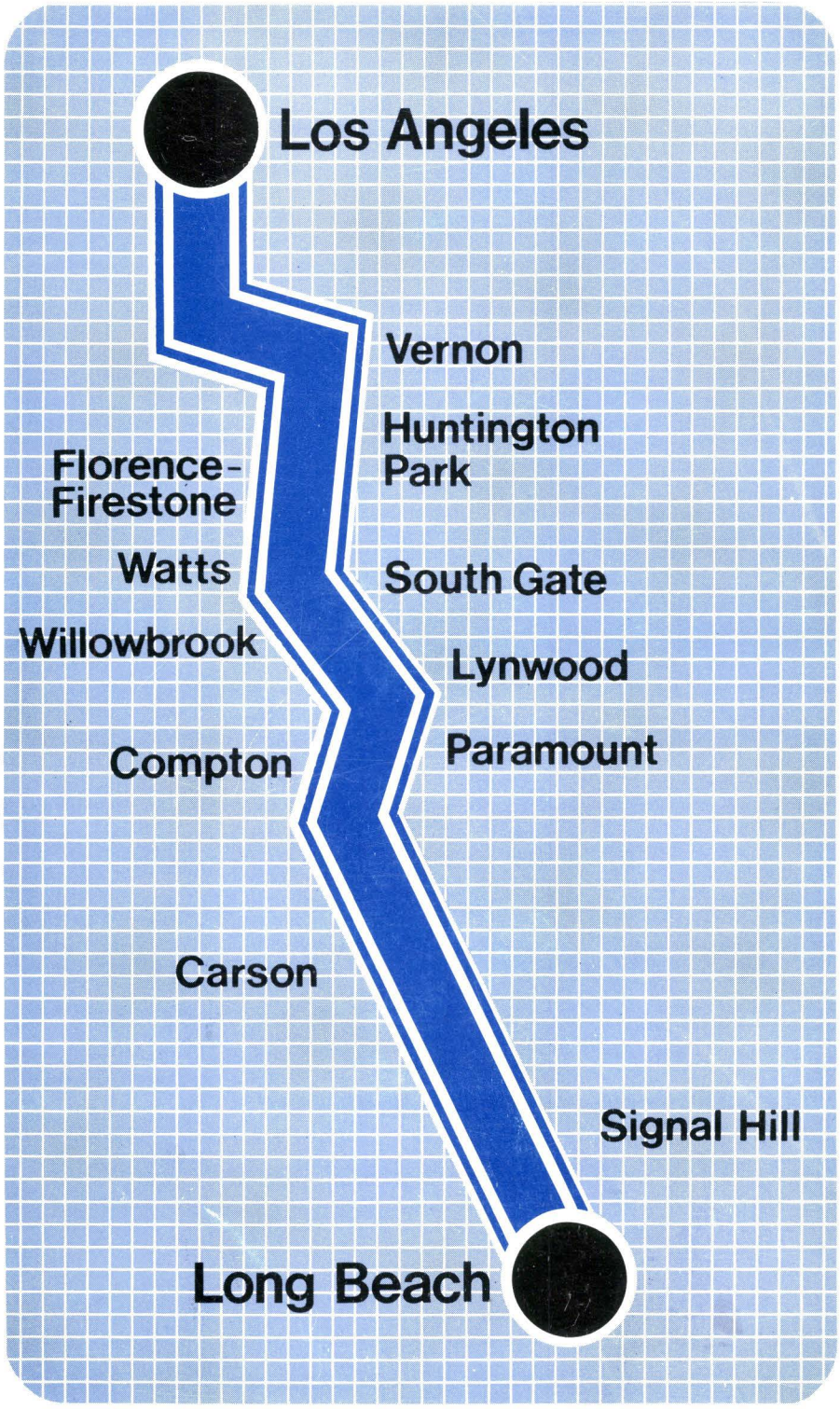
Final Environmental Impact Report

(SCH No. 85061910)

THE MEALY STREET FREIGHT RAIL DIVERSION

The Long Beach-Los Angeles Rail Transit Project

November 1987



LACTC

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Southern California Rail Consultants in association with:

- MYRA L. FRANK & ASSOCIATES
- PARSONS BRINCKERHOFF QUADE & DOUGLAS
- BBN LABORATORIES
- DKS ASSOCIATES
- PAUL, HASTINGS, JANOFSKY & WALKER

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

LACTC

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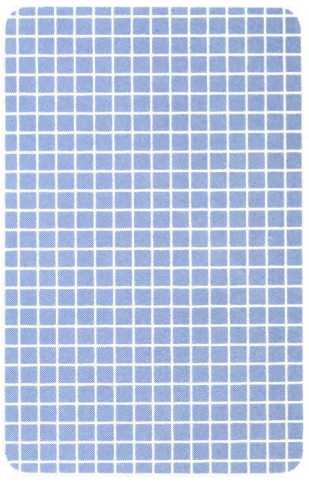
Summary



SUMMARY

This Final Environmental Impact Report (FEIR) is the most recent document to be prepared by the Los Angeles County Transportation Commission (LACTC) in the analysis of a subsequent alternative for a portion of the mid-corridor segment of the Long Beach-Los Angeles Rail Transit Project.

S-100 HISTORY OF THE PROCESS

The Long Beach-Los Angeles Rail Transit Project is the first rail transit construction project to be undertaken by the LACTC as part of a transit improvement program funded by the one-half cent sales tax increase approved by county voters in 1980. The project has undergone preliminary engineering and environmental documents have been issued by the LACTC, culminating with the certification of the Final Environmental Impact Report on March 13, 1985. On March 27, 1985 the LACTC approved the project for construction, including a mid-corridor segment Alternative MC-1 which would accommodate light rail transit tracks alongside existing freight rail tracks in the median of Willowbrook Avenue. In May 1985, however, preparation of a subsequent EIR was authorized by the LACTC in order to examine an additional alternative within the City of Compton. This alternative, known as MC-5, the Mealy Street Freight Rail Diversion, was analyzed in a Draft Environmental Impact Report (DEIR) issued in October 1985.

The MC-5 alternative as described in the DEIR is comprised of four major elements, described below:

- Aerial Segment for the LRT

  At a point approximately 2,000 feet north of Rosecrans in the Willowbrook Avenue Corridor, the two light rail transit (LRT) tracks would rise on an aerial structure, continue along the existing SPTC right-of-way passing over Rosecrans, and then gradually descend to grade just north of Elm Street. The aerial structure would reach a minimum elevation of 23 1/2 feet above the track bed at a point approximately 1,200 feet north of Rosecrans Avenue. At Rosecrans, the underside of the aerial structure would be about 17 feet above street level.

- SPTC Track Relocation - Mealy Street Connector

  At a point approximately 1,200 feet north of Rosecrans, within the existing Willowbrook Avenue railroad right-of-way, the relocated Southern Pacific Transportation Company (SPTC) track would curve to the southeast and pass under the elevated LRT structure. Leaving the existing right-of-way, new SPTC track would curve alongside the south side of Mealy Street. The alignment would then cross the west roadway of Alameda Street at-grade and turn south into the San Pedro Branch right-of-way, crossing Rosecrans Avenue. In this right-of-way, the relocated SPTC track would be placed approximately 15 feet

west of and parallel to the existing track between the east and west roadways of Alameda Street from a point just north of Rosecrans Avenue south to Dominguez Junction.

In addition, implementation of MC-5 would require changes in the relocation of an existing team track (freight siding with loading dock) to accommodate the connector track. This team track is currently located in the Willowbrook Avenue railroad right-of-way just north of Compton Boulevard and was planned for relocation to the Mealy Street area under MC-1. As described in the MC-5 DEIR of October 1985, the team track was to begin just west of Alameda, where it would diverge from and then parallel the Mealy Street Connector track for a distance of approximately 800 feet. A new industrial spur connection would have branched off from the team track and curved to the north to connect with the existing industrial spur at the Owens-Corning plant. Subsequent to the publication of the MC-5 DEIR, however, it has been decided that the team track will be relocated within the Alameda Street right-of-way at a point to be determined by the SPTC (see Section I-300 of this document).

o East Alameda Extension and Other Street Improvements

The east roadway of Alameda Street is discontinuous from just north of Rosecrans Avenue to Oaks Street. Under MC-5, the east roadway would be extended north to Oaks Street to provide through access.

The Mealy Street Connector would affect access and change traffic circulation patterns within the immediate area by prohibiting through traffic on Mona Boulevard and Tamarind Avenue north of Rosecrans. To mitigate the effect of these street closures and to provide local access, a two-lane street (one lane in each direction) would be constructed parallel to and just south of the connector track, linking Mona Boulevard, Mulberry Street and Tamarind Avenue.

o Rosecrans/Alameda Intersection

There are three options for Rosecrans Avenue at Alameda, two of which provide for grade separation. For each of the grade-separated options, frontage roads would be provided on both sides of the new alignment for local traffic circulation. These frontage roads would provide right-turn-in/right-turn-out movements for Tamarind Avenue, Mulberry Street, Rose Avenue, and Spring Avenue. (Originally, these frontage roads were to have crossed the tracks at-grade. For a discussion of the impacts of eliminating the at-grade crossings at Rosecrans/Alameda, see Section I-400 of this document.) Both east and west Alameda would remain as through streets under all options.

Under Option A, Rosecrans Avenue would remain at-grade. Both Rosecrans and Alameda (east and west roadways) would be widened at the intersection approaches to provide additional lanes for turning movements.

With Option B, an underpass would be constructed commencing approximately 800 feet west of the west roadway of Alameda Street and 800 feet east of the east roadway. This would allow four lanes of through traffic (two in each direction) on Rosecrans to pass under both the east and west roadways of Alameda Street and the San Pedro Branch of the railway which is located between them.

Option C would be an overpass providing improvements similar to those of the Option B underpass.

After a review period for the DEIR, a public hearing was held in Compton on November 13, 1985, written comments were received and preparation of this FEIR began. Preparation involved the compilation of all public testimony, proposed mitigation measures to be implemented as part of the project, and a statement of revisions to the project description contained in the draft report and the agreement of the City of Compton and LACTC that Option C (the overpass) is the preferred option.

S-200 ORGANIZATION OF THE FEIR

The current document, the Final Environmental Impact Report (FEIR) for the Mealy Street Freight Rail Diversion (MC-5) incorporates by reference the Summary DEIR and DEIR (issued October 1985). Because these documents collectively constitute a focused, supplemental environmental impact report, they do not repeat information or analysis which was contained in the original environmental documents prepared for the Long Beach-Los Angeles Rail Transit Project as a whole.

The DEIR for the Mealy Street Freight Rail Diversion was organized in the same manner as previous environmental documents for ease of reference. Chapter I described the project; Chapter II the setting; Chapter III dealt with Construction Impacts; and Chapter IV with Operations Impacts. If the reader keeps these chapter numbers in mind, he or she will have no difficulty cross-referencing any material found in this current document with the appropriate sections cited from the DEIR. Unless otherwise stated, throughout the current document, the word "project" is used to refer to Alternative MC-5. When referring to the light rail transit project as a whole, the text will generally so specify by using the phrase "Long Beach-Los Angeles Rail Transit Project" or "the rail transit project as a whole."

The current volume is organized as follows:

- o Summary

  This chapter contains a brief history of the environmental process for MC-5, describes the organization of the current document, and summarizes the impacts associated with implementation of the project and their mitigation measures.

- o Chapter I - Addendum

  This chapter discusses revisions or refinements to the project made since publication of the DEIR.

- o Chapter II - Comments Requiring Responses

  This chapter responds to comments made on the DEIR at either the public hearing or during the public review period.

- o Chapter III - Comments Not Requiring Responses

  This chapter summarizes the substance of general comments or statements of opinion on the DEIR for which no response was required.

- o Chapter IV - Corrections and Additions

  This chapter contains errata, including typographical or other errors, which came to the attention of the commission after publication of the DEIR.

- o Chapter V - Persons and Organizations Commenting

  This chapter lists all those who commented on the DEIR, whether orally or in writing.

S-300 PROJECT IMPACTS AND MITIGATION MEASURES

The table that follows summarizes the impacts associated with implementation of MC-5 and the mitigation measures that are incorporated into the project to substantially lessen the project's environmental effects. The table also identifies the Implementing Agency for each mitigation measure. The Los Angeles County Transportation Commission has incorporated the mitigation measures for which it is the identified Implementing Agency into the project and into the project budget. Other agencies either have adopted or can and should adopt the mitigation measures for which they are the identified Implementing Agency.

In general, both during the construction phase as well as during operation of the project, the LACTC will ensure that standard good construction and operations practices are maintained to minimize negative impacts.

TABLE S-1

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES
MEALY STREET FREIGHT RAIL DIVERSION

Environmental Factor	Description of Impact	Impact Determination	Mitigation	Implementing Agency	Net Impact
Topography, Soils, Geography					
Construction:	Soil excavation	Minor Adverse	Proper disposal of excess material	LACTC	None
Operation:	General Southern California seismic risk	Minor Adverse	Soils testing to ensure conformance to codes; operating safety systems	LACTC	None
Floodplains, Hydrology, Water Quality					
Construction:	Possible siltation and water runoff during construction	Minor Adverse	Control by standard techniques	LACTC	Very Minor Adverse
Operation:	Potential slight increase in runoff	Very Minor Adverse	Construct supplemental catch basins if necessary	LACTC	None
Vegetation and Wildlife					
Construction:	Removal of some trees and existing vegetation	Minor Adverse	Replace landscaping where appropriate and feasible	LACTC	Minor Adverse
Operation:	Replaced landscaping would require watering and maintenance	Very Minor Adverse	Maintain and water landscaping	Local Jurisdictions and SCRTD	None

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES (cont'd.)

Environmental Factor	Description of Impact	Impact Determination	Mitigation	Implementing Agency	Net Impact
Noise and Vibration					
Construction:	Temporary increase around construction sites	Minor Adverse	Use of alternative construction methods, proper scheduling, noise barriers	LACTC	Minor Adverse
Operation:	Mealy Street - noise increases up to 15 dBA CNEL from freight Trains at residences	Significant Adverse	Noise wall, where necessary. Soundproofing; purchase of noise easements	LACTC	Minor Adverse
	Willowbrook Ave. corridor - removal of freight rail noise south of Mealy St.*	Significant Beneficial			Significant Beneficial
	Alameda St. corridor - freight rail noise increases of 3.5 dBA CNEL south of Rosecrans*	Minor Adverse	None Feasible		Minor Adverse
Air Quality					
Construction:	Slight increase in particulates; slight increase in auto emissions	Minor Adverse	Control dust at construction sites	LACTC	Very Minor Adverse

* Interrelated impacts: the benefit in one area is at the cost of adverse impacts in the other.

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES (cont'd.)

Environmental Factor	Description of Impact	Impact Determination	Mitigation	Implementing Agency	Net Impact
Air Quality (cont.)					
Operation:	Slight reduction in pollutant burden for region	Minor Beneficial			Minor Beneficial
	Slight increase in carbon monoxide concentrations at Rosecrans/Alameda	Minor Adverse	None Feasible		Minor Adverse
Energy					
Construction:	Energy expended during construction	Very Minor Adverse	Minimize haul distances; recycle materials where possible	LACTC	Very Minor Adverse
Operation:	Little change in regional energy consumption	Negligible			Negligible
Land, Use, Population, Housing					
Construction:	Mealy Street - Acquisition of 26 parcels including 8 single-family units, 27 multi-family units, 5 industrial parcels, 5 vacant parcels; potential relocation of 123-147 residents.	Significant Adverse	Relocation Assistance	LACTC	Significant Adverse

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES (cont'd.)

Environmental Factor	Description of Impact	Impact Determination	Mitigation	Implementing Agency	Net Impact
Land Use, Population and Housing (cont.)					
Construction:	Rosecrans Ave. - Option B - Acquire and relocate four businesses and 40-50 employees, partial acquisition and reconstruction of 4 additional businesses	Adverse	Relocation Assistance	LACTC	Adverse
	Rosecrans Ave. - Option C - Acquire and relocate three businesses and approximately 40 employees; partial acquisition and reconstruction of 4 additional businesses	Adverse	Relocation Assistance	LACTC	Adverse
	Rosecrans Ave. - Options B and C reduce access to businesses on north and south sides of street	Significant Adverse	Limit number of blocks closed at one time; maintain one travel lane in each direction for most of the construction period	LACTC	Adverse
	Possible minor property acquisition along Willowbrook East to accommodate roadway and curb improvements	Minor Adverse	Reconstruction of relocated property improvements	LACTC	Minor Adverse

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES (cont'd.)

Environmental Factor	Description of Impact	Impact Determination	Mitigation	Implementing Agency	Net Impact
Land Use, Population and Housing (cont.)					
Operation:	Some encouragement to revitalization efforts in central Compton and elsewhere along Willowbrook Ave.	Minor Beneficial			Minor Beneficial
Operation:	Increased noise from freight rail and reduced pedestrian access because of grade separation, to residential and commercial properties along Alameda St.	Minor Adverse	None Feasible		Minor Adverse
	Slight increase in population, employment, housing	Minor Beneficial			Minor Beneficial
	Reduced attractiveness of Mealy Street as a residential neighborhood because of freight rail impacts; possible reduction of property values due to increased noise, vibration and reduced access	Significant Adverse	Noise wall where needed. Soundproofing, purchase of noise easements.	LACTC	Minor adverse

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES (cont'd.)

Environmental Factor	Description of Impact	Impact Determination	Mitigation	Implementing Agency	Net Impact
Community Services					
Construction:	Temporary obstruction of emergency vehicles	Minor Adverse	Signage, definition of alternative access routes	LACTC; City of Compton	Minor Adverse
	Temporary reduction of accessibility to services	Minor Adverse	Signage, maintain pedestrian paths	LACTC	Minor Adverse
Operation:	Option A would unavoidably increase delays for emergency vehicles at Rosecrans/Alameda	Adverse	Emergency services would need to simulate responses (tests) and develop alternate routes/contingency plans	City of Compton Fire and Police Departments	Adverse
	Options B and C would significantly reduce delays for emergency vehicles at Rosecrans/ Alameda	Beneficial			Beneficial
	Reduction in emergency vehicle delays at Willowbrook/Rosecrans	Significant Beneficial			Significant Beneficial
	Reduced pedestrian access because of fencing along Mealy Street for freight rail	Minor Adverse	None Feasible		Minor Adverse
	Less convenient (pedestrian and vehicle) access to County Social Services Dept.	Adverse	Ped crossing; advance signing	LACTC	Minor Adverse

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES (cont'd.)

Environmental Factor	Description of Impact	Impact Determination	Mitigation	Implementing Agency	Net Impact
Economic Activity					
Construction:	Option A - Disruption at Alameda/Rosecrans reduces access to neighboring businesses.	Adverse	Limit number of blocks closed at a time; maintain minimum access	LACTC	Adverse
	Options B & C - 20-28 month period of heavy construction on Rosecrans reduces access to businesses	Significant Adverse	Minimize street closures and make every effort to keep one travel lane open in each direction during the construction period	LACTC	Significant Adverse
	Slight increase in jobs and purchases in region	Minor Beneficial			Minor Beneficial
Operation:	Loss of property tax revenue because of acquisitions or potential business failures, for all options, would be from $5,000 to $15,000 to local agencies	Adverse	Minimize acquisition; dispose of excess property	LACTC	Adverse
	Loss in retail taxes along Rosecrans	Minor Adverse	Minimize acquisition	LACTC	Minor Adverse
	Reduction of business activity because of turning restrictions, loss of on-street parking, and reduced sidewalks along Rosecrans	Adverse	None Feasible		Adverse

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES (cont'd.)

Environmental Factor	Description of Impact	Impact Determination	Mitigation	Implementing Agency	Net Impact
Economic Activity (cont.)					
Operation:	Increases in property and sales taxes because of new development in mid-corridor	Minor Beneficial			Minor Beneficial
Visual Quality					
Construction:	Temporary disruption and clutter	Minor Adverse	Maintain construction sites	LACTC	Minor Adverse
Operation:	LRT overpass on Willowbrook and Option C at Rosecrans create visual incompatibilities	Adverse	Materials and design to reduce bulk of structure	LACTC	Adverse
	Visual intrusion into Mealy St. neighborhood by freight rail	Adverse	None Feasible		Adverse
Traffic and Transportation					
Construction:	Increased congestion; traffic delays to autos, buses, pedestrians	Adverse	Schedule street closures to reduce impacts; directional signing; traffic control plans and detours; relocate bus stops	LACTC; SCRTD; City of Compton	Minor Adverse

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES (cont'd.)

Environmental Factor	Description of Impact	Impact Determination	Mitigation	Implementing Agency	Net Impact
Traffic and Transportation (cont).					
Operation:	Reduced congestion, vehicle delays and rail/auto hazards at Willowbrook intersections south of Mealy St.*	Very Significant Beneficial			Very Significant Beneficial
	Increased congestion, vehicle delays, and rail/auto hazards at Alameda St. intersections south of Mealy St.*, at west Alameda/Mealy St. RR crossing and at east Willowbrook/ Mealy St. RR Crossing	Significant Adverse on Rosecrans; other intersections Adverse	Option A mitigates slightly; options B & C mitigate Rosecrans impacts significantly. All rail/street at-grade crossings will be equipped with crossing gates.	LACTC	Option A - Significant Adverse; Options B & C - Beneficial for Rosecrans; other intersections and crossings remain adverse
			Construct left turn pockets at all East Alameda intersections South of Rosecrans.	City of Compton	

* Interrelated impacts: the benefit in one area is at the cost of adverse impacts in the other.

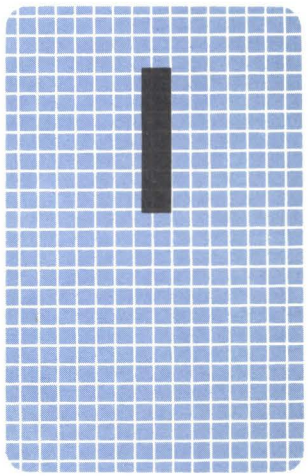
SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES (cont'd.)

Environmental Factor	Description of Impact	Impact Determination	Mitigation	Implementing Agency	Net Impact
Traffic and Transportation (cont).					
Operation:	Options B & C - reduced access to local streets north and south of Rosecrans between east Willowbrook and Spring	Minor Adverse	North of Rosecrans, construct local access street adjacent to new freight rail tracks along Mealy Street; south of Rosecrans no mitigation feasible	LACTC	Very Minor Adverse
	Reduction in sidewalk widths on both sides of Rosecrans between east Willowbrook and Spring and on east Willowbrook south of Compton Blvd.	Adverse	None Feasible		Adverse
	Modifications to existing street system on east and west Willowbrook and on East Alameda	Beneficial			Beneficial
Operation:	Options B & C - Reduction in number of pedestrian crossings of Rosecrans between east Willowbrook and Spring	Minor Adverse	Reduction in at-grade auto volumes improves safety at Rosecrans/Alameda pedestrian crossing	LACTC	Minor Adverse
	Permanent reduction of 50 on-street parking spaces on Rosecrans	Adverse	None Feasible		Adverse

SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES (cont'd.)

Environmental Factor	Description of Impact	Impact Determination	Mitigation	Implementing Agency	Net Impact
Traffic and Transportation (cont).					
	Option A - RTD Line 125 would incur additional delays	Minor Adverse	None Feasible		Minor Adverse
	Options B & C - elimination of bus stop at Alameda for RTD Line 125.	Minor Adverse	Relocate bus stop	SCRTD	Minor Adverse
Operation:	New congestion and auto/rail hazards at Alameda St. and Mealy St.	Adverse	Divert west Alameda through traffic to east Alameda via Pine Ave. crossing and extend east Alameda north of Rosecrans. Pine Avenue crossing to be modified. A secondary impact of this diversion would be increased congestion on east Alameda.	LACTC, City of Compton, Los Angeles County Roads Department	Beneficial

Chapter



I ADDENDUM: REFINEMENTS TO THE PROJECT

I-100 INTRODUCTION

Since the October 1985 publication of the DEIR for the Mealy Street Freight Rail Diversion, there have been some refinements to the basic project description given in that document. This is a natural consequence of the move from the conceptual stage of preliminary engineering to a further and more defined level. Certain preliminary assumptions have not held and/or additional aspects to the project engineering have been discovered, requiring additional analysis or discussion.

The basic changes discussed in this chapter are:

- o Revised Assessment of Rosecrans Avenue Overpass (Option C)
- o Team Track and Industrial Spur
- o Additional Mitigation Measures

I-200 REVISED ASSESSMENT OF ROSECRANS AVENUE OVERPASS (OPTION C)

As discussed in the Draft EIR, the analysis for the Rosecrans Avenue Underpass (Option B) was based on preliminary engineering (plan and profile drawings at a scale of one inch equals 20 feet) while the analysis for the Overpass (Option C) was based on conceptual engineering (plan and profile drawings at a scale of one inch equals 100 hundred feet). The more detailed analysis for Option B was due to the City of Compton's stated preference for the underpass as the method for achieving grade separation at the intersection of Rosecrans Avenue and Alameda Street.

Results of this analysis indicated that the overpass option would be less costly and have fewer impacts than would the underpass. The Los Angeles County Transportation Commission (LACTC) decided to test these conclusions by preparing plan and profile drawings for the overpass at the same scale as had been used for the underpass. Based on these large-scale drawings, it would be possible to identify property acquisitions, and construction and operations impacts of this option more precisely.

What follows is a summary comparing the original impacts assessment of the underpass and overpass with the revised impacts assessment of the overpass.

I-210 PROPERTY ACQUISITION

Based on the conceptual engineering design drawings, it was reported in the DEIR that the overpass could be contained within the existing right-of-way and no businesses would be displaced. However, analysis of the refined design drawings has shown that the overpass would require the complete acquisition and relocation of at least three businesses and the possible acquisition and relocation of four additional businesses, if the owners of the structures did not agree to their reconstruction. Further, a reassessment of property acquisitions for the underpass has shown that only four, rather than the five businesses reported in the DEIR, would have to be acquired completely, though four more might have to be acquired if agreement for reconstruction of structures could not be reached. As regards partial acquisitions, both the underpass and overpass would affect 13 parcels each, though the overpass would require the acquisition of less total square footage, 5,466 square feet as compared to 9,488 square feet for the underpass.

The right-of-way acquisition cost estimates assume two extremes: on the lower end, that all proposed reconstructions could be accomplished; and on the higher end, that no reconstruction would be possible. The actual figure would fall somewhere in between, as some reconstructions are likely. The comparative costs of property acquisition for each option are summarized in the following table.

TABLE I-21A
PROPERTY ACQUISITION BY OPTION

Option	Structures Full	Structures Partial	Square Footage	Cost Range(1)
B	4	4	9,488	$400,000(2) - $1,200,000(3)
C	3	4	5,466	$700,000(2) - 1,100,000(3)

Notes: (1) Relocation costs not included

(2) Best case assumes all partial reconstructions feasible

(3) Worst case assumes no partial reconstructions feasible

Source: M.L. Frank & Associates, 1987.

I-220 CONSTRUCTION AND OPERATIONS IMPACTS

Construction of the overpass would take approximately 20 percent less time to complete, i.e., 22 months as compared to 28 months for the underpass. The construction would also be less complicated because the railroad shoo-fly track would not be necessary and construction staging would be less complicated. Alameda Street would be closed intermittently to north/south traffic for overhead girder placement if the overpass were constructed. To construct the underpass, it would first be necessary to build the extension of east Alameda Street to enable traffic to be diverted to the east roadway while the west roadway is closed. Once underpass construction is completed under the west roadway, traffic would be returned to the west roadway while the east roadway is closed for construction. Each street closure would be up to six months in duration. For both options a one lane frontage road on Rosecrans Avenue (in each direction) for restricted local access could be maintained during construction.

The differences in environmental effects between the overpass and underpass remain substantially the same as described in the DEIR. The overpass has slight advantages over the underpass in the areas of less construction disruption, slightly less noise during construction, fewer emissions and less excavation. Once built, however, the overpass would be visually intrusive to the commercial area along Rosecrans Avenue. In addition, although both the options would be incompatible with the surrounding neighborhood, the overpass, because of its bulk and mass, would be considered more incompatible with the character of the Rosecrans commercial area.

As far as comparing the conceptual design overpass with the preliminary design drawings, there were no substantial differences except in the areas of property acquisition and displacement discussed above. With preliminary engineering available for the overpass, it is clear that the two options are now almost identical in their right-of-way impacts.

I-230 MITIGATION MEASURES

Mitigation measures for the construction and operation impacts of the overpass would remain the same as those discussed in Chapters III and IV of the DEIR.

I-300 TEAM TRACK AND INDUSTRIAL SPUR

I-310 DESCRIPTION

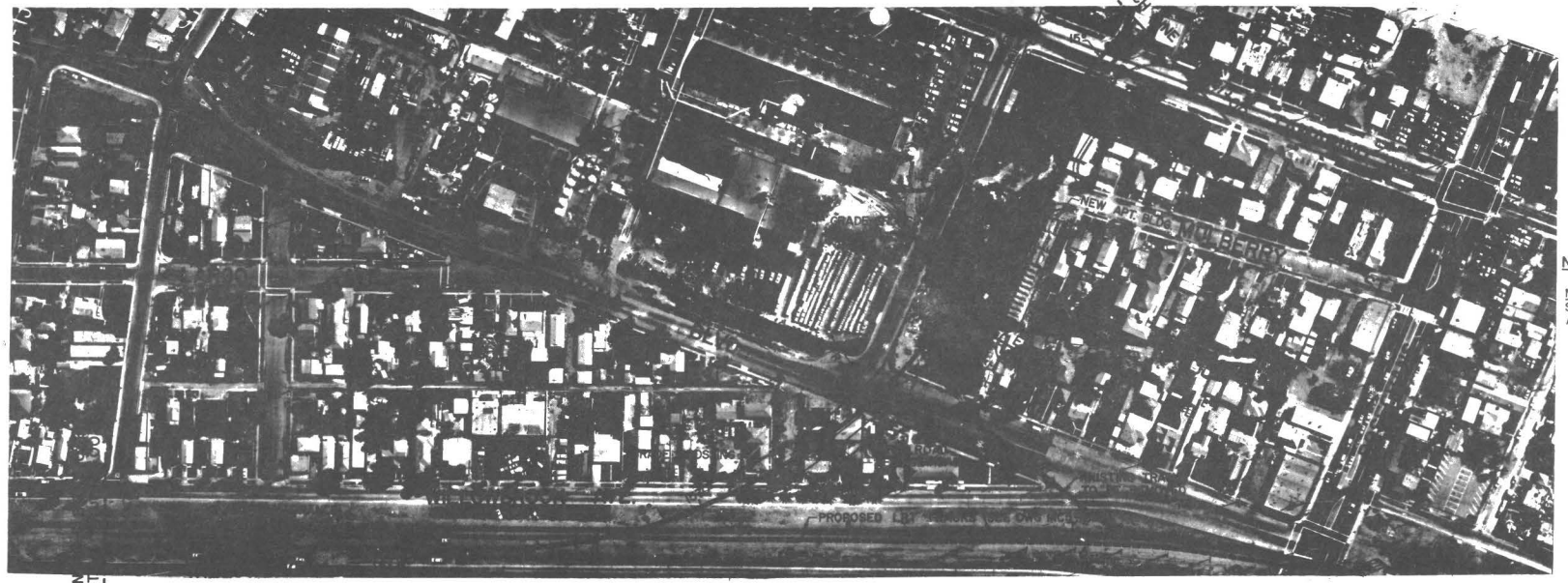
As described in the DEIR (October 1985), an existing team track (rail spur with loading platform for transfer of freight) was to be relocated from the Wilmington Branch along Willowbrook Avenue to parallel the Mealy Street Connector. It was to begin just west of Alameda Street, diverging from and paralleling the connector for a distance of 800 feet, with a connection to the industrial spur for the Owens-Corning plant. As track drawings were refined subsequent to publication of the DEIR, however, comments from the SPTC and Owens-Corning led to a decision to relocate the proposed placement of the team track, and move the switch for the Owens-Corning spur.

The team track will be relocated to the San Pedro Branch at a point to be determined by the SPTC. It will be located entirely within the existing right-of-way. In addition, a separate Owens-Corning industrial spur track will now cross the west roadway of Alameda and will be switched from the San Pedro Branch rather than being combined with SPTC track for a portion of the Mealy Street Connector (see Figures I-31A and I-31B following).

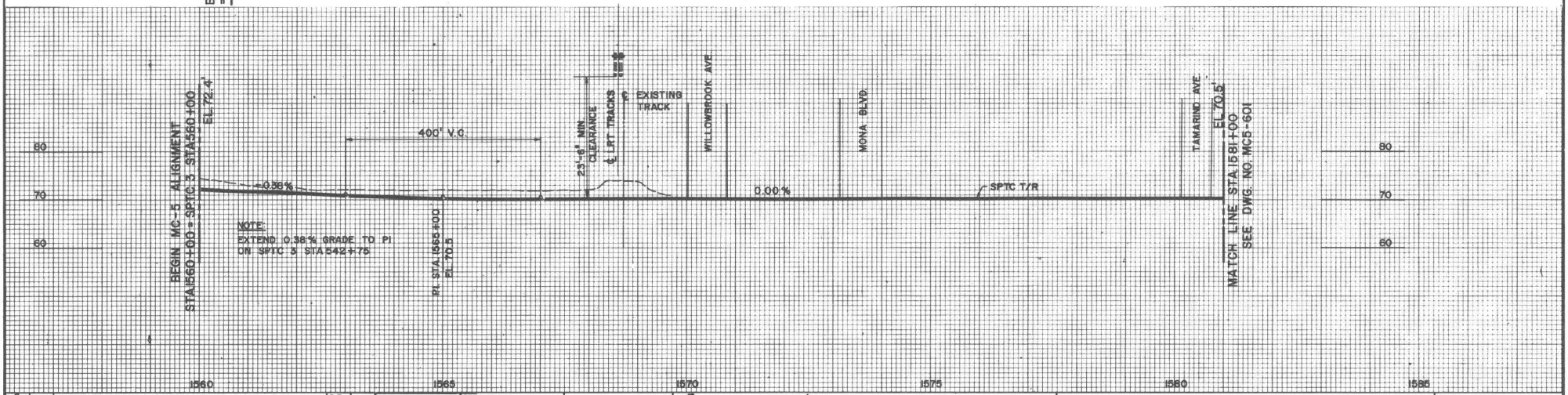
The proposed alternative location of the team track has several advantages. It would be on property currently owned by the SPTC (San Pedro Branch ROW), and the location would also provide easy access for trucks traveling on the east roadway of Alameda Street, which is adjacent and parallel to the San Pedro Branch ROW in this section of the corridor; it would also meet all SPTC requirements in engineering and design criteria.

I-320 CONSTRUCTION IMPACTS

Section I-322 of the DEIR described the techniques to be used in the construction of SPTC tracks. Since the proposed relocation of the team track would be entirely within the existing the San Pedro Branch ROW, it is not anticipated that there would be any significant adverse impacts to the surrounding area beyond those discussed in the DEIR. That document did point out a potential for noise and dust impacts during construction. Any construction sequencing would have to maintain railroad operations. The SPTC does not see any serious problems with such maintenance during the proposed construction for the relocated team track.



NOTE:
GRADE CROSSINGS ARE NOT TO BE PROVIDED ACROSS SPTC TRACKS AT MONA BLVD. AND TAMARIND AVE.



REV.	DATE	DESCRIPTION	BY	CHK'D	APP.
11.88 5		MEALY ST. ALIGMENT ADJUSTED	RB		

DESIGNED BY W. HOUPPERMANS
DRAWN BY F.K. MACAVINTA
CHECKED BY
APPROVED BY
DATE

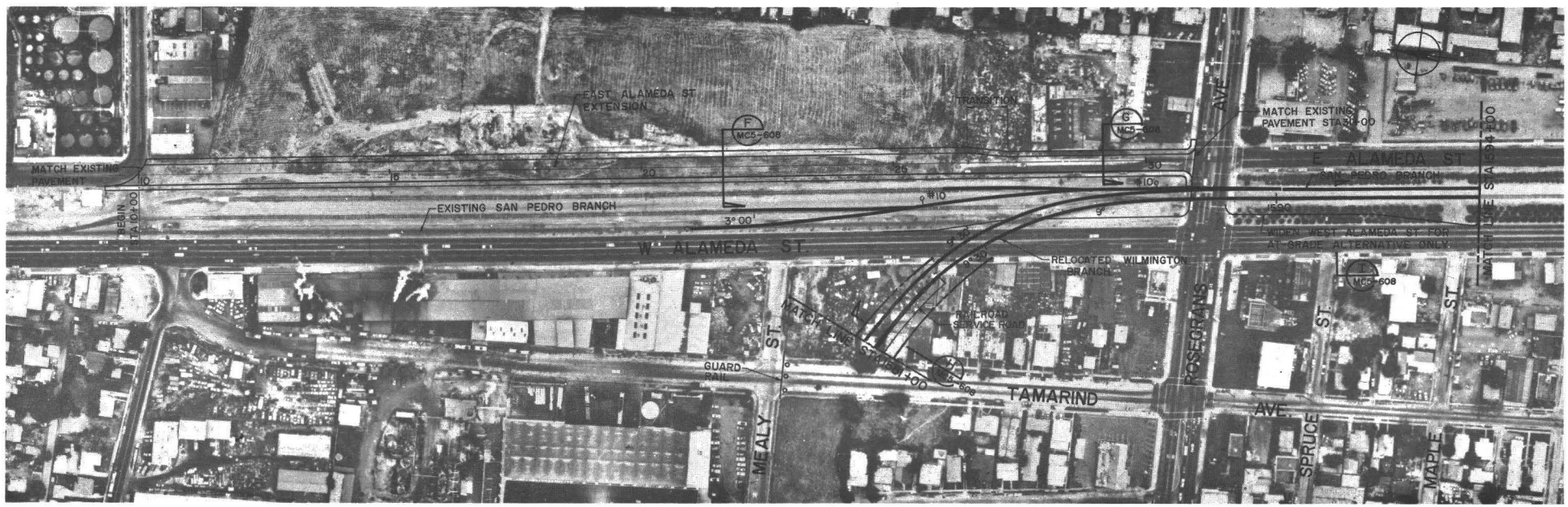
LOS ANGELES COUNTY TRANSPORTATION COMMISSION
The Long Beach-Los Angeles Rail Transit Project
LACTC
SCRC Southern California Rail Consultants
SUBMITTED:

Southern California Rail Consultants
A Joint Venture of
- Parsons Brinckerhoff Quade & Douglas, Inc.
- Kaiser Engineers (California) Corporation
- Daniel, Mann, Johnson, & Mendenhall

APPROVED:

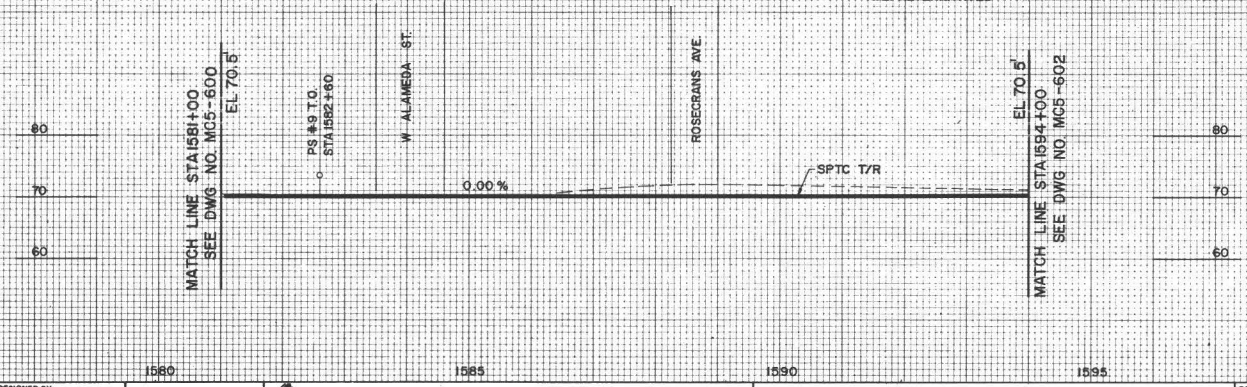
MC5 SPTC RAILROAD RELOCATION
PLAN AND PROFILE
FIGURE I-31A

CONTRACT NO.
DRAWING NO. RR-C-300
REV. 0
SHEET NO. 1
SCALE H. 1" = 100'
V. 1" = 10'



NOTES:

1. GRADE CROSSING AT W. ALAMEDA ST. FOR ALL ALTERNATIVES AT ROSECRANS AVE.
2. GRADE CROSSING AT ROSECRANS AVE. FOR ALL ALTERNATIVES EXCEPT OFFSET OVERPASS
3. SEE DWGS MC5-610 TO 613 FOR ROSECRANS AVE. ALTERNATIVES



REV.	DATE	DESCRIPTION	BY	APP.
	11.8.85	ALIGNMENT DOUBLE TRACKED ACROSS ALAMEDA ST.	RB	

DESIGNED BY	W. HOUPPERMANS
DRAWN BY	F.K. MACAVINTA
CHECKED BY	
APPROVED BY	
DATE	

LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
The Long Beach-Los Angeles Rail Transit Project

SUBMITTED: _____

Southern California Rail Consultants
A Joint Venture of
- Parsons Brinckerhoff Quade & Douglas, Inc.
- Kaiser Engineers (California) Corporation
- Daniel, Mann, Johnson & Mendenhall

APPROVED: _____

MC5 SPTC RAILROAD RELOCATION
PLAN AND PROFILE
FIGURE I-31B

CONTRACT NO.	
DRAWING NO.	RR-C-301
REV. 0	SHEET NO. 2
SCALE H	1"=100'
V	1"=10'

I-330 OPERATIONS IMPACTS

Truck traffic utilizing the team track at its current location on the Wilmington Branch corridor (Willowbrook Avenue) would, under MC-5, travel along east Alameda to use the relocated team track. Current usage (approximately 60 trucks per month) is not projected to increase substantially, and therefore the impact on traffic is not expected to be significant. To make a measurable impact on traffic (i.e., a measurable change in the volume to capacity ratio) over 50 trucks per day would have to use the relocated team track. Truck usage of this magnitude is not expected.

I-340 MITIGATION MEASURES

Those measures described in the DEIR for mitigating any negative impacts due to construction would remain in effect. No negative impacts from operation of the team track are expected.

I-400 ADDITIONAL MITIGATION MEASURES

I-410 INTRODUCTION

The Mealy Street Freight Rail Diversion, as described in the October 1985 DEIR, relocated the Wilmington Branch freight line from the Willowbrook Avenue corridor to the Alameda Street corridor, between Mealy Street on the north and Dominguez Junction on the south. All presently existing at-grade crossings of the Alameda freight rail corridor were to have remained in place, and no new at-grade crossings between Rosecrans Avenue and Dominguez Junction were proposed. At the Rosecrans/Alameda intersection several options, including grade separation, were evaluated to mitigate traffic impacts resulting from the increased freight operations along the Alameda corridor.

As part of the traffic mitigation measures recommended to alleviate construction impacts associated with the grade separation options at Alameda/Rosecrans, the DEIR recommended the construction of a new, temporary crossing of the Wilmington Branch at Palmer to accommodate a detour around the construction site at Alameda/ Rosecrans. The project was to have provided a temporary two-lane, one-way eastbound crossing of the railroad tracks for detour purposes, to be abandoned following completion of construction on Rosecrans. In addition, the existing Alameda/Palmer intersections (two closely spaced, offset intersections) were to be reconstructed as one single intersection by providing a diagonal connection across the railroad tracks, again to facilitate the use of Palmer as a detour from Rosecrans. The existing Elm Street crossings of the Wilmington and San Pedro Branches were to be closed temporarily to prevent them from being used as a detour. These adjustments to the street system are described in detail on pages III-21 through III-24 of the DEIR.

Subsequent consultation with the City of Compton resulted in further adjustments to the street system. These changes and the additional mitigation measures developed are discussed in the following paragraphs.

I-411 Compton Station Relocation & Alternate Detour

A decision was made to relocate the Compton Station of the Long Beach-Los Angeles Rail Transit Project from Compton Boulevard north to Palmer Street. The relocation of the Compton Station to Palmer Street would preclude the use of Palmer as a temporary detour route because Palmer could no longer be extended across the Wilmington Line. The LACTC and the City of Compton have agreed that the existing crossings of the Wilmington Branch at Palm, Laurel and Indigo Streets would be permanently closed as part of the project, and that a number of street improvements for mitigation of traffic impacts will be made.

As a result, a new detour route south of Rosecrans has been identified in consultation with City of Compton staff. This route entails the utilization of Willowbrook Avenue, Elm Street and Santa Fe Avenue, as illustrated in Revised Figure III-31A.

In order to effectively implement the new detour plan, a number of traffic engineering improvements are recommended to accommodate the increased traffic volumes along Willowbrook, Elm, and Santa Fe without significant congestion delays to the detoured traffic.

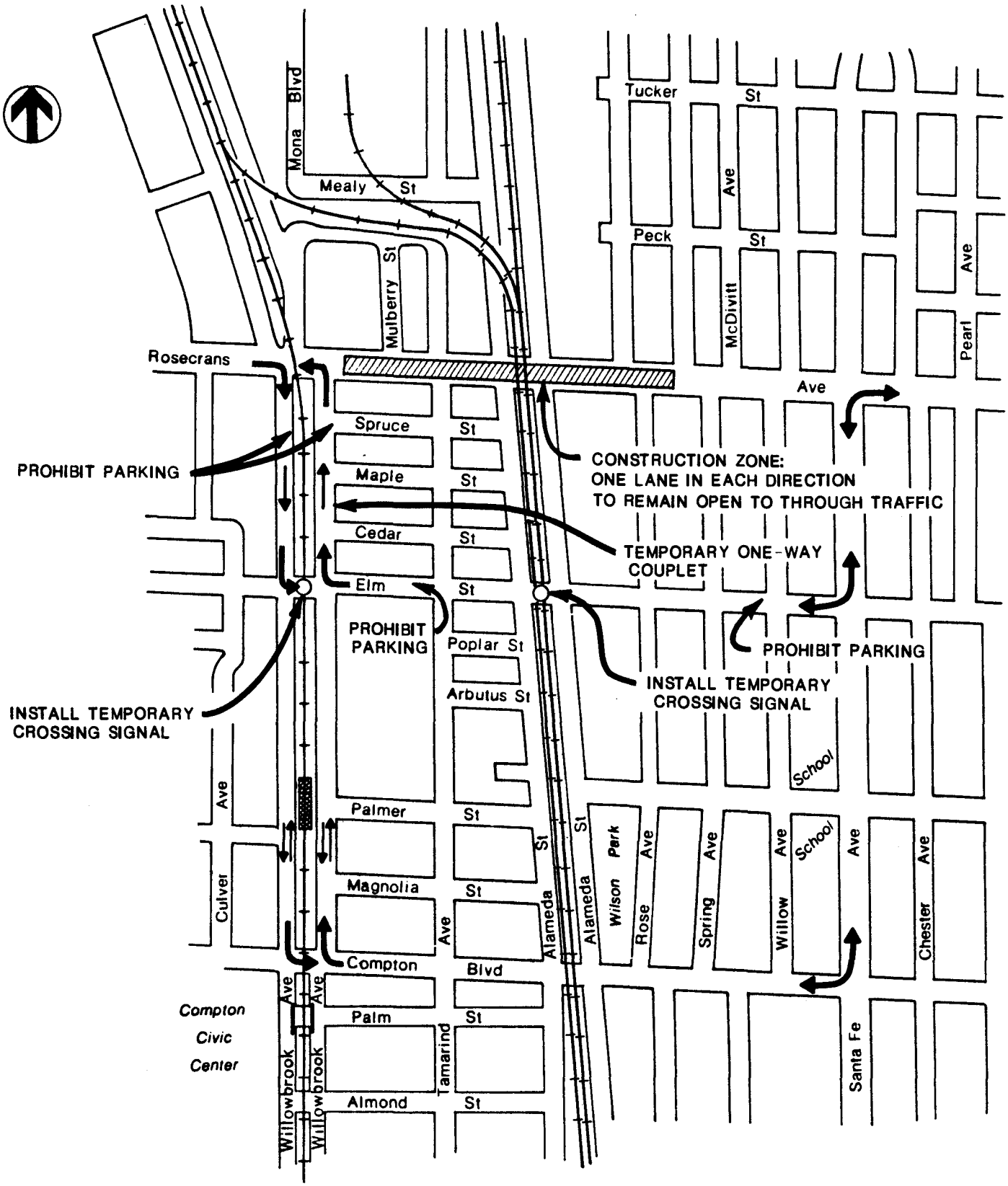
1) Parking along Willowbrook Avenue should be temporarily prohibited and two lanes should be provided on each half of the existing one-way couplet between Rosecrans Avenue and Elm Street. The one-way operation should be maintained until the completion of construction on Rosecrans, at which time Willowbrook would be converted to two-way traffic.

2) Temporary crossing signals should be provided at Elm/ Willowbrook and Elm/Alameda.

3) Parking along Elm Street from Willowbrook Avenue to Santa Fe Avenue should be temporarily prohibited.

4) Appropriate detour signs should be installed along this preferred detour route to avoid any problems of inadvertent turning onto one-way streets and to indicate the availability of Compton Boulevard as an alternate detour route.

The new detour route is approximately 2,000 feet longer than the existing Rosecrans Avenue route and may increase the typical Rosecrans Avenue driver's travel time through the project area from two to three minutes during peak periods.



Revised Figure III-31A

Long Beach-Los Angeles RAIL TRANSIT PROJECT

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

Detour Around Rosecrans/ Alameda During Construction

SOUTHERN CALIFORNIA RAIL CONSULTANTS

3) Left-turn pockets would be created at all major intersections of Alameda Street East between Rosecrans Avenue and Auto Drive South. This would be accomplished by the City of Compton at the city's sole expense by restriping, traffic signalization, and other work as needed.

4) An at-grade pedestrian crossing would be constructed at a point in proximity to the main entrance of Compton City Hall. The crossing, which is not an existing legally permitted crossing, would be equipped with CPUC Standard No. 10 warning devices and would be constructed after the relocation of the Southern Pacific freight rail traffic.

5) A pedestrian overpass crossing would be installed at Willowbrook Avenue at Caldwell Street to replace the existing legally permitted at-grade pedestrian crossing. The overpass would be completely enclosed with fencing and have stairways on both ends. The overpass would be constructed after the relocation of the Southern Pacific freight rail traffic. Construction of the crossing would be subject to approval of the CPUC.

I-414 Sound Barriers

The Mealy Street Connector would include the construction of sound attenuation barriers at selected locations outside the new Southern Pacific right-of-way between Willowbrook Avenue and Alameda Street. To determine locations for such noise walls, during final design, existing noise levels would be compared with projected levels after construction. Where LACTC design criteria are not met, noise barriers would be added to the design plans.

I-415 Additional Right-of-Way Acquisition

Because of the left-turn pockets which would be installed on Willowbrook Avenue East as a traffic mitigation measure, some additional right-of-way would be required.

The affected area is located on the east side of Willowbrook Avenue, between Compton Boulevard on the north to just south of Alondra Boulevard. This area currently consists of a mix of land uses that includes commercial, single-family residential and multi-family residential. Between Compton Boulevard and Myrrh Street, a shopping center houses a Sizzler restaurant, a new one-story retail building under construction, and a Circuit City store. To the south of this is a residential condominium complex, known as "Racket Club Villas" that is currently under construction.

From Myrrh Street south to Cocoa Street, land use is residential. From Myrrh Street to Indigo Street, there is a one-story triplex with associated detached garages, and four detached single-family residences. From Indigo Street to Cypress Street, there are three two-story apartment buildings that have not yet been lowered onto foundations. From Cypress Street to Cocoa Street, there are four

detached single-family houses. From Cocoa Street to Alondra Boulevard, there is a one-story hamburger stand that is currently under construction, with associated open asphalt parking. Just south of Alondra Boulevard is "Bunny's Mini Market," which is a strip commercial facility.

The additional right-of-way acquisitions consist of minor widening on the east side of Willowbrook Avenue, from Compton Boulevard south to Indigo Street, and then again from just north of Alondra Boulevard to just south of Alondra. At intersections with Compton Boulevard and Myrrh Street, curb returns are required, necessitating some small acquisitions on these cross streets. None of these acquisitions would require the taking of permanent structures, given the present proposed right-of-way line. The Racket Club Villas complex has a wrought iron fence that is located near the proposed right-of-way line. It may be necessary to remove and relocate this fence. One residential structure, located between Myrrh and Indigo Streets, has an existing roof line that would encroach into the proposed right-of-way by approximately 0.27 feet. It may be necessary to reconstruct the encroaching portion of an eave, although a final determination has not yet been made.

None of the additional acquisitions would require the taking of permanent structures, given the present proposed right-of-way line. Between Compton Boulevard and Myrrh Street, a large multi-family unit complex is located on the east side of Willowbrook Avenue. A slump stone and wrought iron fence, with landscaping behind, is located near the proposed right-of-way line. It may be necessary to remove and relocate this fence.

From Myrrh Street South to Indigo Street, a number of small individual structures are located on the east side of Willowbrook Avenue, some of which are sited in close proximity to the proposed new right-of-way line. None of these structures would be required. The proposed right-of-way line would be located closer to the structures and sidewalks would be restored.

I-420 CONSTRUCTION IMPACTS

The construction impacts associated with closing the Palm, Laurel and Indigo crossings of the Wilmington Branch and the additional trackwork to Laurel Park Road are expected to be limited to localized construction noise, dust and access problems created by construction activities. The construction impacts associated with constructing various street improvements and minor right-of-way acquisitions, if necessary, are also expected to be minor. The mitigation measures required during this construction would be similar to those noted in the DEIR (see pages III-20 and III-21). The realignment of Willowbrook Avenue East would result in a temporary loss of on-street parking. Parking would be restored, however, once construction is completed. Moreover, all the improvements on both roadways of Willowbrook would be completed prior to construction of the LRT and Rosecrans/Alameda grade separations and, therefore would not affect the proposed detour.

I-430 OPERATIONS IMPACTS

Closure of the Palm, Laurel and Indigo Street crossings of the existing Wilmington Line should not have a significant impact on traffic circulation in the City of Compton because these streets are not major east/west through streets.

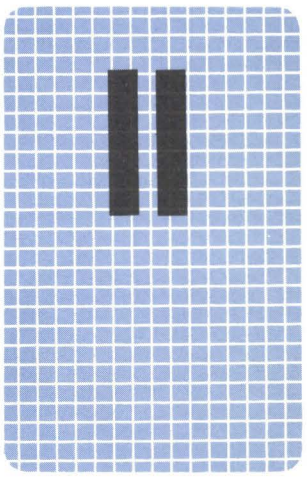
The construction of a grade separation at Alameda/Rosecrans (either Option B or C) would result in a significant improvement in traffic conditions at that location, as documented in the DEIR (see Table IV-31B). The most significant benefits would accrue to east/west through traffic on Rosecrans, but north/south travel times on both east and west Alameda Streets would also be improved due to the significantly reduced levels of congestion remaining at Rosecrans. With the elimination of the at-grade crossing of the tracks on Rosecrans, two separate "T" intersections would be created, one on the west side of the tracks at Rosecrans/west Alameda, the other on the east side of the tracks at Rosecrans/east Alameda. The only motorists who might be inconvenienced by the proposed improvements at Alameda/Rosecrans would be those persons on east Alameda attempting to turn left onto Rosecrans to travel west, or those who desire to reach properties immediately adjacent to the Rosecrans grade separation. Proper advance signing on Alameda Street should minimize the inconvenience to Alameda Street traffic by alerting drivers to cross to the opposite side of the tracks prior to reaching Rosecrans (e.g., at Pine Avenue or Elm Street). Vehicles traveling to/from properties in the immediate vicinity of the grade separation may have to use longer routes and incur some out-of-direction travel to cross the Alameda railroad corridor, but the inconvenience to this relatively small number of drivers should be more than outweighed by the benefits in improved travel time which would accrue to both north/south and east/west through traffic passing through the Alameda/Rosecrans intersection.

All of the other proposed street improvements, reconstruction of grade crossings, and the additional legal pedestrian crossings at Caldwell and Rosecrans/Alameda are designed as mitigation measures and would result in both improved traffic flow and safer pedestrian access.

I-440 MITIGATION MEASURES

The changes to the project described in this section were all designed as mitigation to improve traffic flow and pedestrian access within the Compton CBD. The only impacts expected as a result of implementing these measures are temporary construction impacts which would be mitigated with the standard construction mitigation measures noted in the DEIR (pages III-20 and III-21).

Chapter



II COMMENTS REQUIRING RESPONSES

II-100 INTRODUCTION

This chapter contains all the oral and written comments requiring responses which were received during the MC-5 DEIR public review period. Where possible, comments are reproduced in their entirety. In cases where the comments were unusually lengthy or where more than one comment addressed the same issue, comments were summarized for brevity. For each comment, the person or organization making the comment is identified in parentheses following the comment. Abbreviations for agency or organization names are used, and in the case of individuals, the last name is used. Individuals with the same last name are differentiated with the addition of a first initial. Where an oral comment was received and the individual delivering the comment identified him/herself as speaking on behalf of an agency, group, or organization, the represented body is identified as the source of the comment.

The following are the abbreviations used in this chapter:

Compton - City of Compton
Compton Planning - Planning Director, City of Compton
Compton Police - City of Compton Police Department
LADOT - City of Los Angeles Department of Transportation
Owens-Corning - Owens Corning Fiberglass Corporation
Port of LA - Port of Los Angeles, City of Los Angeles
SCAG - Southern California Association of Governments
SCRTD - Southern California Rapid Transit District
SPTC - Southern Pacific Transportation Company

The public review period for the DEIR commenced October 7, 1985 and closed on November 21, 1985. A public hearing was held on November 13, 1985 at Compton City Hall, 205 S. Willowbrook Avenue, Compton, California. During the course of the public review period, a total of 24 written communications were received; one from the City Manager of Compton; seven from public agencies; two from private organizations and 16 from individuals. Some of the letters received raised a single issue or requested additional information, whereas others contained multiple comments or questions. Generally speaking, public agency comments were the most lengthy. At the public hearing, a total of 33 pieces of testimony (93 pages transcribed) was taken. A few of those duplicated comments which had also been submitted in written form.

All of the comments have been organized into subject categories and are listed alphabetically, with the exception of the "Miscellaneous" category, which appears at the end. Of all the comments received, the major concerns encountered were with Freight Rail Operations, Configuration, Traffic, Emergency Access, and Safety. Unless otherwise stated, the word "project" used in a response refers to Alternative MC-5.

II-200 COMMENTS AND RESPONSES BY TOPIC

II-201 AIR QUALITY

Comment 1:

You must take into consideration the coal dust that will be involved in the passage of freight trains. (M. Filer)

Response:

The transportation of coal by means of freight rail cars would be subject to the rules and regulations of the South Coast Air Quality Management District (SCAQMD), just as they are today. In particular, Rules 402 and 403 would apply, the former dealing with the potential for a public nuisance, and the latter having special requirements for the treatment of fugitive dust. Both of these rules would be enforced by SCAQMD.

At the present time, freight rail shipments of coal are at a very low level, and it is uncertain when or if freight rail coal shipments will increase. Studies by SCAG indicate approximately 80% or more of coal shipments by rail would be via the Union Pacific system, with few or no such shipments anticipated via the SPTC routes through Compton.

Comment 2:

The Air Quality assessment needs to be improved. Table IV-15A shows only a decrease in air quality at Rosecrans and Alameda. However, under No Project and MC-1, there is a grade crossing at Rosecrans and Willowbrook (on the Wilmington Branch); and Rosecrans has higher ADTs than Alameda Street which would receive a new grade crossing under MC-5. Thus, the comparison should be between an improvement in air quality at Willowbrook and Rosecrans, and a decline at Alameda and Rosecrans. In addition, or alternatively, the comparison should be stated in terms of emissions increased or decreased at both locations. (SCAG)

Response:

The purpose of the carbon monoxide (CO) analysis is to examine the potential for violation of applicable air quality standards, not to be a comparison between the two identified intersections. The Alameda/Rosecrans intersection was used because it was most likely to continue to violate air quality standards and thus is the worst case analysis. The results show improvement from the existing condition, attributable to Cases II-IV. The analysis shows that ambient conditions are the main contributor to total CO levels and that the project alternatives contribute only a small amount. Violations of the one-hour and eight-hour

standards would still occur in the vicinity of Rosecrans and Alameda, decreasing in frequency slightly when compared to today.

Average daily traffic on Rosecrans was accounted for in the analysis, as well as traffic on Alameda and worst case freight rail traffic. The intersection of Willowbrook and Rosecrans was not specifically analyzed, since it would not likely produce a worst case condition. If an improvement were to take place at that intersection, its magnitude would likely be small. On balance, the effect of the proposed project alternatives on both regional and local air quality would be very small, and not worthy of additional analysis.

II-202 COMMUNITY SERVICES IMPACTS

Comment 1:

You have taken into consideration Rosecrans School, but you've also got to take into consideration that Anderson is affected. You have taken into consideration the head count of those students that go to Rosecrans, not those students that go to Anderson. You also have not taken into account anything that has to do with the crossing aspect of those two particular schools. It's my understanding you're proposing two tracks on Willowbrook, assuming MC-5 goes through. And if you're talking about those two tracks, I think you've got to think about how those youngsters will have to cross those two tracks. (M. Filer)

Response:

Anderson Elementary School is located outside the immediate project area but does draw some of its students from that area, i.e., within a 2,000-foot radius of the proposed Mealy Street Connector. These students, however, live north of the proposed connector and would not be affected by the diversion of freight traffic to the San Pedro Branch via the Mealy Street Connector. All grade crossings of the LRT along Willowbrook Avenue would be protected and the tracks themselves fenced between grade crossings.

The Rosecrans School is within the project area. Some of its students are drawn from the area bounded by Alameda on the east, Willowbrook on the west, Rosecrans on the north, and Compton Boulevard on the south. At some point on their way to school, the elementary school students who live in this area must cross Willowbrook Avenue. The LRT system would provide pedestrian crossings (at Elm and Compton) which would be designed and constructed to insure the safety of pedestrians. Further, if students crossing Willowbrook were to do so along Rosecrans Avenue, there would be no conflict, as the LRT would be grade separated at this intersection.

Comment 2:

You mention the Dickison Lighted School. That is not a school. What that shows is that you did not investigate. The Dickison Lighted School is not a school. You don't even mention Compton High School. Compton High School is less than one block away from the Willowbrook line. It's not mentioned, and it's not pictured in your map. I can't believe that you actually put in there that there are no libraries in the immediate area of the MC-5. There's a library within 100 yards of where we're sitting right now. (K. Filer)

Response:

The Dickison Lighted School is located at 600 No. Alameda Street. This facility is a senior citizen nutrition center and was incorrectly identified as a school in the DEIR. As regards Compton High School and the library, these two facilities are not located within the immediate project area, i.e., a 2,000-foot radius of the Mealy Street Connector. However, both are listed in the May 1984 DEIR (page II-85) and shown in Figure II-32B(2).

II-203 CONFIGURATION

Comment 1:

We support the idea that the new proposed rail system, along with all other currently existing rails, should run underground near the civic center, similar to New York City's subway system. This would provide safety of passage for emergency vehicles and convenience to citizens of pick-up points near the heart of the city. This would provide growth potential, eventually leading to other underground developments, similar to that found in the City of Los Angeles' underground shopping center. (Hoffman, Gavin)

Response:

Although placing both the light rail transit alignment and freight rail traffic in a subway configuration through the City of Compton would result in certain benefits, the additional cost to the project as a whole would be prohibitive in comparison with the expected benefits. However, grade separation is proposed under the MC-5 alternative, both in terms of the LRT aerial crossing of Rosecrans Avenue, and the two grade separation options for Rosecrans Avenue at Alameda. The currently proposed treatment for these two aspects of the project adequately provides for improved safety and emergency vehicle access. Also, convenient local access to the LRT system is provided at Compton Station.

Comment 2:

The potential for a grade separation for both Alameda Street and Rosecrans Avenue is not examined. We do feel that if one is to adequately assess the environmental impacts of this proposal, the depression for both Alameda Street and Rosecrans Avenue should be addressed. (Compton Planning, SPTC)

Response:

The potential for grade separation of both streets was examined during the conceptual design phase. The purpose of such a grade separation would be to eliminate vehicular/freight train conflicts due to north/south through traffic on west Alameda. There are two possibilities: either a roadway overpass of the railroad tracks and Rosecrans, or an underpass. Either structure would need to be about 2,200 feet long and be four lanes wide (two in each direction). A frontage road would be needed for either structure. Such an at-grade road would be necessary in order to allow southbound local traffic on west Alameda to reach the frontage roads on either side of the Rosecrans Avenue grade separation (Option B or C).

The width of either the underpass or overpass structure, itself, plus the amount of land needed to construct the frontage road would require that about 35 feet be taken from existing properties on the west side of west Alameda for a distance of about 1,200 feet in each direction (north and south) from the point where the SPTC tracks would cross west Alameda. Such acquisition would affect a number of properties, including the Compton Forge. The construction of the underpass or overpass structure would be disruptive, with construction lasting on the order of 22 months for an overpass and 28 months for an underpass.

Engineering analysis has determined that it is not feasible for both Rosecrans and west Alameda to pass under or over the Mealy Street Connector/SPTC San Pedro Branch; if one roadway passes under, the other roadway would have to pass over.

The preliminary cost estimate for a west Alameda overpass, excluding right-of way acquisition costs, is approximately $10.2 million. The underpass is estimated to cost $20.6 million, again excluding right-of-way acquisition. Therefore, the combination of high cost and significant adverse impacts makes grade separating west Alameda infeasible.

Comment 3:

Two thousand feet would put you approximately at Stockwell. I don't think that's enough of a curve to bring the train across. (M. Filer)

Response:

The proposed configuration for the LRT alignment in the vicinity of Rosecrans Avenue is adequate, from an engineering perspective, to effect the separation of the LRT guideway from the relocated SPTC freight tracks. Both grade and curvature requirements are met by this design. It should also be noted that the proposed Mealy Street freight rail relocation has been designed in accordance with SPTC standards and accepted engineering design practice.

Comment 4:

Light rail should be elevated on the Willowbrook line, not only at Rosecrans, but for Compton and Alondra as well. (K. Filer)

Response:

The elevated crossing of the LRT at Rosecrans Avenue was proposed primarily to meet the requirement of grade separation between the light rail and the relocated freight rail tracks at the point of the diversion. In the original DEIR for the light rail project (May 1984), analysis showed that the passage of light rail trains did not have significant effects on automobile cross traffic. Therefore, elevated LRT crossings at Compton and Alondra Boulevards are not necessary. Further, an elevated LRT would create significant adverse visual impacts in the Compton Civic Center area.

Comment 5:

I would like to see a diversion of vehicular traffic not just to Auto Drive South, but to some point between, let's say, Alondra and Auto Drive South rather than staying on Auto Drive South. It's a very valuable piece of land there. (Montgomery)

Response:

Please see Section II-219 (Traffic), the response to Comment #4.

Comment 6:

If we could move all the tracks for the light rail over to Alameda Street, it would help us. (Tate)

Response:

The development of the City of Compton reflects an orientation around the old Red Car route along Willowbrook Avenue. Both the Compton Civic Center and a shopping area are located along Willowbrook. A major transit facility such as the LRT can best serve the people of the city, as well as the goals of urban development, if it utilizes this historic alignment. The Compton Station, to be located north of Compton Boulevard, would provide easy access to government services and commercial establishments, as well as anchoring Compton's transit center. Farther south, near Artesia Boulevard, utilization of the present alignment would provide support to the convention center redevelopment project. Therefore, the location of the LRT system along Willowbrook Avenue is expected to enhance the redevelopment of central Compton and provide a beneficial impact to the city and its residents.

Comment 7:

Presently, along the Wilmington Branch of the Southern Pacific Railroad the Willowbrook Avenue alignment of the east side of the tracks is not continuous. Does the MC-5 alternative include aligning Willowbrook Avenue at Compton Boulevard and Rosecrans Avenue into a direct access street thereby doing away with the dog legs that presently exist? (Compton)

Response:

Yes, the MC-5 project design includes the removal of the dog legs at these locations.

Comment 8:

The plan for the at-grade crossing at Rosecrans and Alameda needs revision. This shows seven lanes crossing the tracks: three eastbound, three westbound, and a continuous turn lane in the center. The latter will cause accidents due to turning conflicts and will be especially dangerous due to heavy freight train traffic. When a train approaches, motor vehicles need to be allowed to clear the crossing immediately. If they run into other cars in the same lane in an opposing direction, they will be impeded from clearing the tracks. Two left turn lanes are needed here, for eastbound and westbound traffic. (SCAG)

Response:

Grade separation for the Alameda/Rosecrans intersection has been recommended and has become a part of the project.

Comment 9:

Eastbound and westbound left turn lanes on Rosecrans, crossing Alameda east and west, need revision. As located in the drawing, they would throw eastbound and westbound left turning traffic into conflict. The left turn lanes need to begin farther back, and be angled so that conflicts are eliminated. However, if a Rosecrans grade separation is installed, it is preferable to eliminate the grade crossing in the same location, prohibiting through and turning movements across the Alameda Street tracks. (SCAG)

Response:

As described in Section I-400 of this document, current plans call for an overpass at Alameda Street and for the elimination of at-grade crossings of the Alameda Street tracks.

Comment 10:

Is there really room to widen Alameda east, including left turn lanes and space required by PUC for clearance of grade crossing devices? How wide is Alameda east in this section? (SCAG)

Response:

The right-of-way on Alameda Street east is 61 feet wide from Rosecrans Avenue to south of Greenleaf Boulevard and 36 feet wide beyond to South Auto Drive. The right-of-way is sufficient for the road improvements which will be accommodated by restriping and prohibiting parking on the street. This will provide for one through lane in each direction and left-turn lanes at major intersection.

II-204 COORDINATION

Comment 1:

We would like to ask you to use your commission to assist us in working with Southern Pacific Freight Company to lower the tracks and make our city continue its rebirth. (James)

Response:

In the original DEIR for the light rail transit project (May 1984), consideration was given to Alternative MC-2 (Compton Grade Separation). It was not chosen due to its great cost and other significant negative effects. However, the LACTC remains committed to working with Compton, as well as other affected cities, involved agencies, the railroads, and the ports, to develop solutions to the traffic problems generated by the expected increase in freight rail traffic. See Section II-213 (Grade Separations), the response to Comment #2, for a further discussion.

II-205 ECONOMICS

Comment 1:

A dual rail system as proposed would create a freight rail system which would adversely impact upon the economic vitality of Compton by discouraging business and commercial interest away from the city, thereby depriving the City of Compton of the needed city sales tax that is necessary for Compton's independent existence. (A. Campbell, F. Campbell, Richards, Palan, Gavin)

Response:

Alternative MC-5 was proposed by the City of Compton to alleviate automobile/freight rail conflicts and move freight operations away from the center of town and the City Hall. With implementation of Alternative MC-5, the Alameda Street corridor would realize an increase in the number and frequency of freight trains and a corresponding increase in traffic congestion. All other conditions along Alameda Street would remain essentially unchanged. Removing freight rail traffic from the Willowbrook Avenue corridor and replacing it with light rail passenger service would enhance the development of residential and commercial properties along Willowbrook Avenue. Residential and commercial (retail) uses are generally considered to be incompatible with freight rail operations; however, a passenger rail system would provide improved transportation access for nearby residents and consumers for businesses adjacent to the Compton station. In light of those considerations, it is expected that consolidating freight rail operations on the Alameda Street corridor and providing passenger service on the Willowbrook Avenue corridor would not have an adverse impact but rather a beneficial impact on the economic vitality of the City of Compton.

Comment 2:

Another thing that was not addressed was our Affirmative Action. Will Compton residents be hired by the railroad lines and the light rail? Will employment of our people be done in this city? It's very important. (Robbins, Randolf)

Response:

During the construction phase of the project, almost all employers will be contractors to the LACTC and will thus be required to be Affirmative Action employers. Only a very small portion of the work will be done by SPTC employees and by utility companies. LACTC will strongly encourage these contractors to draw their labor force from local hiring halls as much as practicable for their needs. The LRT will be operated by the Southern California Rapid Transit District, also an Affirmative Action employer, which will be responsible for hiring employees of the system.

Comment 3:

Please answer what will be the effect of the diversion of the majority of traffic to the east roadway of Alameda Street on the existing businesses. (Compton)

Response:

The majority of the traffic would not divert to east Alameda. Only through traffic is intended to divert to east Alameda. Therefore, the impact on businesses along either roadway is not expected to be significant.

Comment 4:

It is true that some businesses would be negatively impacted by a grade separation project. However, relocation to sites nearby the new intermodal center could be a constructive mitigation measure. (SCAG)

Response:

LACTC agrees with the comment made by SCAG. The choice of relocation site, however, is made by individual business owners and, depending upon the type of business, the intermodal center location may or may not be considered desirable.

Comment 5:

We feel that diversion of heavy rail traffic through our property and adjacent neighborhood along with the "Team Track" addition would have negative impact on our operation from the standpoint of truck traffic flow. These trucks must park on Tamarind and Mealy Street prior to being loaded/unloaded. On an average 10-hour day we handle approximately 1,400 tons of freight by trucks and will process as much as 2,500 tons a day on peak periods. In addition to the above traffic flow concerns, we have been negotiating with the City of Compton to exchange part of our vacant property south of Mealy Street for the land on which Mealy Street is currently located. Without this exchange, future expansion of our manufacturing facility is unlikely due to property size limitations. (Owens-Corning)

Response:

Implementation of MC-5 would require the closure of Tamarind Street and Mona Boulevard to through traffic. There may be an inconvenience to truck and auto drivers in that they would have to use alternate approaches to reach Mealy Street and the northern segments of Tamarind Street and Mona Boulevard. Vehicles whose destination is the Owens-Corning plant would have to approach Mealy Street from a northerly direction. Parking for trucks waiting to off-load materials would still be available on Mealy Street and the northern sections of Tamarind Street and Mona Boulevard. The traffic engineering consultants for the light rail project have analyzed the truck traffic figures as provided by Owens-Corning and found that, with the change in routing as noted above, there should be no significant adverse impacts on truck access to the Owens-Corning plant beyond those impacts discussed and mitigated in the DEIR.

Under MC-5, the team track will be relocated from Mealy Street to the San Pedro Branch right-of-way (see Section I-300 of this document) and, therefore, additional truck traffic on Mealy Street related to the team track will not occur.

If Alternative MC-5 is chosen, the LACTC will need to acquire the Owens-Corning property to the south of Mealy Street for the placement of the connector tracks. To do so, the LACTC will commission one or more appraisals for this vacant lot to determine the fair market value before entering into negotiations with Owens-Corning. In transactions of this type, proper appraisal techniques consider a variety of factors in determining the amount of compensation to be paid to the property owner.

II-206 EMERGENCY ACCESS

Comment 1:

We are concerned that the increases in traffic with the proposed dual rail system will cause serious delays in police, fire, ambulance and other emergency vehicle response time. (Whited, G. Reynoso, Burton, T. Brown, S. Brown, Robbins, Compton Police, Davis, Hays, Tate, Richards, Gray, Countee, People's Choice)

Response:

As noted in the DEIR, there are three City of Compton fire stations located to the west of both SPTC rights-of-way (Willowbrook Avenue and Alameda Street) and one located east of the Alameda Street right-of-way. Full-time paramedic services are provided by one emergency vehicle located at the fire station at 201 South Acacia, west of both SPTC rights-of-way. Another vehicle is operated from the fire station at 1320 East Palmer, east of the Alameda corridor, as staffing permits. If the Mealy Street diversion were constructed, as with all major projects of its type, mitigation measures would be taken to assure adequate emergency vehicle response time during the construction period. Temporary traffic engineering improvements, such as detours, would be implemented to allow emergency vehicle access to all points within the City of Compton. In addition, construction activity would be scheduled to minimize overall traffic disruption and delay.

Implementation of MC-5 would mean the elimination of at-grade freight rail crossings of the Willowbrook Avenue right-of-way including Rosecrans Avenue, Compton Boulevard, Alondra Boulevard and Greenleaf. In addition, the light rail crossing at Willowbrook and Rosecrans would be grade separated. In conjunction with the grade separation at the Rosecrans/Alameda intersection with either the underpass or overpass (Option B or C), uninterrupted east/west traffic flow on Rosecrans Avenue would be achieved. East/west emergency vehicle access, therefore, should be significantly enhanced along the length of Willowbrook Avenue and at the Rosecrans/Alameda intersection, allowing emergency vehicles from the three western stations to more efficiently serve the eastern portion of the City of Compton.

Further, the hospital used most frequently by Compton emergency vehicles is Martin Luther King Junior Hospital, which is located in the Willowbrook area just northwest of the city boundary. Because of the improved east/west traffic flows with MC-5, paramedic or ambulance vehicles east of the tracks would be able to reach that hospital in less time.

The Compton Fire Department is part of the "Area E Mutual Aid Cooperative Agreement," which involves the cities of Downey, Lynwood, Montebello, Santa Fe Springs, Vernon and Compton. Under this agreement, these cities are able to provide service to each other in the event of a major emergency.

Finally, the Compton police station is located at 301 South Willowbrook Avenue. As with fire and paramedic vehicles, police response time to the eastern portion of the city should be decreased with implementation of MC-5.

II-207 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Comment 1:

Of those alternatives that you're considering, we believe that MC-5, given a period of approximately five years, is certainly superior environmentally to all of the other alternatives. We believe that MC-5 will improve considerably the environmental circumstances in our city. And if you agree we would like the final Environmental Impact Report to contain a statement that MC-5 over the long-term is superior to the other alternatives. (Gavin)

Response:

The determination of the environmentally superior alternative requires weighing all of the impacts associated with each alternative. To some extent, this weighing process is subjective. In coming to the conclusion that MC-1 was the environmentally superior of the build alternatives, the DEIR took into account the impacts of both construction and operation for all of the original alternatives. MC-5 would require the forced dislocation of almost 150 residents, would introduce significant adverse noise and vibration impacts into an area that would not be otherwise affected, and would (depending on the option selected at Rosecrans/Alameda) adversely affect local businesses, some of them permanently. After MC-5 is constructed, the significant adverse noise and vibration effects and a change in the residential character of the area would remain. The regional benefits of MC-5 are significant but dispersed along the Willowbrook corridor, consisting primarily of a reduction in future traffic congestion, noise, and rail/auto conflicts.

While it is possible that five years after the project is completed, MC-5 would be the environmentally superior alternative, CEQA requires that project effects be weighed against existing conditions, as well as future conditions. In the context of the adverse effects of constructing and operating MC-5, MC-1 would create fewer adverse changes in the existing environment.

II-208 FINANCIAL

Comment 1:

LACTC is guilty of misleading the City of Compton on matters regarding the funding of the LRT project. LACTC has presented the City of Compton with information implying that the only funding available for LACTC's LRT project was from the "Proposition A" funds which they stated had certain restrictions regarding certain expenditures which could be made from them. Such restrictions were then used as the basis for precluding or eliminating certain MC alternatives from consideration by the City of Compton. And yet the truth of the matter is that Proposition A gave LACTC access to several different funding methods such as (1) state funds, (2) federal funds, (3) benefit assessments, (4) fares, and later by state law (5) the sale of revenue bonds as a source of additional funding which should be paid back by the tax authorized by Proposition A. (A. Campbell, F. Campbell)

Response:

The comment apparently refers to the LACTC's evaluation of Alternatives MC-1, MC-2 and MC-3 contained in the March 1985 Final Environmental Impact Report for the light rail transit project as a whole. In that evaluation, Alternative MC-2 (Compton Grade Separation) was determined infeasible with respect to cost. Alternative MC-2 was identified in early 1983 by the LACTC in response to concerns expressed by City of Compton officials. At that time, it was thought that the additional cost of MC-2 as compared to MC-1 might be about $60 million, an amount which could possibly be assembled from Proposition A funds along with various other roadway programs. However, engineering of Alternative MC-2 in 1984 disclosed requirements for sewer relocations and complex construction staging involving extensive underpinning of the east and west roadways of Willowbrook Avenue, with a resultant additional cost over MC-1 of $135 million. LACTC determined that this amount was beyond the scope of purpose required by the Proposition A ordinance, as well as beyond the capacity of funding sources. This cost factor, together with the significantly adverse construction, visual, and community services impacts of Alternative MC-2 led to its elimination from consideration for project adoption.

The Proposition A ordinance does not "give LACTC access" to the other funding sources mentioned in the comment, except in the sense that LACTC does have authority to issue bonds for repayment from Proposition A revenues. LACTC considers all available funding sources and the overall costs of the Proposition A-mandated countywide rail transit system in judgments as to the ability to commit funds to any elements of any project in the system.

Comment 2:

Should the City of Compton pay for the optional L.A. City measure calling for a four-lane Industrial Expressway for ports' truck traffic through the City of Compton? (A. Campbell, F. Campbell)

Response:

The Industrial Expressway, which would consolidate through truck traffic, is not a part of the proposed MC-5 project. The only costs the City of Compton is being asked to contribute to are those for street improvements designed to mitigate the adverse effects of the Mealy Street Diversion.

Comment 3:

You ask about the commitments from the City of Compton to undertake improvements to East Alameda, Atlantic and Santa Fe Avenues including widening and restriping. Why aren't the ports, the SPTC and L.A. County doing this as they're the ones that are using our streets and busting them up? (Robbins)

Response:

The Ports of Los Angeles and Long Beach, Los Angeles County, the affected local jurisdictions, the Southern California Association of Governments and the Los Angeles County Transportation Commission have all demonstrated their commitment to improved traffic flow in the area by participating in a joint effort to identify sources of funding to make needed street improvements. This is an ongoing process, and improvements will be made as funds become available.

Comment 4:

Regarding the projected cost in elevation and suppression, I haven't seen a figure for the cost as it deals with Compton. The figure that you've used is $117 million for the bridges and trenches throughout the county. How much will it cost just for Compton? (K. Filer)

Response:

In September 1985, consultants to the LACTC estimated the additional cost of providing roadway/light rail transit grade separations at the intersections of the light rail corridor and 10 major east/west arterials from Vernon Avenue south to Wardlow Road at approximately $120.9 million. The

projected cost for such improvements in Compton, including the estimated cost to grade separate the Rosecrans Avenue, Compton Boulevard and Alondra Boulevard intersections (at Willowbrook Avenue) was approximately $34.8 million (not including right-of-way costs, escalation, contingency, project reserve, and services).

Comment 5:

Diversion of vehicular traffic from Santa Fe to Alameda is to facilitate Southern Pacific in their intermodal container facility. I would like to see something on that as well as who should bear the cost, since it seems that Southern Pacific would be the primary beneficiary. (Montgomery)

Response:

The diversion of vehicular traffic from Santa Fe to Alameda is not proposed as part of the MC-5 project. This diversion would be part of Los Angeles County's Industrial Expressway. The City of Compton is not being asked to participate in those costs.

II-209 FREIGHT IMPACTS

Comment 1:

The citizens of Compton should not have to pay for the problems created by the increase in freight rail traffic. (Whited, E. Reynoso, G. Reynoso, T. Brown, S. Brown, James)

Response:

The alternative adopted by the LACTC for the mid-corridor portion of the Long Beach-Los Angeles Rail Transit Project (MC-1) includes the cost of mitigation measures necessary to reduce significant impacts caused by construction and implementation of the LRT project. Putting light rail transit through the City of Compton does not result in increased freight rail traffic. This increase will take place with or without introduction of light rail transit and was one of the chief concerns expressed by Compton officials and residents alike. It was in response to this concern, and the direct request of the City of Compton, that the LACTC decided to consider Alternative MC-5 which, by consolidating freight rail traffic in one right-of-way, would enhance the environmental conditions in central Compton. The financial participation of the City of Compton is limited to mitigation measures requested by the city that are designed to reduce the impacts created as a result of implementation of MC-5 and to improve traffic flow.

II-210 FREIGHT RAIL OPERATIONS

Comment 1:

Why does Southern Pacific Transportation Company (SPTC) want a guarantee from affected jurisdictions stating that they (jurisdictions) will take no action to curtail SPTC operations on the San Pedro Branch to levels below what would prevail after implementation of the relocation alternative? Does this apply to future "at-grade" use of the Southern Pacific Wilmington Branch adjacent to the LRT tracks for freight? (F. Campbell, A. Campbell)

Response:

The commission cannot speak for the SPTC; however, it is our understanding that the SPTC prefers its existing freight rail alignments along Willowbrook Avenue and Alameda Street. In exchange for accepting the Mealy Street Freight Rail Diversion, the company has stated that it should have some assurance from the affected jurisdictions that they will not seek to limit future freight traffic over the diversion. However, as part of the MC-5 project, once the freight rail diversion is built, freight trains will no longer use the Willowbrook Avenue ROW.

Comment 2:

We request a discussion as to how MC-5 might tend to preclude any future alternative diversion points further north. (LADOT)

Response:

The DEIR, on page S-21 (Section S-400, Areas of Controversy), noted that this partial consolidation of freight rail lines could create physical conflicts with facilities required for future consolidation. The shift from the Willowbrook ROW to the Alameda Street railroad corridor at Mealy Street would create an at-grade track connection which would not preclude a future connection farther north; it would, however, make depressing the San Pedro Branch more difficult in the future, if Mealy Street were the only connection between the two branches. Section S-400 also noted that public investment in partial consolidation could reduce the commitment to full consolidation sometime in the future.

Comment 3:

We support the rail consolidation plan proposed by the Southern California Association of Governments (SCAG), and are concerned regarding statements presented on pages S-21 and IV-17 of the Draft EIR. On page IV-17, the Draft EIR states that implementation of the Mealy Street diversion "may limit or preclude future implementation choices for the ultimate objective of the policy, which is a consolidated corridor for ports-related freight rail traffic along Alameda Street." Additional analysis should be conducted, and the EIR must clearly set forth how total consolidation might be limited by the Mealy Street diversion and what the resulting impacts would be, especially on rail access and service to the Ports' area. (Port of L.A.)

Response:

The first statement referred to in the comment (page S-21) states that "there is controversy over the issue of whether this public investment for partial consolidation would hinder achievement of complete consolidation sometime in the future by possibly creating physical conflicts to facilities required for future consolidation." The best information available at the time suggested that implementation would not prevent complete consolidation of freight rail traffic in the future, but rather could possibly limit some of the choices available for achieving that consolidation. For example, one possibility for complete consolidation discussed was depressing the railroad tracks along the Alameda Street corridor in the City of Compton. If MC-5 were built, with Option B implemented at the intersection of Rosecrans and Alameda, the possibility of depressing the railroad tracks would have been precluded. This is, in fact, precisely what the statement at the top of page IV-17 implies, i.e., that "physical institution of this first link may limit or preclude future implementation choices," not that institution of MC-5 would preclude consolidation, itself, but merely the manner in which the consolidation could be effected.

Comment 4:

On page II-35, the Draft EIR states that it is "meaningful for planning and impact assessment purposes to augment the Status Quo scenario" because of the likely merger of Southern Pacific and Santa Fe railways in 1986. However, in subsequent chapters addressing the operations impacts of this alternative, it appears that the higher SP/SF merger train movement levels are not used, i.e., tables on Draft EIR pages IV-4 and IV-33. This apparent discrepancy should be examined and additional analyses conducted as appropriate. (Port of L.A.)

Response:

The comment is correct. The "merger" figures were not used in the analysis for the tables on pages IV-4 and IV-33. Because of the ICC disapproval of the merger, no additional analysis will be done.

Comment 5:

We suggest relocating team track to an appropriate location on the existing San Pedro Branch Main Line in Compton. (SPTC)

Response:

Subsequent to publication of the DEIR for MC-5, it has been decided to relocate the team track to the San Pedro Branch. See Section I-300 of this document for a further description.

Comment 6:

All turnouts associated with the Mealy Street Diversion should be located or originate from existing San Pedro Branch straight track, including spur track serving the Owens-Corning facility. (SPTC)

Response:

The tracks have been realigned to have two SPTC tracks crossing the west roadway of Alameda Street. The second track will be a spur to serve the Owens-Corning plant and will be switched from the San Pedro Branch. Realignment of the San Pedro Branch is necessary to accommodate a workable alignment for the tracks crossing west Alameda Street.

Comment 7:

With the rearrangement of Pine Street crossing our lead tracks, main line and storage tracks just west of Pine will have to be realigned. (SPTC)

Response:

Subsequent to publication of the DEIR, it was decided to modify the Pine Avenue crossing to accommodate a perpendicular five-lane crossing consisting of one through lane with right-and left-turn aisles.

Comment 8:

I don't think you can divorce yourself from the freight traffic that is going to go through Compton. You've got to take into consideration that you have 100 or so cars coming

through Compton. You have projected 17. They have projected many, many more than 17. (M. Filer)

Response:

The DEIR for MC-5 does consider the freight rail traffic through Compton. See Section IV-300, and in particular Tables IV-31A, IV-31B and IV-31C, which deal with the impacts of freight operations on auto traffic. The freight rail traffic projections used in the analysis are discussed in Section II-420 and shown in Table II-42A. These projections reflect the data developed by the SCAG Ports Access Study. They report the number of trains, not the number of cars.

Comment 9:

An expert witness for the railroad stated that because of the intermodal container transit facility which is presently being built in Long Beach, there will be an increase up above a hundred percent in trains by this summer. And I think that figure is a little bit different than what was presented earlier. If we also have a consolidated rail corridor on the Alameda corridor as it's proposed by SCAG, under the lower scenario we will experience 37 new trains per day. And in the high scenario, by the year 2000 we will experience 71 trains per day. (Sotello, Gavin)

Response:

The increase in train traffic referred to in the comment was reported in a statement delivered to the Interstate Commerce Commission by Mr. Neal D. Owen, consultant to the SPTC (Rebuttal-Verified Statement of Applicants, SP/SF-50, July 10, 1985, page 9). As part of this statement, Mr. Owen prepared a table which showed total traffic on both the Wilmington and San Pedro Branches to be six trains per day in 1983, increasing to 10.86 trains per day after the opening of the Intermodal Container Transfer Facility. While this is approximately an 80% increase, on an absolute basis, less than five additional trains per day would occur. The figures regarding train traffic reported in the DEIR are for the year 2000 and, therefore, a direct comparison cannot be made with Mr. Owen's figures. However, Mr. Owen's figures are not inconsistent with the data reported in the DEIR.

With regard to the second part of the comment, the following information is offered. Within the City of Compton, vehicle hours of delay per day (an aggregate measure of delay experienced by all affected motorists) would be 628 under status quo routing (High Scenario). With implementation of the MC-5 improvements, this number would be reduced to 520 vehicle hours per day (Table IV-31A of the DEIR). It

should be noted that freight rail traffic increases will occur irrespective of MC-5 implementation and that MC-5 should be viewed as a response to these increases. Furthermore, given the close proximity of the light rail passenger station, it is more likely that the Compton central business district will benefit rather than be negatively affected by implementation of MC-5.

Comment 10:

As the future operator of the rail transit project, the SCRTD is particularly concerned about the continuing long-term impacts of passenger and freight operations within the same right-of-way. Additional discussion of this impact area would assist in the decision process. From both the operator and transit user's perspective, the proposed additional grade separations would be very beneficial. We recognize such benefit is not without cost. We hope that careful consideration is given to the long-term benefits of the added capital investment for grade crossings and freight rail diversion. (SCRTD)

Response:

Light rail transit and freight rail operations in shared rights-of-way exist in many cities in this country, in Canada and around the world. Intercity passenger rail operations (as opposed to urban rail transit) are actually intermingled with freight rail operations in many cases. Conventional rail technology is by its very nature designed to assure safe parallel and crossing movements of rail vehicles, automobiles and pedestrians. As noted in the response to Comment #1 in Section II-211 (General Impacts), the freight rail diversion provided under Alternative MC-5 does not have a significant superiority (or inferiority) in exposure of persons to hazards as compared to Alternative MC-1; both alternatives incorporate complete protection or separation design features for pedestrian/automobile/freight rail/LRT traffic. A smaller number of auto/freight rail crossing movements does not necessarily mean that an alternative is "safer"; the roadway geometrics of crossings for each alternative differ, and the degree to which pedestrians may trespass on the rail rights-of-way is likely to differ, as well. The question of safety is not a clear discriminator for assisting in the decision-making process.

Comment 11:

How would freight rail traffic be rerouted during construction of MC-5? (Compton)

Response:

In order to ensure rapid completion of construction of all elements of MC-5, and to get the light rail system into operation as soon as possible, existing Southern Pacific track in the Willowbrook Avenue right-of-way would be repositioned slightly to the west of its current placement. This repositioning would allow sufficient space for construction of the LRT tracks and facilities (including the flyover at Rosecrans and the Compton Station) at the same time as the reconstruction of the Rosecrans/Alameda intersection, the clearance of right-of-way for the Mealy Street Connector track, and other elements of the project. Once the freight rail diversion has been completed, and the Wilmington Branch traffic is rerouted to the Alameda Street right-of-way, the freight track along Willowbrook Avenue would no longer be used. An additional minor realignment of trackage would be required where the San Pedro Branch intersects the connector. This realignment would be contained within the railroad right-of-way.

Comment 12:

The statement at the top of page IV-17 that MC-5 would limit or preclude future implementation choices for a consolidated corridor, is unclear. The region does not benefit from a multiplicity of paper choices on staging consolidation. It would benefit in a real way if Wilmington Branch trackage could be relocated to Alameda Street, under MC-5. (SCAG)

Response:

The comment is noted. See also the response to Comment #3, above.

Comment 13:

Passing of freight trains back-to-back is impossible under No Project MC-1 because there would be only a single freight track on the Wilmington Branch. This statement needs clarification. (SCAG)

Response:

The statement in the comment is correct. The sentence on page IV-35 which refers to back-to-back passage should read as follows: "Passage of two trains back-to-back, a possible and likely occurrence with MC-5, would increase these dissipation times to about eight minutes for each intersection."

Comment 14:

Under MC-5, double track will be extended north to Rosecrans on Alameda Street. A crossover should be required between the present San Pedro Branch track and the relocated Wilmington Branch track, just south of Mealy. This would reduce train delays and emissions from idling locomotives waiting for a "meet," and further reduce the probability of trains blocking grade crossing due to congestion of the single-track Wilmington Branch. (SCAG)

Response:

A crossover is planned between the Wilmington and San Pedro Branches, to be located immediately south of Compton Boulevard. There is no space for a crossover north of Rosecrans.

II-211 GENERAL IMPACTS

Comment 1:

What, if any, are the impacts of the rail diversion alternative on the rail transit project ridership and on passenger comfort and safety? (SCRTD)

Response:

Alternative MC-5 is not expected to have any appreciable effect on projected ridership for the light rail transit system when compared with Alternative MC-1 because travel times and station locations remain essentially the same for both alternatives. Passenger comfort and safety under MC-5, however, would be changed to the extent that the LRT would cross Rosecrans Avenue on an aerial structure rather than at-grade under MC-1; also under MC-5, the LRT would operate in an exclusive right-of-way (without an adjacent freight track) from Rosecrans Avenue to Compton Creek. These differences are not significant enough to appreciably alter passenger comfort and safety. The design of both alternatives incorporates current standards for pedestrian/automobile/freight rail/LRT separation of parallel traffic and protection of cross traffic.

Comment 2:

What is the relative comparison of the number of households and other establishments that are positively and negatively affected by the rail diversion alternative? What is the magnitude of those positive and negative impacts on those impact groups? (SCRTD)

Response:

Regarding vehicle at-grade crossing at Rosecrans, see the response to Comment #2. Regarding pedestrian crossings, current plans call for constructing and maintaining a legal, at-grade pedestrian railroad crossing at this location.

II-213 GRADE SEPARATIONS

Comment 1:

There was no mention of possible grade separation of west Alameda Street at Mealy Street. (SPTC)

Response:

See Section II-203 (Configuration), the response to Comment #2.

Comment 2:

Let's have a contractual agreement where we can say we'll do the Rosecrans separation now and do the others in increments. (Tucker)

Response:

When the LACTC adopted Alternative MC-1, it expressed its commitment to participating in the efforts of the Ports Advisory Committee and the Alameda Task Force toward identification of funding sources for projects needed to reduce the impacts of future increased freight rail traffic on the cities through which the railroad runs. MC-5, together with its mitigation measures, has been proposed as a step in that direction; its reason for being, however, is as an enhancement to the rail transit project. Indeed, Proposition A funding does not extend to the resolution of auto/freight rail traffic conflicts, and contractual agreements such as that suggested in the comment are not possible under the LACTC's Proposition A program. Nevertheless, whichever alternative is ultimately adopted as part of the rail transit project, it should be emphasized that the LACTC has been, is, and will continue to be committed to participating in interagency efforts to develop means to reduce the impacts of freight rail traffic on the affected cities.

Comment 3:

We need grade separation at Compton Boulevard and also Alondra, where the traffic appears to be just as heavy as Rosecrans. (Lewis, Davis, Palan)

Response:

Table IV-31A (page IV-33 of the October 1985 DEIR) estimates the differences in traffic delay for the year 2000 at four intersections (Rosecrans, Compton, Alondra, and Greenleaf) along both rail corridors in the City of Compton. The table shows that the hours of vehicle delay at the intersection of Rosecrans/Alameda would be approximately 40 percent greater than the delay experienced at the next busiest intersection. Traffic is not as heavy at Compton Boulevard and Alondra as it is at Rosecrans.

Comment 4:

What is needed in this community are grade separations at all eight major east/west arteries. (Berkedal, Hays, Newman, Adams)

Response:

See the response to Comment #3, above. Regarding grade separations at the four intersections with the light rail transit line, as the original DEIR (May 1984) pointed out, delays due to the passage of a light rail train are so minimal that the costs of grade separation in relationship to its benefits do not justify this measure.

II-214 NOISE

Comment 1:

You say noise impact would be mitigated by soundproofing residences where feasible. I'd like to know what type of soundproofing you're talking about. And there would also be noise easements. I don't know what that phrase means. (M. Filer)

Response:

Soundproofing can consist of one or more of the following: insulation of ceilings and walls, double paning of windows, and mechanical ventilation systems. In return for the payment of money (based on the value of soundproofing improvements needed) to the property owner as compensation for the owner to undertake such improvements at his option, the owner would grant an easement for the creation of noise due to freight train operation.

II-215 PROCEDURE

Comment 1:

The creation of both LRT and freight rail systems through the City of Compton is illegal and in violation of state laws requiring environmental impact reports (EIR) to be prepared for each. The Los Angeles County Transportation Commission's (LACTC) EIR for their LRT project is being used as an EIR for the FRT project that is being proposed by the Southern California Association of Governments (SCAG). SCAG's own in-house operation analysis report, the Ports Access Study, has been incorporated into LACTC's DEIR to serve as the basis for wrongfully confusing and coercing the City of Compton into believing that LACTC's EIR is the only EIR that is needed. (F. Campbell, A. Campbell)

Response:

The California Environmental Quality Act (CEQA) states that public agencies are generally required to prepare and certify the completion of an environmental impact report (EIR) on any project that they propose to carry out or approve which may result in a potentially significant adverse effect on the environment. The LACTC has complied with the law by preparing a series of environmental documents which cover the alternatives considered for implementation under the LACTC-sponsored Long Beach-Los Angeles Rail Transit Project. The law also states that the purpose of the EIR is to provide the agencies and the public in general with detailed information about the effects which a proposed project is likely to have on the environment (Public Resources Code Section 21061). The information from the SCAG Ports Access Study which is included in the DEIR for the Mealy Street Freight Rail Diversion was provided so that the decision-makers for both the City of Compton and the LACTC would have more complete information regarding the effects of the proposed MC-5 project. At such time as SCAG or any other governmental agency or agencies propose to implement the consolidation of the rail lines, they will have to prepare an environmental assessment (likely an EIR) on that project. The Mealy Street Freight Rail Diversion DEIR was not intended to cover the rail consolidation project as planned by SCAG and other agencies. As long as that project is still in the planning stages, an EIR is not appropriate. The CEQA Guidelines state in Section 15262 that "planning or feasibility studies for possible future actions" are not a project as defined by CEQA and therefore do not require an EIR until they are proposed to be implemented.

Comment 2:

Does LACTC have jurisdiction over both freight rail transit and light rail transit or commuter rail transit? (A. Campbell, F. Campbell)

Response

The LACTC has the authority to design and build commuter rapid transit systems for Los Angeles County, subject to the approval of the state Public Utilities Commission (PUC), but has no such authority over freight rail transit.

Comment 3:

Who proposed the MC-2 alternative? If LACTC proposed this alternative, then it means that they can use their funds for tunneling. (F. Campbell, A. Campbell)

Response:

The MC-2 Alternative (Compton Grade Separation) was one of the three alternatives discussed in the original DEIR (May 1984) for the light rail transit project. These alternatives were formulated during a series of discussions in 1983 with the City of Compton. The construction method proposed for MC-2 was not tunneling. As proposed in the DEIR, a "trench" approximately 65 feet wide and 2.2 miles long would have been excavated using bulldozers and other heavy earth-moving equipment. After the proposed excavation was completed, bridges would have been constructed to bring streets over the light rail and freight rail tracks to create a plaza in front of the Compton City Hall. (See also the response to Comment 1 in Section II-208, Financial.)

Comment 4:

What is the exact nature of the role played by the City of Compton in the certification process for the Final EIR? (F. Campbell, A. Campbell)

Response:

As lead agency, LACTC is the proponent of the project and the governing body that will certify the EIR. During this process, the City of Compton may make a recommendation to the LACTC which the LACTC will take into consideration in deciding whether to adopt MC-5.

The City of Compton will be taking a discretionary action to implement this project by paying for a portion of the costs. Therefore, as a responsible agency, the city should also certify the EIR after LACTC does.

Comment 2:

The list of disposal sites for the construction of MC-5 included locations for dumping toxic waste (hazardous). Will the construction activities include handling of toxic wastes? If so, what safeguards will be taken to ensure that toxic wastes are transported/handled to ensure the safety and health of the surrounding community? (Compton)

Response:

It is possible that toxic or hazardous waste material may be encountered during construction activities. Should this be the case, such material would be deposited at an appropriate disposal site (possibly Class I) as required by law. Also, the transportation of such material to the disposal site would be done in conformance with applicable legal requirements which would specify safety requirements to be employed by the contractor.

II-219 TRAFFIC

Comment 1:

We recommend before granting our approval there must be four (4) traffic lanes (2 in each direction) on east Alameda north of Rosecrans. If this is not done, the traffic congestion at Mealy Street connection will not change and there will be many delays due to the crossing at-grade. Traffic-diversion raised islands and signs will have to be installed to divert traffic in a positive manner to East Alameda Street. (SPTC)

Response:

The traffic analysis contained in the DEIR combined the new at-grade crossing of Alameda (Mealy Street Connector) with the existing Alameda/Rosecrans intersection for the purposes of calculation of total vehicular delay and intersection recovery time (see Tables IV-31B and IV-31C). As illustrated in these two tables, the analysis indicated the future combined delay and recovery time at the Alameda/Rosecrans intersection (including the new crossing) would be better than existing conditions at the Alameda/ Rosecrans intersection during the pm peak hour in the year 2000 when no freight trains or one train pass through the study area. It is only under the worst case set of assumptions, with two trains passing through the area back-to-back, that conditions were forecast to be worse than existing conditions. On the whole, it is felt that, following construction of the project and implementation of the mitigation measures recommended in the DEIR, conditions will not be significantly worse than existing conditions at the Alameda/Rosecrans intersection.

The Pine Avenue crossing will be modified to accommodate a perpendicular five-lane crossing consisting of one through lane in each direction, with right and left lanes. This modification to the configuration proposed in the DEIR was done as a result of additional traffic and turn movement counts. It is intended that appropriate signing will be incorporated into the final design to minimize delays at the intersection and to promote traffic diversion to east Alameda in a positive manner.

Comment 2:

Freight traffic crossing Alameda at-grade will stop north-south traffic on Alameda. This should be looked into. (M. Filer)

Response:

The DEIR discussed the fact that the Mealy Street diversion would introduce a new at-grade crossing of Alameda (see the MC-5 DEIR, Section IV-311, pages IV-31 to IV-38). This discussion identifies the anticipated traffic impacts and suggested mitigation measures necessary to accommodate north/south year 2000 anticipated vehicular traffic at this new grade crossing.

Comment 3:

Light synchronization with the LRT is proposed but not done. (K. Filer)

Response:

The coordination of LRT operations and vehicular traffic control is an ongoing effort. This work will identify the most appropriate method of LRT operation, balanced with efficient local traffic circulation. The agreement between LACTC and the City of Compton also emphasizes this approach.

Comment 4:

Nothing was stated as to the impacts of diverting vehicular traffic from Santa Fe to Alameda. (Montgomery)

Response:

The Industrial Expressway, a proposed project of SCAG and the members of the Alameda Corridor Task Force, is still in the preliminary planning stages. Until such time as that project is approved and implemented, there will be no diversion of through traffic from Santa Fe to Alameda.

Before the project can be approved, however, an EIR will have to be written examining the impacts of any diversion.

Comment 5:

The description of the east Alameda extension diversion (page I-6) is very brief. Please describe what will be the effect of diverting the majority of traffic to the east roadway of Alameda Street on parking and traffic volumes? (Compton)

Response:

A further discussion of the extension of the east roadway of Alameda Street can be found on pages IV-37 and IV-38. Though appropriate TSM measures to divert traffic from west to east Alameda were recommended, the extent of the level of diverted traffic would be a function of the land use and traffic access needs on each roadway. The DEIR did not state that a majority of traffic would be diverted but that through traffic diversion would be encouraged. Much of the local traffic in the area would continue to use the west roadway to reach adjoining commercial and residential properties along west Alameda. Analysis has suggested that if the east Alameda improvements are made as described in the DEIR, anticipated future traffic volumes on the east roadway will be approximately equal to those on the west roadway. Parking would be lost on east Alameda south of Rosecrans; however, because there is little business activity and parking is available on the east/west streets, no significant adverse impacts are anticipated.

Comment 6:

While not a specific element of MC-5, the improvements by the County Road Department south of Compton (Laurel Park Road) will impact the east Alameda diversion. The impacts associated with this element should be examined and reported in the context of the east Alameda diversion. (Compton)

Response:

As stated on page IV-37 of the DEIR, "current county plans call for sufficient street widening to accommodate" traffic diverted to east Alameda south of the Artesia Freeway. "The net effect of shifting west Alameda traffic to east Alameda would be adverse in 1990 unless roadway widening is undertaken by the City of Compton and Los Angeles County" between Rosecrans and the Artesia Freeway via Auto Drive South.

Comment 7:

For the Rosecrans Avenue Underpass (Option B) frontage roads allowing crossing at-grade over the railroad tracks on Alameda Street are shown from both Alameda Street west roadway and Alameda Street east roadway exposing vehicular traffic versus trains. What would be the consequence of not having the at-grade crossing of the railroad tracks at Alameda Street? (Compton)

Response:

Removing the frontage roads, thereby eliminating any at-grade crossing of the railroad tracks at Alameda, would restrict access by residents to local businesses along Rosecrans in the vicinity of the proposed grade separation. Such removal would prevent turning movements at the Alameda/Rosecrans intersection, thereby diverting these movements to other at-grade crossings on the corridor. Closing the crossing would expedite north/south traffic on Alameda at Rosecrans (due to elimination of left turn phases). See Section I-400 for a further discussion.

Comment 8:

Please examine the effect of total preemption for LRV's on vehicles being delayed from excessive vehicular delays on Alameda Street. (Compton)

Response:

The project proposes light rail vehicles along Willowbrook Avenue, not along Alameda Street. In the City of Compton, total preemption for LRVs is not expected to cause excessive traffic delays. At Compton Boulevard, however, if excessive traffic queues occur persistently during the peak traffic period, the operation of light rail vehicles would be coordinated with the traffic signal at this crossing. Under this mode of operation, special light rail signals at the Artesia and Compton stations would delay the departure of peak period light rail vehicles from the stations so that they would activate the gates at Compton Boulevard only when the east-west automobile traffic normally receives a red light. This mode of operation would be activiated by queue detectors embedded in the westbound roadway of Compton Boulevard.

Comment 9:

Table IV-31B needs proper location of note 2 below, somewhere on the table above it. Under options B and C, notes 3 and 5 cannot both apply. What is the cycle length for Alameda/Alondra? Options B and C should probably have a 60- or 70-second cycle length, as with separation, a long

east/west through phase is not needed. Presently, the signals at Rosecrans/Alondra have 6 phases:

(a) SB and NB LT -- Left turn phase
(b) SB through and LT -- Advance green
(c) NB and SB through
(d) WB through and LT -- Advance green
(e) WB and EB through
(f) EB through and LT -- Lagging green

Under options B and C, 3 and 4 phases would be used. (SCAG)

Response:

The observation made in the comment is correct. Footnote 2 applies to the Alameda/Rosecrans intersection for all conditions. Both Options A and Options B and C under the year 2000 with MC-5 condition should have Footnote 5, indicating the applicable signal and cycle length. Further, Footnote 4 also applies to the intersection of Alameda/Alondra under the year 2000 with MC-5 condition.

Comment 10:

In Tables IV-31B and IV-31C, do the figures for Alameda/Rosecrans refer to the new crossing of Alameda Street north of Rosecrans, Alameda west at Rosecrans or Alameda east at Rosecrans? Or the worst case of the three? (SCAG)

Response:

The tables cited in the comment refer to the combined traffic delay and intersection clearance times associated with all three of these locations simultaneously.

II-220 VISUAL IMPACTS

Comment 1:

I question placing the LRT overpass, needed to implement MC-5, into the category of significant adverse visual impact. Before the advent of environmental advocacy, many aerial transportation structures were considered to be architectural marvels. Modern designs provide slimmer profiles. (Nelson)

Response:

We concur that, depending on an individual's perspective, engineering projects such as aerial structures may be considered "architectural marvels" by some; however, they also may be considered "eyesores" that block views and

vistas by others; thus, the categorization of the visual impact of the LRT aerial guideway and Rosecrans overpass has been changed to Adverse. It is intended that the design of all aerial structures for Alternative MC-5 be functional and cost effective, as well as include appropriate and pleasing architectural treatments.

Comment 2:

I am quite concerned about the environmental impact as far as landscape and landscape design. (Fetters)

Response:

Under Alternative MC-5 freight rail traffic would be removed from the front of the Compton City Hall. Landscaping for the light rail facility, such as trees and shrubs, would be provided where necessary and appropriate. The species of trees and shrubs to be used would be those that provide a pleasant appearance yet require little or no maintenance. Pages IV-22 through IV-30 in the DEIR describe and illustrate the potential change in the aesthetic appearance of the surrounding community.

Comment 3:

What type of architectural treatment is proposed for the LRT flyover? (Compton)

Response:

A uniform design approach will be used for the "LRT flyover" and other aerial structures for the Long Beach-Los Angeles light rail project to ensure that the guideways are cost effective as well as aesthetically pleasing. Detailed plans showing the precise architectural treatment have been prepared during the final design phase.

Comment 4:

Regarding IV-131.2, Mitigation Measures, low soundwalls cut out much of the noise which is generated not by diesel engines but by the trucks, brakes, couplers, etc. of freight cars behind the locomotives. Hence, low, six-foot soundwalls, if close to the tracks, would be a visually less obtrusive mitigation measure. (SCAG)

Response:

Subsequent to publication of the DEIR, the LACTC and the City of Compton have decided that, as part of the project, sound attenuation barriers would be constructed at selected locations along the Mealy Street Connector outside the new

Southern Pacific right-of-way between Willowbrook Avenue and Alameda Street.

II-221 MISCELLANEOUS

Comment 1:

Is the "Bullet Train" project tentatively cancelled or permanently cancelled? (F. Campbell, A. Campbell)

Response:

The American High Speed Rail Project (i.e., the "bullet train") has been permanently cancelled.

Comment 2:

We would like to make sure that certain setbacks along these track areas are maintained to the degree that they coincide with some of the CC and R's that we've set up for our community. (Fetters)

Response:

The setbacks on the project will be equal to or greater than those required by the California Public Utilities Commission, which is the regulatory agency for all rail operations. These should be similar to the CC and R's (Codes, Covenants, and Restrictions) as set up for the community.

Comment 3:

There are key words in Proposition A that are vague and need to be legally clarified before LACTC can proceed with this project. LACTC has not defined rapid rail systems. It is not defined in Proposition A. With these ambiguous definitions, LACTC's mandate is ambiguous. What it can or cannot do with regard to a commuter rail system or a freight rail system is questionable. (A. Campbell)

Response:

The wording of the Proposition A ordinance was left purposely general to reflect the fact that the design of a rail transit project must be tailored to the setting in which it operates, and thus the actual configuration of given systems will vary. The terms "rapid transit," "light rail," "commuter rail," "public rail transit" -- all refer to the rail transit system envisioned by Proposition A. The LACTC has a duty, under the law, to set standards of design which result in expeditious construction of the system, to use existing transit corridors, and to provide for future upgrading. Proposition A was not intended to be a

specification but rather a statement of purpose for developing rail transit throughout the County of Los Angeles.

Comment 4:

The entire EIR has constantly referred to LRT and it has not defined what light rail transit is. (A. Campbell)

Response:

The term "LRT" is defined in the Glossary (Appendix 2) of the DEIR. Further, on page I-5 of the draft report for the Long Beach-Los Angeles Rail Transit Project (issued May 1984), there is a comprehensive description of light rail transit. Because the current DEIR was a focused document, dealing with only a portion of the larger project, a general discussion of light rail transit was not included.

Comment 5:

The consolidation of all freight trains on the San Pedro Branch will result with all negative environmental impacts consolidated on this line. Are mitigation measures planned for the Alameda corridor such as soundwalls, landscaping, improved safety devices (i.e. gates, signals, etc.)? Will residences (Hub City Townhouses Development) along the diverted branch line receive any mitigation treatments to negate the environmental impacts? (Compton)

Response:

Mitigation measures along the Alameda corridor will be implemented where necessary. Improved crossing gates will be installed at all auto/freight rail at-grade crossings. The noise exposure level increase along Alameda with the project would range from 0-3.5 dBA CNEL, which is not considered significant. Therefore, no mitigation, such as soundwalls, is planned along Alameda. Landscaping will be provided only in light rail station areas and to replace any existing landscaping which may be removed during construction.

Comment 6:

Regarding Table IV-13C, SCAG's numbers developed during the Ports Access Study, and based on counting population block by block, using the most recent census data, show many more Compton residents living along the Wilmington Branch than along the San Pedro Branch, specifically 5,120 within 500 feet of the Wilmington Branch, and 2,004 within 500 feet of the San Pedro Branch (SCAG, San Pedro Bay Ports Access Study, Phase 2: Railroad Access, Appendices to Volume I, October, 1984, pp. H-6, H-7). If correct population figures

were used as input into the analysis described in the DEIR, the impacts of MC-5 would be much lower than anticipated. (SCAG)

Response:

The population figures shown in Table IV-13C were generated by using aerial photographs of the project area to count the number of houses and multiplying that number by corridor population densities. We therefore appreciate the more accurate information provided by SCAG. It should be noted that though the individual numbers will change in the table and the accompanying discussion (page IV-6, paragraphs one through four of the DEIR), the overall conclusions remain the same. There would continue to be a significant increase in noise impacts along the San Pedro Branch, and with the revised numbers, there would be a clearly lesser impact for MC-5 than for MC-1 along the San Pedro Branch. The revised Table IV-13C and accompanying discussion are reprinted below to reflect the new figures.

"Table IV-13C presents the results of the impact analysis. The table lists by alternative the total number of people in each community who live within 500 feet of the rail routes. Under the three columns labeled 'existing,' the first column gives the number of people with existing CNEL in excess of 65 dBA. This value is considered to be the dividing line between an acceptable and an unacceptable noise environment for residential land use. Next is listed the level weighted population, followed by the noise impact index (NII). The NII is the ratio of the level weighted population to the total number of people. For example, under Alternative MC-1 the table shows that there are 5,120 people living along the Wilmington Branch right-of-way in Compton. Of these, 862 have an existing noise exposure in excess of 65 dBA. The level weighted population is 1,201 or 23 percent of the total number of people living along that corridor.

"The next two sets of columns in the table provide the same noise exposure information for the future conditions, with or without the light rail project. As indicated in the table, the future condition analysis includes the High Scenario for freight rail operations along the Wilmington and San Pedro Branches.

"Examination of the NII and the LWP indicates that even without the LRT project, there would still be a sharp increase in the noise environment from existing conditions to future conditions due to the expected growth in freight rail operations. Under MC-1, addition of the LRT project to the future scenario along the Wilmington Branch would change the impact numbers insignificantly (of course, there is no change under MC-1 along the San Pedro Branch).

REVISED TABLE I-40A

ESTIMATED ADDITIONAL CAPITAL COSTS OF MC-5 OVER MC-1

	Option A At-Grade		Option B Underpass		Option C Overpass	
	CE[1]	PE[2]	CE[1]	PE[2]	CE[1]	PE[2]
Railroad Diversion	$28.1	not estimated	$28.1	$42.2	$28.1	$42.2
Freight/Auto Conflict Resolution	0.8	not estimated	14.5	27.7	8.9	14.8
Subtotal	28.9		42.6	69.9	37.0	57.0
Additional Items[3]				5.4		5.4
Total	28.9		42.6	75.3	37.0	62.4

1 CE - Conceptual Engineering. These costs were used in the DEIR and are shown in millions of unescalated February 1985 dollars.

2 PE - Preliminary Engineering. These costs were generated in April 1986, are shown in millions of February 1985 dollars, and are subject to further refinement during final engineering.

3 Additional Items are: extension of east Alameda; reconstruction of Pine Avenue grade crossing; noise walls along Mealy Street; and trackwork at Dominguez Junction.

"Under MC-5, there would be a significant decrease in noise impacts along the Wilmington Branch ROW. This can be seen in Table IV-13C which shows, for example, that the number of people experiencing a CNEL of 65 or greater would be reduced from 862 (with existing conditions) to 456 (with the project in the year 2000). Similar reductions can be found for the LWP and NII. Simultaneously, there would be a significant increase in impact along the San Pedro Branch. Comparing the totals, there would be a lower impact for MC-5 (LWP is 2,063) than for MC-1 (LWP is 3,660). Also, the total impact for MC-5 would be lower than the total impact for future conditions without the project (LWP is 3,625)."

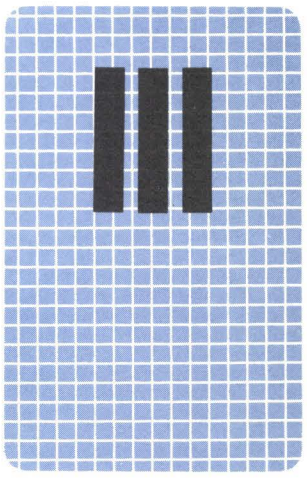
Comment #7:

Regarding the cover graphics of the report, while Florence-Firestone, Watts, and Willowbrook are geographically areas that are served by this commuter rail system, they are rightfully districts within the City of Los Angeles and should not be listed as if they were independent, self-governing cities on equal par with the mid-cities. (A. Campbell)

Response:

The graphic on the cover of the MC-5 DEIR is exactly the same as that which appeared on the covers of all previous environmental documents for this project. It is a general schematic representation of the alignment and was not intended to indicate the relative status of the various geographic areas shown.

Chapter



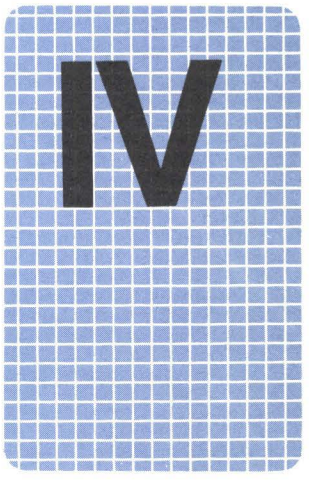
III COMMENTS NOT REQUIRING RESPONSES

During the course of public review of the Draft Environmental Impact Report (DEIR) for the Mealy Street Freight Rail Diversion (MC-5), a number of comments were received which had no direct bearing on the adequacy or completeness of the document itself. These comments were, rather, expressions of route preferences or general statements of opinion. These comments did not require a response; they are, however, discussed below.

The material reviewed consisted of all written comments and the transcripts of oral testimony taken at the public hearing on November 13, 1985. Each piece of written or transcribed oral testimony was individually reviewed, and specific comments were isolated which expressed an opinion regarding route preference. The majority of those commenting were residents of the City of Compton and commented as private citizens rather than as representatives of any organized group.

Of the total number of written and oral comments received, some 30 expressed support for the MC-5 alternative. Among those supporting MC-5 were the Mayor of Compton, several councilpersons, the Planning Director, a representative of the police department, and a county supervisor. However, the overwhelming majority of those expressing such support were in agreement that the proposed alternative did not go far enough in alleviating the problems in the City of Compton caused by the passage of freight trains. Eighteen of those commenting suggested that MC-5 was a good first step and an improvement over Alternative MC-1 (described in the Environmental Impact Report for the Long Beach-Los Angeles Rail Transit Project and which did not propose freight rail relocation); but they went on to criticize the limitation of grade separation with the Alameda freight corridor to that proposed for the intersection of Rosecrans and Alameda. The majority felt that in order to alleviate traffic congestion and emergency vehicle delay, while promoting development of the Compton central business district and ending the bisection of the community, grade separation would be necessary at Compton and Alondra Boulevards, at least; several individuals suggested grade separation for all the major intersections crossing the Alameda Street rail corridor in the vicinity of Compton.

Chapter



IV CORRECTIONS AND ADDITIONS

This chapter contains corrections and revisions to the Draft Environmental Impact Report (DEIR) for the Mealy Street Freight Rail Diversion (MC-5), arranged according to chapter, section and page. The corrections and/or additions shown in this chapter accomplish the objective of correcting errors, typographical and otherwise, that have come to the attention of the Los Angeles County Transportation Commission (LACTC). Corrections and/or additions that have come to LACTC's attention during the circulation period from members of the public and concerned agencies are contained in Chapter II (Comments Requiring Responses). Note that each addition and/or correction is underscored for clarity.

Section	Page	Correction or Addition
S-320	S-20	The second impact description should read as follows: "Options B & C - Reduction in number of pedestrian crossings <u>of Rosecrans</u> between east Willowbrook and Spring."
I-121	I-5	The DEIR incorrectly stated the height of the underside of the LRT aerial structure above street level as "15 feet." It should read "<u>17</u> feet."
I-124.2	I-7	The word "the" was omitted from the sentence; the omission is corrected as follows: "An underpass would be constructed commencing approximately 800 feet west of the west roadway of Alameda Street and 800 feet east of <u>the</u> east roadway..."
I-124.3	I-7	The word "west" was omitted from the sentence; the omission is corrected as follows: "An overpass would be constructed commencing approximately 800 feet west of the <u>west</u> roadway..."
I-410	I-33	The second sentence in the paragraph should be revised to read as follows: "These costs reflect current (1985) dollars and include construction costs, services, contingency, escalation, project reserve and <u>some of the necessary</u> right-of-way acquisitions."
I-410	I-33	Table I-40A should be revised as follows:

REVISED TABLE I-40A

ESTIMATED ADDITIONAL CAPITAL COSTS OF MC-5 OVER MC-1

	Option A At-Grade		Option B Underpass		Option C Overpass	
	CE[1]	PE[2]	CE[1]	PE[2]	CE[1]	PE[2]
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Additional Items[3]				5.4		5.4
Total	28.9		42.6	75.3	37.0	62.4

1 CE - Conceptual Engineering. These costs were used in the DEIR and are shown in millions of unescalated February 1985 dollars.

2 PE - Preliminary Engineering. These costs were generated in April 1986 and are shown in millions of February 1985 dollars.

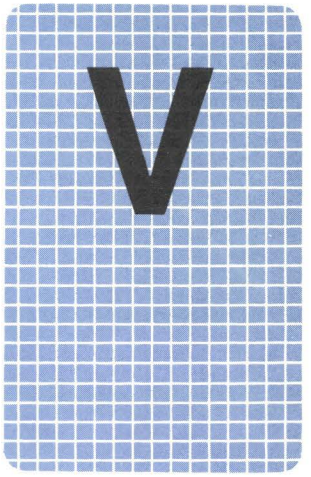
3 Additional Items are: four-lane extension of east Alameda; reconstruction of Pine Avenue grade crossing; noise walls along Mealy Street; trackwork at Dominguez Junction; and removal of Wilmington Branch SPTC tracks along Willowbrook Avenue.

Section	Page	Correction or Addition
II-100	II-1	The phrase "one-quarter to" was omitted from the third paragraph; the omission is corrected as follows: "...treatment of existing conditions and probable impacts will generally refer to the area within an approximate one-quarter to one-half mile radius of the Mealy Street Connector..."
II-211	II-5	Figure II-21B contains two errors as follows: "Alternate MC-5" should be "Alternative MC-5"; and a note was omitted from the map indicating that the San Andreas fault is not pictured thereon due to its distance from the project area.
II-320	II-20	In the Community Services discussion, the references to the parameters of the project area should be changed from "within a 2,000-foot radius of MC-5" or "in the immediate vicinity of MC-5" to: "within a 2,000-foot radius of the Mealy Street Connector" or "in the immediate vicinity of the Mealy Street Connector" in order to clarify the exact area being studied.
II-411	II-28	The first sentence of the second paragraph was incorrectly worded. It should read: Excluding Route 91, which is grade separated, there are four major at-grade east/west arterial crossings of the Alameda Street rail corridor."
II-420	II-35	In the third paragraph, the third sentence, "One-way" should be "One-Way."
III-151	III-9	The last sentence of the last paragraph on the page should read: "Consequently, there would be no need for any additional mitigation measures."
III-211	III-11	In Table III-21A, the listing of the City of Compton under "Vacant Parcels to be Acquired" should be deleted. These parcels would, in fact, have to be acquired, but they are part of the five publicly owned parcels; they are not privately owned.

Section	Page	Correction or Addition
III-231	III-16	In the fourth paragraph, the word "in" was omitted; the omission is corrected as follows: "A slight increase in construction employment would occur in Compton as well as in the overall region..."
IV	IV-1	In the opening paragraph of Chapter IV, the word "currently" was incorrectly typed as "current"; the error is corrected as follows: "...No project conditions (currently defined as 1980, 1983 or 1985..."
IV-111	IV-1	In the first sentence of the third paragraph of this section, the apostrophe was omitted from the word "Caltrans"; the omission is corrected as follows: "Caltrans' preliminary geological investigations..."
IV-131.1	IV-4	In Table IV-13A, "Future Rail Freight" should be "Future Freight Rail."
IV-131.1	IV-6 and 7	The text on page IV-6 and Table IV-13C which appears on page IV-7 have been revised and are reprinted in Chapter II of this document, Section II-221, the response to Comment #6.
IV-213	IV-18	In the first sentence of the paragraph, the phrase . "May 1984" was omittted and is corrected as follows: "In the May 1984 DEIR it was found that..." In the second sentence, the word "alternative" should be inserted in place of the word "option" as follows: "The diversion of the freight rail traffic under "Alternative MC-5..."
IV-222	IV-19	In the first paragraph on this page, the second to the last sentence, there should be no space between "at-" and "grade."
IV-311	IV-31	In the first paragraph of this section, three references to "rail freight" should be changed to read "freight rail."
IV-320	IV-44	In the first paragraph of this section, the closing parenthesis mark following the phrase "dated August 24, 1983." should be deleted.

Section	Page	Correction or Addition
IV-320	IV-45	In the first paragraph on this page, the last sentence, the reference to "rail freight" should read "freight rail." In the second paragraph on this page, the second to the last sentence, the phrase "existing bus/rail freight train at-grade crossings" should read "existing bus/freight train at-grade crossings."
IV-341	IV-46	The last sentence on this page should read as follows: "Maintenance of rail operations on the relocated Wilmington Line, therefore, would require no mitigation measures."
IV-400	IV-47	In the fourth paragraph on this page, the last sentence should read as follows: "...a continuous roadway, without railroad grade crossings of the relocated Wilmington Branch..."
V-250	V-3	In the second sentence at the bottom of the page, the word "alternatives" should be replaced with the word "options."

Chapter



V PERSONS AND ORGANIZATIONS COMMENTING

The following is a listing of those persons and organizations commenting on the Draft Environmental Impact Report (DEIR) for The Mealy Street Freight Rail Diversion. The list is organized into the following categories: 1) elected officials, 2) cities, 3) public agencies, 4) private groups and organizations, and 5) individuals.

This listing includes all those parties commenting on the DEIR either in the form of written comments or oral testimony taken at the public hearing on November 13, 1985 in the City of Compton.

Elected Officials

Deane Dana -- Supervisor, 4th District, County of Los Angeles
Maxcy Filer -- Councilman, City of Compton
Floyd James -- Councilman, City of Compton
Jane Robbins -- Councilwoman, City of Compton
Walter Tucker -- Mayor, City of Compton

Cities

City of Compton

Public Agencies

Compton Police Department
Department of Transportation, City of Los Angeles
Office of Planning and Research, State of California
Port of Los Angeles
Public Utilities Commission
Southern California Association of Governments
Southern California Rapid Transit District

Private Groups and Organizations

Owens-Corning Fiberglass Corporation
People's Choice
Southern Pacific Transportation Company
Youth Action Center for Positive Change