490. Hasani Young.

30-490

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: MISS HASANI YOUNG EMAIL: qifflady20@gmail.com

ADDRESS: 3612 W 5th St nyc PHONE: _____

COMMENTS: _____

STOP TRAIN

NO TRAINS

W/ THE PEOPLE PROTEST THE
T RAIN

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpa.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-490.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw/LAX Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability.

Please refer to Master Response 6 for the selection of the locally preferred alternative.



COMMENT: 30-Other-A Aaron.

30-Other-A

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: AARON BERT EMAIL: _____

ADDRESS: 23516 LYCERATE AVE PHONE: 524-734-2665

COMMENTS: THE DEVASTATION THAT HAS OCCURRED
TO THE DEPARTMENT OF THE MID-CITY COMMUNITY
FOR THE JEFFERSON LINE, ENDANGERS
STUDENT LIFE, LIMITED ACCESS TO THE
PARK AND THE NEEDLESS DESTRUCTION
OF TREES. CONSIDER THE PEOPLE AND
THE NEEDS OF ALL COMMUNITIES, W/
FAIR UNDERGROUND FOR ALL PEOPLE
MAKE SURE OUR TAX DOLLARS IN THE
SAME MANNER -

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761-6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-Other-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Expo Line the commenter refers to is not part of the proposed project.

Please refer to Master Response 9 for grade separations and environmental justice.



Response to comment 30-Other-B.

No specific comment to address.



COMMENT: 30-Other-C Crazy90.

30-Other-C

Crenshaw Transit Corridor DEIS/DIR Comments21
Results from Form 1 of Page project_studies/crenshaw/comment_form.htm#form; viewsource:
sent: Sunday, October 25, 2009 10:38 AM
to: Diane Muderich
Subject: Crenshaw Transit Corridor DEIS/DIR Comments

First Name: Crazy90
Last Name: Crazy90
Organization: UG100RF1
Email Address: 888ankk@101iconrus.com
Street: Haulzweg
City:
State:
Zip Code: 43224000
Yes:
No:
Support: No/Improvements (Transportation System Management (TSM)) Alternative
Construction:
Air Quality:
Traffic Safety:
Visual Effects:
Displacement of Property:
Disruption to Business:
Public Services:
Local Land Use Development:
Economic Impacts and Jobs:
Special Design Features:
Other:
Home Zip: 7106110000
Work Zip: 89460000
Live in the project area?:
Work in the project area?:
Own business in the project area?:
Commute through the project area?:
Other:
Bicycle?:
Car or Truck?:
Bus?:
Walk?:
Other?:
Resident:
Business:
Community or neighborhood organization:
Public agency:
Environmental organization:
Civic organization:
Economic development organization:
Other:
Date: Sunday, October 25, 2009
Time: 09:36:25 AM

Additional comments:
Poor! In this context, some point out, is not about a temporary lack of funds - a college student who's "broke" the day before his parents transfer him his allowance, a recent college grad with a low-paid but educational or do-gooder job, these are not the Poor. - ez
href="http://videochamp.iespana.es/101iconrus.org.html/">101iconrus.org/</as
(url="http://videochamp.iespana.es/101iconrus.org.html/">101iconrus.org/</url)
http://videochamp.iespana.es/101iconrus.org.html/ 101iconrus.org. <33>



Response to comment 30-Other-C.

No specific comment to address.



COMMENT: 30-Other-D GanjaBoy77.

30 (Other-D)

CRENSHAW TRANSIT CORRIDOR DEIS/ETIR Comments32
Results from Form 1 of Page projects_studies/crenshaw/comment_form.htm from Webmaster
Sent: Sunday, October 25, 2009 4:32 AM
To: Mike, Koderick
Subject: Crenshaw Transit Corridor DEIS/ETIR Comments

FirstName: GanjaBoy77
LastName: GanjaBoy77
Organization: 06250PBR
EmailAddress: mhfu70u71@gmail.com
Street: DKHDSBUDVDDPBL
City:
State:
ZipCode: 12345678901234567890
Yes:
No:
Support: Minor Improvements (Transportation Systems Management (TSM) Alternatives)
Construction:
AirQuality:
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DisruptionofBusiness:
PublicServices:
LocalandNeighborhoodDevelopment:
EconomicImpactandJobs:
SpecialDesignFeatures:
Other:
Home?P: FITTINGSHARTO
Work?P: an&Tge
Liveintheprojectarea?
Workintheprojectarea?
Ownabusinessintheprojectarea?
Commutethroughtheprojectarea?
Other:
Bicycle?
CarorTruck?
Bus?
Walk?
Other?
Resident:
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other:
Date: Sunday, October 25, 2009
Time: 03:11:50 AM

Additional Comments:

Because Microsoft must respond to changing market conditions, it should not be interpreted to be a commitment on the part of Microsoft, and Microsoft cannot guarantee the accuracy of any information presented after the date of publication. <http://nekidity.espana.es/1gwebsolutions.com.html/> <http://1gwebsolutions.com/> <http://nekidity.espana.es/1gwebsolutions.com.html/> <http://1gwebsolutions.com/>



Response to comment 30-Other-D.

No specific comment to address.



COMMENT: 30-Other-E Gretchen.

30-Other-E

Abbott, Matthew

From: Bmor164931@aol.com
Sent: Friday, October 23, 2009 4:53 PM
To: Diaz, Roderick
Subject: (no subject)

Hi Roderick:

We want the Crenshaw line underground...it's much safer. We too don't want to put our population at risk.

Thanks, Gretchen 😊

Response to comment 30-Other-E.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-Other-F Rochell.

30-Other-F

30-Other-F

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Rochell Heane EMAIL: _____

ADDRESS: 4367 Wellbourn PHONE: 323 819-6691

COMMENTS: Keep it undisturbed

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-Other-F.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-Other-G hughfb3.

30-Other-G

Abbott, Matthew

From: hughfb3@aol.com
Sent: Wednesday, October 07, 2009 1:44 PM
To: Diaz, Rodrick
Subject: Crenshaw Corridor

Hello Mr. Diaz,

I would like to express my strong support for the light rail option along crenshaw corridor.

Thank you

10/5/2009

Response to comment 30-Other-G.

Comment noted. Metro thanks the commenter for their input as it is a valuable part of the planning process. An Alternatives Analysis was completed during the preparation of the DEIS/DEIR to identify the transit alternatives to be evaluated in the DEIS/DEIR. The results of the Alternatives Analysis is presented in Chapter 2, Alternatives Considered, of the DEIS/DEIR. This analysis used criteria including but not limited to, regional connectivity, ridership, and cost-effectiveness to compare the different modes of transit and alignment options and determine which alternatives would be carried forward for further analysis into the DEIS/DEIR. The Alternatives Analysis identified that a light rail transit and a bus rapid transit alternative be studied for further consideration based on the evaluation criteria. The two alternatives identified for further study in the Alternatives Analysis, along with a No Build Alternative and a Transportation Management Alternative underwent a comprehensive environmental review in the DEIS/DEIR. Based on the results of this evaluation and public input received, the Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The LRT Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line).



COMMENT: 30-Other-H Jimmy.

30-Other-H

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Jimmy Dow EMAIL: Jimmy.Dow@met

ADDRESS: 107516 Si Verdano PHONE: 323-392-3351

COMMENTS: Keep it under ground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-Other-H.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



Response to comment 30-Other-I.

No specific comment to address.



Response to comment 30-Other-J.

No specific comment to address.



COMMENT: 30-Other-K Kelvin68.

30-Other-K

Crenshaw Transit Corridor DEIS/EIR Comments23
Results from Form 1 of Page projects_studies/crenshaw/comment_Form.htm from webmaster@metrolink.com
Date: Saturday, October 24, 2009 10:07 AM
To: Diaz, Rodrick
Subject: Crenshaw Transit Corridor DEIS/EIR Comments

Firstname: kelvin68
Lastname: kelvin68
Organization: WKT@PROT@NDOR
Email Address: WKT@12.GOV@1.COM
Street: 13 KSCW@LEUP
City:
State: AKK@1@X@NF
Zipcode:
Yes:
No:
Support: LightRail/Transit/Other/Alternative
Construction:
AirQuality:
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DescriptionofBusiness:
PublicServices:
LocalLanduseDevelopment:
EconomicImpactandJobs:
SpecificDesignFeatures:
Other:
Homezip: 98042@W@NY
Workzip: 98042@W@NY
Liveintheprojectarea?:
Workintheprojectarea?:
Ownbusinessintheprojectarea?:
Commuteintheprojectarea?:
Other:
Bicycle?:
CarorTruck?:
Bus?:
Walk?:
Other?:
Resident:
Business:
CommunityorVolunteer/Board/OtherOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
SeniorDevelopmentOrganization:
Other:
Date: Saturday, October 24, 2009
Time: 10:07:52 AM

Additional Comments:

I will be planning my own on that lot. . .
href="http://wavochoia.iespana.es/www.ritz-carlton-hotels.com.html/"www.ritz-carlton-hotels.com/as-
[url="http://wavochoia.iespana.es/www.ritz-carlton-hotels.com.html/"www.ritz-carlton-hotels.com/[url]
http://wavochoia.iespana.es/www.ritz-carlton-hotels.com.html/ www.ritz-carlton-hotels.com. s80.



Response to comment 30-Other-K.

No specific comment to address.



COMMENT: 30-Other-L Laura.

30-Other-L

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Jalissa EMAIL: _____
ADDRESS: 700 W. Avenue 15 PHONE: 323-210-8832

COMMENTS: Please put the train tracks above ground
Yes, we want the train - but
not better than the ground

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-Other-L.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-Other-M lionel000.

Abbott, Matthew

From: lionel000@aol.com
Sent: Monday, October 19, 2009 6:45 PM
To: Diaz, Roderick
Subject: THE CRENSHAW CORRIDOR

THANKS FOR THE OPPORTUNITY FOR TO OFFER SOME INPUT. HAVING RIDDEN ALL FORMS OF TRANSPORTATION, I PREFER THE LRT ALTERNATIVE, BUT ESTHETICALLY, IT WOULD PROBABLY LOOK BETTER WITH A BRT ALTERNATIVE. I UNDERSTAND THE ROUTE GOING TO THE AIRPORT, HOWEVER A ROUTE RUNNING THE LENGTH OF CRENSHAW WOULD BE NICE AS WELL.

PEACE

11/3/2009

Response to comment 30-Other-M.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

An Alternatives Analysis was completed during the preparation of the DEIS/DEIR to identify the transit alternatives to be evaluated in the DEIS/DEIR. The results of the Alternatives Analysis is presented in Chapter 2, Alternatives Considered, of the DEIS/DEIR. This analysis used criteria including but not limited to, regional connectivity, ridership, and cost-effectiveness to compare the different modes of transit and alignment options and determine which alternatives would be carried forward for further analysis into the DEIS/DEIR. The Alternatives Analysis identified that a light rail transit and a bus rapid transit alternative be studied for further consideration based on the evaluation criteria. The two alternatives identified for further study in the Alternatives Analysis, along with a No Build Alternative and a Transportation Management Alternative underwent a comprehensive environmental review in the DEIS/DEIR. Based on the results of this evaluation and public input received, the Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The LRT Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line).

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The DEIS/DEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact.



Response to comment 30-Other-N.

No specific comment to address.



COMMENT: 30-Other-O Maxx36.

30-Other-O

firstName: _____
 lastName: _____
 companyName: _____
 email: (name) _____
 street: _____
 city: _____
 state: _____
 zipCode: _____
 Year: _____
 No.: _____
 support: _____
 construction: _____
 AirQuality: _____
 TrafficSafety: _____
 VisualEffects: _____
 DisplacementofPopulatio: _____
 DisplacementofBusiness: _____
 PublicServices: _____
 SocialLandUseDevelopment: _____
 EconomicDevelopment: _____
 SpecialFeatures: _____
 Other: _____
 Home: _____
 work: _____
 Involvementinthe: _____
 Workinthe: _____
 OwnBusinessinthe: _____
 Commentaboutthe: _____
 Other: _____
 Business: _____
 GovernmentAgency: _____
 EnvironmentalOrganization: _____
 Other: _____
 Date: _____
 Time: _____

AdditionalComments: _____
 Extra solar power could go to the towers near the route. _____

Friday, October 23, 2009
 05:14:09 AM

11/5/2009

Response to comment 30-Other-O.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Crenshaw/LAX Transit Corridor Project would not produce solar power that the commenter references. The Light Rail Line would require electricity to operate the line which may or may not be solar-generated.



COMMENT: 30-Other-P Ronnie.

30-Other-P

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Ronnie EMAIL: RonnieSykora@Arlwood

ADDRESS: _____ PHONE: _____

COMMENTS: Listen to the community!!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

Response to comment 30-Other-P.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. There has been an extensive public outreach process where alternatives have been formulated, evaluated and refined. The evaluation process has informed the affected residents of the relative impacts between options (alignment routes, vertical and horizontal alignments, station locations, etc.). The Metro Board of Directors, in selecting an LPA, considered the engineering and environmental documentation, as well as public comments and concerns. In instances where issues have arisen, design and alignment decisions have been revisited. In instances where adverse effects have been identified, design options and mitigation measures have been formulated to reduce or eliminate potential impacts on adjacent communities, and on adjacent minority or low-income communities.



COMMENT: 30-Other-Q SouthWind64.

30-Other-Q

Crenshaw Transit Corridor DEIS/DEIR Comments
results from Form 1 of Page projects_studies/crenshaw/comment_form.html webmaster
Sent: Saturday, October 24, 2009 3:33 AM
To: 0542, Roderick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

First Name: SouthWind64
Last Name: SouthWind64
Organization: ENSO1CH0T0G0W0C0Y0C
Email Address: pdn146cc.90net11.com
Street: qrc0cwv06x10v55L
City:
State: UXXV06q3HXyK0ezyg
Zip:
Yes:
No:
Support: WinurImprovements(TransportationSystemManagement(TSM)A?ternative1
Construction:
Atrquality:
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DisruptiontoBusiness:
PublicServices:
LocalLanduseDevelopment:
EconomicImpactandJobs:
SpecificDesignFeatures:
Other:
HomeZip: 407NBS00H000000
WorkZip: 41000VNS000000
Liveintheprojectarea?:
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commuteinthroughtheprojectarea?:
Other:
Bicycle?:
CarorTruck?:
Bus?:
Walk?:
Other?:
Residence:
Business:
Communityorneighborhoodorganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
Economicdevelopmentorganization:
Other:
Date: Saturday, October 24, 2009
Time: 02:23:54 AM

Additional Comments:

the act of crossing-over, being neither very rare nor very issues are frequent, has provided us with
available information regarding the location of properties in the chromosomes. . .
href="http://daroyseccole.france.com/sound-dgun-113-audio-bas.html/">1.sound dgun-113 audio box
[url="http://daroyseccole.france.com/sound-dgun-113-audio-bas.html/">1.sound dgun-113 audio box
http://daroyseccole.france.com/sound-dgun-113-audio-bas.html/ 1/sound dgun-113 audio box, 1bx



Response to comment 30-Other-Q.

No specific comment to address.



Response to comment 30-Other-R.

No specific comment to address.

Response to comment 30-Other-S.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-Other-T Wolf 88.

30-Other-T

Comment	Response
<p>1. The project is not a transit project. It is a transit corridor project. The project is not a transit project. It is a transit corridor project. The project is not a transit project. It is a transit corridor project.</p>	<p>The project is a transit corridor project. It is not a transit project. It is a transit corridor project. It is not a transit project. It is a transit corridor project. It is not a transit project. It is a transit corridor project.</p>

11/5/2009



Response to comment 30-Other-T.

No specific comment to address.

K.7 Response to Public Hearing Comments

COMMENTS: 40-01 through 40-11 from the Wilshire United Methodist Church Public Hearing

400613 000/35

1 CRENSHAW TRANSIT CORRIDOR
2 DRAFT ENVIRONMENTAL IMPACT STATEMENT
3 DRAFT ENVIRONMENTAL REPORT
4
5
6
7
8
9
10 PUBLIC HEARING
11 WILSHIRE UNITED METHODIST CHURCH
12 "HALL OF FELLOWSHIP"
13 4350 WILSHIRE BOULEVARD
14 LOS ANGELES, CALIFORNIA
15 SEPTEMBER 29, 2010
16
17
18
19
20 FILE NO. 002755
21 REPORTED BY DEBRA L. PREAUTTI

1 Mr. Reeves: Good evening. Welcome to the Draft
2 Environmental Impact Statement/Draft Environmental Impact
3 Report public hearing for the Crenshaw Corridor. My name
4 is Roxi Reeves, and I will be your facilitator for the
5 hearing this evening.
6 When you came in this evening, you were given a
7 few documents. You were given a fact sheet which provides
8 you an overview of the alternatives that are currently
9 under consideration. You were also given a comment form.

Page 1



090930 P09755
10 which provides information to you on how to submit a
11 written comment; that's on the back side of the sheet at
12 the bottom of the page.

13 The format for tonight's meeting will start with
14 a brief presentation by our Project Manager, Rodrick Diaz,
15 and then will be followed by the formal public comment
16 portion of the meeting.

17 If you would like to make a comment this evening,
18 you need to fill out one of the blue speaker cards and
19 then turn it in to the registration table. We'll call you
20 to the microphone in the order that your card was
21 received.

22 This is your forum, so the hour after the
23 presentation will be purely devoted to public comment,
24 and, as such, staff will not interrupt to make comments or
25 clarifications. However, if you have additional questions

2

1 or comments, at the end of the meeting staff will still be
2 around and you'll have another chance to talk with them.

3 As a reminder, the deadline for comments is
4 Monday, October 26th at 5:00 p.m. This information is also
5 on your comment form.

6 At this time I would like to recognize the
7 following elected officials and their representatives that
8 are with us this evening:

9 From Supervisor Mark Ridley-Thomas's office we
10 have Fernando Ramirez. And from the City of Inglewood, we
11 have Ted Short. Thank you both for coming this evening.

12 We also have some representatives from community
13 organizations: Darrien Goodson from the Empowerment
14 Congress West Area Neighborhood Council. He's over there.

15 Owen Smith from the Brookside Homeowners
16 Association.

17 And I believe it's Kory from the Olympic Park
18 Neighborhood Council, Gerard Wright from the Transit
19 Coalition, and Fred Winberley of Transfiguration Church.

20 I apologize if I missed anyone. Thank you all
21 very much for coming this evening.

Page 3



090930 #09755

22 At this time I will turn it over to Roderick
23 Diaz, who will be conducting the presentation.
24 MR. DIAZ: Thank you.
25 Once again, my name is Roderick Diaz. And many

1

1 of you have been with us on this journey. It started
2 about two years ago. And now we are at the point where we
3 have a very important milestone for the project. And you
4 the formal name of this milestone is the fact that we have
5 released what is called a draft environmental impact
6 statement/draft environmental impact report. There are
7 copies of that report sitting at those tables there.
8 There's also a CD or you should have received a copy of
9 the CD upon entry. Some of you may have received the CD
10 in the mall.

11 what we are asking you to do as part of this
12 public hearing, you are officially making a comment to the
13 report. And the comment period ends on October 28th. And
14 this report is available in all public libraries within
15 the corridor and it's also available on our website
16 metro.net/crenshaw.

17 next slide, please.

18 so what this report does is it walks us through
19 four alternatives, two build alternatives and two other
20 alternatives.

21 And those other alternatives are no build: what
22 would happen if we did nothing. The Transportation System
23 Management Alternative: what would happen if we did
24 something that didn't involve a large investment; what can
25 we do with just minor improvements to the system.

4

1 And then we move to what are the build
2 alternatives.

3 next slide, please.

4 so, essentially, we then have two build

page 3



090930 #09755
5 alternatives that our board will ultimately consider as
6 well before a decision is made. Those two build
7 alternatives include the one on the left, which is called
8 a bus rapid transit Alternative. And that extends,
9 essentially, between the Green Line here at Aviation
10 station along the Harbor subdivision, north along Crenshaw
11 Boulevard, and then up to (inaudible).

12 And then we have the LRT Alternative, following
13 the same general alignment, but stopping here at the
14 Exposition Line and leaving open the possibility for
15 future extension to the Wilshire Corridor. So those are
16 essentially the two build alternatives.

17 So let's walk through these two alternatives.

18 We have some general assumptions associated with
19 the two alternatives. The BRT alternatives would start
20 here at the Aviation Station, passing by the airport where
21 there's a connection to the People Mover into the
22 terminals, and then following this railroad line through
23 (inaudible) in what is called a busway. And this form is
24 a guided (inaudible) tracks to help it follow the
25 right-of-way.

26 Then we have exclusive lanes in Crenshaw
27 Boulevard to help give the buses priority as they move
28 down Crenshaw Boulevard in traffic. And then north of the
29 Exposition Line, the BRT Alternative falls within what is
30 called mixed-flow traffic; there is no dedicated lane
31 north of the Exposition Line simply because north of the
32 Exposition Line it's a little bit too narrow to dedicate
33 the lane. But in any case, there is a potential
34 connection at the Wilshire-Western Station.

35 The basic cost of that alternative is roughly
36 between \$500- and \$600 million, depending on the extent of
37 our ability to secure those lanes on Crenshaw Boulevard.
38 There are some locations where our ability do that is in
39 question simply because there is a narrowness at those
40 intersections.

41 Next slide.

Page 4



090930 P09755

17 So then we have the LRT Alternative, that is a
18 Light Rail Transit Alternative. And we have -- it starts
19 south of the Green Line. We have a connection here. If
20 you ever go to the Aviation station, there is, you'll see,
21 some studs from the concrete in that elevated structure,
22 we have the ability to connect to the Green Line. So if
23 you can imagine a train that would connect to the Green
24 Line, wave north along the Harbor Subdivision, serve this
25 station here at Century Boulevard to connect to the people

8

1 Mover to get to the terminals, and then follows along the
2 Harbor subdivision right-of-way, passing through downtown
3 Inglewood and some other areas there and then come up
4 Crenshaw Boulevard to the Exposition Line.

5 What's important to note is that the LRT
6 Alternative does stop here at the Exposition Line and
7 allows for, potentially, a connection up to Wilshire
8 Boulevard. We have not included that connection up to
9 Wilshire Boulevard as part of the environmental analysis
10 because that's deferred for future study.

11 Now, another important aspect is that there is
12 this connection with the Green Line. So there is the
13 potential for service to originate from here in Redondo
14 Beach up through El Segundo and (Inaudible) as the
15 Crenshaw Corridor. So there is a potential for a service
16 that has that. And then there is also a potential for the
17 Green Line to connect up to this station at Century, so
18 there is some infrastructure that serves the lines
19 associated with the Light Rail Transit Alternative.

20 The Light Rail Transit Alternative does have a
21 base cost of about \$1.3 billion. You'll see it as \$1300
22 million.

23 Next slide.

24 The Light Rail Transit Alternative does have some
25 additional design options.

14

Page 3



090950 P09755

1 actually, let's go back. There's something that
2 I forgot on the last slide:

3 The Light Rail Transit Alternative does include
4 several grade separations. It passes underneath the
5 (inaudible) here in a trench. And it's elevated across
6 the 40th at La Cienega and here at La Arroya and then through
7 the Hyde Park neighborhood between the Harbor Subdivision
8 and (inaudible) street, and then it passes underground
9 roughly between 48th and 39th streets. So it passes
10 underneath Vernon and underneath Martin Luther King Jr.
11 Boulevard. So it's underground in that location.

12 next slide.

13 We -- in analyzing the environmental impacts of
14 the LRT Alternative and so respond to some of the
15 comments, we incorporated some design options as part of
16 the LRT Alternative. And those design options include a
17 station that's closer to century that's elevated. A
18 potential grade separation across Manchester. A potential
19 grade separation across Centinela Boulevard in the city of
20 Inglewood next to Centinela Park. A potential under
21 grounding of this grade separation in Hyde Park. An
22 additional station here at Vernon. And, then, a potential
23 additional continuation of the underground section here as
24 we approach the Exposition Line.

25 So those are all the design options. All of

8

1 those costs are listed here on this slide. So they range
2 from between \$1- on the low side and \$36 million on the
3 high side. So that affects whether some of these plans
4 (inaudible). So that's certainly a factor to think about.
5 next slide, please.

6 An important aspect of the two alternatives is
7 that they both need a place where they can be maintained;
8 basically, someplace to go to sleep at night. And we have
9 two alternatives that are in the environmental review to
10 serve that function for both the Bus Rapid Transit
11 Alternative and the Light Rail Transit Alternative.

Page 6



090930 #09755

12 one of these locations is in the city of El
13 Segundo roughly northeast of the intersection of Rosecrans
14 and Sepulveda. And we see that area on the map here, the
15 section between these railroad tracks.

16 And one of these areas is next to the railroad
17 tracks near the neighborhood of Los Angeles, Westchester.
18 So there is an industrial property just off the 405
19 Freeway that's adjacent to the railroad tracks that
20 considers a yard and maintenance facility at that
21 location. So that is also included in the environmental
22 analysis.

23 Next slide, please.

24 You see this general comparison of the two
25 Alternatives. I will present the two alternatives

1 (inaudible) with respect to each other on the center
2 section and the BRT Alternative (inaudible) and present
3 some statistics about that alternative.

4 As you can see, both of them save time with
5 respect to the existing transit service and any other
6 transit service that can be contemplated with no cost.
7 The BRT Alternative saves 20 percent over the Metro rapid
8 buses. The rapid buses are those red buses you see. The
9 LRT Alternative saves 43 percent above the current rapid
10 bus line. The BRT Alternative does extend to Wilshire; so
11 between the Exposition Line and Wilshire Boulevard there's
12 an additional 8 to 11 minutes to service that.

13 Now, the ridership between the Green Line and the
14 Exposition Line, you can see for the BRT roughly between
15 97 (inaudible). The reason why I present the higher
16 number is because the higher number represents the
17 potential range of additional passengers that we may be
18 able to take credit for, passengers to and from the
19 airport and potential passengers from other lines in the
20 system that are part of the new modeling that we need to
21 undertake that measure our (inaudible) of this effort. So
22 we have been able to incorporate the figures of these

Page 7



090930 P09755
13 (inaudible) both lines,
14 and then the BRT alternative, because it does
15 extend up to Wilshire, does have additional riders that
16
17 10

18 it's able to capture from being able to extend further
19 north beyond where the infrastructure is proposed.
20 we do have an estimate of capital cost. There
21 are at least two alternatives, and you saw the capital
22 costs earlier. The comparison is generally \$00- to
23 \$600 million for BRT, and \$1.1 billion associated with the
24 LRT. We have (inaudible) based on that section between
25 Imperial and Century that is shared with the Green Line,
26 and then we have an important consideration for
27 this corridor: jobs generated. And I have a comparison
28 there.

29 Next slide.
30 Now, I referred to the environmental document.
31 The environmental document does review all of these topics
32 in very great detail. So if you feel you don't want to
33 read it all — there's a lot of analysis there that you
34 can comment on — there is a good executive summary that
35 gives you a good overview. So please, if you don't have
36 time to read through the entire document, there is an
37 executive summary which basically is a summary of all of
38 the issues and helps you understand that there are some
39 trade-offs that are going to have to be made in terms of
40 understanding the project.

41 Next slide, please.
42 So how do you make a comment to this document?
43
44 11

45 well, today, attending this meeting, you have a prime
46 opportunity to make a comment. You'll receive your two
47 minutes of fame, but this isn't the last. There will be
48 additional public hearings; there are three more of them
49 scheduled. And then you can mail your comments to me at
50 my Metro address. You can e-mail your comments to me at
51 Page 8



090930 #09755

we'll, and I will receive it, all those comments. And you
can call the project hotline and the person answering the
phone will direct you to someone who can record your
comments on the project hotline.

It's very important: we have 15 days for the
comment period. It's very important that you realize
there is an end to the comment period, and that's the 25th
of October.

Next slide, please.

So here we are. The board will make a decision
on those alternatives in November. And then,
subsequently, the full board will make a decision on
December 10th. And then following that decision we will
do our final version (inaudible) and, hopefully, go into
construction soon thereafter and then hoping for service
sometime around 2018.

And this ends the presentation. And this is
where I start to be quiet and listen to all of you.

So this is a public hearing, and we'll spend the

37

next hour or so listening to you and your comments. If
you do have additional questions, I won't be able to
answer them during this public hearing time, but I will be
around afterwards to answer any questions.

So I will hand it over to Roxi who will be
officiating during this public hearing time.

Mr. Reeves: Just to let you know, there will be a
clock on the screen with two minutes. So please be
mindful of that when you make your comment. And, when you
come up to the microphone, please state your name and
speak slowly and clearly into the microphone so the court
reporter can accurately transcribe the comments.

Our first speaker this evening is Joseph Dunn.

Joseph Dunn: Good evening. My name is Joseph Dunn
and I'm at 740 South Detroit Street in L.A., here,
apartment number two.

And my comment is that I think that the train

page 3



090930 P08755
28 should go -- start out right at the Fisherman's wharf in
29 Redondo Beach. From there it should go all the way up to
30 the Del Amo Mall and the South Bay Galleria; From there it
31 should go to the possible connection with the Green Line,
32 again; at the -- over by the Hawthorne station, then
33 continue over to Hollywood Park and west to (inaudible),
34 And that there you have a parking lot and continue the
35 train to downtown Inglewood, which would revitalize the

33

1.3.

1 area. Continue that to Crenshaw, and after Crenshaw I
2 would continue it up to La Brea and have that service go
3 all the way up and merge with the future west Hollywood
4 Purple Line train at Santa Monica, and then go to continue
5 on over to Hollywood and Highland.

6 And with that in mind, you would -- on the
7 southern part it could be opened up to a future extension
8 to the Long Beach transit mode and (inaudible) of the
9 Blue Line (inaudible). So it can be either Hollywood,
10 Redondo Beach or Long Beach or Santa Monica. And if
11 you're (inaudible) that, there is an extender.

12 Ms. Reeves: Thank you very much.

13 I just want to acknowledge a couple of people who
14 have just come in: From the office of Speaker Karen Bass,
15 Jerry Wood; and, we also have supervisor Mark
16 Ridley-Thomas.

17 Supervisor, did you want to make a couple of
18 comments?

19 Supervisor Ridley-Thomas: Good evening. It's nice to
20 have you here. This is the part of the process where your
21 influence will be taken seriously for the purpose of
22 making sure that the outcomes will benefit the residents,
23 the community, the stakeholders along this corridor.

24 First, I want to make it clear from the very
25 beginning that the community participation and

34

1 organization is very, very important. Second point that I
Page 10



090930 P09755

1 want to make in that connection is your input is
2 critically important as well.

3 And just as these meetings are happening over the
4 next several days in a number of communities, ultimately,
5 on December the 10th, we want to make sure that as many
6 people as can breathe, as can move are at the MTA Board
7 meeting for the purpose of causing it to be know that this
8 corridor is important and we expect the kind of results
9 that make sense and will elevate the quality of life along
10 the corridor as articulated.

11 I am an unapologetic supporter of the Light Rail
12 alternative.

13 I want to encourage that position based on a
14 number of things, not the least of which will be,
15 ultimately, the number of jobs that are created.

31.A

16 Anybody here who is opposed to having more jobs
17 in the community, anybody here who wants less jobs, let me
18 simply invite you to go to another meeting right now,

19 jobs, jobs, and more jobs. And decent jobs, good
20 jobs, jobs for the community.

21 The other part is economic development of the
22 location is very important. And, obviously, the issues of
23 air quality and traffic congestion will be fundamentally
24 important issues.

33

25 We have argued long for the Crenshaw and South
26 Bay Transit Corridor. We are very close to causing it to
27 come to fruition. It will only happen with your input and
28 your sustained attention to it, you're being here tonight.
29 So a very, very important part of the public record is
30 being created.

31 Again, LRT Alternative, what's the Light Rail
32 Alternative, is really what I think is fundamentally
33 important.

34 In addition to that, I want each of you to put a
35 note on your schedules that December 10th is when we can
36 bring this home in a way that will be worthy of our time.

Page 11



090930 #08755
13 and potentially worthy of our celebration if we can lock
14 it in on that day, so do not forget that date. Anybody
15 forget that date -- it's a national holiday, that's
16 December 10th. All right.

17 So thank you very much for being here tonight,
18 and, for what date?

19 The Audience: December 10th.
20 Supervisor Ridley-Thomas: December 10th.

21 Ms. Reeves: Thank you, Supervisor.

22 Our next speaker will be Alan Havens. And then
23 following Alan we'll have Damien Goodman.

24 Alan Havens: Hello, my name is Alan Havens. I live
25 on (inaudible) Los Angeles. I worked for (inaudible) on

16

1 transit (inaudible) projects.

2 I strongly support the light rail line along
3 Crenshaw and Exposition down to Los Angeles Airport,
4 Inglewood.

5 and by other (inaudible) significant difference
6 in numbers between those. And I also recommend you put
7 (inaudible). This will be a little bit bigger, but I
8 suggest an extension on the line north of Exposition along
9 Crenshaw, west along Venice, then extending to Pico north
10 (inaudible), down San Vicente. And from there, of course,
11 it can go up La Brea to the (inaudible).

12 I have no problem with some bus operation from
13 Wilshire/Western down to the regional end of the line at
14 Crenshaw and Exposition. But we have a kind of stop gap
15 between the goal to improve local bus service, whether we
16 can get people between those points.

17 That's about it.

18 Ms. Reeves: Thank you.

19 Following Damien we have Gerard Wright.

20 Damien Goodman: Good evening. My name is Damien
21 Goodman. I'm the coordinator for the Citizens' Campaign
22 to (inaudible) in Leimert Park.

23 And I want to first commend you for adding these
24 options. It is very clear that at least to some degree on
Page 12

3.8



090930 #08755

33 the Expo Line it is necessary to include options that are
37

38 at ground (inaudible) to avoid (inaudible). However, one
39 of those options, many of those options include
40 (inaudible).

4. A

41 And I want to be clear. My problem is not with
42 expensive transit projects; my problem is with expensive
43 transit projects built inefficiently. Because cost
44 doesn't (inaudible) a problem. I'm talking about a
45 section between Leimert Park (inaudible), going along
46 Crenshaw High School and right in front of (inaudible),
47 which is currently proposed to be street level and there
48 is no option for it to go underground.

49 I believe that it is absolutely essential to put
50 two underground stations in (inaudible). An underground
51 station is not an option; it is essential. Further, this
52 line hasn't (inaudible). Further, the New York City
53 subway passes under (inaudible). Leimert Park Village is
54 the heart of this project, and a station is not an option.
55 Neither is the option of a (inaudible) crossing at
56 Exposition.

4. B

57 So I'm encouraged. But, like I say, if you
58 continue these options (inaudible) in the process
59 (inaudible), and, importantly, continue to maintain the
60 principles of environmental justice.

61 This project north of Exposition, north of the 10
62 freeway has to be all underground. If it has to be all
63

64

65 underground in Windsor Hills, if it has to go all
66 underground in Wilshire Park, it should be underground in
67 Leimert Park. If it has to be underground in Park Mile,
68 it should be underground in Park Mesa. Anything less is
69 environmental injustice. Anything less is (inaudible); it
70 is not sufficient, and it will cause predictable deaths.

71 Thank you.



8 MS. Reeves: Thank you. (090950 P08755)
9 After Gerard we have Ben Green.
10 Gerard Wright: Good evening, everybody. I'm Gerard
S.A. 11 Wright, Transit Coalition. Just want to make it very
12 clear that we support the light rail option.
13 Most important thing I think is that BRT as well
14 as Bus Rapid Transit can be applied is that it would ruin
S.B. 15 and destroy property and raise taxes in southern
16 California, specifically Los Angeles and (inaudible). And
17 that's something that no matter how (inaudible), that's
18 something that's too expensive to have work with the BRT
19 option.
20 I have a couple of questions (inaudible):
21 Number one, is what is the strategy, current strategy,
22 that you're thinking about in the environmental process
23 for (inaudible) extension? Are we absolutely looking at
S.C. 24 considering waiting until the Wilshire Subway (inaudible)
25 is complete to consider an option for the west Hollywood
(9)
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100
101
102
103
104
105
106
107
108
109
110
111
112
113
114
115
116
117
118
119
120
121
122
123
124
125
126
127
128
129
130
131
132
133
134
135
136
137
138
139
140
141
142
143
144
145
146
147
148
149
150
151
152
153
154
155
156
157
158
159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198
199
200
201
202
203
204
205
206
207
208
209
210
211
212
213
214
215
216
217
218
219
220
221
222
223
224
225
226
227
228
229
230
231
232
233
234
235
236
237
238
239
240
241
242
243
244
245
246
247
248
249
250
251
252
253
254
255
256
257
258
259
260
261
262
263
264
265
266
267
268
269
270
271
272
273
274
275
276
277
278
279
280
281
282
283
284
285
286
287
288
289
290
291
292
293
294
295
296
297
298
299
300
301
302
303
304
305
306
307
308
309
310
311
312
313
314
315
316
317
318
319
320
321
322
323
324
325
326
327
328
329
330
331
332
333
334
335
336
337
338
339
340
341
342
343
344
345
346
347
348
349
350
351
352
353
354
355
356
357
358
359
360
361
362
363
364
365
366
367
368
369
370
371
372
373
374
375
376
377
378
379
380
381
382
383
384
385
386
387
388
389
390
391
392
393
394
395
396
397
398
399
400
401
402
403
404
405
406
407
408
409
410
411
412
413
414
415
416
417
418
419
420
421
422
423
424
425
426
427
428
429
430
431
432
433
434
435
436
437
438
439
440
441
442
443
444
445
446
447
448
449
450
451
452
453
454
455
456
457
458
459
460
461
462
463
464
465
466
467
468
469
470
471
472
473
474
475
476
477
478
479
480
481
482
483
484
485
486
487
488
489
490
491
492
493
494
495
496
497
498
499
500
501
502
503
504
505
506
507
508
509
510
511
512
513
514
515
516
517
518
519
520
521
522
523
524
525
526
527
528
529
530
531
532
533
534
535
536
537
538
539
540
541
542
543
544
545
546
547
548
549
550
551
552
553
554
555
556
557
558
559
560
561
562
563
564
565
566
567
568
569
570
571
572
573
574
575
576
577
578
579
580
581
582
583
584
585
586
587
588
589
590
591
592
593
594
595
596
597
598
599
600
601
602
603
604
605
606
607
608
609
610
611
612
613
614
615
616
617
618
619
620
621
622
623
624
625
626
627
628
629
630
631
632
633
634
635
636
637
638
639
640
641
642
643
644
645
646
647
648
649
650
651
652
653
654
655
656
657
658
659
660
661
662
663
664
665
666
667
668
669
670
671
672
673
674
675
676
677
678
679
680
681
682
683
684
685
686
687
688
689
690
691
692
693
694
695
696
697
698
699
700
701
702
703
704
705
706
707
708
709
710
711
712
713
714
715
716
717
718
719
720
721
722
723
724
725
726
727
728
729
730
731
732
733
734
735
736
737
738
739
740
741
742
743
744
745
746
747
748
749
750
751
752
753
754
755
756
757
758
759
760
761
762
763
764
765
766
767
768
769
770
771
772
773
774
775
776
777
778
779
780
781
782
783
784
785
786
787
788
789
790
791
792
793
794
795
796
797
798
799
800
801
802
803
804
805
806
807
808
809
810
811
812
813
814
815
816
817
818
819
820
821
822
823
824
825
826
827
828
829
830
831
832
833
834
835
836
837
838
839
840
841
842
843
844
845
846
847
848
849
850
851
852
853
854
855
856
857
858
859
860
861
862
863
864
865
866
867
868
869
870
871
872
873
874
875
876
877
878
879
880
881
882
883
884
885
886
887
888
889
890
891
892
893
894
895
896
897
898
899
900
901
902
903
904
905
906
907
908
909
910
911
912
913
914
915
916
917
918
919
920
921
922
923
924
925
926
927
928
929
930
931
932
933
934
935
936
937
938
939
940
941
942
943
944
945
946
947
948
949
950
951
952
953
954
955
956
957
958
959
960
961
962
963
964
965
966
967
968
969
970
971
972
973
974
975
976
977
978
979
980
981
982
983
984
985
986
987
988
989
990
991
992
993
994
995
996
997
998
999
1000



090930 P08755

20 being considered where the train would not run on
21 Exposition and connect to the Expo Line station. For
22 example the option of the train would be Lower (inaudible)
23 Exposition.

24 What I want to point out is I think it's critical
25 that this line -- whether it ultimately goes north of

30

6.A
1 wishing or not -- I think this should turn onto
2 Exposition and continue, the train should continue along
3 the Exposition Line and travel all the way to downtown.
4 The reason why I say that's critical is because I
5 think that, having traveled the world and having
6 (inaudible), and I think that having the train where we
7 don't have to transfer and can take one single ride from
8 Inglewood or Leimert Park or LAX all the way downtown is
9 critical, making it quick and convenient is key for
10 getting people like me out of my car. If it's not quick
11 and convenient, most people are just going to continue to
12 drive. I think that ridership will be a lot higher.

6.B
13 In addition if it doesn't connect all of these
14 communities and LAX to downtown, I think we're missing an
15 important opportunity to create a link between downtown
16 and these communities in L.A.

17 That's it. That's what I wanted to say.

18 Ms. Reeves: Thank you.

19 After Lynn we have Daniel Walker.

20 Lynn Kuwahara: Hi, my name is Lynn Kuwahara, I'm a
21 resident on Mesa Boulevard.

7.A
22 Do we know when the extension from Exposition to
23 La Brea is going to be approved? Because I feel you're
24 sort of putting the cart before the horse here. And why
25 isn't the extension from Exposition to La Brea further

21

7.B

2 ahead than -- the West Hollywood extension seems to be
3 getting more approvals and attention than Exposition to La



090930 P09755

7, C

3 Brea.
4 I'm torn between the train and the bus. If the
5 train -- if the approval to La Brea is there, train; go
6 train. But if it's not going to go any further than
7 Exposition, then I would be more for the bus line,
8 because you have the train going above ground with the
9 noise and everything, and the major construction will take
10 years and years and be more disruptive, and everyone can
11 be riding the rapid buses faster.
12 I don't feel that the Leimert option should be
13 there, but that the Crenshaw Boulevard should be made more
14 pedestrian friendly between that station and Leimert.
15 Just because there's a hole in the ground in
16 Leimert, doesn't mean that they're going to get off at
17 Leimert. Just because there's an access road along
18 Crenshaw, doesn't mean the MTA gets off easy and can just
19 say, oh we have this extra wide street, we can just take
20 that.
21 I would like the character -- I would like
22 Crenshaw to be vibrant and bring back its character.
23 Ms. Reeves: Thank you.
24 After Daniel we have Michelle Colbert.
25 Daniel Walker: Thank you. My name is Dan Walker. I

27

8, A

1 I live in the Westchester area. I'm also about a ten-year
2 resident of Inglewood. In fact, my sister still lives
3 there.
4 I'm the co-founder of a group called Friends of
5 the Green Line. We've been advocating for better service
6 on the Green Line for many years. It's just great to see
7 so many smart people out there and to hear your comments.
8 What I was going to say, many of those comments were made.
9 In my area definitely would love to see an
10 extension to Century Boulevard and a Manchester station.
11 I think those would be good. But please, please, please,
12 coordinate with LAX and get a good connection to the
13 People Mover. Make it something that people can use and
14 employees at LAX can use; that's not another bad

Page 16



090930 P09755

B, B
 17 connection like we have at the (inaudible) station
 18 (inaudible).
 19 I think light rail is the way to go. BRT
 20 (inaudible) along Crenshaw, the light rail is superior in
 21 terms of ridership, less pollution, more jobs, as the
 22 supervisor mentioned; so I strongly advocate for that.
 23 And it should go all the way to Wilshire.
 24 There's no excuse for just stopping it at Expo. And it
 25 should have a good connection with the Expo Line that
 26 (inaudible).
 27 overall, it seems like two of the alternatives

29

B, D
 30 going pretty pricey. Some of the numbers that I would
 31 question: A one mile length from (inaudible) station to
 32 Century Boulevard costs almost \$230 million. Just
 33 (inaudible) FAA requirements (inaudible), I think you
 34 could do it much cheaper than that and spend the money on
 35 other areas that really need new stations and grade
 36 separations where it makes sense. So overall to build a
 37 light rail is not going to be cheap so let's spend
 38 (inaudible) to get it right the first time.

39 Thank you.
 40 Ms. Reeves: Thank you.
 41 So after Michelle I have Dante Flores. And that
 42 is the last card that I have.
 43 So is there anyone else that has a speaker card
 44 or anyone else that would like to speak?

B, A
 45 Michelle Colbert: Hi, my name is Michelle Colbert.
 46 I'm a stakeholder in this area as well as Los Angeles.
 47 I am for the light rail option; however, I would
 48 like to have it be underground entirely. To highlight,
 49 though, why I would like this area to be underground,
 50 south Los Angeles in my opinion (inaudible) and this is a
 51 huge discussion in this community. (Inaudible). We
 52 already have an Expo Line that does not raise up the level
 53 of the community. The quality of life at the Expo Line is
 54 absolutely horrific. This entire community (inaudible).

Page 17

090930 #08755

24

9.B

1 And I would like to express that having – given
2 both communities, this is not a blueprint. This is
3 visceral. It's palpable. There's a huge difference. And
4 this is the United States of America. The Constitution
5 states that we all have a right to domestic tranquility.
6
7 with the noise, the air emissions that are going
8 to come into our community with idling traffic at the expo
9 line, and then to add another line that's not grade
10 separated is terribly egregious. I would say everyone in
11 this room (inaudible) and the inequity that's happened
12 with the line in various communities and particularly in
13 South Los Angeles.

14 Thank you.

15 Ms. Reeves: Thank you.

16 After Dante we have Owen Smith

17 Dante Flores: Hello. My name is Dante Flores, and I
18 support this project.

10.A

19 what I think we need is security. In these areas
20 it gets bad at night. And also I think we should have
21 light rail, no buses. I also think there should be lots
22 of things to look at, and it will attract more and more
23 people.

24 Also the train should be at grade and above grade
25 and, if we do have underground trains, make it safe
26 because we have earthquakes here in California.

27

11.A

1 Ms. Reeves: Thank you.

2 Owen Smith: Good evening. My name is Owen Smith, I'm
3 president of the Brookside Homeowners Association.

4 I support the light rail. And I think that you
5 guys have done a great job so far. And I'd like to see it
6 in Exposition and (inaudible). God bless.

7 Ms. Reeves: Thank you.

8 That was the last card that I have. Anyone else
9 that would like to make a comment? 46

Page 16



090930 #09755

20 okay, well again, I'd like to thank you very
21 much for coming out this evening and sharing your time
22 with us. For additional information on the project, you
23 can go to our website which is metro.net/crenshaw.

24 you also have the opportunity to submit
25 additional comments in written form. We have comment
26 forms at the registration desk which have Roderick's
27 contact information on them: his Metro address and e-mail
28 information. So you can continue to make comments that
29 way.

30 we have three other hearings, and you're welcome
31 to come to any of those or all of those and provide an
32 additional verbal comment. We have a flyer on the desk
33 which lists the locations and dates of the hearings.

34 we have one tomorrow night at the Los Angeles
35 Church in Crenshaw.

36

1 Saturday morning we have one at Inglewood High
2 School that starts at 10:00. And then Tuesday the final
3 hearing is at Transfiguration Church, which is on Martin
4 Luther King Boulevard.

5 Again, thank you very much for your feedback and
6 have a good evening.

7
8
9
10
11
12
13
14
15
16
17
18
19
20
21



11
12
13
14
15

11/15/2010 10:30:00 AM



Comment: 40. 1. Joseph Dunn.

Response to comment 40-1A.

Comment Noted. An Alternatives Analysis was completed during the preparation of the Draft EIS/EIR to identify the transit alignment to be evaluated in the Draft EIS/EIR. The results of the Alternatives Analysis are presented in Chapter 2, Alternatives Considered, of the Draft EIS/EIR. This analysis used criteria including but not limited to, regional connectivity, ridership, and cost-effectiveness to compare the different modes of transit and alignment options and determine which alternatives would be carried forward for further analysis into the Draft EIS/EIR. The Alternatives Analysis identified that one alignment be studied for further consideration based on the evaluation criteria. This alignment begins at the southwest corner of the study area at the Imperial/Aviation Green Line Station and travels along the Harbor Subdivision Railroad Right-of-Way until it reaches Crenshaw Boulevard, where it would travel in the median of Crenshaw Boulevard and connect with the Metro Exposition Line or Wilshire Boulevard. The two alternatives identified for further study in the Alternatives Analysis, along with a No Build Alternative and a Transportation Systems Management Alternative underwent a comprehensive environmental review in the Draft EIS/EIR.

The extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard and to the Hollywood/Highland Station is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. Feasibility studies have been conducted by Metro that indicated that a future extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project.

The Harbor Subdivision extension to the South Bay and San Pedro is not part of the current project under consideration. Future investments along the South Bay portion of the Harbor Subdivision will be undergoing a separate and independent environmental review, and it would be more appropriate to provide comments on the Harbor Subdivision route as part of that project. A separate environmental review process for the South Bay Metro Green Line Extension began in early 2010. That project is examining the extension of rail service as far south as Torrance. You can obtain an update on the project by visiting the Metro website or contacting the Metro project manager for that project at the following address: Mr. Randy Lamm, Project Manager, Los Angeles County Metropolitan Transportation Authority (Metro), One Gateway Plaza, Mail Stop: 99-22-3, Los Angeles, CA 90012

Comment 40-2. Supervisor Mark Ridley-Thomas.

Response to comment 40-2A.

The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line). The BRT Alternative did not yield strong travel time benefits due to mixed-flow operation and the slow speeds required of BRT vehicles at un-gated crossings along the Harbor Subdivision railroad right-of-way. Additional traffic impacts would occur from the conversion of mixed flow lanes in narrow sections of Crenshaw Boulevard.



Comment 40-3. Alan Havens.

Response to comment 40-3A

Comment noted. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

The extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard and to the Hollywood/Highland Station is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. Feasibility studies have been conducted by Metro that indicated that a future extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project.

Comment 40-4. Damien Goodmon.

Response to comment 40-4A.

Comment noted. The initial costs for construction and operation of the Crenshaw/LAX Light Rail Transit Project were refined during the final engineering phase when the exact alignment and type of construction was determined. The initial costs represented a conservative estimate, so that alternatives could be compared with one another. The revised construction and operating costs can be found in Chapter 8.0, Financial Analysis and Comparison of Alternatives of the Final EIS/EIR. The selected LPA includes two underground segments for light rail along Crenshaw Boulevard, between 39th Street and 48th Street and between 60th Street and Victoria Avenue. The inclusion of these two underground segments follows a consistent application of criteria for considering grade separations for LRT. These criteria include availability of right-of-way, environmental impacts (such as traffic impacts, visual impacts, impacts to historic resources, and environmental justice impacts), and Metro's established Grade Separation Policy. In locations where there is available right-of-way, where there is a lack of significant environmental impacts, or where conditions fail to meet the criteria of Metro's Grade Separation Policy, the Light Rail Transit alignment is proposed to remain at grade. Please Refer to Master Response 12 regarding a Crenshaw/Vernon Station.

Please Refer to Master Response 11 regarding the vertical profile of the segment from 39th Street to Exposition Boulevard.

Response to comment 40-4B.

Please Refer to Master Response 9 regarding grade separations and environmental justice.



Comment 40-5. Jerard Wright.

Response to comment 40-5A.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 40-5B.

Comment noted. Implementation of the BRT Alternative would have been funded under Measure R and not have required an additional increase in taxes. There is no documented evidence that bus rapid transit would result in a decrease in surrounding property values.

Response to comment 40-5C.

The extension of the Crenshaw/LAX Light Rail Transit Line to Wilshire Boulevard and to the Hollywood/Highland Station is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. Feasibility studies have been conducted by Metro that indicated that a future extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project.

Response to comment 40-5D.

Although the extension of the Crenshaw/LAX Light Rail Transit Line to Wilshire Boulevard is not part of the project, the design of the existing Light Rail took into consideration the potential extension and would be built to not preclude the future expansion and to minimize the costs of future construction.

Comment 40-6. Ben Green.

Response to comment 40-6A.

The Crenshaw/LAX Light Rail Transit Project examined the possibility of making a rail to rail connection at Exposition Boulevard to enable a one trip travel to Downtown Los Angeles. Due to severe traffic constraints and operational constraints of operating three rail lines on a single set of tracks, this alignment was determined to be infeasible.

Response to comment 40-6B.

The Crenshaw/LAX Light Rail Transit Project will establish a link to Downtown Los Angeles through a single transfer at the Metro Exposition Line. The LRT Alternative cannot go into Downtown Los Angeles because of operational constraints and due to trains having been built to capacity.

**Comment 40-7. Lynn Kuwahara.****Response to comment 40-7A.**

The extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard and to the Hollywood/Highland Station is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. Feasibility studies have been conducted by Metro that indicated that a future extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project.

Response to comment 40-7B.

The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line). The BRT Alternative did not yield strong travel time benefits due to mixed-flow operation and the slow speeds required of BRT vehicles at un-gated crossings along the Harbor Subdivision railroad right-of-way. Additional traffic impacts would occur from the conversion of mixed flow lanes in narrow sections of Crenshaw Boulevard.

Response to comment 40-7C. Lynn Kuwahara.

Comment noted. Ridership projections are based on modeling which is not an exact science. However, the many cultural events that occur within or adjacent to the Leimert Park area and the regional appeal that this area has offers compelling evidence that transit riders would likely take advantage of a transit station at Leimert Park. For these reasons, Design Option 5, a below grade station at Vernon Avenue was carried forward for further consideration during the final design phase of the Crenshaw/LAX Light Rail Transit Project. This station was not incorporated into the final project definition. The King station is located 0.4 miles from Leimert Park Village and would provide service to the Baldwin Hills Crenshaw Plaza, as well as the Leimert Park Village Community. Nonetheless, the tunnels were designed to accommodate a station in the future should such a station be supported by future plans and future funding.

Comment 40-8. Daniel Walker.

Response to comment 40-8A.

The Crenshaw/LAX Transit Project includes a station at Century Boulevard that allows for a connection to LAX and the future planned People Mover. Metro has coordinated with LAWA during the entire planning of the project to ensure that this connection is facilitated.

Response to comment 40-8B.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 40-8C.

The extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard and to the Hollywood/Highland Station is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. Feasibility studies have been conducted by Metro that indicated that a future extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project.

Response to comment 40-8D.

Comment noted. The initial costs for construction and operation of the Crenshaw/LAX Light Rail Transit Project were refined during the final engineering phase when the exact alignment and type of construction was determined. The initial costs represented a conservative estimate, so that alternatives could be compared with one another. The revised construction and operating costs can be found in Chapter 8.0, Financial Analysis and Comparison of Alternatives of the Final EIS/EIR.



Comment 40-9. Michelle Colbert.

Response to comment 40-9A.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

Response to comment 40-9B.

No adverse operational noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation.

Please Refer to Master Response 5 regarding traffic methodology and analysis.

Please Refer to Master Response 9 regarding grade separations and environmental justice.

Comment 40-10. Dante Flores.

Response to comment 40-10A.

Chapter 4.14, Safety and Security, of the DEIS/DEIR determined that no adverse impacts to safety would occur from the construction and operation of the Crenshaw/LAX Light Rail Transit Project. The Crenshaw/LAX Light Rail Transit Project would provide lighting near station areas and security personnel to ensure that the line is part of a safe and secure system.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.



Comment 40-11. Owen Smith.

Response to comment 40-11A.

Comment noted. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.



COMMENTS: 41-12 through 41-26 from the West Angeles Church Public Hearing

091001-P09759

CRENSHAW TRANSIT CORRIDOR
DRAFT ENVIRONMENTAL IMPACT STATEMENT
DRAFT ENVIRONMENTAL REPORT

PUBLIC HEARING
WEST ANGELES CHURCH – CRYSTAL ROOM
3045 CRENSHAW BOULEVARD
LOS ANGELES, CALIFORNIA
OCTOBER 11, 2009

FILE NO. P09759
REPORTED BY DEBRA L. PRESITTI

Ms. Reeves: Good evening and thank you for coming.
Metro welcomes you to the public hearing of the Draft
Environmental Impact Statement/Draft Environmental Impact
Report for the Crenshaw Transit Corridor.
I'm Roxi Reeves, and I'll be facilitating the
meeting this evening.
I hope you have all had a chance to take a look
at the display boards and have your questions answered by
project staff. If you haven't had that chance, there will

Page 2



091001-008759

10 be another opportunity at the end of the evening to do so
11 because our project staff will be hanging around for a
12 while:

13 When you came in tonight, you were given a few
14 handouts. We have a fact sheet, a comment card, and a
15 speaker card. The fact sheet gives you an overview of the
16 alternatives that are being considered. And the comment
17 form gives you information on how to provide a comment in
18 writing.

19 The format of the meeting tonight will begin with
20 a brief presentation from our Project Manager, Roderick
21 Diaz. Following the presentation we will start our formal
22 public comment portion of the meeting.

23 If you would like to speak this evening, please
24 complete one of the blue speaker cards and then turn it in
25 to the registration table or to another of our team

3

1 members.

2 This is your forum so the next hour will be
3 purely devoted to public comment; and, as such, staff will
4 not interrupt during the hearing to make comments or
5 clarifications. If you have additional comments after
6 your time is up, you are welcome to fill out a comment
7 form. And if you do have additional questions, you can
8 stay and meet with Roderick and some of the other team
9 members after the comment period.

10 Each speaker is given two minutes to provide his
11 comment. We'll call you to the microphone in the order
12 that we receive the cards. Your comments are being
13 recorded this evening by a court reporter so please
14 remember to speak clearly and into the microphone.

15 Just a reminder that the public comments for this
16 project are due Monday, October 28th by 5:00 p.m.

17 And at this time I'd like to recognize some
18 representatives from our elected office. We have Fernando
19 Ramirez from supervisor Mark Ridley-Thomas's office; we
20 also have Mary Jones from supervisor Mark Ridley-Thomas's
21 office as well. And Lanont from the office of Mayor

Page 2



091001 #09750

22 Villarreal, and Albert Lord from Councilmember Watson's
23 office.

24 We also have several community organizations that
25 we'd like to extend our appreciation to. That includes

3

1 the Bus Riders Union, Empowerment Congress West Area
2 Neighborhood Development Council, Los Angeles Neighborhood
3 Initiative, Junior Blind of America, Cherrywood Black
4 Club, West Angeles Church, Mothers of East L.A., and the
5 McClary Black Club. Thank you all for coming.

6 At this time I'd like to introduce our project
7 Manager Roderick Diaz.

8 Mr. Diaz: Thank you all for coming tonight. We
9 do know you're taking time out of your busy schedules and
10 your evenings and dinner to join us for this very
11 important project. And, hopefully, you've had a chance to
12 talk to many of us to get your sense of the project.

13 Many of you we've seen on this journey we've been
14 on for the last two years. But for some of you who are
15 new to us, thanks for taking the time and catching up.

16 So, essentially, we are here at a very important
17 time on this project which began two years ago with the
18 start of this environmental review of what types of
19 investments should we think about for the Crenshaw Transit
20 Corridor. And so what we've been doing is we've been
21 doing a lot of analysis over the last few years, a lot of
22 work with you and to hear your comments and reactions to
23 what we've presented you so far. And we've incorporated a
24 lot of that into what's called a draft environmental
25 impact statement and a draft environmental impact report.

4

1 The reason why it has two names, it serves two
2 purposes: one at the federal level and one at the state
3 level. And so this document is out there. If you've had
4 a chance, there are CD's of the document here for you to

Page 3



091001 #09759

5 take home, there are hard copies up there for you to look
6 at. There are also hard copies available at all of the
7 local public libraries. So -- and, essentially, this
8 milestone, this document is now released to the public,
9 and we ask you to review it if you like and then make a
10 comment to us about the alternatives that are contained
11 within that document and described in that document and
12 the analysis that we've done related to those
13 alternatives.

14 So if you want more information, you can go to
15 www.metro.net/crenshaw. But please make sure to give us
16 your comment by the 26th of October; that's when our
17 45-day period ends. And after that day, we will consider
18 all of the comments that we've received by that day.

19 So next slide, please.

20 So, essentially, we have four alternatives in the
21 draft environmental document. And so the first two
22 represent some things that don't involve a lot of
23 infrastructure.

24 And the first one is actually called the
25 No-Build. And that represents what would we do if we did

5

26 nothing. If we did everything else that is planned in the
27 county but did nothing in this corridor. So that's the
28 No-Build Alternative.

29 The second alternative is called the
30 Transportation System Management Alternative. So that
31 represents what would we do if we made minor improvements
32 in the corridor. So you see it's represented by a series
33 of Metro improvements to the Metro Rapid System in the
34 corridor. So when you see the 710 and the 740 that
35 operate up and down the corridor right now, you might
36 improve the frequency on that and maybe add a third line
37 that would operate along this corridor.

38 So those are two alternatives that we looked at
39 as part of our federal and state requirements.

40 The next slide shows what we call build
41 alternatives. So build alternatives are what would we do

Page 4



091001 P09759

17 If we did make an investment in infrastructure and service
18 within the corridor that's more than something minor.

19 So we have two alternatives. We have what is
20 called a bus rapid transit alternative and a light rail
21 transit alternative. Both of these alternatives roughly
22 follow the same alignment, following a railroad right-of-
23 way called the Harbor subdivision that used to be the main
24 line that carried all the trains from the ports to the
25 country. But since the Alameda Corridor opened, the

2

1 Trains don't operate as frequently on that right-of-way
2 anymore. And then they follow Crenshaw Boulevard up to
3 the Exposition Line in the case of a light rail
4 alternative, and up to Wilshire Boulevard in the case of
5 the BRT alternative.

6 And I'll describe the two alternatives as we move
7 along.

8 Next slide.

9 So we start with the BRT alternative, that stands
10 for bus rapid transit. Many of you may have been to San
11 Fernando Valley where we have an Orange Line, so it's very
12 similar to that Orange Line service. In this corridor,
13 because there is existing train service that operates in
14 the Harbor subdivision that has operating rights to
15 continue operating, the right-of-way is narrow.

16 So in order to fit still within the right-of-way
17 with the bus rapid transit lane, we have what is called a
18 guided busway -- so it's kind of a little track for the
19 buses to go on; so it's a narrower lane -- a guided busway
20 as we pass by the airport with a major connection to a
21 People Mover that connects to the airport. And that
22 busway travels through the city of Inglewood, serves
23 downtown Inglewood, and then comes here to Crenshaw
24 Boulevard. In Crenshaw Boulevard we have a bus-exclusive
25 bus lane in Crenshaw Boulevard adjacent to the curb, and

3

Page 3



091001 #09750

1 It travels from the Harbor subdivision up to the
 2 Exposition Line,
 3 and north of the Exposition Line there are no
 4 exclusive bus lanes proposed. Because as you get closer
 5 to the ID, traffic volumes increase and the street
 6 narrows. It becomes difficult to dedicate a traffic lane
 7 for the purposes of buses, a bus lane, so it travels with
 8 respect to all the other traffic as we approach Wilshire
 9 Boulevard. And it has a connection then at Wilshire and
 10 (inaudible).

11 The base cost of this alternative is roughly
 12 between \$500- and \$600 million, depending on how we're
 13 able to get the bus lanes. So there are some sections
 14 where the street narrows and it may be difficult to secure
 15 these bus lanes.

16 Next slide, please.

17 So then we have a Light Rail Transit Alternative,
 18 so, essentially, the same general alignment following the
 19 Harbor subdivision from the south from the Green Line,
 20 through downtown Inglewood, connecting with the airport
 21 People Mover here, through downtown Inglewood, and then
 22 connecting up Crenshaw and ending here at the Exposition
 23 Line.

24 What's important to note is that this Light Rail
 25 Transit Alternative does connect you with the Green Line.

8

1 So you could foreseeably have some trains that come here
 2 from the Redondo Beach station, continue north to the
 3 Crenshaw communities and then connecting for a transfer
 4 here at the Exposition Line. And you would have trains
 5 here from Norwalk being able to come up also through the
 6 same infrastructure and connect to the airport as well.

7 The Light Rail Transit Alternative does end here
 8 at the Exposition Line, but it would have a provision to
 9 (inaudible) toward Wilshire Boulevard when there's something
 10 to connect to on Wilshire Boulevard. We right now depict
 11 an extension going to Wilshire/La Brea.

Page E



091001-#09759

12 Now, there are grade separations associated with
13 this alternative. We do have to pass underneath the
14 runways of LAX and then over Century Boulevard, over La
15 Cienega and the 405, and over La Brea Avenue. And we're
16 elevated between 60th and 67th streets, basically, and
17 then underground between 48th to 39th Street; through the
18 Harbor-Lombert Park Village, we're underground along
19 Crenshaw in that section.

20 This definition of the Light Rail Transit
21 Alternative has an estimated cost of \$1.3 billion, \$1300
22 million that's depicted there.

23 Next slide, please.

24 Okay. In response to our environmental analysis,
25 we incorporated several design options into the Light Rail

11

1 Transit Alternative, and there are six depicted in the
2 document. And we'll go through them very quickly.

3 We have a station that's closer to the People
4 Mover, closer to Century Boulevard, near that major corner
5 of Aviation and Century to make it elevated there.

6 Option 2 is a grade separation at Manchester.

7 Option 3 is a grade separation that would pass
8 the tracks underneath Centinela.

9 Option 4 would take this elevated section between
10 60th and 67th Street and place it underground.

11 Option 5 would add a station where there is
12 currently not one planned at Vernon Avenue closer to
13 Lombert Park, the park there.

14 And then Option 6 would, rather than having this
15 underground section come up to street level, would
16 continue the underground section to have passengers
17 transfer at the Exposition Line.

18 So those are six options, they vary in cost
19 between 11 million here and then 236 million for the sixth
20 design option.

21 Next slide, please.

22 Importantly for both the buses and the train

1408 7



091001-FC0750
13 alternatives, we need to clear a site for maintenance
14 facilities. Essentially, they need to go home and get
15 cleaned and maintained for the next day of service. and

10

1 there are two sites. One being considered here in El
2 Segundo between two railroad tracks northeast of the
3 corner of Rosecrans and Sepulveda near the Chevron
4 refinery. And then one here in the Westchester
5 neighborhood on the eastern edge of the Westchester
6 neighborhood in this industrial area just north of the
7 tracks just west of the 405 Freeway. so those two
8 maintenance facility sites are also evaluated in the
9 document.

10 Next slide, please.
11 so now we have how do these alternatives compare
12 to one another? Like I said, they follow the same general
13 alignment, so let's try to compare apples to apples,
14 Green Line to the Exposition Line, they both save travel
15 time. BRT saves 20 percent above what the equivalent
16 Metro rapid service would be; the Light Rail Transit
17 Alternative saves 43 percent above what the equivalent
18 Metro Rapid service would be.

19 The BRT Alternative does extend for a longer
20 section and it would take 40 minutes end to end from
21 Wilshire to the Green Line for the BRT Alternative.

22 Now, daily ridership for similar segments. The
23 BRT Alternative has about 10,000 riders; the LRT
24 Alternative has about 13,000 riders. Taking into account
25 the fact that the BRT Alternative can connect to the

11

1 existing corridor without tracks and without an exclusive
2 bus lane, the BRT Alternative is able to achieve a little
3 bit higher ridership.

4 so then we have the estimated capital cost. The
5 BRT Alternative is 500- to 600 million. The base cost of
6 the LRT Alternative is about 1.3 billion.

Page 8



091001 #09759

1 and then we have a comparison of jobs.

2 next slide, please.

3 so these two alternatives, there are a lot of
4 potential impacts associated with them, and we have to
5 analyze what those impacts are with respect to a lot of
6 different categories of the environment. And there are
7 many chapters in the environmental document, and these
8 types of impacts are all documented in that document for
9 you to evaluate what you think about those two
10 alternatives.

11 next slide, please.

12 so then, if you've read the document or you've
13 read the executive summary -- by the way, there is an
14 executive summary if you don't want to wade through that
15 thick book; that's also on the CD and it's also
16 downloadable as well.

17 you can make your comment here tonight. But this
18 isn't the end. You can send me some mail at my office at
19 Metro. You can e-mail me. Just make sure you indicate

20

21 that you're writing a comment for the Crenshaw Transit
22 Corridor or you can call our project hotline. Just make
23 sure to do one of those things by the 26th of October.

24 next slide, please.

25 so what does this all mean? If you've spoken or
26 submitted a written comment, what happens? We have a
27 public comment period that ends on October 26th, and then
28 our board makes a decision. It's a two-step process. We
29 go through the Planning and Programming Committee
30 November 18th, and then to our final board meeting
31 December 10th 2009.

32 and then, depending on which alternative is
33 chosen, there's more design work done, more environmental
34 analysis done, and then we come to a formal point called a
35 record of decision. We're planning for that in the fall
36 of 2010, and then four to six years of construction. And
37 we're looking at an opening date of maybe 2016. so that's

Page 9



18 what we're looking at here. 091001 #09759
 19 Next slide, please.
 20 So this is the point in time where I start to be
 21 quiet and it's time to listen to you. What I will say as
 22 Kofi introduces the comment period is that it helps us if
 23 you make your comment as specific as possible. If you
 24 pinpoint it to a specific location or whatever in written
 25 form or in spoken form. And if you have any further

1 questions, we are free to answer them after all of the
 2 public hearing, but out of respect for everyone who is
 3 speaking, this is my time to be quiet and listen to you.
 4 So let's begin the comment period.
 5 Ms. Reeves: Just to reiterate the protocol for the
 6 comment period: Each speaker will have two minutes to
 7 provide his or her comment. Please come to the microphone
 8 when your name is called. And remember to start by
 9 stating your name and speaking clearly into the microphone
 10 so that your comments can be accurately transcribed by our
 11 court reporter.
 12 Our first speaker tonight is Damien Goodman
 13 followed by Larry Williams.
 14 Damien Goodman: Good evening. My name is Damien
 15 Goodman. I'm the coordinator of the Fix Expo campaign, a
 16 group which is fighting for road safety and economic and
 17 environmental justice on the Expo Line that's being built.
 18 And we're obviously concerned about this project.
 19 Let's start with the good stuff. We've added
 20 portions of the line underground. In other portions,
 21 you've added options. But then there are other portions
 22 where there are no options. Specifically, the portion
 23 between Leimert Park Village and Hyde Park one block off
 24 of Crenshaw High School, right next to View Park. Right
 25 there at Slauson and Crenshaw, there is a substantial

1 amount of traffic congestion. Page 10



091001 #09759

12.7

1 Let's be clear. Our position is that building a
2 busway is like doing nothing.

3 And let me ask: who here is for 4300 less jobs
4 for South Los Angeles?

5 so let's have a light rail line, but let's have
6 it be equitable; let's have it be safe. And what you
7 didn't mention is that everything that goes to this 10
8 Freeway on this line has to be underground. Everything.
9 the whole project. so if it has to be underground in
10 Hancock Park, it should be underground in Hyde Park. If
11 it has to be underground in the Park Mile, it needs to be
12 underground in Park Mesa. No negotiating, forcing our
13 children, our traffic, our community to negotiate safety
14 or environmental disruption.

12.8

15 They're getting a first-class subway on Wilshire;
16 \$6 billion. Don't talk to us about money; talk to us
17 about equity. Explain to us why our children, when they
18 are crossing Crenshaw Boulevard, should not have that
19 train 50 feet underground and should instead have it
20 coming at them 35 and 45 miles per hour at street level.

21 so we will support efforts to continue an option
22 of all underground on Crenshaw Boulevard. And we hope
23 that you hear that. we hope that you learn from the
24 mistakes that you made on Expo.

25

1 Thank you.

2 Oh, last thing. Anyone here who wants to
3 organize this community to make sure that that option
4 continues to be pushed, we have clipboards. Get us on the
5 way out. There are some people in the room who have
6 clipboards as well. we need you. Power concedes nothing
7 without demand.

8 Thank you.

9 Ms. Reeves: Thank you.

10 after Larry Williams we have Clint Simms.

11 Is Larry still here?

12 okay, we'll get to Clint.

Page 11



091001 P09759

13.A

13 Clint Simmons: Good evening, my name is Clint
 14 Simmons. I'm with Expo Communities United, an
 15 organization that consists of homeowners' associations as
 16 well as shareholders along the Expo right-of-way.
 17 What we see here with the Crenshaw Line, if it is
 18 built by one of the alternatives that are presently
 19 planned, it will create some problems for people in the
 20 area from an aesthetics point of view and a safety hazard
 21 point of view. Specifically, the area from Vermon on 48th
 22 street down to 60th at set grade.
 23 We see what happened with the Expo Line and how
 24 it divided the community north and south traffic. All
 25 that will be interfered with if this train stays at grade

.16

1

1 from that point. And as it transitions from the Hyde Park
 2 area up to the overpass as it's called, or there at the
 3 overpass, we have kids coming out of Hyde Park Elementary
 4 School. We have our kids from Crenshaw High, we have kids
 5 from View Park High. That's all along that same
 6 right-of-way there.

13.B

7 This could create a bad problem for us going east
 8 and west at Stanson. You know what it's like now trying
 9 to go through in the evening during rush hour. And you
 10 can imagine what it would be with a train traveling through
 11 there every two-and-a-half to five minutes. We would
 12 never be able to get across the street. And then we will
 13 have a lot of pollution that way.

14 Everyone likes to come in and try to sell jobs.
 15 But when it comes down to it, you find the people living
 16 here are not going to get the jobs unless we get out here
 17 and push for it.

18 So what we are saying is learn from the Expo
 19 Line. Let's keep the Crenshaw Line underground. Cut and
 20 cover would be fine from Exposition all the way out to the
 21 Green Line.

22 So thank you for giving us the chance to speak.

23 Ms. Reeves: Thank you.

24 Our next speaker is Judi Radman followed by

Page 12



091001-009750

73. Julian Lamb

17

14.A

1 JUDI REDMAN: Hello, my name is Judi Redman. I'm with
2 the Bus Riders Union and a resident of the Leimert Park-
3 Crenshaw-Vernon area.

4 I'm here today to voice support for a system of
5 bus-only lanes on Crenshaw Boulevard and voice opposition
6 to the construction of a light rail.

7 We applaud the experts at MTA and Supervisor
8 Ridley-Thomas to focus on the transit needs of the people
9 of South Los Angeles.

10 As we all know, faster and better service along
11 Crenshaw would be an important step in the right direction
12 given the long history of sub-standard transit service in
13 South L.A. But ever since MTA began building rails in
14 L.A. over 20 years ago, bus riders -- the vast majority of
15 them black and Latino, poor and working class people --
16 have been paying the price. Right now MTA's long-range
17 transit plan calls for 30 years of fare increases and
18 service cuts for bus riders while it plans to spend
19 hundreds of billions of our tax dollars on rail and
20 highway construction.

21 Some will say shouldn't Crenshaw get a rail if
22 the Westside is getting their subway and downtown
23 commuters are getting their regional connector?
24 Challenging racism in MTA policy is our number one
25 concern. But we believe the civil rights of South L.A.'s

18

14.B

1 black and Latino transit riders can be guaranteed through
2 a massive expansion of the bus systems that serve all of
3 South L.A. not just the Crenshaw Corridor.

4 The Bus Riders Union's Clean Air and Economic
5 Justice Plan called on the MTA to expand bus service by
6 500 buses, expand night and weekend service, create new
7 rapid and freeway express lines, and invest \$150 million.

Page 13



091001 P09759

8 in a network of bus-only lanes throughout the entire
9 community.

10 We urge Supervisor Ridley-Thomas and the MTA
11 board to focus on the transit needs of all the South L.A.
12 residents not just the Crenshaw corridor. We urge them to
13 adopt the BRU's Clean Air and Economic Justice Plan and
14 include a Bus Rapid Transit project on Crenshaw Boulevard
15 as one of its major components.

16 Thank you.

17 Ms. Reeves: Thank you.

18 After Julian we have Tom Burke.

19 Julian Lamb: Good evening, everyone. Hello, my
20 name is Julian, and I am a member of the Bus Riders Union.
21 I'm also a college student.

22 As a public transit user and a long time South
23 Bay resident, I am here today to support bus-only lanes on
24 Crenshaw Boulevard and speak against the proposal for a
25 Crenshaw Light Rail.

(9)

15.A

1 Like Judi, I thank MTA and Supervisor Mark
2 Ridley-Thomas for trying to look out for transit riders in
3 South Los Angeles.

4 I want to talk about what this project means for
5 the economy in South L.A. Supervisor Mark Ridley-Thomas
6 says he supports light rail on Crenshaw because it will
7 create more jobs than a bus rapid system project.
8 Absolutely, South L.A. needs jobs. But construction jobs
9 to build light rail are short-term jobs that will be gone
10 in a couple of years. And we all know from past
11 experience that guaranteeing that these jobs will go to
12 local residents will be an uphill battle.

13 Our Clean Air and Economic Justice Plan creates
14 thousands of jobs, not just short-term construction jobs
15 but also permanent unionized jobs for MTA drivers,
16 mechanics, maintenance workers -- most of whom, as we all
17 know, are black and brown folks.

18 Beyond that, we worry about the negative impact
19 of the light rail project on local businesses and local
Page 14

15.B



091001 P09759

renters. Businesses will be hurt by the interruption
caused by the long-term period of construction. In the
long term a light rail would likely raise rent for local
residents and communities and push out a lot of business
owners and renters already struggling to stay in the
neighborhood.

20

15.C

We urge Mary Blisley-Thomas and the MTA Board to
focus on the transit needs of all South L.A. residents not
just the Crenshaw corridor. We urge them to adopt the
BRU's Clean Air and Economic Justice Plan and include a
bus-only lane project on Crenshaw Boulevard as one of its
major components.

And one more thing, if anyone wants to organize
with us to provide first-class public transportation for
all of South L.A., let us know and we'll sign you up.

Thank you.

Mr. Reeves: Thank you.

Following Tom Burke we have Vernard Johnson.

Tom Burke: Good evening, my name is Tom Burke.

The issues that I was going to address have been
addressed. But there is an issue that I'd like to be
relayed to those in the Ivory Tower downtown. I'm a
senior citizen, and about a year ago I began to ride the
transit systems. Before that my whole stay in Los Angeles
I used my car for transportation.

Since that time I've stopped riding the transit
system, and my observation has been that the senior
citizen has really been continuously disrespected by
certain people who operate this equipment. And it really
bothers me.

I've observed senior citizens trying to climb the

21

bus on their crutches or their inability to chase the bus
and the driver would drive away. I've experienced myself

Page 15



091001 #09759

3 where the train was holding the bus in place and the
4 operator refused to open the door for me, and after
5 leaving the stop he gave me the finger.

6 I went downtown and tried my best to make contact
7 with whomever is responsible for complaints, and I was
8 frustrated. That was over a year ago.

9 Of course, at this time I've come out of
10 retirement and I'm using my car again, so I don't have
11 that problem, but I want this to get downtown. We need a
12 system by which senior citizens have the facility to make
13 legitimate complaints when they're disrespected.

14 Thank you so much.

15 Ms. Reeves: Thank you.

16 Following Vernard we have Gina Fields.

17 Vernard Jamson: Good evening, my name is Vernard
18 Jamson. I am a Ph.D. student and I am studying community
19 psychology, which involves the health and welfare of
20 community members and also the businesses.

21 And, having once lived in the city of Long Beach,
22 I actually found the rail system convenient because I
23 would ride the bus system the Blue Line from downtown Los
24 Angeles either to work or to school. And I guess I'm the
25 first one, but I do see a positive future in construction

27

16.A

17.A

28 of a rail system that travels along the route of an
29 extremely busy roadway which is Crenshaw Boulevard.

30 I see the same financial impact to happen to
31 businesses along Crenshaw that has greatly influenced
32 businesses in downtown Long Beach. I'm not speaking of
33 (inaudible) parlors or chicken places but actual industry
34 that can employ more than five people at one time.
35 Downtown Long Beach has restaurants and busy stores that
36 align the route of the rail system. There are now malls
37 and condos where nothing existed before.

38 The downtown community of Long Beach — which I
39 see the same for the Crenshaw Corridor — has apparently
40 prospered from the construction of a rail system bringing
41 shoppers and for them tourists to its doorstep, and I

Page 16



091001 #09759

16 would like to favor construction of an LRT and the
17 economic impact it would bring to the South Los Angeles
18 community and adjoining neighborhoods.

19 Thank you.

20 Ms. Reeves: Thank you.

21 Following Gina we have Marcia [Vasse].

22 Gina Fields: Hi, I'm Gina Fields, and I am a
23 homeowner. I'm also a member of the McClung Drive Block
24 Club, and having gone to Berkeley and lived in the Bay
25 Area and in San Francisco for a long period of time, I'm
extremely excited and definitely support a light rail

26

1 But only if it goes underground.

2 I drive up and down Crenshaw, and the traffic
3 there is already horrendous. So blocking off a lane or
4 having a train going through, weaving through traffic,
5 one, just seems dangerous to cars and pedestrians; but,
6 additionally, would just increase the traffic congestion
7 and make the entire thing worse.

8 I think a light rail would be great because
9 environmentally it would be sound. I do think it's sort
10 of the wave of the future with gas prices. They're going
11 to go back up. So I think the buses are going to become
12 more expensive due to the price of gas. So a light rail
13 would be great.

18.A

14 However, it has to go underground; otherwise,
15 it's going to — I mean, there's children, there's schools
16 right here. There's even the Tom Bradley Elementary
17 school. I mean, I live on McClung, which is just one
18 block east of Crenshaw. So I know that I will be directly
19 affected by it. Especially if they're saying it's going
20 to come up at 39th which is by the post office which is
21 just half a block from my house.

22 I am worried about the noise. If it's at that
23 level, I'm worried about traffic. I'm worried about
24 accidents for pedestrians and cars. So my hope is that
25 yes, yes, I want a light rail. I think it's the wave of

Page 17



091001 #09750

24

19.A

1 the future, I'm excited about it but please, please, I
2 urge you put the light rail underground.

3 Thank you.

4 Ms. Reeves: Thank you.

5 After Marcial we have Dante Flores.

6 Marcial Vassel: Good evening, my name is Mr. Vassel.

7 I live in the community.

8 I would like you -- the first thing I would like
9 to say is where are elected officials? we've got
10 representatives here. That's to show you how important
11 this neighborhood is to them; they couldn't even take time
12 to come out. Okay. Pay attention to that. The same
13 thing they did with the Exposition rail; they never came
14 out either. Okay.

15 They paint the nice picture for the neighborhood.
16 But what happened to the Expo Line? what happened to the
17 Green Line? They start it somewhere, but it never ended
18 up anywhere.

19 I drive a school bus. I watch those rails. I
20 even watch the gold rail that runs down East L.A., and it
21 ends up in the middle of the street. No end. It started
22 in Pasadena, of course. Pasadena has its way in and out
23 of East L.A. But where does East L.A. go? Nowhere.
24 where does South Central go on the Exposition line?
25 Nowhere. we can all go to Culver City, but the line stops

25

1 there.

2 Now this one is supposed to start in Wilshire.
3 why is it not starting in Wilshire? Wilshire is in the
4 future. How many of us are going to be here for the
5 future? Okay?

6 Of course, South Central. Look at the room. It's
7 half empty. I'm not going to say it's half full, it's
8 half empty because everybody is assuming everything that
9 comes to South Central is going to go through because we

Page 18



091001 P09750

00 are asleep. we need to wake up.
01 and like I said before, where are our elected
02 officials? representatives. there's no photo op here.
03 who is he going to take pictures with? this is not even
04 going to come out in the papers because there's no
05 pictures. Okay?

06 Don't let them come in and tell you -- print the
07 nice picture. Make them do what they're supposed to do.

08 Ms. Reeves: Thank you.

09 Following Dante we have Carol Tucker.

10 Dante Flores: Hello, my name is Dante Flores, and I
11 support this project.

12 what I think we need is security because in these
13 areas, especially at night, it gets really bad. At all
14 stations I think we should have light rail no buses. I
15 also think there should be lots of nature to look at and

16

17 it will attract more and more people.

18 Also the train should be at grade or maybe above
19 grade. And if we do have it underground, make sure it's
20 safe because we have earthquakes here in the state of
21 California.

22 I am an 11 year old and I attend St. John
23 Chrysostom School as a 7th grader. and please, please
24 have it underground so it won't affect our learning and it
25 will keep us safer.

26 Also on Centinela it will not be safe because
27 there is too much traffic.

28 Ms. Reeves: Thank you.

29 Following Carol I have Kevin Fridlington.

30 And Kevin's is the last speaker card, so if
31 there's anyone else that has a speaker card or would like
32 to fill one out, please let us know.

33 Carol Tucker: I'm Carol Tucker. I'm president of the
34 Baldwin Neighborhood Homeowners Association and a member
35 of Expo Communities United.

36 Our group -- both of our groups are very

Page 19



091001 P09759

21 instrumental in keeping up the fight to keep or to make
22 Expo safe. And all I can say right now is here we go
23 again. At grade in certain sections of Crenshaw and
24 traveling past public and charter schools at grade level
25 so when you begin to make your comments, ladies

27

21.A

1 and gentlemen, please, please, please, put on your
2 comments 100 percent grade separated and we want it
3 underground; tight rail underground.

4 Ms. Reeves: Thank you.

5 Kevin Fridlington: Kevin Fridlington. I'm a resident
6 of Leimert Park. I'm with the Save Leimert organization.

7 And I've been to many of the scoping meetings
8 historically at Audubon, at Transfiguration. And I was
9 almost shocked and amazed looking at the report that there
10 was even options for at grade at the meetings that I
11 attended, it was almost universally 100 percent
12 underground, grade divided, grade separated that everyone
13 said. So how the product was to have the at-grade options
14 was kind of beyond me.

22.A

15 But I support the tight rail option and think the
16 options for undergrounding must all be considered,
17 particularly in details to work out. But particularly we
18 in Leimert Park -- I believe I'm speaking for myself and
19 my neighbors -- but I believe we want and need the station
20 at Vernon.

21 Thank you.

22 Ms. Reeves: Thank you.

23 We have a couple more cards. Virginia Piper

24 Virginia Piper: Good evening, my name is Virginia
25 Piper, and I'm here representing the Junior Blind of

28

1 America. And I teach blind students and adults how to
2 take public transportation.

3 I would like to be -- after teaching students for
4 12 years that are blind and visually impaired, as the
Page 20



091001 P09759

23-A

8 senior that was talking earlier, I would like to see the
9 rail system put in. Because, like I said, for safety
10 reasons for people who have disabilities. I would like to
11 see that they get accommodation for their disabilities of
12 any kind.

13 And it is much easier for people who are blind
14 and visually impaired to take the public rail system where
15 if they just miss a stop they don't have to worry about
16 having their white cane out in front of them and having
17 buses go by them because the bus driver didn't see them.
18 The same thing with a person in a wheelchair. I've seen
19 this happen many sometimes on my lessons.

20 So I would like so a rail system to make it
21 easier for people to get around and the safety issues
22 involved with a blind person crossing major intersections.
23 It's much easier to cross a platform than it is to cross
24 at a major intersection.

25 So please take into consideration our disabled
26 community also.

27 Mr. Reeves: Thank you.

28 Did Larry Williams ever return?

29

30

31 So we have one more speaker. Vincent Harris.
32 Vincent Harris: Thank you, ladies and gentlemen. I'm
33 representing the office of Supervisor Mark Ridley-Thomas,
34 who is en route. He had another event in the Carson area
35 of our district with the representatives of the senior
36 community which is mobilizing support for those who died
37 in the tsunami.

38 So to the gentleman that was wondering where he
39 was, he is en route and hopefully will be here by the time
40 I conclude my remarks.

30-A

41 But in the event he isn't, he wanted to make sure
42 that we put on the record the supervisor's support for the
43 Light Rail Alternative. He supports this in part because
44 he recognizes that this is a once-in-a-century economic
45 development as well as traffic congestion relief and

Page 21



091001 P08759

16 environmental quality enhancement to the communities that
17 will be served in the vicinity of the Crenshaw-South Bay
18 Transit Corridor.

19 There is a recognition that these are Measure M
20 dollars that the voters of this area supported, and he
21 believes that that support needs to manifest itself by a
22 first-class Light Rail Alternative that can provide
23 significant congestion relief for the north-south access,
24 405, and transit corridors east of the 405.

25 He believes that this is something that the

10

1 community will support. It enhances the long-range
2 economic development. And he will be a firm advocate for
3 the total time and economic opportunities that can flow
4 from construction of this project.

5 So with that, I once again want to reiterate my
6 support for the Light Rail Transit Alternative.

7 Ms. Reeves: Thank you.

8 Our next speaker is Karen Caesar.

9 Karen Caesar: Hello, my name is Karen Caesar. I'm a
10 part of Save Leimert. I'm also on the Neighborhood
11 Council for the West Area for this side. But I'm not
12 standing here as representing neighborhood council
13 tonight. I'm standing here as a homeowner.

14 And I'm glad to see all of you out. But we've
15 got to tell our neighbors. We've got to tell our friends,
16 and we've got to show with numbers that our safety and our
17 peace and our neighborhoods will not be ripped and torn
18 apart. We can no longer be inconvenienced.

19 I take care of my car. We live together. She's
20 84 years old. Traffic is hell for her to try to cross the
21 streets. This is unacceptable.

22 I am appalled at all of us and all of these views
23 and we sit on our hands and we close our mouths, but we
24 can tell everybody else at church what we don't like and
25 what's not cool. It's time for us to be heard. It has to

31



091001 #09759

1 be underground.
2 our child(dre) hear something to us if they don't
3 hear anything to the people standing. Our children, our
4 grandchildren, our nieces, our nephews, our community. It
5 is important to us; it is important to us.

6 I live on the 41st hundred block of Edgwhitt. I
7 walked here this evening. So I'm really aware of traffic
8 and driving and trying to park. But I still say, again,
9 we're all for the rail. And never let it be misunderstood
10 that anything that I'm a part of where we're against it;
11 we just want it done correctly the first time. And, in
12 order to do it correctly the first time, it has to be
13 meaningful. And it must be underground.

25.A

14 And we need to be heard, and we need to be
15 respected. And I don't think we have been in the past.
16 But from here on, I plan to make a bold statement: it
17 will be underground; it has to be.

18 Mr. Reeves: Thank you.

19 I'd like to introduce Supervisor Mark
20 Ridley-Thomas.

21 Supervisor Ridley-Thomas: Thank you very much,
22 everyone, for being here tonight. This is an important
23 effort. And it's my view that the more community input
24 that we get, the better. I have already been apprised of
25 the fact that there's been high-quality community input.

26 you ought to give yourselves a big round of
27 applause for being here tonight and for participating.
28 Don't think that you are limited to this meeting
29 alone. Come to as many as you deem appropriate and say
30 whatever it is that you wish to say because this is an
31 open process built on the premise that democracy matters.
32 And your point of view is of value because, indeed, you
33 are stakeholders. And we will drive that point forward
34 all the way to the conclusion of this process.

35 I want to call your attention rather immediately

Page 23



091001 P09759

11 to the date at which it matters; that will be December
 12 the 10th. And I expect that each of you will invite at
 13 least one or two other persons to be at the MTA boardroom.
 14 We need to pack that boardroom out and let them know that
 15 we want to make sure that this rail is given the highest
 16 priority that it deserves. And that it should be marked
 17 by safety. It should be marked by aesthetics. And it
 18 should be marked by the best technology available in order
 19 for to us to have the kind of rail project that we wish.

20 I want to be clear about my position. It is
 21 essentially this: That we have an opportunity to take
 22 what is the largest public works project in this region
 23 for a very long time if not ever, in excess of
 24 \$1.5 billion, and make it work for the objectives of
 25 traffic congestion relief, for improvement in air quality,

33

26.A
||

1 and for economic development. Those three objectives are
 2 what we seek to fulfill.

3 I argue that there are two options, alternatives
 4 You know them, but is one, the light rail is the second
 5 one. It would seem to me, if we want the most efficient
 6 use of this corridor to maximize its impact, it would be
 7 light rail. That's what I'm arguing for. I'm
 8 unapologetic about it. It creates more jobs and I think
 9 the defining feature of what can happen is jobs, jobs, and
 10 more jobs. And good quality jobs.

26.B

11 I'm not an opponent of bus; I'm not fully or
 12 completely dependent on rail. I think you have to have an
 13 appropriate mixture of the two modalities. But for this
 14 particular line that has been in play for over a quarter
 15 of a century, I think it should be clear to everybody that
 16 we are overdue for the best that can be put on Crenshaw
 17 corridor and be the hookup for the South Bay and then,
 18 ultimately, to the airport. That's what this is about.

19 we are in play in a way that we've never seen
 20 before so let's advocate with enthusiasm, with
 21 imagination, with the kind of sense of purpose and equity
 22 that will make a difference so that everybody knows that

Page 24



091001 P09750

23 Crenshaw is in the house.
24 Thank you very much and we appreciate it.
25 Ms. Keeves: Thank you, Supervisor.

34

1 Is there anything else that has a card or would
2 like to fill out a comment card? We
3 we have, as the supervisor mentioned, we have two
4 hearings remaining. This Saturday morning we have a
5 hearing that starts at 10 a.m.; that's at Inglewood High
6 School from 10:00 a.m. until noon. Tuesday October 6th we
7 have our fourth and final hearing; that's at
8 Transfiguration Church on Martin Luther King Boulevard.
9 That's from 6:00 p.m. until 8:00 p.m. And you're welcome
10 to come to those hearings, one or both, and provide a
11 verbal comment at each.

12 And, of course, you're always welcome to provide
13 a written comment. The comment forms have all the
14 information on how to submit your written comment. They
15 have Frederick's contact information and the project
16 hotline. So we encourage your feedback.

17 I'd like to thank you this evening for coming
18 out. We appreciate you sharing your time and feedback.

19 And just a reminder that the comment period
20 closes Monday October 26th.

21 And, if you have any additional questions,
22 Frederick and other staff members will be here to answer
23 your questions.

24 Again, thank you very much for coming out.

25

35

**Comment: 41-12. Damien Goodman.****Response to comment 41-12A.**

The cost, constructability, safety, environmental and economic development benefits associated with linking proposed underground segments of the Crenshaw/LAX Transit Corridor with a below grade connection between 48th and 59th Streets on Crenshaw Boulevard was considered during the final design of the Crenshaw/LAX Light Rail Transit Project. While it was been determined an all underground alignment is physically feasible, the physical conditions and the lack of significant environmental impacts still do not require the alignment to be placed underground for the entirety of the alignment. The cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard would be beyond the scope of Metro policies and the approved Metro budget for the project and financially infeasible.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 41-12B.

Please refer to Master Response 3 regarding comments pertaining to support for an underground alignment along Crenshaw Boulevard due to children’s safety, traffic, and environmental justice concerns.

Comment 41-13. Clint Simmons.

Response to comment 41-13A.

Comment noted. A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The DEIS/DEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact.

Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

Response to comment 41-13B.

The selected LPA includes two underground segments for light rail along Crenshaw Boulevard, between 39th Street and 48th Street and between 60th Street and Victoria Avenue. The inclusion of these two underground segments follows a consistent application of criteria that examines each potential crossing for considering grade separations for LRT. These criteria include availability of right-of-way, environmental impacts (such as traffic impacts, visual impacts, impacts to historic resources, and environmental justice impacts), and Metro's established Grade Separation Policy.

Please Refer to Master Response 5 regarding traffic methodology and analysis.

Motorist safety treatments are described in detail in Section 2.0 Alternatives Considered of the Draft EIS/EIR. From the Exposition/Crenshaw Station southward, the LRT would operate at-grade in a semi-exclusive right-of-way separated from automobile traffic by a raised curb until the alignment transitions to a below-grade section at Crenshaw Boulevard and 39th Street and would not travel above 35 mph. Pedestrians and motorists would cross the LRT tracks with standard signal phases. As discussed in Section 3.0 Transportation Impacts of the Draft EIS/EIR, the signal phasing at intersections would be changed to accommodate the LRT operations. When LRT vehicles are present, movements that would conflict with LRT vehicles are prohibited. Pedestrians are permitted to cross the street during phases in which the LRT vehicles are not present. Additional safety features, such as dedicated left-turn phases, photo enforcement cameras, and in-pavement lights will be considered, as appropriate, along this segment.



Comment 41-14. Judi Redman.

Response to comment 41-14A.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 41-14B.

Comment noted. Please see response to comment 41-14-A. A massive expansion of the bus system is not part of the Metro Long Range Plan. Comments regarding this overall goal should be directed towards the long range planning process.

Comment 41-15. Julian Lamb.

Response to comment 41-15A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Comment noted. Please see response to comment 41-14-A.

Response to comment 41-15B.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Construction of the Crenshaw/LAX Light Rail Transit Project would result in approximately 400 jobs per year over the five years that would be necessary to complete the project. In addition, approximately 128 annual jobs would be created during the operation of the project.

Response to comment 41-15C.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The BRU Clean Air and Economic Justice Plan is not part of the proposed project. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.



Comment 41-16. Tom Burke.

Response to comment 41-16A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. While the concerns of the commenter regarding seniors and bus service are not part of the proposed project, Metro will pass on the concerns to the customer relations department.

Comment 41-17. Vernard Johnson.

Response to comment 41-17A.

Comment noted. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.



Comment 41-18. Gina Fields.

Response to comment 41-18A.

Please Refer to Master Response 1 Regarding support for a below-grade alignment along Crenshaw Boulevard.

Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

No adverse operational noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation.

Please Refer to Master Response 5 regarding traffic methodology and analysis.

Comment 41-19. Marcial Vassel.

Response to comment 41-19A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Crenshaw/LAX Light Rail Project would connect the Metro Exposition Line with the Metro Green Line.

The extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard and to the Hollywood/Highland Station is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. Feasibility studies have been conducted by Metro that indicated that a future extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project.



Comment 41-20. Dante Flores.

Response to comment 41-20A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Chapter 4.14, Safety and Security, of the DEIS/DEIR determined that no adverse impacts to safety would occur from the construction and operation of the Crenshaw/LAX Light Rail Transit Project. The Crenshaw/LAX Light Rail Transit Project would provide lighting near station areas and security personnel to ensure that the line is part of a safe and secure system.

The Crenshaw/LAX Transit Project would not result in an increased exposure to the risk associated with fault lines, nor would it exacerbate pre-existing seismic conditions either in a below-grade or above-grade configuration. However, it would be more vulnerable to damage from ground shaking during an earthquake. As part of the mitigation proposed for the project, a geotechnical study would be conducted to identify design specifications required for maintaining structural integrity under static and seismic loading and operational demands. These design specifications would ensure that the risks from seismic hazards would be minimized to the greatest extent feasible.

Please Refer to Master Response 5 regarding traffic methodology and analysis.

Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

Comment 41-21. Carol Tucker.

Response to comment 41-21A.

Please Refer to Master Response 1 Regarding support for a below-grade alignment along Crenshaw Boulevard.



Comment 41-22. Kevin Fridlington.

Response to comment 41-22A.

Please Refer to Master Response 1 Regarding support for a below-grade alignment along Crenshaw Boulevard.

Comment 41-23. Virginia Piper.

Response to comment 41-23A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Metro acknowledges that an LRT system would be easier for blind and visually impaired to access and use.



Comment 41-24. Vincent Harris.

Response to comment 41-24A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Comment 41-25. Karen Ceasar.

Response to comment 41-25A.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.
Please Refer to Master Response 5 regarding traffic methodology and analysis.

Please Refer to Master Response 1 Regarding support for a below-grade alignment along Crenshaw Boulevard.



Comment 41-26. Supervisor Mark Ridley-Thomas.

Response to comment 41-26A.

The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro’s regional transit system (specifically, the Metro Green Line).

Response to comment 41-26B.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.



COMMENTS: 42-27 through 42-35 from the Inglewood High School Public Hearing

001001 000751

1 CRENDAW TRANSIT CORRIDOR
2 DRAFT ENVIRONMENTAL IMPACT STATEMENT
3 DRAFT ENVIRONMENTAL REPORT

10
11 PUBLIC HEARING
12 INGLEWOOD HIGH SCHOOL – GYMNASIA
13 251 SOUTH GREVILLEA AVENUE
14 INGLEWOOD, CALIFORNIA
15 OCTOBER 3, 2009

24 FILE NO: P11101
25 REPORTED BY: DEBRA L. PRESUTTI

1 Ms. Reeves: Good morning, everyone. Thanks for
2 coming out to the Draft Environmental Impact
3 statement/Draft Environmental Impact Report hearing for
4 the Crenshaw Transit Corridor.
5 My name is Roxi Reeves. I'm with the Lee Andrew
6 Group, and I'll be your facilitator this morning.
7 I hope that all of you have had a chance to walk
8 around and take a look at the boards and talk to project
9 staff and have some of your questions answered. If you

page 1



091003 #09761

10 didn't get that chance, you'll have another opportunity at
 11 the end of the meeting. Roderick our project manager and
 12 some other staff members will be here to answer your
 13 questions.

14 I'd like to introduce Councilmember Dan Tabor,
 15 who would like to say a few words.

16 Councilmember Tabor: Good morning. There's a live
 17 audience here, you're not taped.

18 First of all, let me start with what's really
 19 important: I support the light rail option. Remember
 20 that: this is supposed to be an objective, unbiased
 21 presentation; so you need to know where I am.

22 Secondly, a \$1.7 billion investment in this
 23 community along Crenshaw towards the airport, makes a lot
 24 the absolute sense to [inaudible] the world. So now that
 25 you know where I am, let me tell you where I am not.

3

1 I'm not interested in this project proceeding,
 2 whether it's BRT, light rail, without your input, without
 3 hearing from you: whether you agree with me or not, I
 4 think we need and deserve to have this discussion,
 5 because at the end of the day, our tax dollars, our public
 6 investment, will be used to build this project or some
 7 other project. And it is not a slam dunk. We move
 8 forward along this timeline, we've seen the boards, and we
 9 arrive at some place in the future.

10 Fortunately or unfortunately, there are other
 11 communities also looking for Metro projects in their
 12 communities to move forward along a timeline; so we're --
 13 it is a competitive, merit-based process. And you're
 14 going to hear from Roderick today that no decisions have
 15 been made, but there are a series of public meetings,
 16 so I'm going to end with this: Thank you for
 17 coming this morning. There are at least two other local
 18 alternative meetings and the following transportation
 19 planning meetings. For some reason the dates are not in
 20 my mind --

21 Unidentified speaker: Meetings in November and
 22 Page 3



091003 P09761

22 December:
23 Councilman Tabor: -- meetings in November and
24 December that are not going to be in Inglewood that we
25 need to turn out to. Bring your neighbors, your family,

3

1 your friends. We need to say to the MTA Board and the
2 process that we are interested and committed in being
3 engaged and making sure that our community is reinvested
4 in and that public transportation going into the future is
5 available and it is where we want it to be and where we
6 need it to be to sustain economic development and growth
7 in our city and in the surrounding neighborhoods.

8 So with that, thank you very much for being here
9 this morning.

10 Ms. Reeves: Thank you, Councilmember.

11 When you came in this morning, you were handed a
12 few items at the registration desk. You were given a fact
13 sheet and a comment form and a speaker card.

14 The fact sheet provides you with an overview of
15 the alternatives that are under consideration. The
16 comment form provides you with information on how to
17 submit a written comment.

18 The format for today's meeting will start with a
19 brief presentation from our Project Manager, Koderick Blau.
20 And then following that, we'll start the formal public
21 comment portion of the meeting.

22 If you'd like to make a comment, you need to
23 complete one of these blue speaker cards and then turn it
24 in to the registration desk or one of our team members.

25 This is your forum so the next hour will be

4

1 devoted strictly to public comment. And as such, our
2 staff won't interrupt during the hearing to make comments
3 or clarifications. Should you have additional questions
4 or comments after your time is up, like I stated earlier:

Page 3



091003 #09761

5 staff will be around after the hearing to answer any
6 questions.

7 Each speaker will be given two minutes to make
8 your comments. Please note your comments are being
9 recorded by a court reporter. So please remember to start
10 by stating your name, speaking clearly and into the
11 microphone.

12 As a reminder, the deadline for comments is
13 Monday October 26th at 5:00 p.m. And that information can
14 be found on the fact sheet as well.

15 At this time I'd like to recognize some elected
16 and representatives that are here with us today. We have,
17 of course, Councilmember Dan Tabor. We have Fernando
18 Ramirez from Supervisor Mark Ridley-Thomas's office, Keith
19 Lockard from the City of Inglewood, Joel Kane from the
20 City of Inglewood.

21 And we also have some members of community
22 organizations that we'd like to extend our appreciation to
23 as well.

24 We have representatives from the Empowerment
25 Congress West Area Neighborhood Development Council,

26 Transit Coalition, the Wave newspaper, West Branch of
27 God, and the multi-service Stanley Center. So thank you
28 all very much for coming out.

29 Now I'd like to introduce our Project Manager
30 Rodrick Diaz.

31 Mr. Diaz: Okay. Thank you all for coming. And I
32 think it's a testament to your dedication to the project
33 to learn about the project. And I'm very glad to see that
34 we have a diverse group from a lot of different
35 communities -- from Inglewood, Westchester, the
36 neighborhoods along Crenshaw Boulevard -- to learn a lot
37 more about the project today.

38 As Councilman Tabor mentioned, there are
39 decisions to be made related to the mode. Right now there
40 is no decision about which of the four alternatives we are
41 considering will be made and we'll proceed forward with.

Page 4



091003 P09761

17 Part of what we are here to do today is to hear your
18 testimony and to hear what you have to say about the
19 alternatives that we have analyzed and your concerns about
20 them and your desires for them.

21 We are at a major point within this
22 decision-making process. We have for the last two years
23 been engaging communities up and down this corridor to
24 develop alternatives and to develop analysis about these
25 alternatives. And here we are at this point where we have

2

1 published a document called the Draft Environmental Impact
2 Statement/Draft Environmental Impact Report.

3 The reason why it has two names is that it serves
4 two functions: At the federal and the state level. And
5 copies of that report are available to look at here at the
6 tables, and you should have received a CD that contains
7 that report for you to take home if you want to look in
8 more detail.

9 I know it's an intimidating document; it's very
10 big; but if you want just a nice summary, there's an
11 executive summary at the beginning of that report.

12 What is required for us and because we want to
13 hear from you, we have what's called a comment period.
14 And that comment period extends between the 11th of
15 September and it ends on October 26th. And this is a
16 major component of that comment period. If you have
17 comments that occur after this meeting, please be sure to
18 take a comment form with you or just send me an e-mail.

19 I'll give you directions at the end of this meeting.
20 So, nonetheless, we also have more information at
21 our website: Metro.net/crenshaw.

22 So we begin then with looking at alternatives. I
23 did mention that we have four alternatives that we are
24 looking at and considering. Each of these has equal
25 standing at this point.

1

Page 3



091003 #09761

1 We have two alternatives that we've required to
2 look at. Basically, they represent what would we do if we
3 didn't really make a big investment.

4 And the first alternative is called the No-Build
5 Alternative. What would we do, what would happen, what
6 would the impacts be if we did nothing?

7 And then the Transportation System Management
8 Alternative represents an alternative of what would happen
9 if you only improve transit improvements in a minor way.
10 If you just improve some signal systems, if you added a
11 bus line or two and added more frequency to the buses that
12 are already out there. So these are the no-build and the
13 transportation system management alternatives.

14 The next slide, then, represents the other two
15 alternatives. And these are called build alternatives.
16 These represent something that we would build. And so we
17 have what's called the Bus Rapid Transit Alternative and
18 the Light Rail Transit Alternative.

19 And there's a diagram and a picture back there,
20 there's a Bus Rapid Transit that represents an integrated
21 bus system. It includes buses, special lanes for the
22 buses to travel in. And so, essentially, many of you are
23 familiar with the set of tracks that pass through the city
24 of Inglewood and near the airport area. A long time ago,
25 I guess in the early 90's, Metro purchased that set of

4

1 tracks.

2 And so the Bus Rapid Transit Alternative would
3 have a special lane in that right-of-way for the buses to
4 travel. It would pass by here at the airport at Aviation
5 and Century where there's a lot of businesses there and a
6 connection to the People Mover that the airport is
7 planning. It would pass through downtown Inglewood and
8 serve downtown Inglewood here at La Brea. And then it
9 would end here at Crenshaw Boulevard where it would start
10 to turn north.

11 Within Crenshaw Boulevard we would follow -- we
12 Page 6

091003 P09761

12 would have exclusive lanes that travel in Crenshaw
13 Boulevard to the north to the Exposition Line, and then
14 north of there it would drive in mixed traffic with the
15 rest of traffic up to a connection to the Purple Line
16 subway. So that's the BRT Alternative.

17 And the LRT Alternative -- actually, let me run
18 through the details when I run through the detail slides,
19 so the next slide, please.

20 This is essentially the BRT Alternative. We have
21 a guided busway along the Harbor Subdivision, exclusive
22 lanes in Crenshaw, and mixed-flow operation north of the
23 Exposition Line. It's important to note that there are
24 some narrow sections of Crenshaw where we're still not
25 certain whether we can get those exclusive lanes or not.

##

1 The base cost of that alternative is roughly
2 between \$500- and \$600 million.

3 Then we have the LRT Alternative. So the LRT
4 Alternative is -- roughly follows the same general
5 alignment, but rather than a roadway, it would have
6 tracks. And so you'd have tracks that follow the Harbor
7 Subdivision and then go north along Crenshaw. And this
8 line may just end here at the Exposition Line.

9 And what's important to note is that there are
10 various configurations of these tracks. In essence, we
11 have to go underneath the runway complex here so that we
12 don't interfere with the flight paths of the airplanes.
13 We'd go over Century, elevated across the 405 and La
14 Brea, elevated across La Brea here in downtown
15 Inglewood, and then elevated here between 60th and 57th
16 streets -- actually to Victoria Avenue along the Harbor
17 Subdivision to 60th Street -- and then in the Lambert Park
18 Village area, because Crenshaw is narrow there and in that
19 area there's a scenic corridor designated and some
20 historic department stores, we are underground in Lambert
21 Park Village. And then we come back to the surface here.

22 Another important feature of the LRT Alternative

Page 7



091003 P09761

23 is that it does connect with the Green Line. So the LRT
24 service would continue down through El Segundo, down
25 toward the Redondo Beach Station. And it would also allow

10

1 the Green Line to come up to the station that serves the
2 airport a little bit better.

3 And then we do not extend north of the Exposition
4 Line, but it does allow for a future extension should this
5 be the alternative that is selected.

6 There is a cost associated with that alternative
7 of about 1.3 billion; here it's indicated as \$1300
8 million.

9 So the next slide is, in the course of doing our
10 analysis, we wanted to leave ourselves the flexibility to
11 respond to environmental impacts that we observed along
12 the line as well as to look at places where there may be
13 adjustments to a station or two.

14 And there are design options that we've
15 incorporated that are also analyzed in the environmental
16 document. And there are six of these design options. And
17 it's important to note that, other than the station moves,
18 most of these design options are here because they respond
19 to a specific environmental impact.

20 And so we have this design option 1 is a station
21 closer to Century.

22 Design Option 2 is a potential overcrossing over
23 Manchester so as not to interfere with the traffic on
24 Manchester coming off the 405.

25 Design Option 3 is a potential undercrossing

11

1 across Centinela.

2 Design Option 4 would take this elevated section
3 and place it underground.

4 Design Option 5 would add a station at Vermont
5 Avenue where there is none proposed now. Right now the
6 station would be at King and maybe with an entrance or

Page 8

091003 P09761

17 belt as stocker, but this would add a station at Vernon
18 versus:

19 And design option B would, rather than having the
20 underground station come up to the surface, we would
21 continue underground here to have a transfer with the
22 Exposition line.

23 So these design options vary in cost from about
24 11 million, 11 to 16 million. Then there are some more
25 expensive design options 155 and 230. That would also
26 impact the project budget.

27 So next slide, please.

28 There are two -- it's important to also note that
29 with new vehicles comes the need to maintain those
30 vehicles. And so we have two maintenance sites that are
31 being considered for analysis in the report. And so we
32 have two maintenance facility sites. And the criteria for
33 developing the sites is that they have to be near the
34 right-of-way so that you can access them. So this would
35 apply both to the buses which are natural gas vehicles,

36

37 alternative fuel; and, to the trains which are electric.
38 And then we have the one site here in El Segundo
39 that exists between two railroad tracks northeast of the
40 corner of Rosecrans and Sepulveda. And then we have one
41 site here just on the edge of the Westchester neighborhood
42 near the 405 Freeway, adjacent to -- I think this is still
43 Flamingo here, down by 83rd, Osage, and the Harbor
44 Subdivision right-of-way.

45 These two sites are evaluated in the report and,
46 if you have any opinion, we'd be interested to hear on
47 your testimony here.

48 Next slide, please.

49 So then we have the two alternatives, and we have
50 a general comparison of these two alternatives. When we
51 want to compare the similar segment of the Green Line to
52 the Exposition Line, both of them save travel time over
53 what Metro Rapid service would be.

Page 9



091003 P09761
 18 the BRT Alternative saves about 20 percent. The
 19 LRT Alternative saves about 43 percent. It would make
 20 that trip between the Green Line and the Exposition Line
 21 in about 20 minutes.

22 The Green Line does extend to Wilshire Boulevard
 23 for an additional 11 minutes to get up to Wilshire
 24 Boulevard in mixed-flow traffic.

25 Now, as far as ridership, we can think about the
 26

27 Green Line to the Exposition Line. The BRT Alternative
 28 has between 10- and 14,000. The LRT Alternative is
 29 roughly between 13- and 21,000. The BRT Alternative does,
 30 however, extend to Wilshire Boulevard where the LRT
 31 Alternative needs tracks that are not part of this
 32 definition of the project. And so the BRT Alternative is
 33 able to capture those riders with the transfer at Wilshire
 34 Boulevard and have additional ridership.

35 There is a comparison of capital cost. BRT is
 36 between 500- 600 million. And the LRT Alternative
 37 (indicating).

38 And then there's a comparison of jobs generated,
 39 and that roughly is correlated with the cost and the level
 40 of construction of the alternative.

41 Now, this is an environmental document we put
 42 out, and that environmental document is very comprehensive
 43 in terms of what it has to analyze. There are a lot of
 44 features of environmental impact that are analyzed in the
 45 report. And, hopefully, you did get a chance to discuss
 46 what these impacts might be with the staff people. If you
 47 have further questions, you can ask us afterwards. But
 48 all of these are addressed in the report and, if you have
 49 a particular condition, you can certainly talk about that
 50 through your comment.

51 Next slide, please.

52 So we are here at the comment phase. This is a
 53 Page 10

091003 P09761

0 public hearing. It's a major forum for public comments if
1 you want to share your comments with everyone else. But
2 also you can send your comments to me. You can either
3 send your form to me or a separate letter to me at my
4 address at Metro. You can send me an e-mail or you can
5 call our project hotline and have someone write down your
6 comment for you if you don't feel like writing it down
7 yourself.

8 It's important enough that this process is very
9 official and that it ends on October 26th. I have to
10 receive your comments by October 26th. And what happens
11 is all of these official comments we have to take them and
12 respond to each and every one of them in the next phase of
13 our environmental analysis.

14 Next slide, please.

15 Now, where do we go from here? No decisions are
16 being made today. We're here simply to listen to you.
17 End of the comment period is October 26th.

18 Councilman Tabor mentioned that there is a
19 meeting of the Metro Board to discuss the Long Range
20 Transportation Plan. I think that's the Thursday before
21 October 26th. So that's when that discussion will take
22 place, and that's when long-range transportation planning
23 will be discussed.

24

25 But then important for this project is when our
26 board selects what's called a locally preferred
27 alternative. So of these four alternatives, one of them
28 will get selected. And then we'll present it at the
29 Planning and Programming Committee. But the big decision
30 will be made at our December 10th board meeting.

31 And then after all of that, we'll take the final
32 alternative and then do some more analysis and more design
33 refinement and publish the final version of that document
34 that you see there and then go into construction some time
35 thereafter with hopes of starting the service in 2018.

36 Actually, we're going to hear from you now over

Page 11



091003 P09761

13 the next hour or so, depending on how many people signed
14 up to speak.

15 And I would urge you to provide as much detail as
16 you can related to your public comment because -- or what
17 you write down -- because more detail gives something more
18 for us to be able to respond to. And, certainly, share
19 what you have to say with us about anything and everything
20 you have to say about the project.

21 And so I'm looking forward to hearing from you
22 and to learn what your perspectives might be on what the
23 potential investment might be in the corridor.

24 And so I'll hand it off to Rexi who will then
25 officiate the rest of the hearing.

10

1 No. Reeves: okay. so we'll start our public comments
2 now.

3 And just to reiterate the protocol: please come
4 to the microphone when your name is called. Each speaker
5 will have two minutes to make his or her comment. There
6 will be a timer on the screen for your reference. And
7 just please remember to start by stating your name,
8 speaking clearly and into the microphone so that our court
9 reporter can accurately transcribe your comments.

10 Our first speaker is Joel Rane followed by Dante
11 Flores.

12 Joel Rane: Thank you. My name is Joel Rane, and I'm
13 a librarian for the City of Inglewood.

14 I just wanted to say that I'm not here in an
15 official capacity. I'm also a home owner in Hyde Park and
16 I've been following this for some time. But I would say
17 (inaudible) city newspapers. We do have them across the
18 street on the second floor of the library for you to look
19 at.

20 I think this is great. I'm definitely in support
21 of the light rail line. I think it's fantastic that we're
22 rebuilding a system that we had here until the 1950's so
23 that we can bring the city together basically. I think
24 it's a great thing for the city of Inglewood and for the

Page 12

27.A



091003 P09761

23 whole city that some day you can get on the train up at
24 (37)

25 Manchester and La Brea and in less than four hours you can
26 be in San Francisco or San Diego or Sacramento or anywhere
27 in California.

28 I would just say to everyone here, we should
29 really emphasize that we shouldn't do this on the cheap.
30 We should really make sure that all of the alternatives
31 for that small cost -- it seems like millions of dollars,
32 but the idea of putting a grade separation at Centinela
33 for people who commute around here -- I ride a bike to
34 work through that intersection -- this is something that
35 is really essential. We need to make sure we get all the
36 grade separations we can for this whole route so it
37 doesn't become an issue of controversy but it becomes a
38 very fast way for someone to get from the airport all the
39 way up to, hopefully, some day up to West Hollywood.

40 Thank you.
41 Ms. Reeves: Thank you.

42 Following next we have Claydine Burt.

43 Dante Flores: Hello. My name is Dante Flores, and I
44 support this project.

45 what I think we need is security because in these
46 areas, especially at night, it gets really bad. At all
47 stations I think we should have light rail, no buses. I
48 also think there should be lots of nature to look at, and
49 it will attract more and more people.
50 (5)

51 Also the train should be at grade and above
52 grade. And, if we do have it underground, make it safe
53 because we have earthquakes here in California.

54 I am 11 years old, and I attend the St. John
55 Chrysostom School as a 7th grader. And please, please
56 have it underground so it won't affect our learning and it
57 will keep us safer.



8 Also on Centinela it will not be safe; there will
9 be too much traffic.

10 Ms. Reeves: Thank you.

11 Following Claydine Burt we have Danier Goodmon.

12 Claydine Burt: Hello. My name is Claydine Burt.
13 I've lived in Inglewood since 1949, and I'm a member of
14 the Centinela Valley Historical Society.

15 I'm very much interested in public
16 transportation. Because of limited physical conditions, I
17 may have to give up driving.

18 The worst thing about living a long time, I
19 think, is that we do tend to look backward at the
20 wonderful red cars, at the trolley cars where one could
21 get on in Hawthorne and go all the way to Eagle Rock
22 without getting off if you paid your extra fare.

23 The statistics that are used. I would remind
24 those in charge, are people. Each of us here today is one
25 of those statistics. And when something new goes in,

20.A

1 something old usually has to come out, and it may be very
2 painful.

3 But I appreciate the opportunity of coming today.
4 I wish there were more of our citizens here.

5 And before I leave the microphone, I must tell
6 you, don't leave this area without crossing the street and
7 looking at the transportation (inadequate).

8 Thank you.

9 Ms. Reeves: Thank you.

10 Following Danier we have Alan Havens.

11 Mr. Goodmon: Good morning. My name is Danier
12 Goodmon. I'm the coordinator of the Fix Expo Campaign.

13 I'd like to see inclusion in the final EIR all of
14 the options which are currently being explored and options
15 for crossings which are currently supposed to be at street
16 level for grade separations, including extending existing
17 grade separation options or mandating grade separations,
18 baseline grade separations. I think this is important for
19 a variety of reasons. One, it expedites the crossings.

30.A



091003 P09761

20 what we realize right now at (inaudible) is, because a
21 grade separation was not explored, that project is going
22 to be delayed. We can avoid that in the future by
23 including in the final EIR grade-separation options.
24 The grade separation is not just safety
25 mitigation, it's traffic mitigation. It also helps

30

1 address the issue of environmental injustice. Because the
2 reality is here that on the westside they're talking about
3 a \$6- to \$9 billion subway.

30.0

4 And those people who were behind that line which
5 include the Mayor of Los Angeles and supervisor
6 Vranoslavsky have twice attempted to steal necessary money
7 for this project for grade separation. So when that
8 happens and when these people say this area should be
9 given a bus rapid transit instead of a light rail line
10 with grade separation, understand what's being told here,
11 we're being told that we should get 3500 jobs instead of
12 7800 jobs.

13 And let me just ask quickly: Who here in this
14 room is for South L.A. having 4300 less jobs and Inglewood
15 having 4300 less jobs?

16 Let the court reporter reflect that no one raised
17 their hand.

18 It's important, as Councilmember Tabor mentioned,
19 that we show up at those meetings on November 18th and
20 October 10th, when these people who have twice tried to
21 rob this project of necessary money will be in a voting
22 position. They need to see us. We need to be there. We
23 need to demand our fair share because we're being taxed
24 for Measure A, we're being taxed for the federal dollars,
25 we're being taxed for the project that will go on the

21

1 westside just the same as we are being taxed for this
2 project, and we want our money returned here.

Page 15



091003 P09761

3 Thank you.

4 MR. REEVES: Thank you.

5 Following Alan we have Matthew Hett.

6 Alan Havens: My name is Alan Havens. I worked for 22

7 years (inaudible) transit (inaudible) movement.

8 I strongly support the light rail option for the

9 Crenshaw Corridor based on travel time, (inaudible) speed,

10 and safety.

11 In terms of safety, LRT has three sets of brakes,

12 three kinds of brakes, not the one that buses usually

13 have. By the way, the maximum speed of an LRT can be 80

14 to 85 miles an hour between stations.

15 noise. Someone at the Wilshire meeting said the

16 buses would be quieter, but this is only true if they're

17 running very slowly through grade crossings.

18 To match LRT speeds you need gates, and lights at

19 crossings and so forth where you have at-grade crossings.

20 To control noise, directionalized grade crossing

21 (inaudible) can be used -- horns, bells, voice messages,

22 and so forth. So noise is not a serious issue.

23 Ride quality (inaudible) have comparable ride

24 quality. In comparison --

25 The Court Reporter: I'm having trouble hearing him.

27

31.1A

1 MR. REEVES: Could you speak up a little.

2 Alan Havens: Okay.

3 In comparison, the articulated buses like the

4 NABI that we have now will provide a bumpy ride behind the

5 center axle at the articulating joint.

6 On (inaudible) the travel time LRT's have four

7 doors on the side; that is actually eight door openings on

8 the side. The articulated buses have three doors;

9 basically, one plus two plus two openings. At the front

10 door the driver is (inaudible).

11 MR. REEVES: We're having trouble hearing you. The

12 court reporter.

13 The Court Reporter: I'm sorry.

14 unidentified speaker: Slow down.



091003 #09761

13 Alan Havens: Let's see. Also the sliding plate doors
14 of the MABT buses can go on a curve.

15 So, anyway, basically support LH.

16 Ms. Reeves: Thank you.

17 Following Matthew we have Cora Chong.

18 Matthew Metz: Good morning, I'm Matthew Metz. I live
19 in Westchester. I'm a long-term transit rider and transit
20 supporter.

21 I greatly support light rail because -- for many
22 issues. One is it's more efficient fuel-wise. It's a
23 better ride for the riders, and I believe people along the
24 route --

25 route -- Leimert Park to Inglewood/Crenshaw area --
26 deserve light rail. So I support the line completely, and
27 I want the mitigation that we looked at and talked about
28 and reviewed to make it a safe line.

29 But as a Westchester resident I'll tell you,
30 there's a lot of flak. There's a lot of anger in
31 Westchester, a lot of fear and gossip going on about
32 what's going to happen. And they're very upset because
33 Metro did not put a meeting in Westchester.

34 I have no trouble coming to Inglewood. I lived
35 in Westchester my whole life. I show in Inglewood. I grew
36 up here.

37 But they're upset. And I think part of their
38 concern is the maintenance facility. And I think it's
39 number 0, which is the one off Nash should be preferred,
40 opposed to the one close to Hindry which would take some
41 building and so forth.

42 So I want to warn you there's a meeting tomorrow
43 night in Westchester with Councilman Rosendahl. I've been
44 trying to tell people it's to the benefit of everybody;
45 it's a good system, it's a good line. But, by not
46 engaging the Westchester residents, you may have stirred
47 up a little homestead which you could have avoided.

48 Ms. Reeves: Thank you.

49 Cora Chong is the last card that I have.

Page 17

32 A



091003#09761

24

1 Was there anyone else that has a speaker card or
2 would like to fill one out?

3 Core Chong: Hello, my name is Core Chong, and I'm a
4 resident of Westchester.

5 Unidentified speaker: Speak up.

6 Ms. Reeves: We can't hear you.

7 Core Chong: Coming from Hong Kong, a city that has a
8 highly efficient bus and rail system, I am really -- I'm
9 fully enthusiastic hearing about this project. I fully
10 support the light rail line because I believe it will help
11 alleviate traffic and it will provide more convenience for
12 people to move around.

13, A

13 People can more easily communicate with each
14 other since the light rail line, people can -- yeah --
15 let's see.

16 I'm a high school student and I'm also taking the
17 environmental studies class. And seeing between light
18 rail and bus transit line, I think that the light rail
19 line has greater potential to have less environmental
20 impact because, as you know, electricity and also less
21 people (inaudible).

22 Ms. Reeves: Any other cards?

23 Okay. We have a --

24 Dave Monks: I just would like to address the
25 Westchester issue. And I would like to let everyone know.

25

26 that our project team will be meeting with the Westchester
27 Neighbors Associates on Monday night. We'll bring a
28 selection of boards and information to the community.
29 We've been working with Denny Schneider, who is with that
30 group, and we will make sure the Westchester community is
31 fully informed about this project.

32 Ms. Reeves: We have another special guest with us
33 this morning. I'd like to introduce supervisor Hank
34 Ridley-Thomson.



091003 #09761

10 Supervisor Ridley-Thomas: Thank you very much,
11 everyone. I'm pleased that you are here.
12 This is a rather important time and opportunity
13 for all of us. And the one request that I wish to make is
14 that you tell others about the significance of this
15 project.

16 And I want to say from the top: My view is that
17 this is one of the most important projects going on
18 anywhere in the county of Los Angeles. There is no
19 project that I can think of that is more important than
20 this effort with respect to transportation, with respect
21 to air quality, with respect to economic development.
22 Those three objectives are important.

23 It is my view working with your City Council,
24 your city leadership, that Inglewood has a lot to gain and
25 benefit by way of this Crenshaw-South Bay Line. It is

26

11.6A

1 Fundamentally important in terms of the issue of the
2 transformation of communities from an economic development
3 perspective as well as other important issues, not the
4 least of which would be the infrastructure that is
5 required to do important work on transportation as well as
6 the air-quality issues that I mentioned.

7 Two options, two alternatives. I want to make it
8 as clear as I possibly can I am for the Light Rail
9 alternative.

10 I don't think about this in a one-dimensional
11 way. I think about it in terms of the quality of
12 transportation that can and should be beneficial to the
13 residents of this part of the county of Los Angeles that
14 have waited a very, very long time to benefit from these
15 extraordinary resources.

16 There is no public works projects of which I am
17 aware that is larger than this 1.5, approximately
18 \$1.5 billion to do very, very significant work in this
19 part of the county of Los Angeles. This makes sense in
20 terms of a rational planning effort that involves

Page 19



091003 #09761

11 transportation.

12 This is not a vanity project of any sort. This
13 is a project that is need based. It gives definition to
14 what it means to have a rational policy for planning and
15 transportation in the County of Los Angeles.

27

1 The point has already been made about the issue
2 of jobs; it is an important point. And I'm confident that
3 anybody here who wants to contribute to unemployment
4 didn't show up to this meeting. This is the place where,
5 in fact, we talk about improving the quality of life. And
6 jobs is an important factor in that equation.

7 So if you look at this comprehensively, if you
8 look at this holistically, it's hard to argue with forward
9 movement. We're not looking backward, we're looking
10 forward. This is about technology for the future. This
11 is about building for generations to come. That's why I'll
12 here; that's why I stand resolute in my effort to bring
13 this project home on the 10th of December.

14 I would hope that there's not a vacant seat at
15 the MTA. I would hope that people are spilling out of the
16 auditorium and down the escalator and out into the patio
17 area and let them know that the Crenshaw-South Bay Line is
18 a must. We want to see it happen. We want it properly
19 funded, and don't skip at the point of funding.
20 Everybody here ought to say, "don't skip."

21 The Audience: Don't skip.

22 Supervisor Ridley-Thomas: They ought to fund it as it
23 should be funded! Fully. That's what we're pushing for.

24 So don't let me down. Be there on the 10th of
25 December. Be there early, we'll give you apple

28

1 notification of the time. We need to be in the house.
2 Because, as you know, Inglewood is strategically in a
3 position to make this better than it would otherwise be.
4 And, if you do that, I can assure you that Councilman
Page 20



091003 P09761

1 taborn(will do a dance that we won't find forgettable on
2 that day.

3 Thank you very much. I appreciate your time
4 today.

5 (unidentified speaker) supervisor, before you go,
6 will we be able to get preferred parking for the buses we
7 want to bring in?

8 supervisor Ridley-Thomas: yes. And if you wish to
9 bring buses, we will help in whatever way that we can on
10 that, and we'll make sure that the buses are properly
11 accommodated.

12 so bring somebody. don't be reluctant. don't be
13 beautiful about asking your friends, your neighbors, persons
14 in your sororities, those who worship with you in your
15 various contexts. Bring them. Bring them. This is
16 important.

17 this is important because Julian Dixon tried to
18 work on this 25 years ago. Tom Bradley was working on
19 this a long, long time ago. Henry Waxman and Diane Watson
20 working on this. I say it's time and it's time now to
21 bring this project home.

29

1 Thank you very much. I'm delighted that you
2 could be here.

3 Ms. Reeves: we have one more card. Hugh
4 Brockington.

35.A

5 Hugh Brockington: I just want to say go light rail;
6 that's all.

7 Ms. Reeves: well, thank you very much for coming out
8 on a weekend and sharing your time and comments with us.

9 Just a reminder that your comments need to be in
10 Monday October 26th by 5:00 p.m.

11 We have one additional hearing -- it's the fourth
12 and final -- coming this Tuesday evening at
13 Transfiguration Church on Martin Luther King boulevard in
14 Los Angeles. That's from 6:00 p.m. until 8:00 p.m. There
15 are some fliers on the registration table with that date.

Page 21



19 and just feel free to grab a stack if you have some
 20 friends you think are interested in attending.
 21 and again, thank you very much. We appreciate
 22 your comments.
 23
 24
 25
 26
 27

Comment: 42-27. Joel Rane.

Response to comment 42-27A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 42-27B.

Comment noted. The selected LPA includes two underground segments for light rail along Crenshaw Boulevard, between 39th Street and 48th Street and between 60th Street and Victoria Avenue. The inclusion of these two underground segments follows a consistent application of criteria for considering grade separations for LRT. These criteria include availability of right-of-way, environmental impacts (such as traffic impacts, visual impacts, impacts to historic resources, and environmental justice impacts), and Metro's established Grade Separation Policy. In locations where there is available right-of-way, where there is a lack of significant environmental impacts, or where conditions fail to meet the criteria of Metro's Grade Separation Policy, the Light Rail Transit alignment is proposed to remain at grade. The light rail alignment will have aerial crossings at Aviation Boulevard and Manchester Avenue and at La Brea Avenue and the Harbor Subdivision railroad right-of-way. A below-grade crossing at Centinela Avenue was carried forward for further consideration in the design process where it was determined that the lack of significant traffic impacts did not require the crossing to be grade separated.

**Comment 42-28. Dante Flores****Response to comment 42-28A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Chapter 4.14, Safety and Security, of the DEIS/DEIR determined that no adverse impacts to safety would occur from the construction and operation of the Crenshaw/LAX Light Rail Transit Project. The Crenshaw/LAX Light Rail Transit Project would provide lighting near station areas and security personnel to ensure that the line is part of a safe and secure system.

Response to comment 42-28B.

The Crenshaw/LAX Transit Project would not result in an increased exposure to the risk associated with fault lines, nor would it exacerbate pre-existing seismic conditions either in a below-grade or above-grade configuration. However, it would be more vulnerable to damage from ground shaking during an earthquake. As part of the mitigation proposed for the project, a geotechnical study would be conducted to identify design specifications required for maintaining structural integrity under static and seismic loading and operational demands. These design specifications would ensure that the risks from seismic hazards would be minimized to the greatest extent feasible.

Please Refer to Master Response 5 regarding traffic methodology and analysis.

Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

Comment 42-29. Claydine Burt.

Response to comment 42-29A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Light Rail Transit Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.



Comment 42-30. Damien Goodmon.

Response to comment 42-30A.

Please Refer to Master Response 1 Regarding support for a below-grade alignment along Crenshaw Boulevard.

Response to comment 42-30B.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Comment 42-31. Alan Havens.

Response to comment 42-31A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.



Comment 42-32. Matthew Hetz.

Response to comment 42-32A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 42-32B.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Comment 42-33. Cora Chong.

Response to comment 42-33A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.



Comment 42-34. Supervisor Mark Ridley-Thomas.

Response to comment 42-34A.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Comment 42-35. Hugh Brockington.

Response to comment 42-35A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.



COMMENTS: 43-36 through 43-56 from the Transfiguration Church Hall Public Hearing

090006 -09765

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

CRENSHAW TRANSIT CORRIDOR
DRAFT ENVIRONMENTAL IMPACT STATEMENT
DRAFT ENVIRONMENTAL REPORT

PUBLIC HEARING
TRANSFIGURATION CHURCH HALL
2575 WEST MARTIN LUTHER KING JR. BOULEVARD
LOS ANGELES, CALIFORNIA
OCTOBER 6, 2009

FILE NO. 09765
REPORTED BY DEBRA L. PRESITTI

1

Ms. Reeves: well, good evening, and thank you for
coming to the public hearing for the Draft Environmental
Impact Statement/Draft Environmental Impact Report.
My name is ROY REEVES. I'm with the Lee Andrews
Group, and I'll be facilitating this evening.
I hope you've all had a chance to walk around the
room and look at the boards and have your questions
answered by project staff. If you haven't, the project
team will stay after the public comment portion so you'll

Page 1



091008 #09765

10 have that opportunity then.

11 When you came in tonight, you were given a few

12 different handouts. You were given a comment form, fact

13 sheet, and speaker card. The comment form provides you

14 with information on how to submit your comments in

15 writing, and the fact sheet gives you information on the

16 alternatives that are under consideration.

17 The format tonight will begin with a brief

18 presentation by our Project Manager Roderick Diaz.

19 And, if you would like to speak this evening, you

20 need to complete one of the blue speaker cards and then

21 turn it in to our registration table or one of the other

22 staff members this evening.

23 This is your forum so the next hour is solely

24 devoted to your comments. And as such, project staff

25 won't interrupt during the hearing to make comments or

2

1 clarifications. If you have additional questions that are

2 not answered, again, you will have a chance to speak with

3 Roderick and other team members at the end of the meeting.

4 And, if you still need additional time after your two

5 minutes are up, you're welcome to submit a comment in

6 writing.

7 Just to remind you, the deadline for public

8 comment is Monday October 26th at 5:00 p.m.

9 And at this time I'd like to recognize some

10 electors and their representatives that are here with us

11 this evening. We have Councilmember Bernard Parks. We

12 also have Dennis Rodriguez from Councilmember Parks's

13 office, Fernando Ramirez from Supervisor Mark

14 Ridley-Thomas's office. And we have Masa Aikine here from

15 the City of El Segundo. We have Dan Rosenfeld from

16 supervisor Mark Ridley-Thomas's office, and Vincent Harris

17 also from the supervisor's office.

18 Thank you all for coming this evening.

19 We also have several community organizations with

20 us, and we'd like to extend our appreciation to them as

21 well. We have members of the Empowerment Congress next

Page 2



091008 P09765

22 Area Neighborhood Development Council); We have Park Mesa
23 Heights Community Council, Healthy African American
24 Families, Bus Riders Union, the Leimert Park business
25 Improvement District, Citizen's Coalition for a Safe

3

1 Community, United Homeowners Association, Cherryland Black
2 Club, Los Angeles Neighborhood Initiative, McClung Drive
3 Black Club, Transfiguration Church, and Save Leimert.

4 If I have missed anyone, I apologize.

5 At this time I'd like to turn it over to

6 Roderick, who will take us through our presentation.

7 Mr. Diaz. Okay.

8 As Roxi said, my name is Roderick Diaz. Some of
9 you have seen me before. For those of you who are new,
10 thank you for coming out and catching up to the subject.
11 We welcome you all this evening.

12 The past two years have been a significant
13 process for us, analyzing solutions of how to make
14 investments in this corridor that make sense and improve
15 transit accessibility in a north-south fashion, centered
16 around Crenshaw Boulevard.

17 We have started — we've been in the middle of
18 what's called an environmental review process, where we've
19 been analyzing alternatives. And the culmination is in
20 the report that we've just published, and you see hand
21 copies of that report over there on the tables. You
22 should have received either in the mail or when you signed
23 in today a CO of that report.

24 And so that report is basically the major
25 milestone that we have here to mark the fact that we are

4

1 about to make a decision related to the project.

2 And what that report is called is a Draft
3 Environmental Impact Statement/Draft Environmental Impact
4 Report. It has two names because it satisfies

Page 3



091006 P09765
7 requirements both at the federal and the state level.
8 and so what we have here is the report as
9 published as of September 11th. And we have a 45-day
10 comment period. And that comment period is open to
11 members of the public as well as to public agencies and
12 other entities for you to make a comment about the
13 alternatives contained therein, how they are analyzed, and
14 any ideas you have related to how the alternatives compare
15 to one another and what features you'd like to see
16 incorporated or changed about the project.
17 And the report is available at all local public
18 libraries for review, and it's also available at
19 www.metro.net/crenshaw. And that's also a good
20 information resource if you want other information about
21 the project.

22 so next slide, please.
23 Essentially, the report analyzes four different
24 alternatives. And the first two alternatives represent
25 the lower-cost alternatives: what would we do if we did
26 nothing in the corridor and what would we do if we did a
27 low-cost investment improvement to bus service. And so

28 those two alternatives are called the no-build, and the
29 second one is called the transportation system management
30 alternative.

31 why we compare the other alternatives to these
32 two alternatives is we have to make sure that whatever
33 investment we make is an improvement over doing nothing
34 and is an improvement over doing something that is
35 potentially lower in cost. So those are the two
36 alternatives that are evaluated in the report.

37 then we get to the two other alternatives. And
38 those two alternatives are called the build alternatives.
39 And so what would we do if we build something, if we have
40 an investment? And there are two alternatives: one
41 called the bus rapid transit alternative, BRT, and one
42 called the light rail transit alternative, LRT.

43 so roughly they follow the same general alignment.
44 Page 4



091008 #09765

17 Between the Harbor Subdiv -- the Green Line, and Crenshaw
18 Boulevard along the Harbor subdivision there, so I'm
19 going to go over these two alternatives in a little bit
20 more detail.

21 Next slide, please.

22 So the first alternative is the Bus Rapid Transit
23 Alternative. Starting from the south we start here at the
24 Green Line and then we move north to a location at
25 Aviation and Century. Many of you know there's a

6

1 travelodge there and, unfortunately, an adult business
2 there, and a Carl's Jr. That is a potential site for a
3 connection that connects to what's called the People
4 Mover, where the airport will make connections to get into
5 the airport terminals.

6 And then we follow the railroad right-of-way
7 called the Harbor Subdivision that Metro purchased back in
8 the early 80's. And that right-of-way serves downtown
9 Inglewood and then approaches Crenshaw here at the Park
10 Mesa neighborhood of L.A.; and then, when it reaches
11 Crenshaw, it goes north along Crenshaw Boulevard through
12 Leimert Park Village, stopping several times and
13 connecting here with the Expo Line, and then it continues
14 north to a connection at the Purple Line at
15 Wilshire/Vesper.

16 Now along Crenshaw Boulevard between the Harbor
17 Subdivision and the Expo Line, the BRT Alternative is
18 planned to operate, is proposed to operate, in what are
19 called exclusive bus lanes; lanes that are reserved just
20 for buses and in some cases right-turning vehicles to go
21 north. North of the Expo Line, Crenshaw starts to get
22 really narrow, especially as you approach the 10 and you
23 go toward Wilshire Boulevard, and it's not as easy to
24 devote street space for bus lanes. So in this section
25 there are no bus lanes and the buses will have to travel

7



091008 #09765

1 in the midst of traffic.
2 Some of you joined us on some tours of the Orange
3 Line, and that is similar to what may go on here as
4 proposed at the Harbor subdivision.
5 Now, that alternative costs roughly between \$500-
6 and \$600 million.
7 Then the next alternative is called the LRT
8 Alternative, and this emphasizes rail service basically,
9 and so the rail alternative roughly follows the same
10 alignment, starting at the Green Line, continuing along
11 the Harbor subdivision through downtown Inglewood and then
12 coming north, serving Leimert Park Village, and then
13 stopping here at the Exposition Line.
14 Now, it's important to note that it does stop
15 here at the Exposition Line because going north would
16 incur a significant expense that is not covered by the
17 project budget.
18 It also connects here in the south end to the
19 Green Line so that you can conceivably ride the service
20 somewhere along the line and continue toward the south in
21 El Segundo and toward Redondo Beach. Toward the north we
22 leave open the possibility for a future extension toward
23 Wilshire Boulevard.
24 The base cost of this alternative is about
25 \$1.3 billion, \$1300 million. And so that's a rough

■

1 comparison of how the two alternatives compare.
2 Now, a lot of you have talked to us over the past
3 two years, pointing out environmental considerations that
4 you want us to consider, and we've done our own
5 environmental analysis as well.
6 And so the LRT Alternative has associated with it
7 design options. And all of these design options are also
8 reviewed in the context of that environmental review
9 report.
10 So we have six design options. The first one
11 would -- actually, let me go back a little bit. Let me
12 PAGE 6



091008 #09765

12 explain also.

13 The LRT Alternative passes by the south runways
14 of the airport in a trench underground. It passes over
15 Century Boulevard in an elevated fashion, over La Brea and
16 downtown Inglewood in an elevated fashion, and over
17 between 60th and 67th streets or roughly between 60th and
18 Victoria Avenue in an elevated configuration. In Belmont
19 Park Village it has an underground configuration between
20 44th and 39th streets to pass basically in a subway
21 underground configuration through the heart of Belmont
22 Park Village.

23 So those are what are called grade separations or
24 elevated or below-grade sections. And all of those are
25 documented in the plans of the report. Okay. So there

1 are grade separations incorporated into the LRT
2 Alternative.

3 Now, as I said, we did some additional analysis
4 to identify what other design options and what other
5 environmental impacts we need to respond to. In order to
6 have that response to those environmental impacts properly
7 analyzed, we included these design options and they
8 basically are -- I'll describe the six design options.

9 The first design option would move a station near
10 Century closer to Century, to make the connection to the
11 People Mover to the airport a little bit better with a
12 shorter walk.

13 The second design option involves a grade
14 separation at Manchester Avenue, Manchester Boulevard,
15 basically, because there's a lot of traffic coming off the
16 105 and there's potentially a lot of conflicts there.

17 The third design option involves a grade
18 separation at Centinela with basically an underpass right
19 in front of St. John Chrysostom Church there.

20 The fourth design option takes what is proposed
21 as an elevated configuration between 60th and 60 -- and
22 the Harbor subdivision and places that elevated line

Page 7

091006 #09765
13 underground. So between 60th and the Harbor Subdivision,
14 Design Option 4 would place that underground.
15 The Fifth design option there is in Leimert Park

10

1 Village. There would be a station right at King possibly
2 with an entrance at Stocker. But the Fifth design option
3 would place a station about 0.4 miles from that other
4 station at King to add a station near Vernon Avenue.
5 And then the sixth design option involved
6 rather than coming up to grade to meet the Exposition Line
7 at 39th Street would involve continuing underground to
8 join the Expo Line underground. So, rather than having an
9 at-grade connection, you have an underground connection
10 where there'd be a level change and people would climb a
11 set of stairs or elevators to get to the Expo Line
12 Station.

13 So, importantly, we have included those design
14 options into the environmental analysis, and they respond
15 to specific environmental concerns and impacts that we
16 face. We've incorporated design options to respond to
17 specific environmental impacts.

18 And you see the cost there. Roughly between \$1-
19 and \$236 million. Some of the more expensive design
20 options involve those with additional underground
21 stations.

22 Now, let's see. We have potential maintenance
23 facilities sites. So trains or buses have to go someplace
24 to be repaired, cleaned. There is one site here in the
25 city of El Segundo between two railroad tracks northeast

11

1 of the corner of Rosecrans and Sepulveda. And then we
2 have one site here near the neighborhood of Westchester
3 just west of the 405 Freeway here in this half-acre
4 shaped piece of land. So those are also subjects of the
5 environmental document.

6 Next slide, please.

Page 8



091008 #09765

7 So when our board makes a decision, they consider
8 how these alternatives compare with respect to each other.
9 So I provided a simple comparison for you today: travel
10 time, ridership, capital cost, and dollars generated.
11 Certainly, there are more factors that compare.

12 Now, when we compare apples to apples, let's say
13 on the same section, both of the alternatives save travel
14 time with respect to an equivalent Metro Rapid bus. So we
15 have the BRT alternative which operates between the Green
16 Line and the Expo Line in less than 30 minutes, 28 to 30
17 minutes. And the LRT alternative at about 20 minutes, so
18 the LRT alternative does save a little bit more in travel
19 time.

20 The BRT Alternative does extend to Wilshire
21 Boulevard and that adds another about 11 minutes to the
22 travel time to get up to Wilshire.

23 In terms of ridership between the Green Line and
24 the Exposition Line, the BRT Alternative is in the low
25 10's, 10,000 riders; the LRT Alternative is a bit higher.

27

1 The BRT Alternative, though, is able to reach Wilshire
2 Boulevard and attract more riders that way.

3 Capital cost. You see the comparison, and I
4 talked about that before.

5 And then we have number of jobs generated. And
6 that's also documented in the report.

7 Now, the report documents a lot of different
8 types of environmental impacts. They're all of these
9 located here. A lot of you have brought up in past
10 meetings concerns about noise and vibrations, visual
11 impact, impacts to businesses, impacts related to
12 construction; so those are all documented in the report
13 and disclosed.

14 Next slide, please.

15 So we have a comment period and this is
16 essentially where we are. We have public hearings here.
17 This is the last of the four public hearings.

page 4



091006 #09765
13 We have -- you can send the comment forms you
14 received today, either give it to a staff member before
15 you leave or you can e-mail them to us at Metro. That's
16 my address there, and that's the address listed on the
17 back of the comment form. You can also e-mail them to me.
18 And you can also, if you'd rather speak to someone and
19 have them record your comment, you can call the project
20 hotline. The comments do need to be received by

21

1 October 26th 2009.

2 And next slide.

3 Now, where do we go from here? All of the
4 comments of the public hearings contribute to what's
5 called a selection of the locally preferred alternative.
6 And that is a two-phase process where a committee of our
7 board and then the whole board consider the decision,
8 which alternative to move forward with. And that is
9 December 10th 2009, the final board meeting.

10 After that is selected -- whether it's the light
11 rail, bus rapid transit, or do nothing -- we move forward
12 with further environmental analysis of a project, the
13 project selected. And then we open for service in 2018.

14 So here we then go to our comment period. I
15 think it's a historic day now. And a lot of you may
16 remember that time when streetcars used to run along
17 Crenshaw Boulevard, come down King and Leimert Boulevard
18 and then come down Crenshaw when the yellow cars used to
19 run in the center of the street. And this is a chance to
20 basically bring that type of service back to these
21 communities here.

22 And so this is then your chance to talk about the
23 alternatives that are on the table. And so, hopefully, if
24 you want to speak, you filled out a comment form. And a
25 court reporter, this lovely lady up here, she's trained to

26

1 I listen to every word you say and type it so that it's in a
Page 10



091006 P09765

1 transcript for our purposes.

2 So, Roxi, I believe -- did you have someone --

3 MS. REEYES: I'd like to acknowledge one other person
4 with us this evening. We have James Westbrook from the
5 office of senator Curren Price.

6 And now I would like to introduce Supervisor Marc
7 Ridley-Thomas.

8 Supervisor Ridley-Thomas: Thank you very much. And
9 good evening to everyone. I'm delighted that you are
10 here.

11 I want to say from the very beginning that the
12 way in which this community displays its strength, its
13 purpose, its intention for the best that can be delivered
14 by the Metropolitan Transportation Authority and any other
15 government entity is to show up in force like you're doing
16 tonight.

17 So I think you should begin by giving yourselves
18 a big round of applause.

19 May I say the following: That for us the real
20 significant point of presence is on December the 10th at
21 the MTA Board meeting. Let me say that again: December
22 the 10th at the MTA Board meeting. That is when the board
23 will make the determination as to what it will or will not
24 do.

25

26 Now, I can tell you, your presence will make a
27 difference.

28 It is my hope and beyond that it is my
29 expectation that we will be here in force to essentially
30 demonstrate that we expect the best of what this agency
31 can afford this community with respect to the
32 Crenshaw-south Bay Line. And that means light rail as an
33 alternative for the community rather than any other
34 alternative. Because the best that can be afforded any
35 particular community from a regional perspective at this
36 point in time is light rail. And we will push for as much
37 of it as is humanly possible to be underground.

Page 11



091006 #08765
13 Now, any explanations that have been offered that
14 ultimately suggest that we can't do it, the message that
15 we ought to be intent on delivering is the following:
16 Excuses don't count. Excuses don't count.
17 We're all adults, and we all understand that we
18 have to be governed by the resources at our disposal;
19 right? Some of us want to do a range of things, but, in
20 fact, we have to lower those expectations when we begin to
21 count the nickels and dimes and dollars and the like.
22 I want to say this: All of us are prepared to be
23 reasonable. Don't start skipping and saying what can't
24 happen when it comes to the rail that goes through the
25 communities in which we live. If anybody -- we've had

16

1 Enough of that. And if it's good enough for other
2 communities to have light rail as an alternative, well,
3 it's good enough for it to be in the Crenshaw-South Bay
4 Corridor. And that's what we have to argue for. We have
5 to argue for that by being present in substantial numbers.
6 How many of you have been down to the MTA for any
7 public meetings?
8 Well, let me just say this: It would be my view
9 that if all of us were there to the extent that the
10 escalators were jammed, it wouldn't hurt my feelings. You
11 understand my point? In other words, you have to be
12 present to communicate this point.

13 Now, why is light rail an appropriate
14 alternative? The issue is pretty clear. More efficient.
15 More time certain. More with respect to the ultimate
16 issue of economic development, air quality, as well as the
17 reduction of traffic congestion.
18 But let me say something about the economic
19 development aspect of it. Jobs. Buses, you get 3800
20 jobs, 3500 jobs, correction. Light rail, 7800. Now,
21 don't talk to me about the new math, just give me the
22 simple math. Everywhere you go, 7800 jobs beats 3500 jobs
23 any day of the week. Particularly in an economy that is
24 in trouble.

Page 13

36.A



091008 #09765

18 this is the largest public works project that

17

19 will see this community for the balance of the days that
20 any of us will live; in excess of \$1.5 billion. And this
21 community is overdue.

22 This project was talked about over 25 years ago,
23 when Julian Dixon was in Congress, when Diane Watson was
24 in the state senate, when Tom Bradley was the mayor. Do
25 you hear what I'm saying? And they were talking about it
26 starting at Crenshaw and Wilshire. And it was mostly
27 their vision that sought to make this happen.

28 Well, now we're going to turn that vision into a
29 reality, and we're going to cause it to go straight to the
30 South Bay with the support of the Metropolitan Transit
31 Authority there. And then we're going to cause it to,
32 hopefully, make its way to the airport as would be
33 appropriate. And so there are many, many reasons for us
34 to be supportive of this.

35 I am unapologetically supportive for this effort
36 to take place. It can happen. It will happen if we
37 organize ourselves and make the case as it evolves, so
38 make sure that you are in place and don't come alone!
39 Bring somebody with you.

40 And there's a lot of discussion about the
41 significance of Martin Luther King Hospital in terms of
42 how important it is to the broader community. And let me
43 just simply say to you that is a very significant project.

18

44 It is my highest priority, but I want to quantify it for
45 you.

46 This project is three to four times more in terms
47 of economic investment. Did you get that? I said three
48 to four times more. So let's wrap it all in perspective
49 and deal with this issue in a way that is sure to deal,
50 long over due.



091006 #09765
8 I'm pleased to be able to represent you and argue
9 for the case that it's time for us to get the quality
10 transportation corridor in the community by which we are
11 impacted. And, if you stand up, we can get it done.

12 Thank you very much.

13 MS. REEVES: Thank you, Supervisor.

14 I would like to introduce Councilmember Bernard
15 Parks.

16 Councilmember Bernard Parks: Good evening. Let me
17 say thank you all for being here. And I want to thank
18 those of the staff for reaching out to the community over
19 the last couple of years. And I think the last count we
20 had was something like 60 different organizations have
21 been touched by this information.

22 I was a member of the MTA Board a while back and
23 was very pleased to be a part of measure R, to bring this
24 \$1.5 billion to the community because, having grown up in
25 Los Angeles, it gives us the first opportunity to really

19

1 develop a network of rail which many of us grew up finding
2 in the times in the past.

3 When we can envision that this rail system, first
4 of all, on Exposition Boulevard it takes us all the way to
5 the beach, connects to the Crenshaw Line where it can take
6 us to the airport. It can connect us to the Green Line
7 that can take us back to the east and connect us to the
8 Blue Line that takes us either to Long Beach or downtown
9 to Union Station. At the same time with the Red Line
10 going down Wilshire Boulevard and eventually the Subway to
11 the Sea, you begin to see a network of rail systems that
12 can service this community where you actually can get
13 somewhere in a timely fashion, create a clean environment,
14 and it's not cost prohibitive.

15 What I hope, as we move forward on this line and
16 others, is that we will entice people who have options to
17 ride the rail and bus systems. Currently, the large
18 percentage of people that are on buses tend to be those
19 who have no choices and that's their only form of

Page 14



091008 #09765

20 transportation. I believe, as we create this network of
21 buses and rail, we now have an opportunity to entice
22 people to come and park along the rail system, not pay
23 enormous parking downtown, be able to ride the system to
24 where they can get to work and play without having to take
25 their car everywhere.

20

1 The neighborhoods you live in, if it's anything
2 like the one I live in, people leave in three or four cars
3 every morning and three or four cars come back. And then
4 we wonder why Crenshaw Boulevard, Slauson, the freeways
5 and all those other areas are blocked with traffic.

6 Certainly, I'm looking forward in the sense of
7 this rail system becoming a reality.

8 What's important for us to realize it's going to
9 have some limitations. It's not going to give everybody
10 what they want. It's not going to be something for which
11 there will be unlimited funds. \$1.5 million sounds like a
12 lot of money until you start spending it. So these are
13 things that over the next decade or so we're going to be
14 able to see how these funds are going to be spent and how
15 they spend well for the benefit of the community.

16 The one thing I think is so important is how the
17 EIR has been put together for the community. Personally,
18 I have seen where the staff has actually given multiple
19 options so that they can be vetted during the
20 environmental process; so that you, as you go through it,
21 can see what their intent is, what the options are so, if
22 there is a decision made at a later time to add a station
23 somewhere, you don't have to stop the process for two
24 years, go back out for an environmental impact to
25 determine if there should be an underground station at

21

1 Leimert Park or another facility.

2 These are things that are important for us to



37:A

091006 #09765
3 know that these options as they are laid out also cost
4 more money than the \$1.3 billion, 1.5 billion. So these
5 are things that we have to realize. It's not unlimited.
6 It's a finite amount of money. And so that means that we
7 all need to be in a position to make sure the money is
8 spent properly and spent in a way in which we all will get
9 the biggest bang for our buck.

10 But, again, the real issue is for us to have a
11 line that's finished, that's complete, that completes the
12 network to the airport and gives us all an opportunity to
13 move safely through our community.

14 At today's City Council I moved for a motion to
15 make sure that the city takes a rightful and active role
16 in also responding to this environmental impact. So we
17 will have our Planning Department, our transportation
18 Department, our CRA and others coming together so that
19 they will have a City report that will be put in the file
20 before the October 26th date.

21 The one thing I'd recommend to all of you is
22 that, although you may be here and want to speak on the
23 mike, please do not ignore the importance of filling out a
24 card and putting in your question. Because when you put
25 your question in the system, it's mandatory that it's

27

1 responded to. You can often come to these meetings and
2 speak on the microphone, and you might get a response
3 back. But there's no guarantee or mandate that your
4 question verbally is going to be responded to in a formal
5 manner.

6 So make sure that whatever you think or that you
7 believe is important, fill out that card. Also you have,
8 even after this meeting, going online. You have until the
9 20th to put in whatever comment you believe is important.
10 And it's mandatory that those comments will be responded
11 to.

12 So, if you're interested, we have the actual
13 matter that went in today. It's on the back table. You
14 get an idea of some of the issues that are of most concern

Page 16



091006 #09765

13 to the 6th District. And we hope that as the Force
 14 departments within the City put forth a report that they
 15 will also pull together the information so that the City
 16 will be on record as to what it believes should be the
 17 important issues and priorities as we build this line.
 18
 19 So thank you for coming out. We look forward to
 20 not only being at the ground breaking — after this
 21 community in legislating we have more ground breaking than
 22 ribbon cuttings. We want to be at the ground breaking and
 23 the ribbon cutting to make sure we all benefit from the
 24 expenditure of these funds.

25

1 Thank you.
 2 Mr. Diaz: Before I hand it back to Roxi, I want to
 3 make sure as we enter the comment period, we will take as
 4 much time as necessary to accommodate everyone who wants
 5 to make a comment tonight. But I think what would be
 6 really helpful also is that, if you make your comment as
 7 specific as possible, either in written or in spoken form,
 8 we have to be specific in our response. And so what could
 9 help us: if you like something, if you don't like
 10 something, if you want to talk about any of these four
 11 alternatives, they're all open for comment. But please do
 12 feel free to make your comment as specific as possible.
 13
 14 So I'll give it to Roxi. She's going to be
 15 walking through all the comment cards that she's received
 16 so far. If you have a desire to make a comment, please
 17 hand it to one of our staff, and we'll get it to her so
 18 you can speak.

19 Thank you.
 20 Ms. Reeves: so we'll start our public comments now.
 21 Each speaker will be given two minutes to make his or her
 22 comment. There will be a clock on the screen for your
 23 reference.
 24 Your comments are being recorded this evening by
 25 a court reporter. So please be sure to start by stating
 your name, speaking clearly and into the microphone so

Page 17



091008-P09765

24

1 that the court reporter can accurately transcribe your
2 comments.

3 Our first speaker this evening is Damien Goodman
4 followed by Gregory Freeman.

5 Damien Goodman: Good evening. My name is Damien
6 Goodman, and I'm the coordinator of the Citizens' Campaign
7 to Fix the Expo Rail Line.

8 I want to begin by commending you for including
9 options on this line that we're building, underground
10 options, which we need more of.

11 Our concern as an organization, as Save Leimert
12 and some of the other organizations, pertains to the
13 absence of an underground option between 48th and 50th
14 where there's only an at-grade option and nothing else.
15 I've been to these meetings over these past few years, and
16 it's astonishing to me that you have any option for an
17 at-grade because people have continually said keep it
18 underground on Crenshaw.

19 Now, what you have not told us is that everything
20 north of the 10 Freeway on this line has to be
21 underground. So I'm going to tell you, if everything
22 north of the 10 Freeway has to be underground, so should
23 everything south of the 10 Freeway.

24 We are sick and tired in South L.A. of being told
25 that we should accept less than. If this line has to be

25

26 underground in Wilshire's Park Mile, it needs to be
27 underground in Crenshaw's Park Mesa. If it has to be
28 underground in Wilshire's Hancock Park, it needs to be
29 underground in Leimert Park.

30 And give us a station at Leimert Park Village,
31 denying us a station at Leimert Park Village would be like
32 building the Washington Metro and not putting a station on
33 U Street. Or building the New York City subway and not
34 putting a station at 125 Street. You have the money. We
35 Page 18

3B.A

3B.B



091008 #09765

20 are all paying taxes for the 6 to 9 billion. we're
21 talking about 1.3 billion here. But 6 to 9 billion
22 dollars on the Wilshire subway.

23 Don't talk to me about money. Tell me why my
24 community should have children walk across those tracks
25 when Crenshaw High School is in View Park (inaudible)
26 when those children on Wilshire will not.

27 We are not second-class citizens just because we
28 live in the second supervisorial district. We pay taxes.
29 We want an equitable line to that underground line. And
30 if you do that, we will support you. We're going to be at
31 that MTA board meeting demanding the same thing.
32 Underground on Crenshaw.

33 Thank you.

34 Mr. Reeves: Following Gregory we have Barbara
35 Lottholand.

36

37 Gregory Freeman: Hi, my name is Greg Freeman, and I'm
38 a member of the Bus Riders Union. And also I use public
39 transit, and I'm a life-long resident of South L.A.

39..A

40 And I'm here today to voice support for a system
41 of bus only lanes on Crenshaw Boulevard and voice
42 opposition to the construction of a light rail.

43 We are proud of the efforts of the MTA and
44 Supervisor Mark Ridley-Thomas to focus on the transit
45 needs of the people of South Los Angeles and at the same
46 time to bring jobs to the community.

47 Supervisor Ridley-Thomas says that he supports
48 light rail on Crenshaw because it will create more jobs
49 than a bus rapid transit project. Absolutely, South L.A.
50 needs jobs. But construction jobs to build light rail are
51 short-term jobs that will be gone in a couple of years,
52 and we all know from past experience that guaranteeing
53 these jobs will go to local residents will be an uphill
54 battle.

39..B

55 The BRU Clean Air and Economic Justice Plan will
56 create thousands of jobs. Not just short-term

Page 19



091006 P09765
21 construction jobs, but also permanent unionized jobs for
22 MTA; like drivers, mechanics, maintenance workers, and so
23 forth; most of whom as we know could be taken by people of
24 color. The kind of permanent employment — this kind of
25 permanent employment is critical for economic recovery in
27

1 South L.A. But just as critical is a first-class bus
2 system that gets thousands of low-income bus riders to
3 their jobs on time and as thousands of unemployed bus
4 riders in South L.A. look for and take jobs anywhere in
5 the county.

6 The proposed project on Crenshaw would provide
7 little help to people along Crenshaw and even less to
8 people on short lines like on Century and Imperial and
9 Stauson. It might even be an excuse for MTA to further
10 reduce our regular bus service, including longer wait
11 times for these short lines.

12 Thank you.

13 Mr. Reeves: After Barbara we have Clint Simmons.
14 Barbara Lotholland: Good evening. My name is
15 Barbara Lotholland. I am a long resident of Los Angeles,
16 in particular the Crenshaw Corridor, as well as the
17 co-chair of the Bus Riders Union. Today I'm representing
18 over 3,000 dues-paying members of that union.

19 As a public transit user, I am here to support
20 bus-only lanes down Wilshire of the Crenshaw Corridor
21 which was not mentioned very much today.

22 Given the long history of the sub-standard bus
23 service in South Central L.A., the Bus Riders Union
24 applauds the MTA and Supervisor Mark Ridley-Thomas's
25 interest in transit in this community. Thank you very
28

1 much.

2 However, the more we learn about this project,
3 the more we believe this plan, either the light rail or
4 the bus rapid transit currently formed, is really not
Page 20



091006 #09765

40.B

5 advised. Ever since the MTA began building rails in L.A.
6 over 20 years ago, bus riders have had the short end of
7 the stick. Billions of dollars have been spent on rail
8 that provides very little support for the transit
9 dependent.

10 MTA's long-range transit plan calls for 30 years
11 of fare increases, service cuts for bus riders, while it
12 plans to spend hundreds of millions of dollars, of our
13 tax-payer dollars, for light rail and highways.

14 As we look at this plan, there's very little use
15 for the people on the Crenshaw corridor. Those of us that
16 live and use this corridor, we're only using it from
17 Exposition to just before Florence. That is not the
18 Crenshaw Corridor.

19 Also that's why the Bus Riders Union is
20 supporting and would like to support the bus-only lane
21 going down Crenshaw. We do not want to be standing at the
22 bus stop as the train is passing us by.

23 Thank you.

24 Ms. Reeves: Following Clint we have Masa Alkins.

25 Clint Simmons: I think you could speed it up if you

29

41.A

1 call three at a time and have them line up that way. That
2 might be better.

3 My name is Clint Simmons, and I'm with Expo
4 Community United. And all we have to do is look at the
5 Expo Line to see how it has completely destroyed South
6 Central Los Angeles. We do not have north-south crossings
7 as we should have. There are too many streets that have
8 closed. They have run right by two schools that are right
9 on the tracks; that's Foshay and Dorsey High School. And
10 how could anyone who is sane support that type of rail
11 system?

12 And we have the same thing now on the Crenshaw
13 Line, we want to start at grade and then go elevated or
14 go under. If we're going to have a line on the Crenshaw
15 area, we want the same thing they have on Wilshire.

Page 21



091006 #09765
16 EITHER put it underground or we don't need it at all; that
17 is my opinion.

18 We have suffered too much from second-class or
19 third-class type rail systems. There is not enough grade
20 separation. All you have to do now is try to cross
21 Crenshaw, Vermont, Western, La Brea, some of those streets
22 north and south. Those are the ones that are open. The
23 ones that are closed we can't get across at all with the
24 Expo Line. Let's learn from that.

25 we cannot rely on our politicians; this is

10

1 something we must do ourselves. And the only way we can
2 do it is by getting actively involved as we are now. BUT
3 don't let this be the last time we're here. Let's go to
4 the MTA Board when they must vote and make these decisions
5 so we can try to get something that we can use.

6 we have too many schools within a half a mile of
7 this line where kids will be crossing. And I can assure
8 you kids will be playing chicken and things of that
9 nature. Let's put it underground. If we're going to have
10 it, let's have rail, rail, rail underground.

11 Thank you.

12 Ms. Reeves: Thank you.

13 Following Mesa we have Andrea Carty and then Alan
14 Havens.

15 Mesa Alkine: Hi, I'm Mesa Alkine from the City of El
16 Segundo's Planning Department.

17 One of the components of this project is an
18 option for a maintenance facility within the city of El
19 Segundo. And it's a 4.8 acre site that is called out in
20 the project. The City is concerned about having an
21 accurate environmental review of this site.

42:4

22 The document identifies the area as a 4.8 acre
23 site; but, when you look at the appendices, the proposed
24 bus terminal facility or rail facility appears much larger
25 and covers a larger area. So the city is concerned that

31



091006 P09765

1 this be accurately represented throughout the document.
2 because the assumptions that are made off of that are
3 going to affect what sort of traffic impacts the facility
4 has and what sort of other impacts on the El Segundo
5 community.

6 Also, there are certain parts of the document
7 that aren't analyzed such as additional intersections that
8 will be placed in El Segundo to service this facility so
9 we'd like to see all that stuff accurately reviewed.

10 Thank you.

11 Ms. Reeves: Thank you.

12 Andrea Canty: Good evening. My name is Andrea Canty.
13 and I'm a member of the 5th District community as well as
14 a member of the Dorsey Alumni Association.

15 And I just want to first mention that I'm very
16 disappointed in the MTA's decision with the Expo rail
17 project, especially as it passes Dorsey High School and
18 Fosbury that there is no grade separation on the plans
19 that just goes to show that there is no deep concern for
20 the students and their safety, being a parent myself and a
21 LAUSD employee.

43.A

22 As far as the Crenshaw Line is concerned, I would
23 like to see this line go underground along Crenshaw
24 Boulevard in totality. And I'd like you to also take into
25 consideration that Crenshaw Boulevard is home for this

17

26 community, where we establish a lot of cultural activities
27 and a lot of family events, and this is home to us.

28 For example, just coming up in another week or so
29 is a Taste of Soul event. And that event goes from Node
30 Drive all the way down to King Boulevard and, if there is
31 no train going with a grade separation, then that is going
32 to impede on our community festivities. And we don't want
33 our quality of life diminished because of this rail
34 project when we know we have resources to create a safe
35 rail and a good rail and enhance our transit line with



091006 #09765

11 maintaining our quality of life.

12 additionally, we do the Martin Luther King parade

13 on Crenshaw Boulevard as well. And so these are some

14 things that belong to us as culture. We don't have a lot

15 of culture here as African Americans, but the little that

16 we do, we want to preserve. So, please, take that into

17 consideration.

18 I'm all for this rail line down Crenshaw, but I

19 want it totally grade separated; and, additionally, to

20 mitigate the traffic flow as you look at the traffic going

21 east and westbound. And, if the train is at-grade, then

22 that will be impeding as well.

23 Thank you.

24 Ms. Reeves: Thank you.

25 Following Alan we have Linda Wicks and Juliet

43.B

Boyd-Benton,

2 is Alan still here?

3 Alan Havens: My name is Alan Havens.

4 Before retiring I spent about 22 years at

5 (inaudible) on transit projects. I'm strongly in favor of

6 a Crenshaw light rail line.

7 I notice the station put at 46th Street could

8 gain access to Leimert Plaza cultural area. Some years

9 ago I suggested a branch which would run partly on Leimert

10 on the surface and partly a tunnel off Exposition that was

11 to have a fast shorter link from Crenshaw to USC and

12 downtown L.A. (inaudible) in airport service. However, I

13 believed then and still believe that the best route is

14 indeed north past the Crenshaw Plaza mall; that should

15 have priority.

16 On the current plan I notice on the map a

17 possible map going past midtown center, following partly

18 San Vicente off La Brea up to the Purple Line. A Crenshaw

19 Line stop at Exposition would allow a walking track and

20 maintenance link to the Blue, Gold, and Expo Light Rail

21 system. An extension north of that would also provide the

22 walking link to the east-west subway system.

Page 24

44.A



091006 P09765

23 I would suggest initially the Crenshaw line up to
24 Exposition ought to have at least one of the, say, six to
25 eight trains per direction per hour go east on Expo to go
34

1 toward downtown L.A. to provide that direct subway link
2 and other service would be able to serve these LRT and
3 subway stations as noted previously.

4 so that's about it.

5 Ms. Reeves: Thank you.

6 Linda Ricks: I'm Linda Ricks with Park Mesa Heights
7 community council and Friends of the Hyde Park Library.

8 My concern is the station at West Boulevard and
9 Florence. The station at West Boulevard and Florence has
10 no connections to any major bus lines, and it's a station
11 that would be right there at the cemetery. I don't think
12 that would be a good place for a station. I don't see its
13 use there. That is my concern.

14 Ms. Reeves: Thank you.

15 Following Juliet we have Addie Arbor and
16 Catherine Walker.

17 Juliet Boyd-Benton: First of all, my name is Juliet
18 Benton -- Boyd-Benton, and I am a resident in -- I have
19 been a resident in this area for well over 40 years on
20 Elm Avenue, which is one block east of Crenshaw. I live
21 across the street from Crenshaw High School between 48th
22 and 50th.

23 I am -- First of all, let me say I'm not opposed
24 to progress. I'm very happy to see progress. I'm very
25 happy to see jobs and businesses in our community. We
35

1 desperately need that. However, I don't want to see it at
2 the expense of our children, of their safety.

3 In the area between Leimert Park running down,
4 heading south on Crenshaw between Leimert Park and
5 Florence, I can see. I can envision at least four schools.



091006 P09765
6 quite possibly there may even be more than that. And that
7 takes us to the issue of the safety of our children. And,
8 yes, they should all know how to cross the street and
9 follow the signs and all of those kinds of things, but
10 they're children! that's why we take care of that. And
11 they don't always do what they're supposed to do. And we
12 don't want to see them lose their lives or be maimed or
13 injured as a result of it.

14 And, even though it is secondary, a very critical
15 issue to those of us who live one block east of Crenshaw
16 is to live behind the train tracks. Each of these -- the
17 brochures that was sent to my home and all the maps and the
18 information that I've seen since I've been here, only
19 indicate to me that in the area along Crenshaw directly
20 behind my home, the only alternative, the only option for
21 light rail is to have a train track above ground.

22 Now, I've spoken to several people here who have
23 said things to me about how this increases property value
24 and how wonderful it is to communities that it's been in,
25 but I'm having a very hard time being convinced that

36

46.B

1 having a train track running behind my home that I won't
2 be able to hear it and that this does anything for my
3 property values.

4 Thank you.

5 Ms. Reeves: Thank you.

6 Catherine Walker: Good afternoon. I'm Catherine
7 Walker. I'm from Crenshaw High School. I live right in
8 front of the school. My house is the drive with the turn
9 around for the children. And it's a shame that we don't
10 have no transportation for the kids.

11 Traffic, red buses, yellow buses all day long,
12 different shifts going different places. And it's for all
13 the way underground like Wilshire and Western. And it
14 will help us to put down all the night cruising.

15 We have so much and can't take care of the
16 property and public service and take care of the parking
17 downtown. If we had the right kind of action, we wouldn't

Page 26

47.A



091006 #09765

38 have to go downtown and pay all that parking and then come
39 back and may not find your car. we need this for our
40 kids.

41 I've been in this area since 1970, 40 years. And
42 I've been come from the good to the bad. And some gone
43 bad, but it's time of us to straighten up and fly right
44 and do something for our kids. Because our day is gone,
45 but the children have to have somewhere to live.

47

1 Thank you.

2 Ms. Reeves: Thank you.

3 Following Addie we have Gerard Wright and Gary

4 Glass.

5 Addie Arson: I'm Addie Arson, and I live in the New
6 Park community. And I've always been so thrilled with
7 this Crenshaw area, and so I call it our Beverly Hills.
8 Say it again: I call the Crenshaw area our Beverly Hills.

9 I think it's a wonderful thing, and it's very
10 good that we're working on transportation in the manner in
11 which we are. But I feel that in order to preserve the
12 beauty of our community and Crenshaw Boulevard that the
13 light rail would serve by putting it directly underground,
14 and I made a special note: you've heard this before:
15 Like Wilshire Boulevard.

48.A

16 North on Crenshaw, south on Crenshaw, all the
17 way, underground. No light rail -- if light rail can't
18 be underground, then we have to go back to riding the bus.

19 We love our community.

20 Ms. Reeves: Thank you.

21 Gerard Wright: wonderful. I'm here to support the
22 light rail project as proposed. I would like to see it go
23 up to Wilshire and eventually get up to Hollywood because
24 then it will really serve a great, great need not only for
25 this community but for the region in general. Because you

49.A

16



091006 #09765

1) can get folks to get to the airport, visitors to Leimert
2) Park Village and actually see what a wonderful community
3) Leimert Park is, and get up to mid-wilshire and see the
4) museums and go up to Hollywood.

5) With that being said, supervisor Ridley-Thomson
6) made an astute point of we have this \$1.5 billion for the
7) Crenshaw Corridor and how to manage those funds and invest
8) those funds; the key word is "invest".

9) I'm looking at the south end of the line right
10) where it's in that trench around the airport between 104th
11) and 111th. And I don't know what the cost estimate is on
12) that. It looks like it's pretty high because you have to
13) go pretty much below grade to mitigate the ILS of the
14) landings for the airport. You don't want 747's crashing
15) on the airport and making the evening news all the time.

16) so is there any possible way or at least seeing a
17) cost option for reducing the cost of that potential, of
18) that location, via, you know, just putting sandy wells
19) along the right-of-way and elevating 104th street so that
20) we then have more funds to distribute on the northern part
21) of the corridor so we can improve it and provide those
22) mitigations the community has asked for?

23) Just find ways to look at those additional
24) options and find any and everywhere we possibly can to
25) make the most of our \$1.5 billion that we have for

19

09.B

1) Crenshaw Corridor. Because, like the supervisor said,
2) it's been a long time coming. It's been in studies since
3) actually earlier than the 80's; it's been in studies since
4) the early late 80's. So the Crenshaw Corridor has a place
5) in this transportation history, and we'd like to see that
6) built and become reality.

7) Thank you very much.

8) Ms. Reeves, thank you.

9) Following Gary we have Duane Barnett and Kevin
10) Prud'homme.

11) Gary Glass: Hello there, I'm Gary Glass from
12) Citizen's Coalition for a Safe Community.

Page 26



091006 #09765

50.A

13 I'm here, basically, in support of the Light
 14 rail. But the Light rail needs to be underground,
 15 100 percent. The safety of the children, everybody
 16 commuting across, should be number one.
 17 And I feel that it should get the same respect --
 18 Leimert -- as every other community. And this connects
 19 the two. And as a resident of Windsor Hills, I don't want
 20 to go ahead and have to say the community next to us is
 21 getting a raw deal. I think all the communities, no
 22 matter who they are and where they are located, all should
 23 get the same respect and the transportation that they
 24 deserve.
 25 Thank you.

40

1 Ms. Reeves: Thank you.
 2 Doug Barnett: My grandfather came here in 1880. I've
 3 lived in South Central for 20 years.
 4 When the Red Line opened in 1989, rail deaths in
 5 America doubled. It doubled because it clogged up every
 6 east-west artery between Western Avenue and Long Beach.
 7 You're going to see the same thing with the Red Line.
 8 Ten years ago I went to hearings and I said grade
 9 separation. We didn't get it. And we're going to kill
 10 people.
 11 We've doubled our taxes in the last 10 years in
 12 the Second Supervisorial District because a lot of houses
 13 that people have owned for most of their lifetimes have
 14 rolled over in the last five years. There's no reason why
 15 we don't have the money in the Second District to pay for
 16 real transportation.
 17 I ride that subway two or three times a week,
 18 maybe five or six times a week sometimes. By strange
 19 circumstance, I can use both ends of that Red Line. Very
 20 few people can. And it's very important that these kinds
 21 of systems come into this millennium. We're nowhere near
 22 this millennium.

51.A

13 Steel wheels and steel rails came on line in



091006 P09765
34 America in 1834. And we're still living with that crap,
35 we used it underground at least.

41

1 Let the Japanese build it.

2 Mr. Reeves: Thank you.

3 Following Kevin we have Steve Bagby and Alicia
4 Fajfófal.

5 Kevin Fridlington: Good evening, Kevin Fridlington.
6 I have two separate comments.

7 First is I am a member of the Neighborhood
8 Council of the Empowerment Congress West Area; that is
9 Culver City to Arlington, roughly Jefferson to Verdon.

10 And I'm also chair of the Planning, Land Use, and
11 Beautification Committee, speaking for that group. Our
12 group voted last night at our meeting. Looking at all of
13 the options that were laid out, the baseline, the
14 underground options, we made it very simple: Put it
15 underground. That was the vote of the Land Use Committee
16 of the Neighborhood Council Empowerment Congress West.
17 Put the line underground. That's direction that I was
18 given to give you.

S2.A

19 We'll be taking their recommendation also to our
20 board, and they'll discuss it at their next meeting.

21 Speaking as an individual: I'm a resident of
22 Leimert Park. I'm a member of Save Leimert. And I have a
23 friend who was a planner with the city of Los Angeles once
24 and was talking about this, and the comment made to me was
25 public hearings are so hard and embarrassing for staff

42

1 because they really know what they're going to do before
2 the public hearing, and it really doesn't matter what's
3 said. I hope that's not the case. I really, really hope
4 that that's not the case, and you're listening to what's
5 being said here tonight.

6 I have been to the scoping meetings at
7 Transfiguration. I'm sorry, the scoping meetings at
8 Page 30



091006 #09765

8 Audubon, the alignment meetings here at Transfiguration,
9 I have listened, sat and listened, to all that
10 conversation. And I would say 95 percent or higher of the
11 comments suggest or state that this community wants light-
12 rail placed underground.

13 But the options that we were presented doesn't --
14 it gives us the reflection, but not -- so please, light
15 rail underground.

16 Thank you.

17 Ms. Reeves: Thank you.

18 Steve Bagby, Sr.: Good evening my name is Steve
19 Bagby, Sr. I'm a former deputy coordinator of
20 transportation and housing for the late Congresswoman
21 Juanita Millender-McDonald, and I'm an active member of
22 Dorsey High Alumni Association and the Coalition to Fix
23 the Expo Line.

24 For the gentleman who spoke earlier from Windsor
25 Hill, who said he would hate to see any of the bordering

43

26 communities get a raw deal, the Expo Line is a case in
27 point that that's already in place. I think it's
28 unconscionable that La Brea, La Brea, Robertson, and
29 Overland would have overpasses, but Crenshaw, Western and
30 Vermont would not.

53-A

31 When we talk about equity, minorities are
32 consumers extraordinaire. And a half a cent sales tax as
33 of July 1st goes for Measure W money. Minority
34 communities are not getting an equitable return on their
35 tax dollars.

36 When you talk about the subway to the sea going
37 from Fairfax and Wilshire to Santa Monica by way of UCLA,
38 completely underground, and you can't safeguard the
39 students at Foshay Middle School or Dorsey High or in this
40 case Crenshaw, something is amiss.

41 I'm a sheer advocate for public transportation
42 I've seen rail lines mitigated in the cities of Compton
43 and Lynwood through the Alameda Corridor being cut and

Page 31



091006 #09765
19 covered or trenched. It just doesn't have to be subway,
20 per se. But below grade is the way to go. And there
21 should be equity within Central Los Angeles commensurate
22 to what's being proposed for West L.A.

23 Ms. Reeves: Thank you.
24 Following Alisia I have Charles Britser.
25 And that's the last speaker card that I have. So

44

1 If there's anyone else that would like to make a comment,
2 please grab a speaker card from Rochelle or Stephanie, and
3 they'll bring it up to me.
4 Alisia Fajirini: Hi, my name is Alisia Fajirini. I'm
5 from Dios International Missionary Church. I'm a youth
6 director and a community liaison officer.

54.A

7 I would like to support the Light-Rail Transit
8 Alternative. I believe that we should have something at
9 all than nothing. I believe that once we start from
10 somewhere, later on things could expand. So let's all
11 support this project, and later on things can get better.

12 I went to Crenshaw High School; I graduated from
13 Crenshaw High School. Now I have a Bachelor's in
14 psychology. I understand feeling safe and all of that,
15 and it's important for the community to feel safe. So
16 let's support this light-rail transit, and later on things
17 can get better.

18 Thank you.
19 Ms. Reeves: Thank you.
20 Charles Britser: Good evening, my name is Charles
21 Britser from 1-800 UNITE US.

55.A

22 One thing that concerns me about the construction
23 I've seen thus far on the Metro and other government
24 projects is the scarcity of African-American workers. And
25 also contracts; very, very few go to African Americans.

45

1 We've got these projects right in our community.
2 There's a lot of people looking for work. And what I'd
Page 32



091006 P09765

3 I like to know is what will be done to ensure that we're
4 properly represented on these contracts and jobs?

5 Thank you.

6 Ms. Reeves: Thank you.

7 Is there anyone else that would like to make a
8 verbal comment? That was my last speaker card.

9 Tony L. Clarke, Sr.: My name is Tony Clark, Sr., and
10 I just want to make this short and simple.

56.A

11 The light rail is the right thing to do, but
12 you've got to do the thing right. Okay? It's not about
13 just doing the right thing, it's about doing the right
14 thing right, and the right way is to put it underground.

15 Ms. Reeves: Okay. Thank you.

16 Well, we'd like to thank all of you for coming
17 out this evening and sharing your time with us and
18 providing us with your feedback.

19 You still have the opportunity to provide
20 feedback in written form. We have comment cards at the
21 front registration desk and that has information on how to
22 submit your comments. The deadline is October 20th, which
23 is a Monday, 5:00 p.m.

24 So please feel free to grab some extra comment
25 forms if you have a neighbor or a friend that you think

46

1 would be interested.

2 And thank you very much for coming out.

3
4
5
6
7
8
9
10
11
12
13
14



Comment: 43-36. Supervisor Mark Ridley-Thomas.

Response to comment 43-36A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Metro acknowledges that the Light Rail Alternative would result in more construction jobs than the BRT Alternative. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

The Draft Environmental Impact Statement/Environmental Impact Report (DEIS/DEIR) estimated that approximately 7,800 jobs would be created by the Crenshaw/LAX Light Rail Transit Project. This number reflects total jobs, which includes direct, indirect, and induced jobs. Direct jobs are the result of (1) expenditures on capital investment, which primarily occur during the construction phase of the project and (2) ongoing operations of a transportation system, which include train operations, maintenance activities, and administration. Indirect jobs occur through supporting industries, who supply goods and services to enable the direct spending and jobs. This includes workers in industries supplying engines and equipment needed for building vehicles, guideways and station facilities. Induced jobs are created through the re-spending of worker income on consumer goods and services which include food, clothing, shelter, recreation, and personal services.

The estimated jobs created by the construction of Crenshaw/LAX Transit Project would be 400 annual jobs over the five-year construction period. For comparative purposes, the 5.3-year construction period of the Metro Gold Line Eastside Extension, a similar light rail transit project that was recently completed, generated 432 annual construction jobs (full time equivalent worker hours). The Gold Line Eastside Extension alignment is shorter than the Crenshaw/LAX Transit Project, and the Crenshaw/LAX Transit Project could be expected to produce 10 to 20 percent more jobs during construction than the Gold Line Eastside Extension. The 400 estimated annual jobs created during construction of the Crenshaw/LAX Transit Project represents a conservative estimate that is consistent with Metro Gold Line Eastside Extension construction data.

Comment: 43-37. Councilmember Bernard Parks.

Response to comment 43-37A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Chapter 1, Purpose and Need, of the Final EIS/EIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw/LAX Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability. There has been an extensive public outreach process where alternatives have been formulated, evaluated and refined. The evaluation process has informed the affected residents of the relative impacts among options (alignment routes, vertical and horizontal alignments, station locations, etc.). The Metro Board of Directors, in selecting an LPA, considered the engineering and environmental documentation, as well as public comments and concerns. As the commenter stated, all comments received during the public circulation period have been responded to in the FEIS/FEIR. In instances where issues have arisen, design and alignment decisions have been revisited. In instances where adverse effects have been identified, design options and mitigation measures have been formulated to reduce or eliminate potential impacts on adjacent communities, and on adjacent minority or low-income communities. The City of Los Angeles agencies referred to by the commenter (CRA, Department of Transportation, and Planning Department) have been actively involved in the planning and development of the project.



Comment 43-38. Damien Goodmon.

Response to comment 43-38A.

Please Refer to Master Response 9 regarding grade separations and environmental justice.

Response to comment 43-38B.

Please Refer to Master Response 12 regarding a Crenshaw/Vernon Station.

Comment 43-39. Gregory Freeman.

Response to comment 43-39A.

Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 43-39B.

Construction of the Crenshaw/LAX Light Rail Transit Project would result in approximately 400 jobs per year over the five years that would be necessary to complete the project. In addition, approximately 128 annual jobs would be created during the operation of the project. Metro will be implementing a jobs program for all the Measure R construction projects. The jobs program will be designed to maximize employment opportunities for residents living in the construction area, provide for apprenticeship opportunities, and reduce unemployment for Los Angeles County residents.



Comment 43-40. Barbara Lottholland.

Response to comment 43-40A.

Comment noted. Bus service along Wilshire Boulevard is not part of the proposed project. Comments concerning bus service along Wilshire Boulevard should be directed towards the Metro Passenger relations Department.

Response to comment 43-40B.

Comment noted. Comments regarding the Metro Long Range Plan should be directed towards the long range planning process.

Comment 43-41. Clint Simmons.

Response to comment 43-41A.

Please Refer to Master Response 1 Regarding support for a below-grade alignment along Crenshaw Boulevard.



Comment 43-42. Masa Alkire.

Response to comment 43-42A.

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Comment 43-43. Andrea Canty.

Response to comment 43-43A.

Comment noted. The large majority of community activities and events occur near Leimert Park or the Baldwin Hills Crenshaw Plazas, both areas where the alignment is below grade and would not prohibit these events from occurring in the future. Should future events occur in an area where the Crenshaw/LAX Light Rail Line is operating at grade, either half of Crenshaw Boulevard could still be closed for a parade and the other side could maintain restricted traffic flow.

Response to comment 43-43B.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

Please Refer to Master Response 5 regarding traffic methodology and analysis.

**Comment 43-44. Alan Havens.****Response to comment 43-44A.**

Comment noted. An Alternatives Analysis was completed during the preparation of the Draft EIS/EIR to identify the transit alignment to be evaluated in the Draft EIS/EIR. The results of the Alternatives Analysis are presented in Chapter 2, Alternatives Considered, of the Draft EIS/EIR. This analysis used criteria including but not limited to, regional connectivity, ridership, and cost-effectiveness to compare the different modes of transit and alignment options and determine which alternatives would be carried forward for further analysis into the Draft EIS/EIR. The Alternatives Analysis identified that one alignment be studied for further consideration based on the evaluation criteria. This alignment begins at the southwest corner of the study area at the Imperial/Aviation Green Line Station and travels along the Harbor Subdivision Railroad Right-of-Way until it reaches Crenshaw Boulevard, where it would travel in the median of Crenshaw Boulevard and connect with the Metro Exposition Line or Wilshire Boulevard. The two alternatives identified for further study in the Alternatives Analysis, along with a No Build Alternative and a Transportation Systems Management Alternative underwent a comprehensive environmental review in the Draft EIS/EIR.

The extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard and to the Hollywood/Highland Station is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. Feasibility studies have been conducted by Metro that indicated that a future extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project.

Comment 43-45. Linda Ricks.

Response to comment 43-45A.

A station community workshop took place to identify the community's interests, particularly in regards to the location of the West Boulevard Station. There were competing community interests regarding whether the station was located in the City of Inglewood, west of West Boulevard or in the City of Los Angeles, east of West Boulevard. The community participation was included as part of the final evaluation for station locations. The West Station will be located to the west of the Florence/West intersection, south of the BNSF Railroad tracks in the City of Inglewood.



Comment 43-46. Juliet Boyd-Benton.

Response to comment 43-46A.

Comment noted. Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

Response to comment 43-46B.

No adverse operational noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation.

There is no documented evidence that the introduction of a light rail system would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased.

Comment 43-47. Catherine Walker.

Response to comment 43-47A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.



Comment 43-48. Addie Arbor.

Response to comment 43-48A.

Please Refer to Master Response 1 Regarding support for a below-grade alignment along Crenshaw Boulevard.

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The draft EIS/EIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact.

Comment 43-49. Jerard Wright.

Response to comment 43-49A.

Comment noted. The extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard and to the Hollywood/Highland Station is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. Feasibility studies have been conducted by Metro that indicated that a future extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project.

In order to comply with FAA rules and guidelines, the Crenshaw/LAX Light Rail Transit Project would travel in a below-grade configuration when it is adjacent to the LAX runway. The refined costs of this segment can be found in the Financial Analysis and Comparison of Alternatives, of the Final EIS/EIR.

Response to comment 43-49B.

Comment noted. Please see response to comment 43-49-A

**Comment 43-50. Gary Gless.****Response to comment 43-50A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard. Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that rail and highway crossings be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods.

Comment 43-51. Doug Barnett.

Response to comment 43-51A.

Comment noted. Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project. In November 2008, Measure R was approved by a two-thirds majority, committing a projected \$40 billion to traffic relief and transportation upgrades throughout the county over the next 30 years. Measure R will help fund dozens of critical transit and highway projects, create more than 210,000 new construction jobs and infuse an estimated \$32 billion back into the local economy, according to estimates by the nonprofit Los Angeles County Economic Development Corporation. The Crenshaw/LAX Transit Project was identified as a project to be funded by Measure R.



Comment 43-52. Kevin Fridlington.

Response to comment 43-52A.

Please Refer to Master Response 1 Regarding support for a below-grade alignment along Crenshaw Boulevard.

Comment 43-53. Steve Bagby, Sr.

Response to comment 43-53A.

Please Refer to Master Response 9 regarding grade separations and environmental justice.



Comment 43-54. Alisia Fajinimi.

Response to comment 43-54A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Comment 43-55. Charles Brister.

Response to comment 43-55A.

Construction of the Crenshaw/LAX Light Rail Transit Project would result in approximately 400 jobs per year over the five years that would be necessary to complete the project. In addition, approximately 128 annual jobs would be created during the operation of the project. Metro will be implementing a jobs program for all the Measure R construction projects. The jobs program will be designed to maximize employment opportunities for residents living in the construction area, provide for apprenticeship opportunities, and reduce unemployment for Los Angeles County residents.



Comment 43-56. Tony L. Clarke, Sr.

Response to comment 43-56A.

Comment noted. Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



THIS PAGE INTENTIONALLY BLANK