



CRENSHAW-PRAIRIE TRANSIT CORRIDOR PROJECT

Project No. PS-4330-1968

Scoping Report



Prepared for:



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February 2008

Scoping Results
Crenshaw-Prairie Transit Corridor Project
PS-4330-1968

Prepared for:
Los Angeles County
Metropolitan Transportation Authority

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1.0 INTRODUCTION

The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated an Alternatives Analysis (AA) and the preparation of an Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) for the Crenshaw-Prairie Transit Corridor. Metro is serving as the lead agency for purposes of the California Environmental Quality Act (CEQA) environmental clearance, and the Federal Transit Administration (FTA) is serving as the lead agency for purposes of the National Environmental Policy Act (NEPA).

The project has been organized into two phases or stages. Stage 1 consists of the AA, including conceptual engineering and preparation of the Draft EIS/EIR, leading to the selection of a Locally Preferred Alternative (LPA). Stage 2 consists of the preparation of the Final EIS/EIR. Preliminary engineering of the LPA will also be conducted in Stage 2 under a separate procurement by Metro. The project will be conducted in accordance with the most recent FTA guidelines for project development and Section 5309 New Starts, and all environmental documentation prepared will satisfy the requirements of NEPA and CEQA.

1.1 Background to Study

Metro is planning transit improvements in the Crenshaw-Prairie Transit Corridor and is conducting an AA/EIS/EIR to determine a preferred transit mode and general alignment for the improvements. This effort builds upon previous planning studies, including the Crenshaw-Prairie Transit Corridor Major Investment Study (MIS), which was completed in 2003. Since then, Metro has implemented several new Metro Rapid Bus routes within the corridor to supplement its local bus services, providing new options for travel in both north-south and east-west directions. This new service has helped to accommodate some of the demand for improved transit, but additional transit improvements are needed as bus service within the corridor continues to operate at or over capacity conditions. With construction of the Expo Phase I Line underway, the Crenshaw-Prairie Transit Corridor is viewed as a possible branch for service to Los Angeles International Airport (LAX) from downtown Los Angeles.

In addition to providing service to LAX, there are other travel patterns and regional connections that must be considered -- connections to the Metro Purple Line on Wilshire Boulevard, to the Metro Green Line, and to options being considered based on the recently completed Harbor Subdivision Technical Feasibility Analysis (January 2007). There are also local transit service needs between and within the corridor cities of Los Angeles, Inglewood, Hawthorne, El Segundo, and portions of unincorporated Los Angeles County that must be considered in developing transit alternatives.

The successful completion of the AA/DEIS/DEIR will allow Metro to evaluate a range of alternative transit improvements for the Crenshaw-Prairie Transit Corridor and to select an LPA that can best accommodate population growth and transit demand and be compatible with land use and future development opportunities. Metro plans to fund any proposed high-capacity transit improvement in the corridor with Section 5309 New Starts funds and also with other local and state sources. This will require the successful completion of the FTA requirements for the New Starts Program. These requirements



include FTA approval to advance the LPA into Preliminary Engineering (PE), which is to occur prior to preparation of the Final EIS/EIR for the project.

1.2 Study Area

The Crenshaw-Prairie Transit Corridor extends approximately 10-miles from Wilshire Boulevard on the north to El Segundo Boulevard on the south, as shown in Figure 1-1.

The study area is north-south oriented and includes portions of five local government jurisdictions: the cities of Los Angeles, Inglewood, Hawthorne, El Segundo, as well as portions of unincorporated Los Angeles County, California. The study area is generally defined as the area extending north to Wilshire Boulevard, east to Arlington Avenue, south to El Segundo Boulevard, and west to Sepulveda Boulevard/La Tijera Boulevard/La Brea Avenue.

A variety of land uses exist within the study area including single- and multi-family residences and commercial uses north of the Interstate 10 (I-10) Freeway and south of Slauson Avenue, commercial uses along Crenshaw Boulevard and in Hawthorne, industrial and public land uses in Inglewood and El Segundo, as well as redevelopment areas in Los Angeles, Inglewood, and Hawthorne.

1.3 Summary of Purpose and Need

The Crenshaw-Prairie Transit Corridor Project would improve transit services in the corridor and connect corridor residents and employees with existing transit lines, such as the Metro Green Line or approved transit lines, such as the Exposition Light Rail Transit (LRT) Line, thereby improving mobility and access to regional activity centers. Figure 1-2 shows the location of the proposed project in relation to existing and approved transit lines.

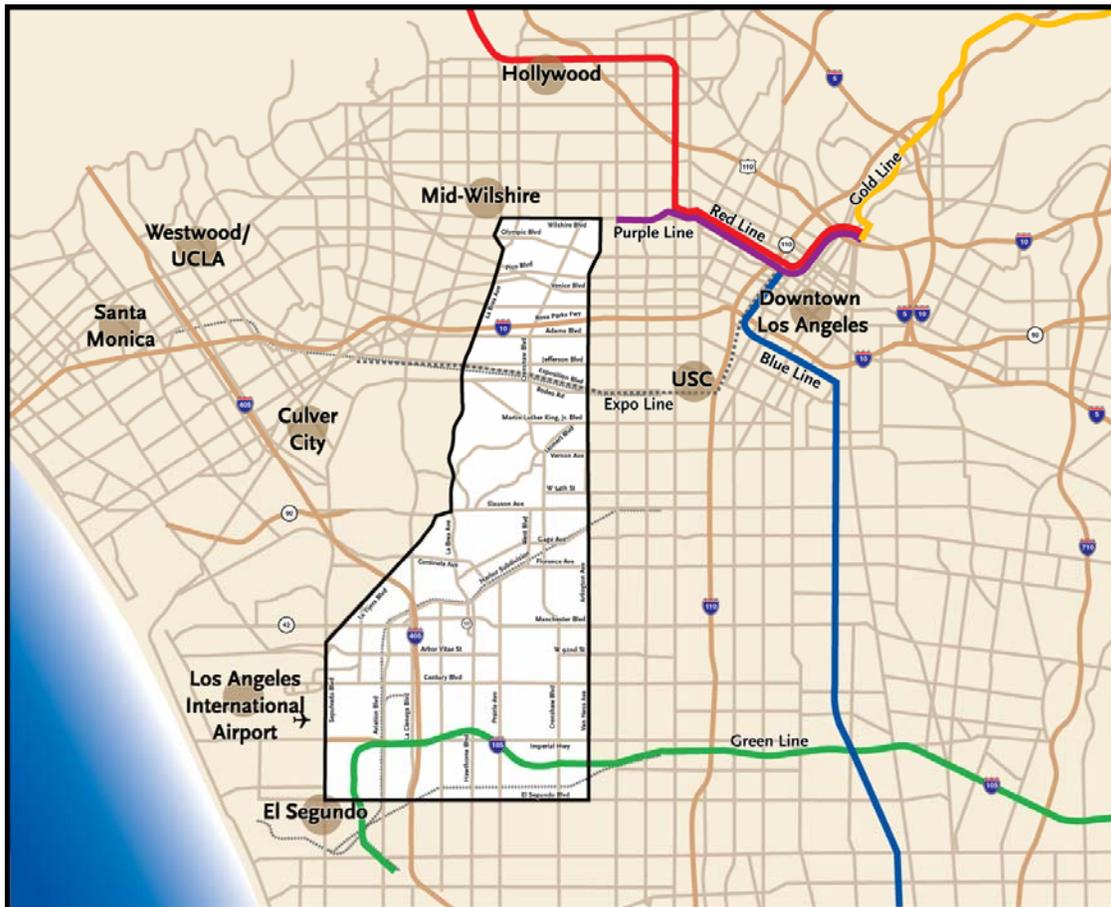
The proposed project is included in the current Metro Long-Range Transportation Plan and the Southern California Association of Governments' 2004 Regional Transportation Plan. The plan is currently being updated and a draft of the plan was recently published. The proposed project included in the plan provides for a transit improvement extending from the Metro Green Line to the future Expo Phase I Line. Considerations supporting the need for transit improvements include:

- Several major activity centers and destinations are concentrated in the Crenshaw-Prairie Transit Corridor, including: LAX; The Forum; Hollywood Park; the commercial centers in Koreatown, the Crenshaw District, and Downtown Inglewood; as well as office developments on Wilshire Boulevard and in Downtown Inglewood and El Segundo.
- The MIS established that a north-south, high-capacity transportation connection is needed west of Downtown Los Angeles and the Interstate 110 (I-110) Freeway.
- The "Centers Concept" Land Use Policy adopted by the City of Los Angeles supports the development of high-capacity transit corridors connecting the Centers, including Los Angeles, Inglewood, and LAX.

Figure 1-1. Study Area



CRENSHAW-PRAIRIE TRANSIT CORRIDOR PROJECT

Figure 1-2. Connections with Existing and Approved Transit Lines


- The Crenshaw-Prairie Transit Corridor’s existing bus routes are some of the most productive and highest used.
- The Crenshaw-Prairie Transit Corridor’s transportation capacity needs to be increased to serve growth, without increasing mobile source ozone emissions in this air quality nonattainment area.
- The Crenshaw-Prairie Transit Corridor currently has a high concentration of transit-supportive land uses and has high densities of both population and employment.
- Substantial numbers of transit-dependent persons reside in the Crenshaw-Prairie Transit Corridor.
- Significant population and employment growth is projected for the Crenshaw-Prairie Transit Corridor.
- The Crenshaw-Prairie Transit Corridor includes several redevelopment areas, where development can help foster economic growth.
- Existing and future travel demand patterns demonstrate a strong and growing need for high-capacity transit in the Crenshaw-Prairie Transit Corridor.



1.4 Project Participants

The project participants consist of the FTA, the project team, and other project participants, such as the five local jurisdictions. The project team consists of Metro and its contractors, the Community Participation Program Contractor, the Lee Andrews Group, and the Environmental (AA/EIS/EIR) Contractor, PB Americas, Inc., and its subcontractors.

In addition to the project team, other project participants include federal, state, and local participating agencies under SAFETEA-LU 6002.

1.5 Purpose of Report

According to the Council on Environmental Quality's NEPA Regulations (40 CFR part 1500 et seq.) and the State CEQA Guidelines (14 California Code of Regulations, Sections 15082-15083), Federal and state lead agencies should use a public scoping process to help define the appropriate range of issues and the depth and breadth of analysis to be addressed in a major environmental document. This report documents the lead agencies' compliance with the scoping requirements of NEPA and CEQA.

This report includes references to a number of appendices which have been omitted. For access to the complete record of all meeting notices, public information materials, presentation boards, comments received, mailing lists, newspaper ads, meeting attendees and other outreach materials contained in the appendices, please contact the Project Outreach Office at 213-922-7456.



2.0 SCOPING PROCESS

This chapter documents the activities completed during the scoping process for the Crenshaw-Prairie Transit Corridor Project. The activities included the following:

- Developing and implementing the public participation plan
- Publishing a Notice of Intent (NOI) in the Federal Register to meet NEPA requirements
- Posting the Notice of Preparation (NOP) with the State Clearinghouse and the County Clerk/Recorder of Los Angeles County to formally initiate the CEQA process of the Office of Planning and Research (OPR)
- Placing NOP notices in newspapers of general circulation
- Mailing the NOP to potentially affected government agencies, residents, and businesses to advise them of project initiation and to invite participation in scoping meetings
- Translating key documents from English to other languages
- Developing and implementing the project website to further facilitate the transmittal of information
- Holding meetings with potentially affected and/or interested parties in the project study area
- Recording comments that were received at, and subsequent to, the scoping meetings

Comments and issues raised at the scoping meetings will be used to define a range of alternatives and to conduct the technical analyses of alternatives that will be evaluated in the AA/EIS/EIR.

2.1 Early Scoping Activities

Early scoping activities were conducted to determine all community outreach efforts needed to facilitate community participation for the Crenshaw-Prairie Transit Corridor Project.

2.1.1 Public Participation Plan

A public participation plan was developed identifying outreach efforts for the Crenshaw-Prairie Transit Corridor Project. The plan covers all phases of the project, including: early scoping activities, scoping activities, post-scoping activities, and the AA/EIS/EIR. A copy of the public participation plan can be found in Appendix A.

2.1.2 Stakeholder Database

The project team developed a stakeholder database to initiate communication with the community including residents, businesses, organizations, chambers of commerce, etc. The list will be updated as the project proceeds. Attendees of public scoping meetings, or persons submitting their contact information with comments, were added to the list for future information dissemination. The stakeholder database includes elected representatives, city and county officials, community-based organizations, residential



homeowner and renter associations, faith-based organizations, business organizations, developers, neighborhood councils, and academic institutions.

The database includes e-mail addresses, where possible, to enable quick and efficient communications with the community as needed. The database was developed in Microsoft Project Excel which can be e-mailed, as needed, and then later uploaded as a Microsoft Access database. This made the database accessible to the project team and enabled the easy preparation of reports. A copy of the stakeholder database is provided in Appendix B.

2.1.3 Pre-Scoping Outreach Initiation Plan

A pre-scoping outreach initiation plan outline was developed to allow stakeholder outreach activities to be conducted prior to the scheduling of public scoping meetings. Initial pre-scoping communications within the corridor included the mailing of an introductory letter and fact sheet, face-to-face briefings, and telephone communications. These early outreach activities were performed to ensure that key stakeholders, elected officials, and city divisions were involved in the project and were provided with an opportunity to provide recommendations regarding the public outreach plan. These activities were also performed to solicit comments regarding alternatives. A copy of the pre-scoping outreach initiation plan outline is provided in Appendix C.

2.1.4 Early Scoping Stakeholder Outreach

During the early scoping period, the project team utilized the database to reach out to corridor stakeholders, in order to provide them with advanced information, encourage public participation, and to develop a partnership with stakeholder groups and elected officials who could provide assistance in community outreach.

An introductory letter and informational fact sheet, providing project team contact information, was mailed to the contact persons in the stakeholder database. Following that early mailer, the project team placed calls to stakeholders to ensure they were aware of the project and to engage their thoughts and/or recommendations regarding community outreach, including any newsletters or opportunities in which they could assist in disseminating project information.

The project team conducted early scoping communications with the individuals and groups identified in the stakeholder database, including:

- Elected officials and staff
- Business improvement districts (BIDs)
- Corridor agencies
- Community organizations and associations
- Business groups
- Faith-based community organizations
- Chambers of commerce
- Neighborhood councils
- Home owners associations (HOAs)
- Developers



- Schools
- Labor unions
- Park and recreation groups

2.1.5 Fact Sheet

The project team prepared a fact sheet and cover letter which was sent to the individuals listed in the stakeholder database. The fact sheet and cover letter provided notification of the scoping meetings and methods of contacting the project team, webpage, information telephone line, and project e-mail address. A copy of the project fact sheet is provided in Appendix D.

2.1.6 Introductory Letter Mailing

An introductory letter providing project team contact information was mailed to stakeholders in advance of the public scoping meetings. A copy of the introductory letter is provided in Appendix E.

2.1.7 Introductory Information/Communications

The introductory information fact sheet and cover letter, which were mailed to stakeholders, provided introductory information about the project, including a corridor map, a schedule of public scoping meetings, and methods of contacting the project team: webpage, information telephone line, and project e-mail address.

2.1.8 Project Information Telephone Line

The Crenshaw-Prairie Transit Corridor Project information telephone line was setup and monitored daily by the project team. All calls received were documented, logged, and distributed to Metro and the project team for a response, as necessary. The information telephone line (213-922-2736) was published in all communication materials prepared for the project. The project team provided translation services, as necessary.

2.1.9 Project E-Mail Box

A Crenshaw-Prairie Transit Corridor Project e-mail box was setup and monitored daily by the project team. E-mails received were documented, logged, and distributed to Metro and the project team for a response, as necessary. The e-mail box (crenshaw@metro.net) was published in all communication materials prepared for the project.

2.1.10 Project Webpage

The project team developed a Crenshaw-Prairie Transit Corridor Project webpage (<http://www.metro.net/crenshaw>) where project information materials and schedules are posted for access by the community. The project webpage will be updated frequently with information regarding the scheduling of public meetings, the posting of materials, and the posting of the scoping report, so that persons accessing the webpage can be kept informed as to the progress of the project. Presentation materials utilized at the public



scoping meetings are posted on the webpage, and, as new materials are posted, e-mail notifications are sent to the stakeholder database advising them of the availability of new information. The Crenshaw-Prairie Transit Corridor Project webpage address was published in all communication materials prepared for the project. People who log on are also able to send e-mail messages to the project team through the webpage. Information on the webpage, including a sample of the webpage contents and information on updating the webpage, is provided in Appendix F.

2.2 Initiation of Scoping (Notice of Intent/Notice of Preparation)

The NEPA scoping period for the Crenshaw-Prairie Transit Corridor Project commenced on September 27, 2007 with FTA's approval of the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS). The NOI was published in the Federal Register on October 2, 2007 (FR 56126, Vol. 72, No. 190). The NEPA scoping period closed on November 5, 2007.

The NOI announced the FTA's intent to prepare an EIS in accordance with NEPA. This provided formal notice of the opportunity to comment in writing and/or at the public scoping meetings. The NOI also included information on the project background, study area, potential alternatives, and probable effects to be studied. FTA procedures, relevant scoping meeting information, and contact information were also provided. A copy of the NOI is contained in Appendix G.

A Notice of Preparation (NOP) for an Environmental Impact Report (EIR) was sent by Metro to the State Clearinghouse. It was posted at the Los Angeles County Clerks' Office on September 28, 2007. The NOP announced Metro's intent to prepare an EIR pursuant to CEQA. Like the NOI, it provided formal notice of the opportunity to comment in writing and/or at the public scoping meetings and commenced the CEQA scoping period. The NOP advised California agencies of their obligation to comment on the proposed project within 30 days. All NOP documents, including public notices of the NOI/NOP, which were printed in local newspapers, can be found in Appendix H.

2.3 Early Scoping Meetings with Agencies/Jurisdictions

Early scoping meetings, or pre-scoping meetings, were scheduled with stakeholders prior to the commencement of public scoping meetings for the general public within the corridor. Information on the Crenshaw-Prairie Transit Corridor Project was provided to key stakeholders. Input received from the stakeholders was then used to plan the public scoping meetings. The first phase of the meetings, or, written communications, where appropriate, were conducted with three key groups, including:

1. City Division Meetings

City managers, public works directors, planning directors, and, where appropriate, elected officials in the Cities of Los Angeles, El Segundo, Hawthorne, and Inglewood, were contacted and advised of the planned pre-scoping meetings. Occasionally, city managers, public works directors, and planning directors requested coordinated meetings with elected officials. A pre-scoping meeting was conducted with



appropriate city representatives and the Los Angeles World Airports (LAWA). Members of the project team attended the meetings.

2. Elected Official Briefings

Briefings were conducted with key elected officials in the City of Los Angeles, County of Los Angeles, and the local cities in the project area – El Segundo, Hawthorne, and Inglewood. Briefings with elected officials were conducted face to face, by members of the project team.

3. Key Stakeholder Meetings

Face-to-face briefings were conducted with key stakeholders, including businesses and representatives of the community, in the City of Los Angeles, the County of Los Angeles, and local cities in the project area – El Segundo, Hawthorne, and Inglewood. Briefings were conducted by the project team, including Metro and the technical and outreach consultants.

The goal of the pre-scoping meetings/briefings was to:

1. Provide elected officials, city staff, and major stakeholders in the project area with information regarding the Crenshaw-Prairie Transit Corridor Project (in advance of the public scoping meetings).
2. Solicit input regarding outreach in the area i.e. thoughts regarding preferred outreach methods, disability needs, the need for Spanish, Korean, or other language translations, community members recommended for membership on the Crenshaw-Prairie Corridor Advisory Committee (CCAC), etc.
3. Elicit information regarding current area projects.
4. Coordinate use of their respective databases and mailing lists for scoping outreach. Requests that scoping meeting announcements be included in their newsletters, announcements, websites, and calendars were also made.

A fact sheet was provided and the stakeholder database was reviewed with each official to incorporate their additions and/or revisions to the list.

Briefings and meetings were conducted during the period of August 9 through October 4, 2007. All briefings were scheduled prior to the commencement of public scoping meetings which were held during the second week of October 2007.

Briefings were scheduled with the following project area elected officials and/or their staff members:

- Mayor Villaraigosa, City of L.A.
- Supervisor Yvonne Burke, County of L.A. (District 2)
- Councilmember Bernard Parks, City of L.A. (District 8)
- Councilmember Herb Wesson, City of L.A. (District 10)
- Councilmember Daniel Taber, City of Inglewood (District 1)



The project team also invited other legislators and elected officials to attend a pre-scoping meeting/briefing. Those invited to attend included:

- Congressman Maxine Waters
- Congressman Diane Watson
- Congressman Jane Harman
- Senator Ed Vincent
- Senator Mark Ridley-Thomas
- Assemblymember Curren Price
- Assemblymember Karen Bass
- Assemblymember Ted Lieu
- Mayor Villaraigosa, City of L.A.
- Councilmember Tom LaBonge, City of L.A. (District 4)
- Councilmember Bernard Parks, City of L.A. (District 8)
- Councilmember Herb Wesson, City of L.A. (District 10)
- Councilmember Bill Rosendahl, City of L.A. (District 11)
- Supervisor Yvonne Burke, County of L.A. (District 2)
- Supervisor Don Knabe, County of L.A. (District 4)
- The Inglewood Redevelopment Agency
- City Council of Inglewood
- City Council of Hawthorne
- City Council of El Segundo

Elected officials, or staff members, who participated in this briefing were:

- | | |
|----------------------|-----------------------------|
| ■ David Roberts - | Councilmember Bernard Parks |
| ■ Ta-Lecia Arbor - | Councilmember Bernard Parks |
| ■ Dilara Rodriguez - | Councilmember Bernard Parks |
| ■ Mary Jones - | Senator Ridley-Thomas |
| ■ Jessica Duboff - | Congressmember Jane Harmon |
| ■ James Westbrook - | Senator Ed Vincent |

Other interested officials and agencies briefed, included:

- City managers, council members, and commissioners of:
 - ▶ City of El Segundo
 - ▶ City of Hawthorne
 - ▶ City of Inglewood
- Inglewood Redevelopment Agency
- Community Redevelopment Agency of Los Angeles

The following parties were also briefed:

- Jackie Bacharach, Executive Director, South Bay Cities Council of Governments
- Claudette Moody, Deputy - Metro Board Chair



All materials utilized for the briefing of elected and interested officials can be found in Appendix I and Appendix J. A copy of the meeting notes for the briefing with the Metro Board Chair is provided in Appendix K.

2.4 Participating Agency Invitations (Section 6002)

An invitation to participate in the environmental review process was mailed on September 29, 2007, to the agencies/jurisdictions in the study area. The invitation announced Metro's intent to prepare an EIR pursuant to CEQA. Like the NOI, it provided formal notice of the opportunity to comment in writing and/or at the public scoping meetings. In addition, agencies electing to become participating agency were asked to participate by doing the following:

- Provide input on the impact assessment methodologies and level of detail in the agency's area of expertise;
- Participate in the coordination of meetings, conference calls, and joint filed reviews, as appropriate, and;
- Review and comment on sections of the environmental documents to communicate any concerns of the agency on the adequacy of the document, the alternatives considered, and/or potential impacts and mitigation.

All agencies receiving the invitation were assumed to be a participating agency unless the agency responded, in writing, of their declination. Copies of all participating agency invitation letters can be found in Appendix L.

2.5 Notice of Preparation Mailings

The NOP was distributed to agencies and organizations along the study corridor and to jurisdictions with an interest in the proposed project. The NOP was distributed via a trackable delivery service (USPS, Confirmed Delivery) on Friday, September 29, 2007. NOP packages were sent to:

- Twenty-one Federal agencies
- Twenty-six state agencies
- Eight regional agencies
- Sixty-one local agencies

Of the 61 NOP packages sent to local agencies, four were sent to school districts and five to study area cities. Of the eight NOP packages sent to regional agencies, three were sent to utility providers.

In total, 116 NOP packages were distributed; in some instances NOPs were sent to several offices within an agency to ensure that all responsible and trustee agencies were properly notified. The complete mailing list of those individuals who received a NOP package, including the recipient name, organization, and address, is included in Appendix M.



2.6 Public Scoping Meeting Mailings

The project team developed a public scoping meeting invitation flier for distribution within the study area. A mail-house was used to identify all owners and occupant addresses within one-half mile of the alternative alignments under consideration. The public scoping meeting invitation flier was mailed to a total of 99,400 addresses. A copy of the public scoping meeting invitation flier can be found in Appendix N.

2.7 Public Notices

The project team delivered public scoping meeting invitation fliers to the offices of elected officials, cities, businesses, community-based organizations, and other groups located within the corridor, to increase community awareness of the project and to promote participation at the public scoping meetings. Fliers were hand-delivered to the offices of the following entities:

Elected Officials

- Assemblymember Curren Price
- Assemblymember Karen Bass
- Assemblymember Ted Lieu
- Congressmember Maxine Waters
- Congressmember Diane Watson
- Congressmember Jane Harmon
- Senator Edward Vincent
- Senator Mark Ridley-Thomas
- Councilmember Tom LaBonge, City of L.A. (District 4)
- Councilmember Bernard Parks, City of L.A. (District 8)
- Councilmember Herb Wesson, City of L.A. (District 10)
- Councilmember Bill Rosendahl, City of L.A. (District 11)
- Councilmember Daniel Tabor, City of Inglewood (District 1)
- Councilmember Judy Dunlap, City of Inglewood (District 2)
- Councilmember Eloy Morales, City of Inglewood (District 3)
- Councilmember Ralph Franklin, City of Inglewood (District 4)
- Supervisor Yvonne Burke, County of L.A. (District 2)
- Supervisor Don Knabe, County of L.A. (District 4)
- Mayor Villaraigosa, City of L.A.

Cities and Chambers

- City of Inglewood
- City of Hawthorne
- City of El Segundo
- El Segundo Chamber of Commerce



Agencies

- Los Angeles County Department of Regional Planning
- Los Angeles County Probation Department
- The City of L.A. Community Redevelopment Agency (CRA/LA), Crenshaw Office

BIDs

- Greater Leimert Park Village/Crenshaw Corridor BID

Businesses

- 5th Street Dicks Restaurant
- Baldwin Hills Mall/Businesses
- Earl's Restaurant
- Ebell Theatre
- Leimert Village – shops in/adjacent to
- The Los Angeles Sentinel
- Lula Washington Dance Theatre
- Magic Johnson Theatres
- Mama's House Soul Food
- One United Bank
- Ralphs
- Rite Aid
- Starbucks
- Social Security Office

Community-Based Organizations

- African American Parent Community Coalition For Education Equity
- Community Build
- Crenshaw Senior Citizens Center
- Empowerment Development Department
- Hattie Williams Brown Community Building
- Jim Gilliam Recreation Center
- Junior Blind of America
- Milken Family Literacy
- LA Urban League
- Legislative Black Caucus Foundation
- Rancho Cienega Sports Center
- United Care, Inc.
- US Bank Community Center

Faith-Based Organizations

- Ark of Grace Everlasting Convent Church
- West Angeles Church



HOA

- Baldwin Villa Plaza Tenants Association
- Village Green Owners Association

Libraries

- Baldwin Hills Library
- Hyde Park Miriam Matthews Branch Library

Parks

- Darby Park
- Ed Vincent Park
- Ladera Park

Schools

- Crenshaw High School
- Morningside High School
- Monroe Jr. High School
- Lennox Middle School
- Dorsey High School
- Audubon Middle School
- Los Angeles High School

2.7.1 E-Mail Blasts

The project team disseminated e-mail blasts, or electronic mailings, to all stakeholders in the database, including elected officials, council districts, and community-based organizations. These groups then sent e-mail blasts to their constituents and/or members. E-mail blasts were used to distribute important information, like meeting dates and other project information, instantly and to large numbers of people.

2.7.2 Bus Pamphlets

Metro posted project information on bus lines within the corridor to increase community awareness of the project and the scheduled public scoping meetings.

2.7.3 Newspaper Ads

Meeting notices/advertisements were published in local newspapers to announce the scoping meeting times and locations. The newspaper notices/advertisements provided contact information for persons wishing to gain additional information on the project. Newspapers that carried scoping meeting advertisements included: La Opinion, Korea Daily, Hawthorne Press Tribune, Nor Gyank (Armenian English/French), LA Sentinel, and Watts Times. Metro Daily Brief advertisements were placed in the Peninsula Newspapers. Copies of the public notices published in local newspapers can be found in Appendix O.



2.7.4 Blogs

The project team monitored and documented blogs carrying project information.

2.7.5 Newsletter Postings

The project team distributed information on the Crenshaw-Prairie Transit Corridor Project and/or information on scheduled public meetings for publication in the newsletters of council districts and community organizations.

2.8 Community Group and Agency Telephone Calls

Following distribution of the public scoping meeting invitation flier, the project team placed calls to stakeholders to ensure they were aware of the project, and to engage their thoughts and/or recommendations regarding outreach to the community, including any newsletters, websites, or other opportunities in which they could possibly assist in the dissemination of project information. The project team conducted pre-scoping communications with the individuals and groups identified in the stakeholder database, including the following:

- Elected officials and staff
- Business improvement districts (BIDs)
- Corridor agencies
- Community organizations & associations
- Business groups
- Faith-based community organizations
- Chambers of commerce
- Neighborhood councils
- Home owner associations (HOAs)
- Developers
- Schools
- Unions
- Park and recreation groups

To encourage attendance at the public scoping meetings, the project team also placed reminder calls to stakeholders before the public scoping meetings.

2.9 Public Scoping Meetings

Three public scoping meetings were scheduled in the corridor and conducted in compliance with NEPA and CEQA guidelines. The meeting locations were selected based on geographic location, recommendations from local elected officials, and with Americans with Disability Act (ADA) and public transit accessibility considerations. For the convenience of all attendees, bus lines to and from the meeting sites were printed on the public scoping meeting invitation fliers.

In order to provide the greatest opportunity for community participation, meetings were scheduled in the early evening on weekdays, and on a Saturday morning.



Following are the dates, locations, and number of attendees at each of the public scoping meetings for the Crenshaw-Prairie Transit Corridor Project:

- Date and Time: Monday, October 15, 2007 – 6:00 to 8:00 p.m.
Location: Darby Park, 3400 W. Arbor Vitae Street, Inglewood, CA 90305
Number of Attendees: 33
- Date and Time: Wednesday, October 17, 2007 – 6:00 to 8:00 p.m.
Location: Nate Holden Performing Arts Center, 4718 W. Washington Blvd., Los Angeles, CA 90016
Number of Attendees: 38
- Date and Time: Saturday, October 20, 2007 – 9:00 to 11:00 a.m.
Location: Audubon Middle School, 4120 11th Avenue, Los Angeles, CA 90008
Number of Attendees: 47

The sign-in sheets, comment cards, speaker cards, and transcripts for each of the three public scoping meetings can be found in Appendix P for the October 15th meeting, Appendix Q for the October 17th meeting, and Appendix R for the October 20th meeting.

2.9.1 Meeting Format

The scoping meetings began in an open house format to provide attendees with an opportunity to review the project information prior to the start of the presentation and/or comment period. Project team members were present at the project display boards to answer questions related to the technical aspects of the project. Spanish and Korean translators were made available, as appropriate. There were no attendees requiring translation.

Following the open house period, a PowerPoint presentation was made to provide attendees with information regarding the purpose of “scoping” and other information involving the project background, study area, project goals, alternatives, and alignment modes and/or issues. Emphasis was placed on the importance of the community providing comments before the comment deadline, through public meetings or via e-mail, fax, postal mail, or telephone.

Following the PowerPoint presentation, attendees who completed speaker cards gave their public comment, which was recorded by a transcriber. After the public comment portion of the meeting, the project team again was available at the informational display boards to answer technical questions.

Table 2-1 identifies the number of verbal and written comments received at each of the public scoping meetings.

2.9.2 Meeting Materials

The presentation materials utilized to communicate information about the project at the scoping meetings included: display boards, a PowerPoint presentation, and a project scoping brochure. All public scoping meeting materials can be found in Appendix S.



Table 2-1. Number of Comments Received at Scoping Meetings

| Meeting Location | Verbal Comments | Written Comments |
|-----------------------|-----------------|------------------|
| Darby Park | 7 | 3 |
| Nate Holden | 5 | 6 |
| Audubon Middle School | 14 | 14 |

2.9.2.1 Open House Display Boards/Handouts

Open house display boards/handouts were used to provide project information under the following headings:

- Welcome & Orientation
- Study Area
- Project Goals
- Alternative Analysis/Environmental Impact Statement/Environmental Impact Report
- Characteristics of Transit Technologies
- Alternative 1 – No Build
- Alternative 2 – Transportation Systems Management
- Alternative 3 – BRT Wilshire/Crenshaw/Metro Green Line
- Alternative 4 – BRT Wilshire/Crenshaw/LA Brea/Hawthorne
- Alternative 5 – BRT Wilshire/Crenshaw/Prairie/Metro Green Line
- Alternative 6 – BRT Wilshire/Crenshaw
- Alternative 7 – LRT Wilshire/Crenshaw/Metro Green Line
- Alternative 8 – LRT Wilshire/Crenshaw/Prairie/Hawthorne
- Alternative 9 – LRT Wilshire/Crenshaw/La Brea/Hawthorne
- Alternative 10 – LRT Wilshire/Crenshaw
- Project Challenges
- Cross Sections
- Alternative Evaluation Criteria
- Issues to be Studied
- Existing Land Uses
- Project Schedule
- Public Participation Overview

Open house display boards/handouts were also available in Spanish.

2.9.2.2 PowerPoint Presentation

A PowerPoint presentation was used to provide information at the public scoping meetings. The presentation contained the following slides:

- Purpose of Scoping
- Project Background
- Project History
- Project Study Area
- Purpose of the Project
- Project Goals



- Alternatives
- Alternative Analysis
- Transit Mode Alternatives
- Mode: Metro Rapid Bus
- Mode: Bus Rapid Transit (BRT)
- Mode: Light Rail Transit (LRT)
- Alignment Alternatives
- Alignment Issues
- Project Challenges
- Environmental Documentation
- Alternatives to be Studied
- Evaluation Criteria
- Schedule
- Commenting/Community Involvement
- How to Provide Comments
- Community Involvement Opportunities
- Next Steps

The PowerPoint presentation was made available in both English and Spanish languages.

2.9.3 Photography

The project team took digital photographs of the public scoping meetings. The photographs were given to Metro for their future use.

2.10 Public Comments Received

In addition to the comments received at the public scoping meetings, comments were received by letter, email, fax, and telephone prior to and following the public scoping meetings. Copies of the comments received are contained in Appendix T, letter comments; Appendix U, email comments; Appendix V, fax comments; and Appendix W, telephone comments.

2.11 Interagency Scoping Meeting

An interagency scoping meeting was held between 1:00 and 3:00 p.m. on October 16, 2007 at the Metro offices located at One Gateway Plaza in Los Angeles. The meeting was held in an open house format with information stations and illustrated display boards. The meeting was staffed by the project team. A PowerPoint presentation was conducted followed by a question/answer period and comments. A total of 10 persons attended the meeting.

The sign-in sheet, PowerPoint presentation, and minutes from the interagency scoping meeting are provided in Appendix X.



3.0 SUMMARY OF SCOPING COMMENTS

Comments on the Crenshaw-Prairie Transit Corridor Project were received through public scoping meetings and via e-mail, fax, postal mail, and telephone correspondence. The comments covered a variety of topics and were submitted by various parties, including: agencies, community organizations, elected officials, and members of the general public. Although the NEPA scoping period closed on November 5, 2007, Metro continued to receive and record all comments until November 20, 2007. In all, 365 comments were received. This chapter contains a summary of the comments received during scoping.

3.1 Summary of Substantive Comments

All comments were documented and inputted into an electronic database. The database identified the name of the commenter and/or commenting agency, the source of the comment, the content of the comment, the topic(s) discussed by the comment, and commenter affiliations, if applicable. Four major categories and 37 sub-categories (or topics) were identified by all comments.

A brief analysis of the four categories and their respective topics is provided below.

3.1.1 Comments Related to Purpose and Need

Two topics were included in this category: 1) goals and objectives and 2) purpose and need.

Overall, the majority of comments discussed regional connectivity, examples of which include: maintaining the larger goal of regional connectivity as a project objective; linking to other transit systems, including, the Metro Green and Red Lines, and the Expo Phase I Line; and, connecting to key destinations and/or places of interest, including, LAX and nearby communities. Comments also addressed the general needs of the corridor, including: high ridership, mobility needs, issues of growth, and the need for transit oriented development (TOD). Comments evaluated key issues and noted their role in preserving the public interest. Examples of these issues include: fostering development that promotes tourism while enhancing neighborhood culture; implementing the best design, construction, and operations for the project; maintaining a variety of alternatives that are effective and efficient; and, improving transit services in the corridor. Some comments said that the project should not be evaluated and should not receive priority at this time. Other comments discussed safety, costs, relief from traffic congestion, and the need to provide long-term solutions.

3.1.2 Comments Related to Alternatives

Comments related to alternatives will be analyzed by each of the individual topics listed below.

**3.1.2.1 Alignments/Routes**

Most of the comments received for alignments/routes identified connections to the Metro Green Line and/or LAX as project priorities. Connections to the Metro Green Line and LAX were preferred at Aviation/Imperial Boulevards and Century/Aviation Boulevards, respectively. Additional comments made regarding LAX discussed the following: use of an automated people mover at/adjacent to Century/Aviation Boulevards, an off-airport rail station (at Century Boulevard or Parking Lot C), and LRT service to other destinations and/or cities. Many comments supported connections to the Expo Line and promoted the use of the Harbor Subdivision right-of-way.

Comments were also made suggesting the evaluation of new alignments/routes. Some comments recommended the use of alternative north-south corridors, including the I-405 Freeway, I-110 Freeway, La Brea Avenue, and Western Avenue. Other comments suggested extending the Metro Purple Line, expanding the project study area north of Wilshire Boulevard (for a potential connection with the Metro Red Line), and increasing transit service further south. Two comments supported an alternative alignment that would travel north on Crenshaw Boulevard, to Venice/San Vicente Boulevards, continue north on La Brea Avenue, and then terminate at La Brea Avenue and Wilshire Boulevard.

3.1.2.2 Bus Rapid Transit

Most comments received did not support the use of BRT for the following reasons: buses increase congestion on streets; the mode is not suitable with regard to the high and growing ridership of the corridor (capacity will be exceeded); same construction impacts as LRT, but without the long-term economic benefits; and, BRT shows no measurable improvement over the existing and proposed Transportation Systems Management (TSM) Alternative. Some comments that favored the use of BRT said that it was the most cost-effective option, offered the quickest solution, and would help to maintain community character, value, and culture. Comments were also made on BRT design and safety. It was noted that BRT is not suitable for accommodating the high ridership in the Crenshaw Boulevard corridor and could potentially affect emergency response times.

3.1.2.3 Light Rail Transit

Comments regarding LRT generally supported its use, with a strong preference for subway and/or aerial applications. Comments that favored LRT as a mode provided the following reasons: LRT offers fast service and can accommodate large passenger volumes; LRT uses modern technology; selecting LRT will increase ridership; and, LRT provides long-term economic benefits.

The most popular rail alternative was Alternative 7 providing for an LRT line along Crenshaw Boulevard and the Harbor Subdivision right-of-way. Comments provided support for LRT for the following reasons: it provides the best opportunity to utilize below and at-grade alignments; it provides direct service to LAX; and, if operating in its own right-of-way, can travel at higher speeds, providing true cost-saving benefits. Comments also favored the use of LRT on this alignment because of quick and easy connections that can be made to other LRT systems (i.e. Metro Green Line, Expo Line, and Metro Purple Line) and because tracks, equipment, and maintenance facilities can be shared amongst the systems (reducing project costs).



Some comments said that at-grade LRT would negatively impact quality of life in the community, making subway the only feasible alternative. One comment said that at-grade crossings would lead to higher auto, pedestrian, and train accidents/ deaths. Other comments cited specific locations/corridors where below-grade alignments can be accommodated (from Adams Boulevard to Wilshire Boulevard, from Adams Boulevard to Coliseum Drive, where Crenshaw Boulevard intersects the Expo Line, on Crenshaw Boulevard (north of the Expo Line) to Wilshire Boulevard, and at Leimert Park).

A few comments opposed the use of at-grade LRT for the following reasons: vehicular congestion will increase, businesses will suffer, LRT noise will contribute an added blight, and the character of Crenshaw Boulevard will be damaged and/or compromised.

Comments also discussed at-grade LRT impacts on fire department routings, schools/parks, the local film economy, and potential conflicts with the Federal Aviation Administration (FAA), LAX, and the California Public Utilities Commission (CPUC).

3.1.2.4 Rapid Bus

The majority of comments relating to Rapid Bus recommended its use for the following reasons: service is fast and features limited stops; buses will preserve the character/tranquility of the community; they are less costly and can be implemented quickly; they are suitable for low-density areas; and, rapid bus is the most appropriate mode considering the narrow width of Crenshaw Boulevard. A small number of comments did not support the use of Rapid Bus.

3.1.2.5 Stations

A number of comments discussed stations at LAX and suggested the following: an off-airport rail station (at Century Boulevard or Parking Lot C), an automated people mover that would connect to LAX terminal facilities (at/adjacent to Century/Aviation Boulevards), and, a connection to the Metro Green Line at Aviation Boulevard.

One comment suggested making the stations at Baldwin Hills Mall and Leimert Park adjacent to one another. Another comment recommended limited stops at the following intersections: Wilshire Boulevard/Western Avenue, Crenshaw Boulevard at the Expo Line, Crenshaw/Martin Luther King Jr. Boulevards, Crenshaw Boulevard/Florence Avenue, Aviation/Century Boulevards, and the Green Line at Aviation Boulevard.

Comments also suggested completely new station stops. Two comments preferred the use of Western Avenue as the north-south corridor, with appropriate stations along the route. Alternative stops were also suggested for the following intersections: Wilshire Boulevard/La Brea Avenue and Vermont Avenue/Crenshaw Boulevard. Alignments along La Brea Avenue (originating at the Metro Red Line), connecting to the Pico Transit Center and/or Venice/San Vicente Boulevards, were also suggested.

Comments also identified the following station design issues as important: parking, platform length, station spacing, security, aerial stations, and coordination with the Expo Phase I Line.



3.1.2.6 Termini

Many comments regarding termini were related to LAX. Comments generally supported a terminus at Aviation/Imperial Boulevards. Other termini locations were also suggested, including: the South Bay Galleria and Washington Boulevard (near the Nate Holden Performing Arts Center).

3.1.2.7 Regional Connections

Several comments were received related to regional transit connections. Comments generally supported connecting the proposed line in the Harbor Subdivision right-of-way to the Metro Green Line and extending the Metro Green Line to LAX. Other comments said that a direct connection from the Metro Green Line to LAX terminal facilities was needed. One comment suggested connecting to LAX via an automated people mover at/adjacent to Century/Aviation Boulevards. A few comments said that LAX should be connected to other areas, including, the Westside and the Burbank Airport.

Other comments suggested that the Metro Purple Line should be extended west of Western Avenue and/or to the Pacific Ocean. Other termini along Wilshire Boulevard were also suggested, including: Wilshire Boulevard/La Brea Avenue and Wilshire Boulevard/Western Avenue. Extensions to the Metro Red Line (at the Hollywood/Highland and/or Hollywood/Western stations) and to communities north of Wilshire Boulevard were also discussed. Emphasis was placed on connecting the Metro Red, Green, and Purple Lines.

3.1.2.8 Vertical Profile

The majority of comments made pertaining to vertical profile preferred a below grade alignment. Many felt that congestion was already an issue and feared that decreasing vehicular capacity (taking a traffic lane to build a rail system) would increase congestion/commute times and diminish quality of life. Stated benefits of a below grade alignment included: faster operating speeds (a reduced travel time), better planning policy (considering existing and proposed density and population), and increased safety (eliminating the occurrence of at-grade accidents/deaths). Many comments suggested the project be below grade for the entire alignment and others specified specific areas only. The following are specific locations/corridors where a below grade alignment was recommended: from Adams Boulevard to Wilshire Boulevard, from Adams Boulevard to Coliseum Drive, where Crenshaw Boulevard intersects the Expo Phase I Line, on Crenshaw Boulevard (north of the Expo Line) to Wilshire Boulevard, and at Leimert Park. Other comments related to the need for security patrol and environmental justice.

Comments were also received regarding grade-separated alignments. Some comments said that the Harbor Subdivision right-of-way was a good candidate for grade-separation. One comment said that grade-separation should be studied at the following locations/corridors: West Boulevard, Prairie Avenue, Centinela Avenue to La Brea Avenue, where the I-405 Freeway intersects Manchester Boulevard, and from 96th Street to the Metro Green Line at Aviation Boulevard. One comment mentioned Metro's Transit Service Policy (regarding grade separation) and another discussed environmental justice.

**3.1.3 Comments Related to Evaluation**

Comments relating to evaluation were either very specific or very broad and often pertained to project documentation, necessary studies, and agency coordination. The South Coast Air Quality Management District (SCAQMD) provided several comments/suggestions relating to air quality analyses. The Native American Heritage Commission provided feedback/guidance on environmental documentation that may be required for potential project impacts on historical resources. The California Department of Transportation (DOT) provided comments relating to traffic studies. The Los Angeles World Airports (LAWA) provided several comments, one of which requested that the significance of providing transit to LAX passengers be recognized. The Federal Emergency Management Agency (FEMA), and the U.S. Environmental Protection Agency (EPA), the Metropolitan Water District (MWD), and FAA also provided comments.

3.1.3.1 Costs

The majority of comments related to costs suggested different cost-saving measures. One comment suggested the shared-use of the Metro Green Line maintenance facility. Another comment noted that utilizing existing infrastructure and/or right-of-way (specifically, use of the Harbor Subdivision right-of-way) would dramatically reduce costs. Mode selection was also suggested to reduce costs: BRT over LRT, grade-separated Rapid Bus instead of LRT, and subway only at locations where LRT is not feasible.

Comments also recommended the evaluation of subway costs, right-of-way acquisition costs, the costs of derailment, and life cycle costs. One comment said that funds should not be used unless the project can be fully implemented. Another comment warned that failure to reach a consensus on the project (the cost of disagreement) may result in a No-Build Alternative.

3.1.3.2 Evaluation Criteria

Comments made pertaining to evaluation criteria identified various topics/issues requiring further study. Many comments said that project impacts should be evaluated in greater detail, including: at-grade train impacts; impacts to local businesses, traffic, the community, and the environment; potential impacts on fire department response times, utility rights-of-way, and parks/schools; and, potential project contributions to crime. One comment said that ridership projections (for each mode/route) should be conducted. Another comment said that referencing existing planning documents, including the California DOT Regional Transportation Plan (RTP), was important. Comments also suggested a review of the following topics/issues: speed, travel time, changing community needs, economic potential, pedestrian and bike accommodations, cost-effectiveness, aesthetics, ridership, land use, and rights-of-way.

Many comments emphasized the continuing need of regional connectivity. One comment said that the project should serve as an asset to the community. Another comment said that the project should have a minimum impact on the community.



3.1.3.3 Funding

Comments pertaining to funding discussed ways to fund the project. One comment said that chances of attaining federal funds would be increased if an integrated transportation network was developed. Another comment noted that it would take time to acquire federal funds, opting instead for a quicker and cheaper alternative (articulated buses). Other suggestions made to acquire funds included: increasing sales tax, real estate tax, and development fees. One comment said that funds for the automated people mover (to LAX terminal facilities) could be provided by Metro, LADOT, and LAWA.

3.1.4 Comments Related to Scope of Analysis

Comments related to scope of analysis are analyzed by each of the individual topics listed below.

3.1.4.1 Accessibility for the Disabled

Comments related to accessibility by the disabled were received. One comment said that the crosswalk at the intersection of Crenshaw/Martin Luther King Jr. Boulevards should be more Americans with Disability Act (ADA) accessible. Another comment provided suggestions on how to make the project more accommodating to blind and visually impaired travelers.

3.1.4.2 Air Quality

A few comments were provided on air quality. The South Coast Air Quality Management District (SCAQMD) offered guidance and recommendations for preparing air quality analyses.

3.1.4.3 Bicycles

Comments provided on bicycles discussed the need to incorporate facilities and existing/future bikeways.

3.1.4.4 Construction Impacts

Comments related to construction discussed potential impacts to, or coordination that may be required of, the following entities: L.A. County Fire Department, CPUC, FEMA, the SCAQMD, and the California DOT. Other comments stressed the importance of using the best design and constructing the project in accordance with community needs. One comment noted that LRT and BRT have the same construction impacts, but supported use of LRT for its long-term economic benefits.

3.1.4.5 Economic Development

Comments pertaining to economic development touched upon various benefits and/or potential costs of the project. One comment said that by expanding the project scope beyond Crenshaw Boulevard, regional connectivity would be better supported and adjacent communities could be revitalized (especially, the Mid-City community). Another comment suggested making the stations at Baldwin Hills Mall and Leimert Park adjacent to one another (in order to support/increase the economies of the area). Other comments favored



the use of project Alternative 7 for its cost-effectiveness (utilizing existing infrastructure) and for its overall potential (to revitalize existing blighted lots along the right-of-way).

Some comments requested that project impacts on local businesses, including impacts on minority-owned businesses and businesses that depend upon street parking, be analyzed. One comment said that impacts on the local film economy should also be considered. Another comment suggested redeveloping the area as a tourist destination.

3.1.4.6 Ecosystems

One comment regarding ecosystems was received. The U.S. Fish and Wildlife Service did not foresee any potential impacts on Federally-listed species, their habitat, or any other sensitive biological resources.

3.1.4.7 Environmental Impacts

Many comments pertaining to environmental impacts were submitted by Federal, state, and local agencies. FEMA discussed flood control, the SCAQMD provided guidance on the preparation of air quality analyses, the Native American Heritage Commission discussed the preservation of historic resources, and the Metropolitan Water District evaluated water quality. Other comments focused on the need to avoid hazardous materials, conserve energy resources, and preserve open space.

3.1.4.8 Environmental Justice

Comments relating to environmental justice discussed the need for equality in terms of modes/alignments selected and in relation to other issues. Comments identified potential negative impacts, including: a decreased quality of life, a loss of minority-owned businesses, and disrupted neighborhoods. Comments demanded that the standards used in other, more affluent communities be applied here as well. One comment noted that this community, just like others, deserves a modern transit system. Another comment said that at-grade safety for school children should be a priority.

One comment questioned why the project is not grade-separated and cited Metro's Rail Policy.

3.1.4.9 Historic/Cultural Resources

The majority of comments relating to historic/cultural resources discussed preserving the landscape and/or culture of the community. One comment highlighted the importance of Crenshaw Boulevard, which host the Martin Luther King Jr. Parade and the Taste of Soul Celebration. Other comments identified Hyde Park and Leimert Park as key components of the community. For these areas, preservation was advocated and below-grade alignments and/or alternative routes were suggested. Comments said that African-American history, businesses, and culture should be preserved. One comment suggested developing the area as a prime tourist destination (a destination that highlights community/culture).

Comments were also provided by the Native American Heritage Commission (discussing the preservation historical resources and required environmental documentation).



3.1.4.10 Land Use

Comments related to land use discussed enhancing community livability and/or economic potential. A few comments said that redevelopment was needed and suggested the implementation of transit oriented development (TOD). Utilizing urban design standards was also suggested for redevelopment. One comment said that the Harbor Subdivision right-of-way provides the best opportunity for advancement, as the corridor penetrates Inglewood’s largest concentration of jobs, connects activity centers, and has the potential to transform blighted lots. Promoting connectivity, considering bikeways (in addition to land use maps), and making the corridor a true multi-modal streetscape were also suggested land use goals.

One comment said that the project should preserve open space and minimize impacts on residential land uses. Another comment suggested that surveys/studies be conducted to identify the transit usage of land uses located near stations.

3.1.4.11 Neighborhoods

Comments pertaining to neighborhoods noted the importance of preserving community history, character, tranquility, and culture. One comment recommended a No-Build Alternative in order to protect neighborhoods. Some comments supported neighborhood improvements, like transit oriented development (TOD), and community goals, like regional connectivity. These comments felt that the above-mentioned considerations should be given the same weight as individual neighborhoods.

3.1.4.12 Noise

Most comments said that noise levels/impacts should be analyzed. One comment feared that noise levels may disrupt/impact the local film economy. Other comments said that buses, trains, and LRT would contribute undesirable noise.

3.1.4.13 Parking

A few comments related to parking were received. One comment suggested the construction of an off-street parking garage to serve as a mitigation measure. Another comment said that ample parking should be provided at/to the proposed stations. park-and-ride lots were also suggested for implementation. Some comments suggested evaluating project impacts on local businesses, particularly those businesses that rely upon street parking.

3.1.4.14 Parks

One comment discussed parks. The comment requested that a safety assessment be conducted for schools/parks that are within walking distance of LRT/busways.

3.1.4.15 Pedestrians

Comments pertaining to pedestrians discussed safety and accessibility. The Los Angeles Community Redevelopment Agency noted that in blighted areas with sub-standard sidewalks, at-grade alignments (in coordination with redevelopment/ reconstruction) can be accommodated. Otherwise, to preserve sidewalks and other pedestrian qualities, a below-grade alignment was suggested. At-grade LRT risks (to pedestrians) were also suggested for evaluation.



3.1.4.16 Relocations

One comment, promoting awareness of the issue, was received.

3.1.4.17 Right-of-Way Acquisitions

Comments made pertaining to right-of-way acquisitions discussed specific areas of concern and provided general commentary. Many comments evaluated the right-of-way along the Harbor Subdivision and stated the following: it has almost no right-of-way issues (making it ideal for LRT) and, additional land acquisitions may be required to widen the right-of-way and/or to facilitate any needed grade separation. Another comment questioned whether the Harbor Subdivision right-of-way was large enough to accommodate both LRT and freight rail.

Comments also noted the narrow right-of-way of Crenshaw Boulevard within the City of Inglewood. One comment suggested the use of Prairie Avenue instead.

One comment discussed avoiding right-of-way conflicts (specifically, the Municipal Water District's right-of-way) and another comment suggested below grade where LRT is not feasible.

3.1.4.18 Security

Comments advocating the need for security were received. One comment emphasized the need for security at below-grade stations.

3.1.4.19 Traffic

Comments relating to traffic discussed existing and future congestion. The comments did not favor the use of LRT or bus modes. Instead, most comments preferred the use of below-grade alternatives. One comment felt that traffic around Leimert Park should be minimized.

The L.A. County Fire Department provided feedback on potential traffic delays caused by project. The California DOT also provided guidance for conducting traffic studies.

3.1.4.20 Utilities

Comments made by various utility companies and/or pertaining to utility company projects/actions were received. The Metropolitan Water District (MWD) identified facilities in the corridor and said that any proposed development could not interfere with operations, access, and/or water quality. The FAA warned of a proposed utility project in the area: a natural gas line along Westchester Boulevard.

3.2 Comment Database

Table 3-1 summarizes the comments received during scoping.

Table 3-1. Comment Database

| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------------|--|---|-------------------|
| 1 | 10/23/2007 | Email | Car traffic is too much to have it disrupted by at-grade or above grade construction. | Alternatives, Traffic, Vertical profile | General Public |
| 2 | 10/23/2007 | Email | Suggest tunnel down the streets, considering the density and population it's better to plan for the future and plan for a subway. | Alternatives, Light Rail Transit, Transit Technologies/Modes, Vertical profile | General Public |
| 3 | 10/23/2007 | Email | Support for transit line down Prairie Avenue. Subway that connects to the Green Line. Grateful for public transportation. | Alignments/Routes, General Comment, Transit Technologies/Modes, Vertical profile | General Public |
| 4 | 11/2/2007 | Letter | FEMA is declining invitation to be a participating agency - we do not have jurisdiction or authority with respect to the proposed improvements. | General Comment | Agency |
| 5 | 11/2/2007 | Letter | FEMA - Project must undergo federal consultation for implementation of federal environmental statutes/authorities. | Evaluation, General Comment | Agency |
| 6 | 11/2/2007 | Letter | FEMA - LA County participates in the National Flood Insurance Program. This project must comply with the requirements of the county's Flood Damage Prevention Ordinance. | Environmental Impacts, General Comment | Agency |
| 7 | 11/2/2007 | Letter | FEMA - To complete federal review process for the project Metro is required to submit the draft environmental compliance documents to obtain comments from FEMA. | General Comment | Agency |
| 8 | 10/12/2007 | Email | Consider speed at which commuters arrive at destination. Blue Line commute from Rosa Parks-Downtown not efficient. Hope new line isn't this slow. | Evaluation Criteria, Purpose and Need | General Public |
| 9 | 10/12/2007 | Email | Route is badly needed. I hope it's fast. | Purpose and Need | General Public |
| 10 | 10/20/2007 | Scoping Meeting Written | Alternative 10 from Wilshire & Western down Crenshaw to Green Line preferred. | Alignments/Routes, Alternatives | General Public |
| 11 | 10/20/2007 | Scoping Meeting Written | Don't want more buses cluttering up the streets. | Alternatives, Bus Rapid Transit, Traffic, Transit Technologies/Modes, Transportation Impacts | General Public |
| 12 | 10/20/2007 | Scoping Meeting Written | Subway or aerial. Subway is first preference than aerial. Would love a train down Crenshaw. Prefer mode that doesn't stop at every light. | Alignments/Routes, Alternatives, Light Rail Transit, Transit Technologies/Modes, Transportation Impacts, Vertical profile | General Public |

| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------------|--|--|-------------------------|
| 13 | 10/20/2007 | Scoping Meeting Written | Frequently use subway, until Wilshire & Western - then I walk 12 blocks or 2 buses to get home. | General Comment, Purpose and Need | General Public |
| 14 | 10/20/2007 | Scoping Meeting Verbal | Don't want more buses they cause congestion. Subway or overhead is preferred. Barring that LRT is the best alternative because it has the largest capacity. I like Alternative 10 although the airport needs something as well. | Alignments/Routes, Alternatives, Light Rail Transit, Traffic, Transit Technologies/Modes, Transportation Impacts, Vertical profile | General Public |
| 15 | 11/1/2007 | Letter | Existing high ridership on Crenshaw, Florence and City of Inglewood a BRT is not suitable for this corridor. It will not provide adequate needs for this growing region and future ridership growth will be stifled. | Bus Rapid Transit, Purpose and Need, Transit Technologies/Modes | Community Organizations |
| 16 | 11/1/2007 | Letter | Support LRT to continue from Crenshaw to LAX connecting to the Green Line at Aviation. | Alignments/Routes, Light Rail Transit, Stations, Termini, Transit Technologies/Modes | Community Organizations |
| 17 | 11/1/2007 | Letter | A "T" spur towards an off-airport rail station (probably Century or Parking Lot C) would foster rail growth towards other points like Santa Monica and Westwood. | Alignments/Routes, Alternatives, Stations, Termini | Community Organizations |
| 18 | 11/1/2007 | Letter | Connecting with the Green line is practical - their maintenance yard is two miles south allowing trains to connect to the yard w/o the need to install a connecting track at Hawthorne or Crenshaw. Deferring the expense of a new facility. | Alignments/Routes, Alternatives, Costs, Evaluation Criteria, Termini | Community Organizations |
| 19 | 11/1/2007 | Letter | Can the Harbor Subdivision right-of-way be developed for both LRT/standard rail line (Metro link) can run along side each other? Is there sufficient property running along the airport runways? | Alignments/Routes, Alternatives, Evaluation Criteria, ROW Acquisitions | Community Organizations |
| 20 | 11/1/2007 | Letter | A people mover from the this proposed station to airport terminals should be considered part of the project. | Alignments/Routes, Alternatives, Stations, Transit Technologies/Modes | Community Organizations |
| 21 | 10/29/2007 | Letter | PUC utilities code requires commission approval for the alteration/construction of crossings. Commission maintains exclusive power re: design, alteration and closure of crossings. | Construction, General Comment, Transportation Impacts, Utilities | Agency |
| 22 | 10/29/2007 | Letter | Commission review/approval required, if LRT selected, for creation of new at-grade crossings for specific locations. | Alternatives, Construction, Light Rail Transit, Transit Technologies/Modes, Transportation Impacts, Vertical profile | Agency |
| 23 | 10/29/2007 | Letter | Mitigation measures to be considered - grade-separation at thoroughfares, safety improvements highway rail crossings, fencing limiting access of trespassers, etc. | Evaluation Criteria, Safety, Vertical profile | Agency |

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| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------------|---|---|-------------------------|
| 24 | 10/29/2007 | Letter | Metro should meet with Commissions Rail Crossings Engineering Section (RCES)/BNSF to review safety issues. Work with commission early re: conceptual design phase will help to improve safety. | Safety | Agency |
| 25 | 10/3/2007 | Email | Councilman Tabor is hosting a series of community meetings and requests a flyer to announce the public scoping meeting in Darby Park. | Public outreach, Requests for information | Electeds |
| 26 | 10/20/2007 | Scoping Meeting Written | Grade separation, environmental justice, regional connectivity, life cycle cost, best land use and cost of derailment. | Costs, Environmental Justice, General Comment, Land Use, Transportation Impacts, Vertical profile | Community Organizations |
| 27 | 10/20/2007 | Scoping Meeting Verbal | All documents presented at the scoping meeting were not both in English and Spanish. Some documents were available in Spanish but not English. | General Comment | General Public |
| 28 | 11/5/2007 | Email | Needs/corridor potential has changed since previous studies. Evaluation should be broad and inclusive studying potential alternatives. AA needs to include one/more additional concepts that intersect the Wilshire subway at La Brea rather than limiting interface to Crenshaw - limiting north-south corridor. | Alignments/Routes, Alternatives, Evaluation, Evaluation Criteria, Purpose and Need, Termini, Transit Technologies/Modes, Vertical profile | Agency |
| 29 | 11/5/2007 | Email | Limiting intersection to Crenshaw could limit overall value of regional transportation and adversely affect operations of the Purple line. This segment has the potential to support revitalization of the Mid-City community. | Alignments/Routes, Economic Development, Transportation Impacts | Agency |
| 30 | 11/5/2007 | Email | Most appropriate/sustainable investment would be rail transit. Some areas lend themselves to at-grade alignments others don't - consideration should be taken during evaluation. | Evaluation, Light Rail Transit, Vertical profile | Agency |
| 31 | 11/5/2007 | Email | Adams-Wilshire: Consider bored tunnel alignment that would intersect/serve Washington near Nate Holden. Potential connection could be Pico-Rimpau, Mid-town Crossing, San Vicente to La Brea then travel north to the Purple line at Wilshire. Rail configuration would be below grade. | Alignments/Routes, Alternatives, Light Rail Transit, Termini, Vertical profile | Agency |
| 32 | 11/5/2007 | Email | Adams-Coliseum: inner city commercial corridor potential mixed-use revitalization. Considering constraints rail below grade would be needed to maintain adequate sidewalk widths/pedestrian qualities. | Economic Development, Light Rail Transit, Pedestrians, Transportation Impacts, Vertical profile, Visual and Aesthetics | Agency |
| 33 | 11/5/2007 | Email | To protect safety and speed of both rail operations (Crenshaw & Expo) Crenshaw should be below-grade at this point. | Alignments/Routes, Alternatives, Safety, Vertical profile | Agency |

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| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|------------------------|---|---|-------------------|
| 34 | 11/5/2007 | Email | Leimert Park should be preserved - rail should be below grade in this segment. | Alternatives, Historic/Cultural Resources, Vertical profile, Visual and Aesthetics | Agency |
| 35 | 11/5/2007 | Email | 60th-BNSF ROW - Blighted area with substandard sidewalks. At-grade could be accommodated in this segment with redevelopment/reconstruction on existing street fronts. | Alignments/Routes, Alternatives, Pedestrians, ROW Acquisitions, Vertical profile, Visual and Aesthetics | Agency |
| 36 | 11/5/2007 | Email | Community livability/economic potential should be enhanced rather than damaged by new transit. Considerations: pedestrian accessibility, safety, security and appearance. Set of basic urban design standards should be implemented. | Economic Development, Evaluation Criteria, Land Use, Pedestrians, Safety, Security, Visual and Aesthetics | Agency |
| 37 | 10/18/2007 | Email | Supporter of Downtown Connector. | General Comment | General Public |
| 38 | 10/18/2007 | Email | Currently use Gold/Red line 3-4 times/week. Support current transit systems and would entertain paying additional taxes for Downtown connector. | Funding, General Comment | General Public |
| 39 | 10/20/2007 | Scoping Meeting Verbal | Federal funding is needed for this project so we need to understand clearly what you want. There's no perfect project if consensus isn't reached we get nothing. By default it becomes a no-build. Maintain a larger vision of regional connectivity. It will take money. | Costs, Evaluation Criteria, Funding, Goals and Objectives, Public outreach, Transit Technologies/Modes, Vertical profile | Electeds |
| 40 | 10/17/2007 | Email | Designs should take into account pedestrian/bicycle facilities/accommodations. BRT/LRT cross sections - 3 traffic lanes could be reduced to 2 in each direction using one for a dedicated bike lane. | Alternatives, Bicycles, Bus Rapid Transit, Evaluation Criteria, Light Rail Transit, Pedestrians, Transit Technologies/Modes | General Public |
| 41 | 10/17/2007 | Email | MTA website references to the CP Corridor Preliminary Planning Study (1994). How can I get a copy? | Requests for information | General Public |
| 42 | 10/24/2007 | Email | Requested a copy of the boards. Interest in the alternatives/routes. | Requests for information | General Public |
| 43 | 10/17/2007 | Email | Designs should incorporate concepts associated with making the corridor a true multi-modal street scape. | Bicycles, Evaluation Criteria, Land Use, Pedestrians, Transit Technologies/Modes, Visual and Aesthetics | General Public |
| 44 | 10/30/2007 | Letter | Crenshaw/Hyde Park is an important African-American neighborhood/historic business district. Area should develop into a prime tourist destination that highlights the African American community/culture. | Goals and Objectives, Historic/Cultural Resources, Neighborhoods | General Public |
| 45 | 10/30/2007 | Letter | Opposes LRT it will damage the charm/beauty of this historic Blvd. Underground options should be considered. Below-grade is the only system suitable for the Crenshaw community. | Alternatives, Historic/Cultural Resources, Light Rail Transit, Vertical profile, Visual and Aesthetics | General Public |
| 46 | 10/2/2007 | Phone | Wanted meeting times/locations for the scoping meetings. Found out about meetings from Scott Greene at a SBCCOG meeting | Requests for information | General Public |

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|------------|------------|-------------------|---|--|-------------------------|
| 47 | 10/31/2007 | Phone | Disappointed that the transcript is not posted on the webpage. Webpage does not contain enough information. | General Comment | General Public |
| 48 | 10/2/2007 | Phone | Metro does not advertise effectively. Critical of Metro's efforts to inform the public. | General Comment | General Public |
| 49 | 10/19/2007 | Letter | Proposed project would improve transit service in the CP Corridor between Wilshire/El Segundo Blvds. | Purpose and Need | Agency |
| 50 | 10/19/2007 | Letter | A traffic study in advance of the DEIR should be prepared to assist us in our evaluation of the impacts on state transportation facilities. | Evaluation, Evaluation Criteria, Transportation Impacts | Agency |
| 51 | 10/19/2007 | Letter | Traffic study should include: Assumptions/methods used to develop trip generation/distribution. Choice of travel mode & assignments of trips to State Routes 10, 105 and 405. | Evaluation, Evaluation Criteria, Traffic, Transit Technologies/Modes, Transportation Impacts | Agency |
| 52 | 10/19/2007 | Letter | Traffic study should include: Consistency of project travel modeling with other regional/local modeling forecasts with travel data. IGR/CEQA may use indices to check results. Differences/inconsistencies must be thoroughly explained. | Evaluation | Agency |
| 53 | 10/19/2007 | Letter | Traffic study should include: Analysis of ADT, AM/PM peak-hour volumes for existing/future conditions in the affected area. Included should be freeways, interchanges, intersections and all HOV facilities. | Evaluation, Evaluation Criteria, Traffic, Transportation Impacts | Agency |
| 54 | 10/19/2007 | Letter | Traffic study should include: Interchange Level of Service should be specified (HCM2000 method requested). Utilization of transit lines/vehicles and for all facilities should be estimated. Future condition would include build-out of all projects and any plan-horizon years. | Evaluation, Evaluation Criteria, Traffic, Transportation Impacts | Agency |
| 55 | 10/19/2007 | Letter | Traffic mitigation measures should be addressed - costs, funding sources, controls, monitoring, infrastructure improvements, sequencing and scheduling considerations. Specification of developers percent share of cost. | Costs, Evaluation Criteria, Funding | Agency |
| 56 | 10/19/2007 | Letter | Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsen Caltrans facilities. Caltrans must be consulted to identify specific locations to be analyzed on the state highway system. | Traffic, Transportation Impacts | Agency |
| 57 | 10/15/2007 | Email | Light rail expansion is welcome. At-grade crossings must be avoided in the expansion. Accidents between, automobiles, pedestrians and Metro trains has resulted in injury/death and may diminish use of public transportation. | Light Rail Transit, Safety, Transit Technologies/Modes, Vertical profile | Community Organizations |

| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|----------------------------|---|--|-------------------------|
| 58 | 10/15/2007 | Email | Following Expo line next priority rail should connect South Bay with the Westside. Line should run along the coast from LAX-Westside to relieve 405. | Alignments/Routes, Purpose and Need, Termini | Community Organizations |
| 59 | 10/15/2007 | Email | MTA funds should be spent on getting people where they need to go safely. | Funding, Purpose and Need, Safety | Community Organizations |
| 60 | 10/15/2007 | Email | Crenshaw-Prairie should not receive priority at this time. | General Comment, Purpose and Need | Community Organizations |
| 61 | 10/16/2007 | Email | We will not be able to participate in the environmental review. | General Comment | Agency |
| 62 | 10/17/2007 | Scoping Meeting Written | Be mindful of displacements/relocations. Stations should be visually pleasing. Preferred alternatives - BRT Alternative #3 and LRT Alternative #7. | Alignments/Routes, Alternatives, Bus Rapid Transit, Light Rail Transit, Relocations, ROW Acquisitions, Visual and Aesthetics | General Public |
| 63 | 10/23/2007 | Email | Region 9 EPA is the correct contact regarding SAFETEA-LU compliance, etc. Also send completed EIS for regional EPA review. | Evaluation | Agency |
| 64 | 10/6/2007 | Phone | Requested a flyer be mailed to him and that he be added to the mailing list. | Requests for information | General Public |
| 65 | 10/5/2007 | Email | Request that there be a CP presentation at the next meeting for the following groups - CRA, CAC, ECWANDC and the Crenshaw Chamber. This is the only opportunity for their meetings before the scoping period ends. | Public outreach | General Public |
| 66 | 10/20/2007 | Scoping Meeting Verbal | Impact of an at-grade train on Crenshaw should be considered. Ensure that the line is built at the same level as other communities. Land-use that will provide the best redevelopment opportunities. Regional connectivity throughout the basin. Evaluate cost options for below-grade. | Costs, Economic Development, Environmental Justice, Evaluation Criteria, Land Use, Transportation Impacts, Vertical profile | Community Organizations |
| 67 | 11/6/2007 | Email | A full study of the project's life cycle costs, as defined in the United States Department of Transportation Guidance on Traffic Control Devices at Highway-Rail Grade Crossings should be presented. | Costs, Evaluation Criteria | Community Organizations |
| 68 | 10/15/2007 | Scoping Meeting Verbal | Bus is not a viable option for the future of this city. Consider extending the Wilshire subway west of Western. The scope should be extended north of Wilshire. Connecting the Red, Green and Purple lines increases ridership. What is the impact of doing nothing. | Alignments/Routes | Community Organizations |
| 69 | 11/6/2007 | Email | If built correctly, CP line can be an asset to the community - jobs, opportunity & regional connectivity. | Economic Development | Community Organizations |

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|------------|------------|------------------------|---|--|-------------------------|
| 70 | 11/6/2007 | Email | EIS/EIR should be transparent with community input sought through culturally appropriate communication strategies. | Environmental Justice | Community Organizations |
| 71 | 11/6/2007 | Email | Endorse LRT not buses. Buses cannot address current/future needs and are noisy. This community deserves a modern system just like other communities. | Environmental Justice | Community Organizations |
| 72 | 11/6/2007 | Email | Study all possible grades options. Removal of limited street parking would be devastating for businesses. Elevated structures would have negative visual impact. | Economic Development | Community Organizations |
| 73 | 11/6/2007 | Email | This project should be designed with the same standards that Hancock Park/Beverly Hills. | Environmental Justice | Community Organizations |
| 74 | 11/6/2007 | Email | Study impact of at-grade/elevated rail on the local film economy, as well as, the impact of horns/noise. Filming fees feed the local economy - outside dollars are needed. | Economic Development | Community Organizations |
| 75 | 11/6/2007 | Email | Assess risk of LRT/busway at-grade near schools/parks adjacent and within walking distance. | Alternatives | Community Organizations |
| 76 | 11/6/2007 | Email | Study station options at Baldwin Hills Mall/Marlon Square and Leimert Park Village. Economies of these areas would increase if a station were adjacent. | Alignments/Routes | Community Organizations |
| 77 | 11/6/2007 | Email | Line should be in compliance with Metro's Transit Service Policy planning warrants which requires lines expected to serve more than 50,000 riders per day be designed 100% grade separated. | Evaluation Criteria | Community Organizations |
| 78 | 10/17/2007 | Scoping Meeting Verbal | The City of El Segundo would like to see the Green Line connect to LAX and this project is an opportunity to do so. | Alignments/Routes, Alternatives, Termini | Electeds |
| 79 | 10/15/2007 | Scoping Meeting Verbal | El Segundo is interested in connectivity especially connecting the Green Line to LAX. This opportunity is vital to El Segundo and the region. | Alignments/Routes, Alternatives, Termini | Electeds |
| 80 | 10/14/2007 | Email | CP project is worthy and should go to LAX and connect with Burbank airport. | Alignments/Routes, Alternatives, Termini | General Public |
| 81 | 10/14/2007 | Email | Head West at Wilshire to Fairfax, La Cienega or San Vicente then North to Santa Monica and Northeast with a stop at Hollywood/Highland Red Line and end at Burbank. | Alignments/Routes, Alternatives, Stations, Termini | General Public |
| 82 | 10/14/2007 | Email | There needs to be a shorter way for people to get from Hollywood/Highland to the Purple line w/o having to go all the way to Vermont. | General Comment | General Public |

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| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------------|---|---|-------------------------|
| 83 | 11/12/2007 | Email | Support extending the Purple line down Wilshire through Century to the ocean. Study adding Santa Monica Blvd as northern part of this corridor, include an alignment going to Century City instead of connecting Northern end to Crenshaw around Wilshire, La Cienega, San Vicente. | Alignments/Routes, Alternatives, Termini | General Public |
| 84 | 10/20/2007 | Scoping Meeting Written | Must be grade separated. Environmental Justice should be exercised - what is done on the westside should be done here. No buses, better use of the land, need regional connectivity. | Alternatives, Environmental Justice, Land Use, Purpose and Need, Vertical profile | Community Organizations |
| 85 | 10/31/2007 | Email | Some of Crenshaw is narrow with on-street parking for business. Dedicated bus lane could result in a loss of parking for businesses. | Alternatives, Evaluation Criteria, Parking, ROW Acquisitions | Elected |
| 86 | 10/31/2007 | Email | Tunneling should be explored and an off-street parking garage should be explored as mitigation measures. Maybe in conjunction with City/CRA. | Alternatives, Parking, Vertical profile | Elected |
| 87 | 10/31/2007 | Email | LRT is preferred. It's faster and has better passenger capacity. This area is a State Enterprise Zone with 3 CRA projects. Proper planning for LRT can lead to revitalization. | Alternatives, Economic Development, Evaluation Criteria, Light Rail Transit, Vertical profile | Elected |
| 88 | 10/22/2007 | Letter | CEQA requires any project which causes a substantial adverse change to historical resources, including archeological resources, is a 'significant effect' requiring the preparation of an EIR. The lead agency, in order to comply, is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. | Environmental Impacts, Evaluation, Evaluation Criteria, Historic/Cultural Resources | Agency |
| 89 | 10/22/2007 | Letter | To assess impacts on historical resources, contact the California Historic Resources Information Center to determine if the APR has been surveyed for cultural resources, if resources have been recorded or not adjacent to the APE and the probability that cultural resources are located in APE. | Evaluation, Historic/Cultural Resources | Agency |
| 90 | 10/22/2007 | Letter | If an archaeological inventory survey is required, a report detailing the findings and recommendations of the records search and field survey is the next step. Final report/mitigation measures should be submitted w/in 3 months after completion. | Evaluation, Historic/Cultural Resources | Agency |
| 91 | 10/22/2007 | Letter | Lead agencies should consider avoidance, as defined in CEQA Guidelines 15370 when Significant cultural resources are discovered during the course of project planning or execution. | Evaluation, Historic/Cultural Resources | Agency |

| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|------------------------|---|--|-------------------|
| 92 | 10/22/2007 | Letter | Contact the Native American contacts (attached) for input on the effect of potential project impact. Often Native American tribe or person is the only source of information about the existence of a cultural resource. Lack of surface evidence of archeological resources does not preclude their subsurface existence. | General Comment, Historic/Cultural Resources | Agency |
| 93 | 10/22/2007 | Letter | Mitigation plan provisions, should be included, for the identification and evaluation of accidentally discovered archeological resources, per CEQA | Evaluation, Historic/Cultural Resources | Agency |
| 94 | 10/22/2007 | Letter | For archeological sensitive areas, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. | Evaluation, Historic/Cultural Resources | Agency |
| 95 | 10/22/2007 | Letter | Mitigation plans should include provisions for the discovery of Native American human remains, unmarked cemeteries and recovered artifacts. | Historic/Cultural Resources | Agency |
| 96 | 10/22/2007 | Letter | CEQA requires agency to work with the Native American identified by this Native American Commission if Initial Study identifies the presence or likely presence of Native American human remains within the APE. | Historic/Cultural Resources | Agency |
| 97 | 10/22/2007 | Letter | CEQA provide for agreements with Native American groups to ensure the appropriate and dignified treatment of Native American human remains and any associated grave goods. | Historic/Cultural Resources | Agency |
| 98 | 10/17/2007 | Scoping Meeting Verbal | North-South Blvd in dire need of TOD, neighborhoods could be improved. Future projects should explore new technologies - solar/wind power. | Economic Development, Evaluation Criteria, Land Use, Neighborhoods, Purpose and Need, Transit Technologies/Modes | General Public |
| 99 | 11/5/2007 | Email | Proposed bus rapid transit line would have no adverse impacts on LACoFD's emergency response. | Bus Rapid Transit, General Comment, Safety | Agency |
| 100 | 11/5/2007 | Email | LRT transit routes would have varying impacts on the fire departments routing, response times and day-to-day operations of the affected stations. | Alignments/Routes, Evaluation Criteria, Light Rail Transit, Safety, Transportation Impacts | Agency |
| 101 | 11/5/2007 | Email | Alternative #3 BRT & Alternative #7 LRT - Part of LRT route running west will cause the least interference during the construction phase if Metro uses the existing track from the Harbor Sub-Division. Units from Fire Station 171, located south of proposed route, would be affected if their responses north of Florence are delayed by rail traffic. Fire Station 172 could respond, if available, if 171 is delayed due to rail traffic. The is LACoFD preferred LRT route. | Alignments/Routes, Alternatives, Bus Rapid Transit, Light Rail Transit, Safety, Traffic, Transportation Impacts | Agency |

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|------------|------------|-------------------|---|---|-------------------------|
| 102 | 11/5/2007 | Email | Alternative #6 (BRT) & Alternative #10 (LRT) - Construction of this route would run directly in front of Fire Stations 170 & 173 located on Crenshaw. Responses requiring units to make a left turn onto Crenshaw could be delayed. Metro needs to ensure access to Crenshaw would not be impeded. Measures would need to be implemented that would allow units to safely make left hand turns onto Crenshaw and over the LRT once the line is operational. | Alignments/Routes, Bus Rapid Transit, Construction, Light Rail Transit, Safety, Transportation Impacts | Agency |
| 103 | 11/5/2007 | Email | Alternative #5 (BRT) & Alternative #8 (LRT) - Prairie is not as wide as Crenshaw, traffic congestion is currently an issue for emergency responders due to traffic from Hollywood Park using Prairie. This route splits the county's battalion because it cuts through the center of the City of Inglewood. If a large scale incident occurs, assisting stations will have to cross the LRT line resulting in delays if there is rail traffic. | Alignments/Routes, Alternatives, Bus Rapid Transit, Light Rail Transit, Safety, Traffic, Transportation Impacts | Agency |
| 104 | 11/5/2007 | Email | Alternative #4 (BRT) & Alternative #9 (LRT) - La Brea/Hawthorne are narrower than Crenshaw. Streets will become harder to navigate. Fire station responses times from Fire Stations 171,18 and possibly FS 161 if option 9b is chosen. | Alignments/Routes, Alternatives, Bus Rapid Transit, Light Rail Transit, Safety, Traffic | Agency |
| 105 | 11/5/2007 | Email | All alternatives affect response times to some extent. Emergency vehicles would have to wait for rail traffic to pass resulting in delays. The following are stations affected FS 18, 170, 172, 161, 171 and 173. | Light Rail Transit | Agency |
| 106 | 11/5/2007 | Email | MWD reviewed project description to determine if MWD facilities are in the corridor. The following facilities are located in the corridor: Culver City Feeder, Sepulveda Feeder, Inglewood Lateral and the West Coast Feeder. | Environmental Impacts, Utilities | Agency |
| 107 | 11/5/2007 | Email | Development/redevelopment associated with this property cannot restrict MWD operations/facility access nor can the water quality be affected. | Environmental Impacts, Utilities | Agency |
| 108 | 11/5/2007 | Email | To avoid conflicts with MWD's ROW, design plans are required to be submitted for review and approval of any activity in the area of MWD pipelines/facilities. | Evaluation, Evaluation Criteria, ROW Acquisitions, Utilities | Agency |
| 109 | 10/29/2007 | Email | On behalf of Carol Tucker (BHHOA)- The line must be grade separated. Against bus it will cause more congestion. Consider best land use. | Alternatives, Evaluation, Land Use, Neighborhoods, Traffic, Transportation Impacts, Vertical profile | Community Organizations |
| 110 | 10/29/2007 | Email | On behalf of Carol Tucker BHHOA - Environmental justice issues must be considered. | Environmental Justice | Community Organizations |

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| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------|--|--|-------------------------|
| 111 | 10/29/2007 | Email | On behalf of Carol Tucker BHHOA - Possible cost of rail derailment if built at grade (street level). | Alternatives | Community Organizations |
| 112 | 11/4/2007 | Email | Don't want LRT it will increase traffic congestion and kill business that already lack parking. Warning sounds/noise at crossings would be an added blight. | Alternatives, Economic Development, Light Rail Transit, Noise, Parking, Traffic, Transit Technologies/Modes, Transportation Impacts, Visual and Aesthetics | General Public |
| 113 | 10/23/2007 | Email | I live just above Crenshaw Blvd. I do not want a LRT going down Crenshaw. Traffic would be increased, the one lane of traffic in either direction would be miserable. | Alignments/Routes, Alternatives, Light Rail Transit, Traffic | General Public |
| 114 | 10/23/2007 | Email | Travel Crenshaw frequently a train would increase frustration and traffic. Sent an e-mail and gone door to door opposing the LRT. | General Comment, Traffic | General Public |
| 115 | 11/4/2007 | Email | Articulated bus would be the preferred option with limited stops for faster mobility. | Alternatives, Bus Rapid Transit, Rapid Bus, Transit Technologies/Modes | General Public |
| 116 | 11/5/2007 | Email | Committed to Promote: Obtain best design, constructed/operated in accordance to needs, values and input of communities/passengers of the corridor. Construction/operation be the safest, most innovated/efficient of its kind. | Construction, Environmental Justice, Evaluation, Goals and Objectives, Public outreach, Safety, Transit Technologies/Modes | Electeds |
| 117 | 11/5/2007 | Email | Project should be as cost effective as it is needed. Open to possibilities that are of public interest and utility to my constituents. | Costs, Evaluation Criteria, Goals and Objectives, Purpose and Need | Electeds |
| 118 | 11/5/2007 | Email | Consideration of the following: challenges, costs, support, options & efficacy - safety/service. | Alternatives, Costs, Evaluation Criteria, Safety, Security | Electeds |
| 119 | 11/5/2007 | Email | Ridership, Mobility and development of opportunities must be considered when determining alignments/modes. Local proposals and multi-purpose uses must be reviewed. | Alignments/Routes, Alternatives, Goals and Objectives, Transit Technologies/Modes | Electeds |
| 120 | 11/5/2007 | Email | Consider aesthetics, sound, vibration, environmental/privacy mitigations. | Environmental Impacts, Evaluation Criteria, Noise, Visual and Aesthetics | Electeds |
| 121 | 11/5/2007 | Email | Minimize potential for increased traffic around Leimert Park/Coliseum-Vernon | Neighborhoods, Traffic, Transportation Impacts | Electeds |
| 122 | 11/5/2007 | Email | Extend scope to Hollywood/Highland, connection to proposed Westside/Green lines for LAX access. Consider options utilizing Harbor Subdivision. | Alignments/Routes, Alternatives | Electeds |
| 123 | 11/5/2007 | Email | Wilshire/La Brea station connection to Westside - avoid hydrogen sulfide. | Alignments/Routes, Environmental Impacts, Safety, Stations | Electeds |

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|------------|------------|----------------------------|--|---|-------------------------|
| 124 | 11/5/2007 | Email | Diverse construction/design/hiring. Environmentally friendly. | Construction, Environmental Impacts, Visual and Aesthetics | Electeds |
| 125 | 11/5/2007 | Email | Consider below-grade/large bore twin track tunneling. | Alternatives, Vertical profile | Electeds |
| 126 | 10/20/2007 | Scoping Meeting Written | Train down Crenshaw would destroy character /tranquility of Leimert Park and the Crenshaw community. We try to maintain our neighborhood/homes and do not want to see a decline. Overflow traffic would bleed into side streets. I am in favor of a bus or subway. | Alternatives, Bus Rapid Transit, Historic/Cultural Resources, Neighborhoods, Parking, Rapid Bus, Traffic, Transit Technologies/Modes, Vertical profile, Visual and Aesthetics | General Public |
| 127 | 10/15/2007 | Scoping Meeting Written | Constituents should understand existing land uses in alternative maps but also existing and future bike ways in some of your maps. | Bicycles, Land Use | Community Organizations |
| 128 | 10/15/2007 | Scoping Meeting Verbal | Consider ridership, cost, environmental impacts, economic development and land use. Also to be considered is the impact on existing/future bikeways. There are transit/bike dependant people who cannot afford public transportation. | Bicycles, Costs, Economic Development, Environmental Impacts, Evaluation Criteria, Land Use | Community Organizations |
| 129 | 10/11/2007 | Letter | Accept invitation to be a participating agency and will send representation to the October 16 interagency meeting. | General Comment | Agency |
| 130 | 10/9/2007 | Letter | CA Dept of Transportation major funding partner w/Expo Construction Authority/Metro. Metro responsibilities include design, construction & future operations. | Construction, Evaluation Criteria, Funding | Agency |
| 131 | 10/18/2007 | Email | Disappointed information is not on-line. Please PDF the scoping brochure. Indicate the deadline for public comment and provide a link for "input wanted." | Requests for information | General Public |
| 132 | 10/29/2007 | Email | Support LRT along Crenshaw/Harbor Subdivision ROW. LRT mode is essential in order to connect to other LRT systems in the area ridership would be increased, as well as, quantity of potential destinations. Subway should be used where LRT is not feasible. | Alignments/Routes, Alternatives, Costs, Evaluation Criteria, Light Rail Transit, Purpose and Need, ROW Acquisitions, Transit Technologies/Modes, Vertical profile | General Public |
| 133 | 10/18/2007 | Email | Downtown regional connector is very much needed. | General Comment | General Public |
| 134 | 10/18/2007 | Email | There are few stops downtown - going from the blue line to the gold line would save time. | General Comment | General Public |
| 135 | 10/18/2007 | Email | There should be loop downtown in a single track configuration, like Downtown Long Beach. | General Comment | General Public |
| 136 | 10/18/2007 | Email | Please add me to the distribution list of materials. | Requests for information | General Public |

| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------------|---|--|-------------------------|
| 137 | 10/24/2007 | Fax | I oppose a train down Crenshaw. More traffic will be created on a street already too congested. Noise will also be increased. | Alignments/Routes, Light Rail Transit, Noise, Traffic | General Public |
| 138 | 10/24/2007 | Fax | There's no rush to complete projects in minority communities and construction will take forever. Quality of life will suffer, traffic will remain congested. Government will run out of money leaving an eye sore. | Construction, Environmental Justice, Funding, Traffic, Visual and Aesthetics | General Public |
| 139 | 10/9/2007 | Email | Please add my e-mail address for any future newsletters or notifications for the Crenshaw-Prairie Project. | Requests for information | General Public |
| 140 | 10/12/2007 | Email | HUD supports development of public transit systems serving high density regions - conserves energy resources, and provide alternatives to automobile transportation. | Alternatives | Agency |
| 141 | 10/12/2007 | Email | HUD has no jurisdiction or authority and therefore decline the invitation to be a participating agency in the EIR process. | General Comment | Agency |
| 142 | 10/12/2007 | Email | Transportation systems usually increase noise levels for nearby receptors. HUD encourages Metro to consider this in their selection of equipment and alternatives. | Alternatives, Evaluation Criteria, Noise, Transit Technologies/Modes | Agency |
| 143 | 10/20/2007 | Scoping Meeting Verbal | Glad the community has the opportunity for input with or without us this will happen. If we don't provide input then we won't have any part in the process. | General Comment, Public outreach | General Public |
| 144 | 10/15/2007 | Scoping Meeting Verbal | Consider the visually impaired/blind particularly as it applies to access. | ADA | Community Organizations |
| 145 | 10/17/2007 | Scoping Meeting Written | Recommend Alternative #7. Request double gates at all intersections. | Alternatives, Safety | General Public |
| 146 | 10/20/2007 | Scoping Meeting Written | Oppose train down Crenshaw, one of the most viable streets in LA. Crenshaw is host to MLK parade, Taste of Soul Celebration which unites the community. These/other events will be jeopardized if a train runs down Crenshaw. Using Western makes more sense. | Alignments/Routes, Alternatives, Historic/Cultural Resources | General Public |
| 147 | 11/11/2007 | Letter | We would like to be a participating agency. May we participate in the agency scoping meeting via teleconference. | General Comment | Agency |
| 148 | 10/20/2007 | Scoping Meeting Written | Provision of links to other existing transits (i.e. Atlanta Georgia Marta System). | Alignments/Routes, Alternatives, Evaluation Criteria | General Public |

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| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------------|--|---|-------------------|
| 149 | 10/20/2007 | Scoping Meeting Written | Destination should be places of need/interest - airport, beach, activity centers. | Alignments/Routes, Evaluation Criteria, Purpose and Need | General Public |
| 150 | 10/20/2007 | Scoping Meeting Written | ADA accessible, user-friendly for elderly, visually impaired. Visual/human guides provided to assist passengers. | ADA | General Public |
| 151 | 10/20/2007 | Scoping Meeting Written | Major stops need ample parking to schools, hospitals, etc. | Parking, Stations | General Public |
| 152 | 10/20/2007 | Scoping Meeting Written | Has the issue of crime been addressed? | Evaluation Criteria, Safety, Security | General Public |
| 153 | 10/20/2007 | Scoping Meeting Written | What impact will it have on cell phone usage and TV reception? | General Comment | General Public |
| 154 | 10/20/2007 | Scoping Meeting Written | Impacts on traffic, noise & pollution? | Environmental Impacts, Noise, Traffic, Transportation Impacts | General Public |
| 155 | 10/20/2007 | Scoping Meeting Verbal | Evaluate other successful transit systems throughout the country and noise pollution. Connectivity and ease of access should be considered. Interruptions to cell phone usage during construction/operations? | Construction, Evaluation, Evaluation Criteria | General Public |
| 156 | 11/5/2006 | Email | The Bureau of Land Management has no authority of jurisdiction and does not intend to submit comments. | General Comment | Agency |
| 157 | 10/11/2007 | Letter | Please review the current effective Flood Insurance Rate Maps (FIRMs) for the City and County of Los Angeles. | Environmental Impacts | Agency |
| 158 | 10/11/2007 | Email | Inglewood, Hawthorne and El Segundo are all Zone C and X with no published FIRM. Please note that all of the noted communities are participants in the National Flood Insurance Program (NFIP). | Environmental Impacts | Agency |
| 159 | 10/11/2007 | Email | All buildings constructed within a riverine floodplain must be elevated so that the lowest floor is at or above the Base Flood Elevation level. | Construction, Environmental Impacts | Agency |
| 160 | 10/11/2007 | Email | Development means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials. | Construction, Land Use | Agency |

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|------------|------------|------------------------|--|---|-------------------------|
| 161 | 10/11/2007 | Email | A hydrologic and hydraulic analysis must be performed prior to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. | Environmental Impacts, Evaluation, Evaluation Criteria | Agency |
| 162 | 10/11/2007 | Email | Buildings constructed within a coastal high hazard area must be elevated on pilings and columns, so that the lowest horizontal structural member is elevated to or above the base flood elevation level. | Construction | Agency |
| 163 | 10/11/2007 | Email | Posts/pilings foundation and attached structure is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components. | Construction | Agency |
| 164 | 10/11/2007 | Email | Upon completion of any development that changes existing Special Flood Hazard Areas hydrologic and hydraulic data must be submitted to FEMA for a FIRM revision. | Construction, Environmental Impacts, Evaluation | Agency |
| 165 | 10/11/2007 | Email | Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. | General Comment | Agency |
| 166 | 10/15/2007 | Scoping Meeting Verbal | The rail road is not being used and should be. Alternative 7 would be ideal. Green line should connect to LAX. | Alignments/Routes, Alternatives | General Public |
| 167 | 10/10/2007 | Letter | Inconsistencies should be explained. DEIR should cite all SCAG policies/address manner in which project is consistent/not-consistent with /applicable to these policies. Supporting analysis should be provided. Encourage use of side-by-side comparisons of SCAG policies. | Environmental Impacts, Evaluation, Evaluation Criteria | Agency |
| 168 | 11/5/2007 | Letter | Support the CP alignment which would serve a high capacity corridor and complement existing/future transit developments. Crenshaw-Harbor Subdivision-Green Line-LAX meets the best goal. | Alignments/Routes, Alternatives, Evaluation Criteria, Termini | Electeds |
| 169 | 11/5/2007 | Letter | Transportation projects must be planned as regional projects not stand alone. LRT is the best technology alternative. Operating with the same technology as Expo/Green Line allows for lines to share tracks/equipment. The grade flexibility of LRT over bus is necessary to ensure safety. | Evaluation Criteria, Light Rail Transit, Safety, Transit Technologies/Modes | Electeds |
| 170 | 10/17/2007 | Scoping Meeting Verbal | Service to job centers is crucial, especially high-density communities. Connectivity to LAX, Green Line, and Expo. Project should be cost effective, service should be rapid and efficient. | Alignments/Routes, Alternatives, Costs, Evaluation Criteria | Community Organizations |

| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------|--|---|-------------------|
| 171 | 10/30/2007 | Email | Like to express support for alternative #7. Evaluation criteria should include: vehicle mode, operation, stations, corridor routing and future considerations. | Alignments/Routes, Alternatives, Evaluation Criteria, Stations, Transit Technologies/Modes | General Public |
| 172 | 10/30/2007 | Email | Mode - LRT should be used for the entire route (Alt. #7) from Wilshire to the Green Line via Crenshaw and Harbor Subdivision with future Prairie Avenue connection. | Alignments/Routes, Alternatives, Light Rail Transit, Transit Technologies/Modes | General Public |
| 173 | 10/30/2007 | Email | Mode - despite construction impacts LRT would provide a long-term solution. | Light Rail Transit, Purpose and Need | General Public |
| 174 | 10/30/2007 | Email | BRT would include all of the same construction impacts of the LRT but without the long term economic benefits to the local communities. Capacity would be exceeded from day one. | Bus Rapid Transit, Construction, Economic Development, Light Rail Transit, Transit Technologies/Modes | General Public |
| 175 | 10/30/2007 | Email | Alternative #7 is the best opportunity to mix below and at-grade light rail operations. Below grade should be used where there are traffic constraint areas like Leimert Park Village and Crenshaw/Coliseum for which at-grade operations would not be feasible or safe. | Alternatives, Light Rail Transit, Safety, Traffic, Transit Technologies/Modes, Vertical profile | General Public |
| 176 | 10/30/2007 | Email | At-grade could be used between Vernon to approximately 60th Street with a signal priority that would make this quick. | Alignments/Routes, Transit Technologies/Modes, Vertical profile | General Public |
| 177 | 10/30/2007 | Email | Trees along Crenshaw can be preserved and utilized as safety buffer for pedestrians. | Pedestrians, Safety, Visual and Aesthetics | General Public |
| 178 | 10/30/2007 | Email | From 60th St. south rail can run at-grade 35/mph with street parking removed and expanded sidewalks to improve pedestrian movements. Or it could be built grade-separated until Harbor sub-division. | Alignments/Routes, Parking, Pedestrians, Vertical profile, Visual and Aesthetics | General Public |
| 179 | 10/30/2007 | Email | From Harbor-subdivision, grade-separation should be studied at the following locations: West Blvd or Prairie, Centinela to La Brea, 405/Manchester on/off ramps, 96th St. to Aviation/Imperial Green Line. | Alignments/Routes, Vertical profile | General Public |

| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------|--|--|-------------------|
| 180 | 10/30/2007 | Email | Harbor Subdivision/Alt. #7 should be considered before Prairie: Regional connection to airport within existing LA Rail network, increase Green Line ridership; Expedited travel times potentially increases ridership; Railroad ROW hits Inglewood's largest concentration of jobs; revitalizes downtown Inglewood; LAX, Green Line, South Bay, 105 connection; Maintenance/storage facilities of the Green Line in El Segundo can be utilized; Connectivity with existing Metro Rail Infrastructure, regional activity centers cements the corridor/stops as a regional destination with economic benefits to the community; Blighted lots next to Harbor Subdivision can be transformed. More cost-effective from the start for Prairie to have the same ridership it would have to be grade-separated. Airport connection/ROW corridor strengthens need for Prairie as a second phase for the future to create local regional transit | Alignments/Routes, Alternatives, Costs, Economic Development, Evaluation Criteria, Land Use, Vertical profile, Visual and Aesthetics | General Public |
| 181 | 10/30/2007 | Email | Westside AA provides opportunity to create integrated transportation network that can increase chances of federal funding. | Funding, General Comment | General Public |
| 182 | 10/30/2007 | Email | Connected regions would help to garner a larger share of the funding pie. This can be accomplished by moving the northern segment of Alternative #7 from a straight Crenshaw alignment to a Crenshaw/Venice/San Vicente/La Brea alignment to at least Wilshire via Mid-City. | Alignments/Routes, Alternatives, Funding | General Public |
| 183 | 10/30/2007 | Email | Consider expansion of station platforms from 3 car LRT to 4 car LRT trains. | Light Rail Transit, Stations, Transit Technologies/Modes | General Public |
| 184 | 10/17/2007 | Email | 4 basic alternatives through Inglewood, Crenshaw from Wilshire to Harbor Sub is a given. 4 Inglewood Alternatives commence: - Continue down Crenshaw to Green line or via Century to LAX - Along railroad to Prairie, then down Prairie to Green line or via Century to LAX - Along rail road to La Brea, then down La Brea to Green line and down to Hawthorne Plaza - Stay on railroad through downtown Inglewood to Lot C (Green line connection) | Alignments/Routes, Alternatives | Agency |
| 185 | 10/17/2007 | Email | Clarification - WHEN I MENTION THE MAYOR...I MEAN THE MAYOR WANTS LRT NO MATTER WHAT. NO BUSES. | Alternatives, Light Rail Transit, Transit Technologies/Modes | Agency |
| 186 | 10/17/2007 | Email | Crenshaw in Inglewood least beneficial route. Serves no specific trip generator and travels through residential only crossing 3 commercial streets. Adjacent residents not transit dependent. Topography not leant to LRT, leave bus which is already in place. | Alignments/Routes, Alternatives, Transit Technologies/Modes | Agency |

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|------------|------------|-------------------|---|--|-------------------|
| 187 | 10/17/2007 | Email | LA Brea 2nd least beneficial route. Although downtown Inglewood would benefit the ROW is narrow. Once past downtown there is nothing to be served. | Alignments/Routes, Alternatives | Agency |
| 188 | 10/17/2007 | Email | Prairie route will benefit future development re: Forum/Bay Meadows but they will develop with or without LRT or bus. | Alignments/Routes, Economic Development | Agency |
| 189 | 10/17/2007 | Email | Between Florence/Manchester ROW is problematic for LRT/Bus. Existing Prairie ROW will likely be needed to handle vehicle volumes so ceding part of the ROW south of Manchester will be difficult. | Alignments/Routes, Alternatives, ROW Acquisitions, Transportation Impacts | Electeds |
| 190 | 10/17/2007 | Email | Needed ROW could be gleaned from Forum, "Wal-Mart", or Bay Meadows property. Problems regarding impact of losing Prairie ROW south of Century remains. Inglewood redevelopment could embark on long-range clearance but would cause delays and impact costs. | Alignments/Routes, Costs, ROW Acquisitions, Transportation Impacts | Agency |
| 191 | 10/17/2007 | Email | Harbor Subdivision to LAX is the most beneficial/pragmatic. Direct service to the biggest trip generator in the area - airport. Almost no ROW issues - best candidate for LRT. | Alignments/Routes, Alternatives, Light Rail Transit, Purpose and Need, ROW Acquisitions, Traffic, Transportation Impacts | Agency |
| 192 | 10/17/2007 | Email | Don't foresee LRT along Crenshaw in immediate future - cost/physical constraints. Some sort of bus is likely what's in store. If Crenshaw gets bus then it's unlikely that any other street in Inglewood will get LRT. | General Comment | Agency |
| 193 | 10/17/2007 | Email | Harbor Sub Division is dedicated off street rail route with appropriate grades/curves. It would be easy to improve it as an extension of the Green line out of Lot C to Crenshaw as its terminus. | Alignments/Routes, Alternatives, Termini, Transit Technologies/Modes, Vertical profile | Agency |
| 194 | 11/5/2007 | Email | Need solutions that can be implemented quickly and adapted easily as demographics change. | Evaluation, General Comment | General Public |
| 195 | 11/5/2007 | Email | Support dedicated-lane rapid bus transit solutions they're less costly and can be implemented quickly. Support more buses and more intense scheduling, including weekends. | Alternatives, Costs, Evaluation Criteria, Rapid Bus | General Public |
| 196 | 11/5/2007 | Email | Need well-thought out transit solutions placed where needed and address lessening the impact on our communities. | Evaluation, Evaluation Criteria, Transportation Impacts | General Public |
| 197 | 11/5/2007 | Email | Crenshaw near Wilshire is low-density we recommend a dedicated rapid bus running North-South on Crenshaw. The service should connect with the dedicated lane bus service we expect to run East-West on Wilshire through Park Mile Specific Plan Area. Maintaining its low-density character in a quick cost effective manner. | Alignments/Routes, Alternatives, Costs, Historic/Cultural Resources, Land Use, Rapid Bus | General Public |

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|------------|------------|------------------------|--|---|-------------------------|
| 198 | 11/5/2007 | Email | Rail solutions would take longer to plan and implement, would be more expensive with high-impact to adjacent neighborhoods. North/South rail connections would disrupt the East-West traffic and bus flow. Therefore, I would recommend No Build on any rail alternative. | Alternatives, Neighborhoods, Transit Technologies/Modes, Transportation Impacts | General Public |
| 199 | 11/5/2007 | Email | Western is a better North/South route. It connects with all of the same East/West corridors under discussion; higher business density all the way south; connects with the existing Red Line at Wilshire/Western, which connects with transit routes citywide and it would be a quicker, more logical transit connection solution. | Alignments/Routes, Alternatives | General Public |
| 200 | 11/5/2007 | Email | Western runs through a dense area in Koreatown. Crenshaw North of the I-10 is low density. We would advocate much more strongly for a Western Avenue Alternative. | Alignments/Routes, Alternatives | General Public |
| 201 | 11/5/2007 | Email | Recommend studying a North/South corridor running down Western Avenue connecting with the Western/Wilshire subway station in the North, running south and branching off to the West at Exposition, Century, etc. | Alignments/Routes, Alternatives, Stations, Termini | General Public |
| 202 | 11/5/2007 | Email | Crenshaw does not connect to Koreatown as the published material suggests. Request that Metro (MTA) correct its maps, and review zoning and demographics to prevent other errors or errors of omission that exist in the current outdated disclosures. | General Comment | General Public |
| 203 | 10/17/2007 | Scoping Meeting Verbal | Support for a dedicated bus lane implementation is quicker and cheaper than rail solutions which have a higher impact on low-density communities. North-South rail would disrupt the East-West corridors. Regarding rail no-build is preferred. | Alternatives, Costs, Transit Technologies/Modes | Community Organizations |
| 204 | 10/17/2007 | Scoping Meeting Verbal | Western Ave is a better route why Crenshaw? Western is more heavily traveled and commercial with a direct connection to Wilshire and points south. | Alignments/Routes, Alternatives | Community Organizations |
| 205 | 10/22/2007 | Email | There are 4 fire stations in Inglewood and 1 in Lennox which are operated by LACOFD. Where these stations and emergency response times considered when alternatives/routes were drafted? | Alignments/Routes, Alternatives, Safety, Transportation Impacts | Agency |
| 206 | 10/29/2007 | Email | This project runs through an urbanized area and will not impact federally listed species, their critical habitat, or other sensitive biological resources. We have no authority or expertise with respect to your project, and we do not intend to submit comments. | Ecosystems | Agency |

| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------------|--|--|-------------------|
| 207 | 11/5/2007 | Email | The following should be referenced regarding alignments/alternatives: General Plans for LA, Inglewood, Hawthorne and LA County, as well as, LAX Master Plan FEIR. Circulation/land-use elements should be included from these documents. | Alignments/Routes, Alternatives, Evaluation Criteria, Land Use | General Public |
| 208 | 11/5/2007 | Email | Review Case Studies - Metro Orange, Red, Purple, Gold, Blue Lines; BART; CTA Elevated Train Lines; and Eugene Line TD EmX Line. | Evaluation, Evaluation Criteria | General Public |
| 209 | 11/5/2007 | Email | Existing transit network should be evaluated to ID current transit accessibility of activity centers. Consider surveys/studies conducted to ID usage from land-uses near transit stations | Evaluation Criteria, Land Use, Transportation Impacts | General Public |
| 210 | 11/5/2007 | Email | Alternatives should have stops with multiple transit stops converging. To accommodate centers w/poor transit access alternatives should contain stops with/in 1/4 mile. | Alternatives, Stations | General Public |
| 211 | 11/5/2007 | Email | Estimation of trips diverted/captured should include vehicle count reductions after line opens. Ridership reduction from existing service should be included/considered. | Evaluation Criteria | General Public |
| 212 | 11/5/2007 | Email | Consider: Noise (decibel measurement), Visual (vertical profile), Costs for multiple modes, Economic impact on land-use, Level of Service (speed, capacity, on-time performance Growth inducing impacts) | Costs, Economic Development, Environmental Impacts, Evaluation Criteria, Noise, Vertical profile | General Public |
| 213 | 10/11/2007 | Email | I received the NOP of EIR and the Scoping Information Brochure for the subject project . The maps in the brochure are not legible. Would you please provide maps of all the alternatives with better resolution? | Requests for information | Agency |
| 214 | 10/22/2007 | Letter | Proposed activities will not affect facilities under the jurisdiction of this department. | General Comment | Agency |
| 215 | 10/15/2007 | Scoping Meeting Written | Crenshaw is already congested. Losing lanes to build a rail system would increase congestion/commute times. Below grade must be utilized not at-grade. | Alternatives, Traffic, Transit Technologies/Modes, Transportation Impacts, Vertical profile | General Public |
| 216 | 10/15/2007 | Scoping Meeting Written | Study of number of accidents on Crenshaw should be conducted including potential for increased accidents with a rail system. | Safety | General Public |
| 217 | 10/15/2007 | Scoping Meeting Written | Loss of a lane for a rail line on Crenshaw could increase the number of auto related accidents. | Alternatives, Safety | General Public |

| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------------|--|---|-------------------------|
| 218 | 10/15/2007 | Scoping Meeting Written | Recommend against rail being built but must be safe if established. | Alternatives, Safety | General Public |
| 219 | 10/15/2007 | Scoping Meeting Written | System should have a security patrol on the platform and on the rail itself. Taggers/gangs may be an issue. Below-grade is preferred. | Alternatives, Safety, Security, Stations, Vertical profile | General Public |
| 220 | 10/11/2007 | Email | MIS showed that the highest ridership was from the most expensive option: a rail line that connected Wilshire to the Expo/Green Lines. This project will now succeed the Expo Line Phase Two as the top-priority for Metro. | General Comment | Community Organizations |
| 221 | 10/21/2007 | Email | I wish this project to be nothing short of a success and will endeavor to do anything I can from a grassroots perspective to support your efforts. | General Comment | Community Organizations |
| 222 | 10/11/2007 | Email | North-South LRT line is the next obvious successor to the East-West LRT that the Expo Line is for the Westside/Mid-City regions. This LRT line would facilitate FoGL efforts to connect the Green Line to LAX at Century/Aviation. | Alignments/Routes, Alternatives, Light Rail Transit, Termini | Community Organizations |
| 223 | 10/21/2007 | Email | A north-south rail line connecting the South Bay, Westside and Mid-City is vital for the future of the city. Not recommended - BRT, bus way, Rapid Bus or any other non-rail technology. | Alignments/Routes, Alternatives, Bus Rapid Transit, Light Rail Transit, Rapid Bus, Transit Technologies/Modes | Community Organizations |
| 224 | 10/21/2007 | Email | Recommend Crenshaw rail line connect directly to and have its trains access the Green Line. I recommend LRT be the technology of choice. | Alignments/Routes, Alternatives, Light Rail Transit, Transit Technologies/Modes | Community Organizations |
| 225 | 10/21/2007 | Email | Financial, political and planning resources for a potential Green Line/LAX People Mover connection at/adjacent to Century/Aviation should be tied to this Crenshaw Project. Resources would come from Metro, LADOT and LAWA - should we capitalize on current LAX reconfiguration efforts. | Alignments/Routes, Alternatives, Evaluation Criteria, Funding, Stations, Termini, Transit Technologies/Modes | Community Organizations |
| 226 | 10/21/2007 | Email | The minimum that this project should achieve is a light rail connection that has a northern terminus at Crenshaw/Exposition and Aviation/Imperial in order to connect the Expo Line to the Green Line; tying this with a Green Line/LAX Extension will hopefully facilitate this connection. | Alignments/Routes, Light Rail Transit, Termini | Community Organizations |
| 227 | 10/21/2007 | Email | Utilizing Crenshaw and the Harbor Subdivision ROW will encourage the highest ridership and be the most cost-effective routing. | Alignments/Routes, Alternatives, Costs | Community Organizations |

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|------------|------------|-------------------------|---|--|-------------------------|
| 228 | 10/21/2007 | Email | If the Harbor Subdivision ROW is selected, appropriate land acquisition to achieve a widened ROW and facilitate any needed grade separation will be essential. | ROW Acquisitions, Vertical profile | Community Organizations |
| 229 | 10/21/2007 | Email | As with the discussions occurring in the Green Line Interagency Task Force, both LRT as well as Metrolink/DMU access on the ROW must be preserved for the future. LRT and DMU/Metrolink are not mutually exclusive for this vital ROW corridor. | Alternatives | Community Organizations |
| 230 | 10/21/2007 | Email | A subway portion of this LRT could proceed north of Exposition to connect with the Wilshire Corridor. If not, I recommend this connection be budgeted to either a first westward extension of a subway or another future transit project. | Alignments/Routes | Community Organizations |
| 231 | 10/21/2007 | Email | Rapid Bus should be enhanced on Hawthorne, Prairie and/or Crenshaw for the future. Consideration for future South Bay rail extensions should include a loop extending south of the ROW down Hawthorne/Prairie Blvds beyond the 105 freeway to South Bay Galleria Mall and back up the ROW to the Green Line terminus. | Alignments/Routes, Alternatives, Rapid Bus, Termini, Transit Technologies/Modes | Community Organizations |
| 232 | 10/20/2007 | Scoping Meeting Verbal | Overwhelming interest in underground transportation. Don't understand the technology offered. Applaud MTA for coming out and making this kind of outreach - the feeling is that this did not happen with Expo. We can learn our lessons from Expo in the development of this plan. | Public outreach, Transit Technologies/Modes, Vertical profile | General Public |
| 233 | 10/9/2007 | Email | We have a short meeting on Nov 7th and a general open neighborhood council meeting on Nov 20th. We want to have ample opportunity to provide input at every stage including the definition of the scope of the EIR. | Public outreach | Community Organizations |
| 234 | 10/15/2007 | Scoping Meeting Verbal | Are the streets being considered large enough for bus or rail. Eminent domain is a concern. | ROW Acquisitions, Transit Technologies/Modes | General Public |
| 235 | 11/4/2007 | Email | Concerned about mass transit along Crenshaw Blvd. Prefers subway. At-grade, it would be catastrophic for daily commutes and the quality of life. Concerned about environmental racism. Wants same standards applied this community as would be to another. | Alternatives, Environmental Justice, Traffic, Transit Technologies/Modes, Transportation Impacts, Vertical profile | General Public |
| 236 | 10/20/2007 | Scoping Meeting Written | EJ, grade-separation, underground at Dorsey, regional connectivity, best land-use. | Environmental Justice, Evaluation Criteria, Land Use, Transit Technologies/Modes, Vertical profile | Community Organizations |

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|------------|------------|-------------------------|---|---|-------------------|
| 237 | 10/9/2007 | Email | Please include Caltrans as a participating agency for this project. We will be sending a representative to the interagency scoping meeting on October 16. | General Comment | Agency |
| 238 | 10/17/2007 | Scoping Meeting Written | Prefer LRT Alternatives #10 or #7. Ensure double gates at every intersection. Station at Vermont/Crenshaw. Information should be shared with neighborhood councils, CRA, CAC's, merchant associations. | Alignments/Routes, Alternatives, Light Rail Transit, Public outreach, Safety, Stations, Transit Technologies/Modes | General Public |
| 239 | 11/2/2007 | Email | Project needs to be underground, with the same standards in South LA as you would treat Hancock Park. | Environmental Justice, Vertical profile | General Public |
| 240 | 10/22/2007 | Phone | Like the idea of having a connection to the red line from Western/Wilshire and connecting to the Expo line. This is needed so people won't need to use their cars and can use public transportation. | Alignments/Routes, Alternatives, Land Use, Purpose and Need | General Public |
| 241 | 10/19/2007 | Letter | This project will not have an impact on library services. | Environmental Impacts | Agency |
| 242 | 11/6/2007 | Email | Prefer LRT. Harbor Sub should be reserved for regional system - Metrolink is preferred and could connect to Union Station, South Bay and LAX. Preference is for Alternative #9 if Harbor Sub and Florence could accommodate both LRT/Regional rail system. If not Alternative #10 is preferred. | Alignments/Routes, Alternatives, Light Rail Transit, Transit Technologies/Modes, Vertical profile | General Public |
| 243 | 10/19/2007 | Letter | The scope of the proposed project should be expanded to include a LRT connection between the Metro Green Line and LAX terminal facilities. Not doing so may cause increased congestion in the areas between the proposed transit routes and the terminal. | Alignments/Routes, Alternatives, Light Rail Transit, Termini, Transportation Impacts | Electeds |
| 244 | 10/15/2007 | Scoping Meeting Verbal | On surface or high capacity below grade is what should be considered. Connectivity is not related solely to another line. The southern route should consider getting to LAX not the Green line. The northern route should consider allowing for westerly transitions with the potential for a North Hollywood connection. Consider park and ride. | Alignments/Routes, Alternatives, Goals and Objectives, Parking, Transit Technologies/Modes, Vertical profile | Agency |
| 245 | 10/20/2007 | Scoping Meeting Verbal | LRT will affect the quality of life for this area. This is a beautiful area and as an affluent minority community we want the same quality of life and considerations as Beverly Hills/Hancock Park. Subway is preferred. | Alternatives, Environmental Justice, Historic/Cultural Resources, Light Rail Transit, Vertical profile, Visual and Aesthetics | General Public |
| 246 | 10/20/2007 | Scoping Meeting Verbal | This community is used frequently for filming. What effect will this project have on the industry? This community could lose \$25,000/day from filming - if the project is at-grade. | Economic Development, Vertical profile | General Public |

| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------------|--|--|-------------------|
| 247 | 10/18/2007 | Letter | Recognize significance of providing transit to passengers of Los Angeles International Airport. | Alignments/Routes, Alternatives, Evaluation, Evaluation Criteria | Agency |
| 248 | 10/18/2007 | Letter | LAX MP includes a proposed Automated People Mover (APM) to connect the Central Terminal Area to an Intermodal Transportation Center (ITC) at the northeast corner of Aviation Boulevards and Imperial Highway. | General Comment | Agency |
| 249 | 10/18/2007 | Letter | A Crenshaw-Prairie transit line, an extension of the Green Line, buses and an Automated People Mover to LAX could all interface at this facility. | Alignments/Routes, Alternatives, Evaluation Criteria, Stations, Transit Technologies/Modes | Agency |
| 250 | 10/18/2007 | Letter | Success of the CP Corridor will depend on the ability of passengers to easily transfer between this corridor, the Green Line and the Exposition Line. Consider the need to provide seamless transfers between these lines particularly for riders such as airline passengers with luggage. | Alignments/Routes, Evaluation, Evaluation Criteria | Agency |
| 251 | 10/18/2007 | Letter | When selecting mode consider the narrow ROW along the west side of Aviation between Century and Imperial Highway and how an extension of the Green Line to the north can be accommodated within this corridor segment. | Alignments/Routes, Evaluation, Transit Technologies/Modes | Agency |
| 252 | 10/18/2007 | Letter | LAWA will work with Metro and the FAA to help develop solutions to overcome concerns of the FAA that the overhead catenary lines which power the light rail vehicles may interfere with the navigation equipment for aircraft landing. | Alternatives, Light Rail Transit, Safety, Transit Technologies/Modes, Transportation Impacts | Agency |
| 253 | 10/18/2007 | Letter | Consider installation of light rail along the west side of Aviation Boulevard. | Alignments/Routes, Light Rail Transit | Agency |
| 254 | 10/18/2007 | Letter | LAWA recommends that the EIS/EIR develop ridership projections for each mode/route studied. | Evaluation, Evaluation Criteria | Agency |
| 255 | 10/20/2007 | Scoping Meeting Verbal | Crenshaw/Leimert should not be left behind. LRT will be the best investment for this community. This area should be a tourist stop. Grade separated is preferred. Other areas in the city are connected Crenshaw should be also. | Economic Development, Light Rail Transit, Purpose and Need, Transit Technologies/Modes, Vertical profile | General Public |
| 256 | 10/17/2007 | Scoping Meeting Written | Favor a fixed-route from Wilshire/Crenshaw to Aviation Station (Green Line). | Alignments/Routes, Termini | General Public |
| 257 | 10/31/2007 | Email | Enhanced access to communities North of the corridor is needed and should be considered. | Alternatives, Evaluation Criteria, Purpose and Need, Termini | General Public |

CRENSHAW - PRAIRIE TRANSIT CORRIDOR PROJECT

| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------------|---|--|-------------------|
| 258 | 10/31/2007 | Email | Luggage friendly vehicles should be used - logical choice for airport ground transportation. | General Comment | General Public |
| 259 | 10/17/2007 | Scoping Meeting Written | Favor BRT or LRT over surface, cross-traffic, with QUAD crossing gates at key intersections. | Bus Rapid Transit, Light Rail Transit, Traffic, Vertical profile | General Public |
| 260 | 10/17/2007 | Scoping Meeting Written | Change how real estate is taxed so that increases in land values near fixed transit routes/stations will provide funding | Funding | General Public |
| 261 | 10/20/2007 | Scoping Meeting Verbal | Do members of Metro/project live in the area? What is your experience and who organized this? Handouts should be available. Information should be mailed to residents. | Requests for information | General Public |
| 262 | 11/2/2007 | Email | How much of the revenue generated flow back into the community. If approved this project will contribute to the loss of minority businesses. | Economic Development, Environmental Justice | General Public |
| 263 | 11/2/2007 | Email | Prefer No-Build alternative. Rail is not conducive with the image/reputation in Leimert Park. Prefer the comfort/safety of my car and would not use the rail system. | Alternatives, Historic/Cultural Resources, Visual and Aesthetics | General Public |
| 264 | 11/2/2007 | Email | Proposed system will not mitigate existing traffic congestion. Increase in pedestrian traffic will have a negative affect on residents. | Alternatives, Pedestrians, Traffic, Transportation Impacts | General Public |
| 265 | 11/2/2007 | Email | Resolutions to reduce pollution/improve air quality to be targeted toward motorists. | Air Quality, Environmental Impacts | General Public |
| 266 | 10/20/2007 | Scoping Meeting Verbal | Rapid transit is needed this is one of the reasons LA has not achieved parity with other international cities. Concerned about the impact that at or above grade trains would have on Leimert Park. Leimert/Baldwin Hills property value should be preserved. At/above grade would be more detrimental than positive. Visual/aesthetic would be negatively impacted. We want the same quality of life as other communities. | Environmental Justice, Purpose and Need, Transit Technologies/Modes, Transportation Impacts, Vertical profile, Visual and Aesthetics | General Public |
| 267 | 10/20/2007 | Scoping Meeting Verbal | What is the most cost effective and quickest? Articulated bus would be the quickest and cheapest and best for the community. Getting money from DC would take time. | Alternatives, Bus Rapid Transit, Costs, Funding, Rapid Bus, Transit Technologies/Modes | General Public |
| 268 | 10/31/2007 | Letter | Crenshaw is the heart of the African-American business/cultural community. | Historic/Cultural Resources | General Public |
| 269 | 10/31/2007 | Letter | Alternatives should be effective/efficient and support community needs. | Alternatives, Goals and Objectives | General Public |

| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------|--|---|-------------------|
| 270 | 10/31/2007 | Letter | Only TSM bus option should be advanced to the next stage for evaluation. BRT Alternatives, 3,4 ,5 and 6 do not provide measurable improvement over the existing or the proposed TSM alternative. To reach an LPA the BRT should be removed from further consideration. | Alternatives, Bus Rapid Transit, Evaluation, Transit Technologies/Modes | General Public |
| 271 | 10/31/2007 | Letter | Subway should be added to rail alternatives. Subway alternative will empower community to reach a LPA with support. | Alternatives, Transit Technologies/Modes, Vertical profile | General Public |
| 272 | 10/31/2007 | Letter | Supportive of LRT as appropriate rail technology for evaluation. Alternatives 7-10 operate at speeds that would save little, if any travel time over expanded bus service. Railway with its own guideway speeds provide a real advantage over bus service. | Alternatives, Light Rail Transit, Transit Technologies/Modes, Transportation Impacts | General Public |
| 273 | 10/31/2007 | Letter | Without an unused rail corridor the guideway will have to be aerial or subway. Only by operating the LRT in subway mode would the communities goals be achieved. | Goals and Objectives, Light Rail Transit, Vertical profile | General Public |
| 274 | 10/31/2007 | Email | Crosswalks at Crenshaw/MLK need to be better ADA accessible. Can walkway located adjacent to I-10 from Crenshaw to Buckingham be removed? | ADA | Agency |
| 275 | 10/31/2007 | Email | Sensitivity regarding scale/character/design should be considered when identifying alignments/mode. | Alignments/Routes, Transit Technologies/Modes, Visual and Aesthetics | Agency |
| 276 | 10/31/2007 | Email | Circulation, mobility, retention and enhancement of existing character within the residential neighborhoods and commercial corridors needs to be considered. | Evaluation, Evaluation Criteria, Neighborhoods, Visual and Aesthetics | Agency |
| 277 | 10/31/2007 | Email | Transit needs to be connected to existing rail/bus systems and should be expanded south of Western. More parking adjacent to proposed transit stations needed, consider pros and cons of aerial transit stations. | Alignments/Routes, Alternatives, Evaluation, Evaluation Criteria, Parking, Stations, Transit Technologies/Modes | Agency |
| 278 | 10/12/2007 | Letter | Objectives of this project and study need to be made clear. | General Comment | General Public |
| 279 | 10/12/2007 | Letter | Crenshaw Line should have regional connectivity objectives as well. This should be weighed at least as much as the needs of individual neighborhoods or developments. Alignments that do not serve these higher needs should be discouraged. | Alignments/Routes, Evaluation Criteria, Goals and Objectives, Neighborhoods, Purpose and Need | General Public |

| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------|---|--|-------------------|
| 280 | 10/12/2007 | Letter | Crenshaw LRT vehicles need to have physical access to the Green Line and the Long Beach and El Segundo maintenance/facility yards. Alignments that intercept the Green Line at Hawthorne/Crenshaw will not provide this opportunity. Aviation alignment not only provides this connection - it is already built - it allows the option of extending Green Line service up the Crenshaw corridor and visa-versa. | Alignments/Routes, Alternatives, Light Rail Transit | General Public |
| 281 | 10/12/2007 | Letter | North Coast Line may be built after the Crenshaw Line, but knowing of its eventuality may influence how citizens see the alternatives. | General Comment | General Public |
| 282 | 10/12/2007 | Letter | If Crenshaw line becomes an isolated shuttle, it will not effectively interface with other connected rail lines resulting in a future rail system less useful. | General Comment | General Public |
| 283 | 10/12/2007 | Letter | A new segment from Aviation to Lot C along Century Blvd should be added to the Crenshaw corridor map. | Alignments/Routes | General Public |
| 284 | 10/12/2007 | Letter | If LAWA decides to help build an extension of the Green Line to Century Blvd, Lot C segment of the Crenshaw Line would allow closer access to LAX. | General Comment | General Public |
| 285 | 10/12/2007 | Letter | Crenshaw service could alternate between an El Segundo and an LAX destination with little if any additional operating cost. This Aviation-Airport segment would be the keystone linking most of the MTA's rail lines with each other and to one of the region's critical activity centers. | Alignments/Routes, Alternatives | General Public |
| 286 | 10/12/2007 | Letter | Adding "regional connectivity" as a transcending objective of this project and study. | General Comment | General Public |
| 287 | 11/2/2007 | Letter | Consider upcoming 2008 RTP and RTIP, as well as, the state facility that is undergoing planning, design, construction and other on-going operation/maintenance improvements. | Construction, Evaluation Criteria, Purpose and Need, Visual and Aesthetics | Agency |
| 288 | 11/2/2007 | Email | The potential for the North-South corridor attracting riders by creating an East-West connection is beneficial to the region. Agencies should cooperate to ensure proper traffic circulation. | Purpose and Need, Traffic | Agency |
| 289 | 11/2/2007 | Email | Future planning coordination should be provided to determine constraint and minimize potential impact mitigation. | General Comment | Agency |

| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------|---|---|-------------------|
| 290 | 11/2/2007 | Email | Traffic study in advance of the DEIR should be prepared to analyze traffic circulation issues that would impact the agency's facility. It's anticipated that where the transit corridor alignment crosses the state facility, an encroachment permit will be required for working within the state ROW. | Alignments/Routes | Agency |
| 291 | 11/2/2007 | Email | Conceptual/preliminary project proposal details related to station coordination with state system should be coordinated ASAP to facilitate development of alternative options. | Evaluation, Evaluation Criteria, Stations | Agency |
| 292 | 11/2/2007 | Email | Lead agency should initiate coordination at the intersection of I-10/Crenshaw, it is understood that the Expo at Crenshaw station is in its final design and could complicate design options available. | Stations | Agency |
| 293 | 11/2/2007 | Email | It's not clear if Expo Phase 2/Westside are included or not in other alternatives under consideration except the no-build alternative. | Alternatives | Agency |
| 294 | 11/2/2007 | Email | Identification of suitable range of alternatives is dependent on a well-defined purpose and need statement. The purpose and need statement in the Scoping Brochure (September 2007) needs further development prior to screening the alternatives. | Purpose and Need | Agency |
| 295 | 11/2/2007 | Email | Referencing documents does not constitute stating the purpose and need statement. | Purpose and Need | Agency |
| 296 | 11/2/2007 | Email | Please provide scoping responses from LAWA, LAX and LADOT when available. We would like to be aware of identified concerns/issues that may affect coordination effort. | Requests for information | Agency |
| 297 | 10/18/2007 | Email | Prefer LRT options particularly Alternative 7 that uses the Harbor Subdivision ROW. This should be considered a regional project with LAX as a major component. | Alignments/Routes, Alternatives, Evaluation Criteria, Light Rail Transit, Termini, Transit Technologies/Modes | General Public |
| 298 | 10/18/2007 | Email | A connection to the Green Line and service to south/west to South Bay should be provided. Use of the Green line also provides access to the rail yard. Better use of existing infrastructure. | Alignments/Routes, Alternatives, Goals and Objectives | General Public |
| 299 | 10/24/2007 | Letter | Accept designation as a participating agency and will provide comment. Project anticipated to need permits for crossings or encroachments of our facilities. Guidance will be offered at appropriate time. | General Comment | Agency |
| 300 | 11/5/2007 | Email | Why in this community is at-grade safety not a priority to ensure safety for school children? | Environmental Justice, Goals and Objectives, Safety, Vertical profile | General Public |
| 301 | 11/5/2007 | Email | Is there an EIS on the effect of at-grade rail on residential property values. If so, what/where are the results? If not, why? | Economic Development, Evaluation Criteria | General Public |

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| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------------|---|---|-------------------------|
| 302 | 11/5/2007 | Email | Rail policy indicates that if a project has over 50,000 commuters the train must be grade separated. Why is proposed Crenshaw-Prairie train not grade-separated? | Environmental Justice, Evaluation Criteria, Transit Technologies/Modes, Vertical profile | General Public |
| 303 | 10/20/2007 | Scoping Meeting Written | EJ, not at grade, underground at Dorsey, no bus, regional connectivity. | General Comment | General Public |
| 304 | 11/6/2007 | Letter | No Department of Defense installations will be affected by the project. | General Comment | Agency |
| 305 | 11/1/2007 | Email | CEQA requires EIR to discuss inconsistencies between the proposed project and the applicable general plans/regional plans. | General Comment | Agency |
| 306 | 11/1/2007 | Email | Document must analyze growth/land use impacts of each alternative along the corridor. Design requirements to preserve open space/minimize impacts to adjacent residential land uses must be addressed. | Environmental Impacts, Land Use | Agency |
| 307 | 11/1/2007 | Email | Document must analyze the impact of development on minority communities. | Environmental Justice | Agency |
| 308 | 11/1/2007 | Email | Document must consider impacts of tunneling to mitigate traffic, land use, noise and air quality associated with above ground uses. Impacts of above ground transit/ROW/stations on existing roadways and recommend improvements. | Air Quality, Evaluation Criteria, Land Use, Noise, ROW Acquisitions, Stations, Transportation Impacts, Vertical profile | Agency |
| 309 | 11/1/2007 | Email | Consider parallel enhanced transit services - HOV lanes, metering, TDM, park and ride. Potential land use conflicts from operation of above ground transit service. | Land Use, Parking, Vertical profile | Agency |
| 310 | 11/1/2007 | Email | ID non-point source pollution from construction/operation of rail line. Public health impacts that may result from the project. Increase population due to enhanced transit service. | Air Quality, Environmental Impacts, Evaluation Criteria | Agency |
| 311 | 10/20/2007 | Scoping Meeting Written | Trains must be below-grade to protect children. Implement environmental justice. Don't spend money on this project until it can be completed. | Costs, Environmental Justice, Evaluation Criteria, Safety, Vertical profile | Community Organizations |
| 312 | 10/17/2007 | Scoping Meeting Written | Is it possible to extend the DASH LINE that runs Pico/Rimpau to Baldwin Hills Shopping Center be extended to Wilshire (up Rimpau?)? | General Comment | General Public |
| 313 | 10/20/2007 | Scoping Meeting Written | EJ, below-grade, no buses, regional connectivity. | Bus Rapid Transit, Environmental Justice, Rapid Bus, Vertical profile | General Public |

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| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------------|--|--|-------------------|
| 314 | 10/3/2007 | Email | Yes we'd like to be a participating agency. Since we have no travel budget and can't attend the Oct. 16 interagency scoping meeting in person, we're hoping we can join via teleconference. Can we call in? | Requests for information | Agency |
| 315 | 10/4/2007 | Letter | Send SCAQMD a copy of the DEIR upon its completion. In addition, send all appendices or technical documents related to the air quality analysis and electronics versions of all air quality modeling and health risk assessment files. | Air Quality | Agency |
| 316 | 10/4/2007 | Letter | SCAQMD recommends that the Lead Agency use the ACAQMD handbook as guidance when preparing its air quality analysis. | Air Quality, Evaluation | Agency |
| 317 | 10/4/2007 | Letter | Identify any potential adverse air quality impacts that could occur from all phases of the projects and all air pollutant sources related to the project. Including impacts from construction and operations. | Air Quality, Construction, Environmental Impacts | Agency |
| 318 | 10/4/2007 | Letter | The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. SCAQMD has also developed both regional and localized significance thresholds. Lead agencies should quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. | Air Quality, Environmental Impacts, Evaluation, Evaluation Criteria | Agency |
| 319 | 10/4/2007 | Letter | SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). It is recommended that the lead agency perform a localized significance analysis by either using the LST's developed by the SCAQMD or performing dispersion modeling as necessary. | Air Quality, Environmental Impacts, Evaluation | Agency |
| 320 | 10/4/2007 | Letter | It is recommended that lead agencies from projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included. | Air Quality, Environmental Impacts, Evaluation, Transportation Impacts | Agency |
| 321 | 10/4/2007 | Letter | If a project generates significant adverse air quality impacts, CEQA requires mitigation measures be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. | Air Quality, Environmental Impacts | Agency |
| 322 | 11/6/2007 | Email | LADOT will be a participating agency. | General Comment | Agency |
| 323 | 10/20/2007 | Scoping Meeting Written | Grade-separated unground preferred, EJ, underground at Dorsey, no bus, regional connectivity, best land-use. | General Comment | General Public |

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| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|------------------------|--|--|-------------------|
| 324 | 11/6/2007 | Fax | I do not consider this progress, perhaps the intention is to embezzle progress for a particular ethnic group. Build the Metro in white/affluent neighborhoods. It's their turn to shoulder the responsibility of disrupted neighborhoods. We have been victimized too long. | Environmental Justice | General Public |
| 325 | 11/6/2007 | Fax | Only 2 families in the immediate area received the brochure - why? | General Comment | General Public |
| 326 | 11/6/2007 | Fax | You have double standards. The event was filmed without permission of the residents. Your actions reveal that you have indulged in underhanded, sinister executions. You are foolishly empowered by status and position. you take that which belongs to others. | General Comment | General Public |
| 327 | 11/6/2007 | Fax | The meeting lacked preparation for such a serious project. It was also unprincipled and secretive. Protocol should include every home receive the same brochure. Copies of information disseminated at meetings should be mailed to homes. Is USC connected with this project? | General Comment | General Public |
| 328 | 10/20/2007 | Scoping Meeting Verbal | Why was Crenshaw selected over Vermont, Figueroa or another street? How will the community/residents be affected? There will be noise, people may be forced out? Who is paying for this project? Does Councilman Parks support it? What grade will be selected? | Alignments/Routes, Alternatives, Costs, Environmental Justice, Noise, Vertical profile | General Public |
| 329 | 11/20/2007 | Letter | Expand scope to include connection between Green line/LAX terminal facilities. Not doing so will cause increased congestion between proposed transit routes and the terminals. | Alignments/Routes | Agency |
| 330 | 10/31/2007 | Email | An express north-south line that goes through a majority of the metro area of the City is needed ASAP. | Alignments/Routes, Purpose and Need | Agency |
| 331 | 10/31/2007 | Email | Comments from Inglewood meeting were - Crenshaw/Wilshire origination point is not viable. Better options for stops include: La Brea, Wilshire, Red Line station at Western or Expo at Crenshaw. Western best of the three options. | Alignments/Routes, Stations, Termini | Agency |
| 332 | 10/31/2007 | Email | Utilizing the Harbor Subdivision would be great. Should not be used only for this one line. | Alignments/Routes | Agency |
| 333 | 10/31/2007 | Email | Comments from Inglewood meeting were - La Brea more realistic station for subway to the sea than Crenshaw. Western best option to move people through center of city if the majority of route is down Crenshaw. | Alignments/Routes | Agency |

| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------------|---|---|-------------------------|
| 334 | 10/31/2007 | Email | Transit line needs to go to the airport and connect to the green line. Stop at Aviation and Century is vital or the line is not worth consideration. | Alignments/Routes, Purpose and Need, Stations | Agency |
| 335 | 10/31/2007 | Email | Considering the width of Crenshaw especially between Wilshire/Olympic & King/Vernon a super rapid bus traveling West on Florence would be best. | Alignments/Routes, Alternatives, Evaluation Criteria, Rapid Bus, Transit Technologies/Modes | Agency |
| 336 | 10/31/2007 | Email | Widening the street for LRT or dedicated bus lane will have too many negative impacts on residents, businesses, pedestrian oriented store-fronts. | Alternatives, Bus Rapid Transit, Evaluation Criteria, Land Use, Light Rail Transit, Neighborhoods, Transit Technologies/Modes, Transportation Impacts | Agency |
| 337 | 10/31/2007 | Email | Limited stops at the following stations would be sufficient: Wilshire/Western, Crenshaw/Expo, Crenshaw/King, Crenshaw/Florence, Aviation/Century, Green Line Station/Aviation. | Alignments/Routes, Stations | Agency |
| 338 | 10/31/2007 | Email | Consider incorporating Pico Transit Center into route. Consider Rapid bus on La Brea, a line originating at Hollywood/Highland with a stop at the Pico Transit Center. Additional stops could include: Santa Monica, Beverly, Wilshire, Expo station, Slauson and Florence. Bus could then travel West to Aviation/Century and the Green Line station. Crenshaw riders could access La Brea to the Airport line, Expo, Pico Transit Center or Wilshire Bus. | Alignments/Routes, Alternatives, Bus Rapid Transit, Rapid Bus, Stations, Transit Technologies/Modes | Agency |
| 339 | 10/25/2007 | Email | The Dept. of Defense does not have jurisdiction nor relevant information to this project. We will not be participating in the process and will not provide comments. | General Comment | Agency |
| 340 | 10/8/2007 | Letter | The transit route should be the South Bay rail line - it provides a destination to the line rather than a street name. Costs associated with running the rail need to be considered. | Alignments/Routes, Alternatives, Costs, Transit Technologies/Modes | General Public |
| 341 | 10/8/2007 | Letter | Running the rail on the Hawthorne ROW, would allow it to service the Hawthorne Mall, South Bay Galleria and ultimately terminating at the Del Amo Mall. There is a transit center associated with the Del Amo Mall that will give riders a way to complete their journey by Gardena and Torrance buses and the MTA. Running the rail through the South Bay on Crenshaw will not properly service the needs of the community. | Alignments/Routes, Alternatives, Purpose and Need, Stations, Transit Technologies/Modes | General Public |
| 342 | 10/20/2008 | Scoping Meeting Written | Grade-separated, EJ implemented, no bus, best land-use and regional connectivity. | Alternatives, Environmental Justice, Evaluation Criteria, Land Use, Purpose and Need, Vertical profile | Community Organizations |

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| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------------|--|--|-------------------------|
| 343 | 10/17/2007 | Email | Since opening the Alameda Corridor the train usage of the Santa Fe ROW has diminished. Upgrading of this line would be less money for the county and relieve congestion faster than building a LRT. I am not suggesting that the LRT be abandoned just that you consider ideas for South Bay. | Alignments/Routes, Alternatives, Costs, Evaluation Criteria, Light Rail Transit, Purpose and Need, Transit Technologies/Modes | General Public |
| 344 | 10/17/2007 | Email | Using the Santa Fe line could help relieve traffic from the 405. Commute time from LAX-Union Station would be shorter on the LRT lines - green, blue and red. | Alignments/Routes, Alternatives, Evaluation Criteria, Purpose and Need, Traffic | General Public |
| 345 | 10/17/2007 | Email | Union Station to Santa Fe Harbor could run along Slauson to Inglewood, LAX at Imperials/Aviation, El Segundo/Manhattan Beach, Redondo Beach South Bay Galleria, Torrance at Wilson Park, Harbor City/Carson, Wilmington then South Long Beach along Union Pacific, North Long Beach, Paramount, Bell and the City of Commerce. This could connect to an existing Metro Link line. Trains could run Bi-directional hourly serving Union Station and LAX, connecting Blue/Green lines. | Alignments/Routes, Alternatives, Stations, Termini, Transit Technologies/Modes | General Public |
| 346 | 10/17/2007 | Email | MTA's LRT is not timely. Green line is not convenient for passengers with luggage there is no place to stow bags. | General Comment | General Public |
| 347 | 10/10/2007 | Email | LRT is the best option unless subway is a viable option. Terminating at Wilshire/La Brea via Venice Blvd. and San Vicente instead of Wilshire/Crenshaw. | Alignments/Routes, Alternatives, Light Rail Transit, Termini, Transit Technologies/Modes, Vertical profile | General Public |
| 348 | 10/10/2007 | Email | LRT with Wilshire/La Brea termini could extend North to the Red Line with a possible extension to the Purple Line. | Alignments/Routes, Alternatives, Light Rail Transit, Termini, Transit Technologies/Modes | General Public |
| 349 | 10/10/2007 | Email | Ideal Southern path would be LA Brea/San Vicente/Venice/Crenshaw to the Harbor Sub to La Brea/Century back to Harbor Subdivision to Artesia for a station at South Bay Galleria. | Alignments/Routes, Alternatives, Stations, Termini | General Public |
| 350 | 10/31/2007 | Email | I'd like to request a meeting with the West Angeles team and it's key leaders. West Angeles, as the second largest land owner on Crenshaw Boulevard and its largest employer, is highly interested in contributing to the Crenshaw-Prairie Transit Corridor Study and Implementation. | General Comment, Requests for information | Community Organizations |
| 351 | 10/20/2007 | Scoping Meeting Written | Grade separated, EJ implemented, best land-use, regional connectivity, no bus | Bus Rapid Transit, Environmental Justice, Evaluation Criteria, Goals and Objectives, Land Use, Rapid Bus, Transit Technologies/Modes, Vertical profile | Community Organizations |

CRENSHAW - PRAIRIE TRANSIT CORRIDOR PROJECT

| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------------|--|--|-------------------------|
| 352 | 10/17/2007 | Scoping Meeting Verbal | Public transportation on Crenshaw should be enhanced and more frequent. Wait times for buses especially on the weekends can be up to an hour. | General Comment | General Public |
| 353 | 10/23/2007 | Email | Don't understand why a train down Crenshaw is being considered. What about the 405? | Alignments/Routes, Alternatives, Transit Technologies/Modes | General Public |
| 354 | 10/23/2007 | Email | Consider a rail system from the Valley to Long Beach. This would have a great impact on LA. | Alignments/Routes, Alternatives | General Public |
| 355 | 10/23/2007 | Email | I travel the 405 daily from Inglewood-Century City. If this route had a train I would use it and help the environment. | Alignments/Routes, Alternatives, Environmental Impacts, Purpose and Need, Transit Technologies/Modes | General Public |
| 356 | 10/15/2007 | Scoping Meeting Written | Consider the special needs of blind and visually impaired travelers. 1. Automated talking announcements at each stop 2. Detectable warnings at platforms for safety 3. Loading boxes so blind or wheelchair users can tell where door openings are 4. Audible signals/vibrating signals at intersections of transfers to stations 5. Large print signage that meets ADA requirements 6. Textured designated tactile path to be able to follow to elevators, status - platforms | ADA | Community Organizations |
| 357 | 9/7/2007 | Email | There's an error on the study area map, La Cienega is mislabeled as La Tijera. We believe La Cienega offers an additional potential LRT route connecting the Harbor Subdivision right-of-way and the Expo Line, to complement any LRT or BRT along Crenshaw. | Alignments/Routes, Alternatives, Bus Rapid Transit, Light Rail Transit, Transit Technologies/Modes | Agency |
| 358 | 10/17/2007 | Scoping Meeting Written | Once there was good transportation to downtown LA with a rail system. It can be done again but not through Crenshaw. By using Hawthorne Blvd it would leave room in the future all the way to Pacific Coast Hwy. Going north through Inglewood it would help downtown grow again. This route will not interfere with transmission at LAX. Later you can focus on Crenshaw expansion, PCH, Santa Monica and Long Beach. My dream was a Mono Rail so you could sight see also. | Alignments/Routes, Alternatives, Purpose and Need | General Public |
| 359 | 10/16/2007 | Letter | The FAA has not yet determined whether to accept or decline your invitation. It is our intent to participate in the agency scoping meeting on October 16, 2007 and to make a determination following that meeting. | General Comment | Agency |

| Comment ID | Date | Source of Comment | Comment | Topic | Type of Commenter |
|------------|------------|-------------------------|---|---|-------------------|
| 360 | 10/16/2007 | Letter | Several of the preliminary alternatives/alignment options presented in the scoping document may involve the use of airport property at LAX and may also involve construction in the vicinity of the airport. There are federal contractual obligations regarding use of airport land for non-aeronautical purposes, as well as, the construction of objects on or in the vicinity of airports that may affect navigable airspace. | Alignments/Routes, Alternatives, Evaluation Criteria | Agency |
| 361 | 11/7/2007 | Letter | FAA is declining to participate as a cooperating agency. Potential impacts to the airfield/air space should be included in the AA. Send copies of the AA/EIS/EIR to the FAA, as well as, all appendices/technical documents. | Evaluation, Transportation Impacts | Agency |
| 362 | 11/7/2007 | Letter | 3 of the 4 LRT alternatives are projected to operate along Aviation and have the potential to interfere with instrument approach navigation aids. There is potential for physical/electromagnetic interference to radio/NavAid facilities. Metro must coordinate with the FAA Air Traffic Organization (ATO) prior to design implementation to determine impacts. | Alternatives | Agency |
| 363 | 11/7/2007 | Letter | Woodside Natural Gas, Ocean Way is proposing natural gas lines along Westchester Blvd. | Evaluation, Utilities | Agency |
| 364 | 11/7/2007 | Letter | It is necessary to notify the FAA with any proposal that would exceed certain elevations. Because the project is 10 miles in length Metro needs to file the FAA Form 7460-1, Notice of Proposed Construction/Alteration. | Construction, Evaluation, Vertical profile | Agency |
| 365 | 10/20/2007 | Scoping Meeting Written | Opposed to a train. We want an extended bus service like the Orange line. The Crenshaw community is a valuable asset and we are against destruction of the black community. Businesses would be hurt. Put the train down the 110 which is a natural thoroughfare. | Alignments/Routes, Alternatives, Bus Rapid Transit, Environmental Justice, Light Rail Transit, Transit Technologies/Modes | General Public |