

**Response to comment 20-14-H.**

Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

Response to comment 20-14-I.

Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that each rail and highway crossing be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods. The grade crossing analysis for the Crenshaw/LAX Transit Corridor Project found that grade separations were required at Century and La Cienega Boulevards and Manchester and La Brea Avenues. No additional grade crossings were required.

Response to comment 20-14-J.

Metro acknowledges the need to link up feeder bus systems with transit stations to increase ridership and maximize connectivity. During the station area planning, safety considerations were incorporated into the design of stations, including well lit areas to provide transit connections to surrounding feeder buses.

Response to comment 20-14-K.

The DEIS/DEIR determined that there would be no pass by noise impacts from the operation of the Crenshaw/LAX Light Rail Transit Line that would require mitigation, such as sound walls.

Response to comment 20-14-L.

Although landscaping is not effective mitigation for noise, landscaping improvements were incorporated into the design of the Crenshaw/LAX Transit Corridor Project to provide a visual continuity between the transit system and the surrounding environment.

Response to comment 20-14-M.

The DEIS/DEIR determined that the construction and operation of the Crenshaw/LAX Transit Corridor Project would not require the acquisition of any contaminated sites near Hindry Florence and Manchester Avenues. Therefore no remediation for ground contamination would be required.

Response to comment 20-14-N.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities, including Manchester and Florence Avenues, to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.

Response to comment 20-14-O.

The park and ride facility at the Manchester Station was removed from the project definition when the Board selected the LPA .



COMMENT: 20-15. Westchester Neighbors Association.

20-15

7929 Breen Ave.
Los Angeles, CA 90045

October 25, 2009

Via e-mail todiazroderick@metro.net

Comments about the Crenshaw Transit Corridor Project DEIS/DEIR dated September 2009

We thank you for supporting our Westchester Neighbors Association general meeting on October 5, 2009 at which MTA presented project plans to about 200+ people. Dozens of copies of the EIR were distributed along with comment forms and general project summaries. Many specific comments were noted at the meeting and a copy of the recording will be provided if desired.

We regret the late awareness of this community to this project, but thank you for your consideration and openness to work with us after the defects in notification were discovered. We are pleased to work in support of MTA to result in a most positive project serving our community.

We Westchester Residents:

- FAVOR light rail over BRT. A
- FAVOR a system that has a good feeder connections to make travel as simple as possible with the fewest number of conveyance changes. B
- FAVOR a system that facilitates travel from the south (Long Beach and South Bay) all the way to the Westside and to downtown. The Crenshaw Line and Green Line should work as seamlessly as possible. LAX access is necessary. The routing must work closely with LAX to ensure convenience and coordination with the multimodal transportation center. It is anticipated that this project will provide a good mass transit alternative to the few available gridlocked north-south routes that includes the 405, LaCienega, Aviation, Sepulveda, Lincoln, and Pershing. C
- FAVOR the El Segundo repair facility site as it keeps this work in an industrial/commercial area away from residential areas and could be more central to the ultimate line location as it extends south. D
- FAVOR a system that creates as little noise, lighting and air quality issues for residential neighborhoods. E
- FAVOR a system that creates as little traffic impacts using grade separation where possible on streets like Manchester Ave/Aviation. F

Regarding a station near Manchester/Aviation/Florence:

The station must be convenient to the Manchester bus system and easily accessible to residents from the west. We note that there is no bus transit on Florence and that the Manchester route is heavily used. G

Hindry Ave. is one of very few egresses in the Osage Park area and must not be restricted or closed. Whatever station site is developed should NOT drive additional commuting traffic or park and ride traffic into the community. Osage Avenue is already used by cut through H



commuter traffic and this must not be exacerbated. Grade separation preferred. The DEIS/DEIR discusses the excessive traffic and poor service values on Manchester and we expect as a result grade separation will be invoked. We would expect that when implemented the entire area from Manchester to LaCienega will be treated consistently with above grade treatment. Any at-grade areas should have train safety crossing noise minimized with sound walls and visual "blight" mitigations plus double gates to minimize whistle blowing.

H

We call on MTA to limit disruption of the community serving businesses in the area north of Manchester/east of Osage/south of 83rd street. The County Flood Control yard should be left alone as it operates limited hours to minimize impacts on local residents. Full access to 83rd street must remain as well.

I

Toxic cleanup must be performed along Hindry if any station use is mandated there. This was the location of a damaged plating manufacturing site that was destroyed by fire and has been under investigation by DTSC for about eight years. The station or associated parking should NOT be adjacent to residences where all parking is limited to the areas south of Florence or Manchester depending upon which of the two alternatives that have been recommended to replace that proposed in the EIR. Either south of Manchester along Aviation or locate the station at Isis/Florence connected to parking south of that location.

J

Regarding the repair station in Osage:

We are concerned with the 24/7 usage and the noise and light impacts as well as any air impacts. Land areas to the south are already impacted by commercial and industrial activities, rental car locations and aircraft landing at LAX where there are no residences.

K

We look forward to continue working with MTA as the development of this project progresses.

Sincerely,

Denny Schneider, WNA Board member and local resident

Attached is the text of the flyer announcing the WNA meeting followed by graphics of the areas where a park and ride station would be more appropriately placed.



Westchester Neighbors Association

Neighborhood Meeting

EVERYONE IS ENCOURAGED TO ATTEND

HEAR THE LATEST IN WHAT IS GOING ON IN OUR COMMUNITY!

WHEN: MONDAY, October 5, 2009 – 7:00 to 9:00 PM

**WHERE: LA TIJERA UNITED METHODIST CHURCH
7400 OSAGE AVENUE**

Councilman Bill Rosendahl

WNA is pleased to host an informational session
with our elected representative

Crenshaw Transit Corridor Impacts You

MTA Presentation

Proposed alternative would eliminate Hindry Ave egress at
Florence, condemn the Westchester Playhouse, condemn
businesses, and create a maintenance yard / park & ride south of
83rd from Osage Ave to La Cienega

Pictures and formal comments to be collected at the meeting!

Osage Area that MTA desires to use near homes:

Red arrow is Hindry/Florence Intersection





Manchester/Aviation/Florence Intersection and open industrial space near tracks



Rail Road Tracks (note open space in all directions without residences)

Response to comment 20-15-A.

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

Response to comment 20-15-B.

The Light Rail Transit mode provides an opportunity to connect to other existing rail facilities in the corridor (i.e., the Metro Green Line). The Crenshaw/LAX Transit Corridor Project would connect to the existing Metro Green Line as it travels south towards the South Bay where it would stop at the existing Green Line Mariposa Station. Transit riders would then have the opportunity to transfer to another Metro Green Line Light Rail vehicle where they could have the option to either travel to the east or further south. Metro acknowledges the need to link up feeder bus systems with transit stations to increase ridership and maximize connectivity. During the station area planning, safety considerations were incorporated into the design of stations, including well lit areas to provide transit connections to surrounding feeder buses. The existing fare structure of the existing rail system provides a one way fare which allows free transfers as long as the rider is traveling in one direction.

Metro acknowledges the need to link up feeder bus systems with transit stations to increase ridership and maximize connectivity. During the station area planning, safety considerations were incorporated into the design of stations, including well lit areas to provide transit connections to surrounding feeder buses.

Response to comment 20-15-C.

Please see response to comment 20-15-B. Metro has made an airport connection a priority and has been coordinating with LAWA throughout the planning process to facilitate this connection both in the long and short term. Design Option 1, an aerial station at Century Boulevard, was incorporated into the locally preferred alternative to facilitate this connection. The Crenshaw/LAX Light Rail Transit Line was also designed so as not to preclude potential expansion of the line.

Response to comment 20-15-D.

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

Response to comment 20-15-E.

The DEIS/DEIR determined that there would be no significant visual or noise impacts from the operation of the Crenshaw/LAX Transit Corridor Project. A localized analysis, which includes the emissions from automobiles queuing at intersections, determined that no applicable thresholds would be exceeded from operation of the Crenshaw/LAX Transit Corridor Project. The federal air quality regional thresholds would not be exceeded during the operation of the light rail system. Because operation of the light rail system would result in a reduction of automobile trips, no adverse greenhouse gas impacts would occur.

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to members of the surrounding communities.

Response to comment 20-15-F.

Comment noted. Design Option 2, an aerial crossing at Manchester Avenue, was incorporated into the locally preferred alternative for the Crenshaw/LAX Transit Corridor Project due to safety (sight distance) and traffic conditions.

Response to comment 20-15-G.

Metro acknowledges the need to link up feeder bus systems with transit stations to increase ridership and maximize connectivity. The optional station at Manchester was relocated to the aerial crossing over Manchester Avenue. While the station was not included into the final project definition, the alignment was designed so as not to preclude the future inclusion of this station at a later time.

Response to comment 20-15-H.

Hindry Avenue would remain open during the operation of the Crenshaw/LAX Transit Corridor Project. The optional Manchester Station was relocated to the aerial crossing across Manchester Avenue. This Station was not included into the final project definition. As a result, the park and ride facility was also removed from consideration. The alignment was designed so as not to preclude the future inclusion of this station at a later time. The facility would not be located adjacent to residences or provide access along a residential street. Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that each rail and highway crossing be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods. The grade crossing analysis for the Crenshaw/LAX Transit Corridor Project found that grade separations were required at Century and La Cienega Boulevards and La Brea and Manchester Avenues. No additional grade crossings were required.

The DEIS/DEIR determined that there would be no pass operational noise impacts from the operation of the Crenshaw/LAX Light Rail Transit Line near the Westchester community that would require mitigation, such as sound walls. Although landscaping is not effective mitigation for noise, landscaping improvements were incorporated into the design of the Crenshaw/LAX Transit Corridor Project to provide a visual continuity between the transit system and the surrounding environment.

Response to comment 20-15-I.

Comment noted. Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas. The Los Angeles County Flood Control Yard operations would not be affected by the Crenshaw/LAX Transit Corridor Project. Access to 83rd Street would also not be affected by the operation of the Crenshaw/LAX Light Rail Transit Line.

Response to comment 20-15-J.

The DEIS/DEIR determined that the construction and operation of the Crenshaw/LAX Transit Corridor Project would not require the acquisition of any contaminated sites near Hindry, Florence, and Manchester Avenues. Therefore no remediation for ground contamination would be required.

Response to comment 20-15-K.

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



COMMENT: 20-16. Wiseburn School District.

20-16



WISEBURN SCHOOL DISTRICT

Tom Johnstone, Ed.D., Superintendent

Board of Trustees

Israel Mora, President • Dennis Curtis, Clerk

Roger Bañuelos, Member • Nelson Martinez, Member • Brian Meath, Member

Juan De Anza • Peter Burnett • Juan Cabrillo • Richard Henry Dana

October 23, 2009

Mr. Roderick B. Diaz
Transportation Planning Manager V, South Bay Area Team
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012

Dear Mr. Diaz:

I am writing to express concern and opposition to the construction of a rail maintenance facility to be located near Douglas Street, just north of Utah in El Segundo. The Wiseburn School District has four schools and our District Office Facility less than a quarter of a mile from the proposed site (Site D). These four schools house 2239 students and over 75% of our district workforce. According to the EIR, the MTA would be unable to mitigate the very significant air quality effects that would result from the maintenance facility itself, and the corresponding increase in traffic. More specifically:

A

1. Our students use the outdoor spaces surrounding our schools for lunch space, play space, and physical education and recreation activities. Our understanding is that the project would produce immitigable air pollution impacts relating to the maintenance shop, paint and body work, the work on the light rail cars, and the additional traffic from buses and cars. A significant change in air quality could have a profound impact in the health of our students, especially students with asthma and other respiratory illnesses.

B

2. The EIR descriptions and engineering drawings did not seem consistent, and we are unclear about the true intended size of the two potential facilities. However, we are clear that adding several hundred employees to Douglas Street is likely to severely affect Wiseburn's traffic flow and possibly the security of our students. We are concerned about the traffic and security impact of adding a large number of non-resident workers so close to our schools.

C

Wiseburn Schools are not the only schools or non-profit institutions in the area which will be affected by this construction. Oceanside Christian Church project is immediately adjacent to the proposed project and Vistamar School is just southeast of the proposed MTA site. We urge the MTA to keep the needs of all of our institutions in mind for a safe, healthful, and secure neighborhood for our students.

D

Sincerely,

Tom Johnstone, Ed.D.
Superintendent

13530 Aviation Boulevard • Hawthorne, California 90250-6498 • 310.643.3025 • Fax 310.643.7659



Response to comment 20-16-A.

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

Response to comment 20-16-B.

Please see response to comment 20-16-A.

Response to comment 20-16-C.

Please see response to comment 20-16-A.

Response to comment 20-16-D.

Please see response to comment 20-16-A.



Response to Individual Comments

COMMENT: 30-01. Doris Aaron.

30-01

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Doris Aaron EMAIL: DAARON56@aol

ADDRESS: 13045 Pacific Promenade PHONE: 310 437 0906

COMMENTS:

I strongly support an
underground facility for the community
I share with family and friends

A

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



30-01

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Doris Aaron EMAIL: DAARON56@HOT

ADDRESS: 13045 Pacific Promenade PHONE: 310.437.0906

COMMENTS:

I strongly support an
underground facility for the community
I share with family and friends.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-01.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-02. Alta Abbott.

30-02

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Alta Abbott

Address (Street, City, State, Zip)

5000 S. Centinela Ave. #114, Los Angeles CA 90066

Email (enter address to receive periodic project updates)

foralta@aol.com

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Please use the El Segundo site. Leave Westchester alone.

- OVER -



Comment (continued):

Multiple horizontal lines for writing a comment.

TELL US ABOUT YOURSELF

What is your home zip code? 90066 Work zip code? _____
Do you: (check all that apply)
 Live in the project area? Commute through the project area? Bicycle? Bus?
 Work in the project area? Other? Kentwood Playhouse Car or Truck? Walk?
 Own a business in the project area? Other _____

AFFILIATION

Resident Business
 Community or Neighborhood Organization
 Public Agency
 Environmental Organization
 Civic Organization
 Economic Development Organization
 Other _____

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:

diazroderick@metro.net

Project Hotline

(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-02.

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



COMMENT: 30-03. Leslie Alessandro.

30 - 03

Abbott, Matthew

From: Leslie Alessandro [leslie.alessandro@operationhope.org]
Sent: Friday, October 23, 2009 4:43 PM
To: Diaz, Roderick
Subject: Crenshaw Line EIR

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

A

Sincerely,

Leslie C. Alessandro
2000 Cambridge Street

Los Angeles, CA 90006

Leslie Celeste Alessandro

Executive Assistant,
Office of the Chairman, Operation HOPE, Inc.
Office of the Vice Chairman, U.S. President's Advisory Council on Financial Literacy
World Headquarters
707 Wilshire Blvd, Suite 3030
Los Angeles, CA 90017
213-891-2906 direct
213-489-7272 fax
www.operationhope.org



11/5/2009

Response to comment 30-03.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-04. Malcolm Ali.

30-04

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: MALCOLM ALI EMAIL: MALCOLM2K@HOTMAIL.COM

ADDRESS: 5187 W. 20ST LACA 90016 PHONE: 323 899 4306

COMMENTS: Put Under ground on Crenshaw Blvd
LA CA

We want it for The Community

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-04.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-05. Antonio Allah.

30-05

Hello:

I like to add my two cents regarding the alignment of this line.

I would like to see and support LRT for this route that will connect with the FUTURE Purple Line extension of La Brea/Wilshire. Heading south, it will align with San Vicente to Crenshaw south, then to Florence and Aviation. At this point, I believe that there can be three lines.

- Line 1, Current Green Line: El Segundo to Norwalk
- Line 2: Wilshire/La Brea to Norwalk
- Line 3: Wilshire/La Brea to El Segundo

A

Since there is a track change (I do not know what it is called) just West of Aviation Station on the current Green Line, it may be better to just have two lines; Line 1 and Line 2. Line 1 can remain as the Green Line. Line 2 can be called the Teal Line.

The Harbor Subdivision San Pedro Line in my opinion would provide a better service than the Long Beach version. San Pedro definitely needs a line that can connect to the Trolley in San Pedro and would also provide a direct commute for those living in San Pedro and between. So an extension of the Green Line will extend from Redondo Beach/El Segundo area to terminate in San Pedro near the Trolley.

B

Northeast of LAX, the line that will operate in parallel with Slauson Ave. should operate in the as shown in the proposed map:

http://www.metro.net/projects_studies/harbor_subdivision/images/Regional%20Service%20-%20Union%20Station%20to%20San%20Pedro%20or%20Long%20Beach.pdf

In the overall scheme, the Expo Line (once the downtown extension is built connecting 7th Metro and Union Station) can provide service from Santa Monica/Expo through Downtown L.A. and end in East L.A.

C

The Gold Line can provide service from Pasadena (or East Valley), through Downtown L.A. but take on the Harbor Subdivision terminating in San Pedro.

Thank you for allowing me to share my ideas!!!

Regards,
Antonio Allah, Technical Support Analyst
University of Phoenix
Technical Support | 3137 E. Elwood St. | CF-A101 | Phoenix, AZ 85034
Phone: (602) 387-3830 | FAX (602) 383-5401 | E-mail: Antonio.Allah@phoenix.edu

This message is private and confidential. If you have received it in error, please notify the sender and remove it from your system.

11/5/2009

Response to comment 30-05-A.

Metro appreciates the ideas of the commenter and public input is an important part of the planning process. The extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. Feasibility studies have been conducted by Metro that indicated that a future extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro’s Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro’s Long Range Transportation Plan identifies this as a funded project.

Preliminary operations planning assumptions include three operating service patterns:

- Current Metro Green Line: Redondo Beach Station to Norwalk Station
- A second Metro Green Line Branch: Aviation/Century (LAX) to Norwalk
- Crenshaw to South Bay: Crenshaw/Exposition to Redondo Beach

The schedule for the naming of the Crenshaw Line has yet to be established. Your comments regarding naming of the lines will be passed on to the Metro Board of Directors as part of this record.

Response to comment 30-05-B.

The Harbor Subdivision extension to the South Bay and San Pedro is not part of the current project under consideration. Future investments along the South Bay portion of the Harbor Subdivision will be undergoing a separate and independent environmental review, and it would be more appropriate to provide comments on the Harbor Subdivision route as part of that project. A separate environmental review process for the South Bay Metro Green Line Extension began in early 2010. That project is examining the extension of rail service as far south as Torrance. You can obtain an update on the project by visiting the Metro website or contacting the Metro project manager for that project at the following address: Mr. Randy Lamm, Project Manager, Los Angeles County Metropolitan Transportation Authority (Metro), One Gateway Plaza, Mail Stop: 99-22-3, Los Angeles, CA 90012

Response to comment 30-05-C.

It should be noted that there are capacity constraints along the Exposition Line that may preclude direct service between downtown Los Angeles to the Crenshaw Corridor via the Exposition Line. Comments regarding the overall design planning of the rail transit system are beyond the scope of the Crenshaw/LAX Transit Corridor Project and this environmental review process. Comments and concerns regarding that matter should be directed to the Metro Long Range Plan project manager. The northern extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. A Feasibility study has been conducted by Metro that indicated that a future northern extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro’s Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro’s Long Range Transportation Plan identifies this as a funded project. Information related to the Long Range Transportation Plan is available at www.metro.net, following the links to “Long Range Transportation Plan” under the “Projects and Programs” tab.



COMMENT: 30-06. Ken Alpern.

30-06

Abbott, Matthew

From: sealnbear@aol.com
Sent: Tuesday, September 29, 2009 10:28 PM
To: Diaz, Roderick; jhurt@leeandrewsgroup.com; Monks, David
Cc: jerardwright@gmail.com; darrell@dclarke.org; bartreed1951@gmail.com
Subject: My comments on the Crenshaw Corridor Project

To Roderick and Dave (and your team):

Thank you for all the hard work garnering input and trying to achieve consensus on this vital project--it is more than likely that work, family and other civic obligations prevent me from attending your latest series of open forums and updates.

The following input and suggestions represent my opinion alone...and no one else's--my personal "agenda" is that of a LRT project that ultimately someday connects the Red Line to the South Bay Galleria, with a future Green Line that proceeds long LAX-adjacent shared tracks to Parking Lot C and the Westside, so my suggestions are consistent with that "agenda":

- 1) I favor a LRT over a BRT option | A
- 2) I am neutral over an elevated Aviation/Imperial station vs. a ground-level station, preferring whatever configuration is needed to allow that wye to operate most efficiently for both Green and Crenshaw Line LRT trains to operate over the next century | B
- 3) I anticipate very high ridership with frequent trains on this line in the very long run, so I favor Manchester and Centinela grade separation | C
- 4) For similar reasons, I favor below-grade sections along Crenshaw between 60th and 67th Street, and adjacent to the Crenshaw/Exposition station (especially the latter, because it will be necessary for a much-desired future extension to the Purple Line) | D
- 5) I am neutral on the station near Vernon Ave., and leave it up to the locals and the experts as to whether that station will enhance ridership, planning and rail access to the Crenshaw Line | E
- 6) Finally, I recommend pursuing FAA funding should it insist on the ever-more-expensive trench by the LAX runways | F

Sincerely,

Ken Alpern

3222 Military Ave.
Los Angeles, CA 90034-3026
310-413-6136

11/5/2009

Response to comment 30-06-A.

Comment noted. Your support for the project is appreciated. Preliminary operations planning assumes that the Crenshaw Line will provide service to the Metro Green Line Mariposa Station and Continuing to the Redondo Beach Station. A further extension of The Metro Green Line in the direction of Redondo Beach (South Bay Galleria) and Torrance is considered under a separate environmental review process for the South Bay Metro Green Line Extension. The Crenshaw/LAX Light Rail Transit Alternative is designed such that it does not preclude the future extension of the Metro Green Line to the north from Aviation and Century Boulevards.

Response to comment 30-06-B.

The Aviation/Imperial Station will remain where it currently exists. The advanced conceptual engineering for the Crenshaw/LAX Transit Corridor Project shown in Appendix A of the FEIS/FEIR indicates that the Aviation/Century Station will be located at the northwest corner of the Century Boulevard Aviation intersection. The aerial station is being designed to accommodate a future Metro Green Line Connection and a LAX People Mover connection. This station will also contain a Bus Transfer Plaza which will centralize all surrounding Metro airport-related transit connections to a future LAX people mover connection.

Response to comment 30-06-C.

Comment noted. A grade separation at Manchester Avenue has been included as part of the Locally Preferred Alternative selected by the Metro Board of Directors. A grade separation at Centinela Avenue has also been carried forward for further consideration during advanced conceptual engineering. Both locations have been subject to an evaluation consistent with the Metro Grade Crossing Policy, as well as other safety and cost effectiveness considerations. After further consultation with the California Public Utilities Commission and review under the Metro Grade Crossing policy, the Centinela grade separation was not required and was eliminated from the final project definition. The final determination for the exact configurations of these crossings will be subject to the approval of the California Public Utilities Commission.

Response to comment 30-06-D.

The Locally Preferred Alternative selected by the Metro Board of Directors includes a below-grade segment between 60th and 67th streets as part of Design Option 4, which was incorporated into the alignment to avoid potential environmental impacts. The Crenshaw/Exposition below-grade alignment and station (Design Option 6) was carried forward for further consideration during advanced conceptual engineering. An at-grade configuration was determined to be technically infeasible along this segment. The incorporation of Design Option 6 would be required to connect to the Exposition Line subject to financial feasibility.

Response to comment 30-06-E.

Comment noted. Your support is appreciated. Please Refer to Master Response 12 regarding a Crenshaw/Vernon Station.



Response to comment 30-06-F.

Metro Board has pursued many different potential sources of supplemental funding for the Crenshaw/LAX Transit Corridor Project, including Federal Aviation Administration programs.



COMMENT: 30-07. A. Ammaniel.

30-7

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Appie Ammaniel #123 EMAIL: _____

ADDRESS: 1230 Crenshaw PHONE: _____

COMMENTS: _____

the Peoples Choice | A

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-07.

Please refer to Master Response 4 regarding the People’s Choice Alternative.



COMMENT: 30-08. Sharon Anderson.

30-08

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Sharon Anderson EMAIL: SharonAnderson6@hotmail.com
ADDRESS: 3616 2nd Ave PHONE: 323 781-6085
COMMENTS: Keep it underground 732-3942 | A

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-08.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-09. Lois Atwater.

30-09

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Lois Atwater EMAIL: _____

ADDRESS: 2005 - 18th St #B PHONE: 310 463-3601

COMMENTS: Keep the railway system underground.

It poses to be an eyesore. Crenshaw is a good

thorough way for street traffic and should be kept

to be that way

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-09.

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The FEIS/FEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact.

Please Refer to Master Response 5 regarding traffic methodology and analysis.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-10. Nell Ausbon.

30-10

Abbott, Matthew

From: Nell Ausbon [nausbon@sboglobal.net]
Sent: Sunday, October 25, 2009 11:54 PM
To: Diaz, Roderick
Subject: Crenshaw

Dear Sir, please reconsider not building a train rail down Crenshaw Bl. Schools are close by and this would not be safe. We don't need any more traffic jams at Slauson Ave. Please show the same consideration as you did with the residents of the Wilshire Corridor. Also, think about what if this was your community.

A

Sincerely,
Nell Ausbon

PEACE and BLESSINGS
Nell

11/5/2009



Response to comment 30-10.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.

COMMENT: 30-11. Charles Austin.

30-11

Abbott, Matthew

From: charles austin [caustin126@yahoo.com]
Sent: Monday, October 26, 2009 3:24 PM
To: Diaz, Roderick; crenshaw@fixexpo.org

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Boulevard for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Please don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

A

Sincerely,

Charles Austin
3936 Wellington Rd
Los Angeles, CA 90008

11/10/2009



Response to comment 30-11.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-12. Hattie Babb.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

30-12

NAME: HATTIE Babb EMAIL: HATTIEBabb@gmail.com

ADDRESS: 4211 Exposition Bl PHONE: 323 737 6259

COMMENTS:

Please put light rail underground

A

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-12.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.

COMMENT: 30-13. Monique Bacon.

30-13

Abbott, Matthew

From: Monique Bacon [mbacon6@yahoo.com]
Sent: Monday, October 26, 2009 2:09 PM
To: Diaz, Roderick
Cc: crenshaw@fixexpo.org
Subject: Crenshaw Line

Good afternoon,

We as a community need for you to consider running the line underground between 48th and 59th. The construction alone will be bad enough but, I'm sure you are well aware of how congested Crenshaw is, especially before and after school in the area of Crenshaw High, View Park Prep Middle School 7th/8th grade campus, View Park Prep Middle School 6th grade campus and View Park Prep High. Safety for our children is priority and will be an issue if this stays above ground. Please take this into consideration.

A

Monique Bacon
5749 Crenshaw Blvd
Los Angeles, Ca 90043

11/5/2009



Response to comment 30-13.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.

COMMENT: 30-14. S. A. Bagby.

30-14

Abbott, Matthew

From: bagthepl@aol.com
Sent: Monday, October 19, 2009 6:54 PM
To: Diaz, Roderick
Subject: In favor of below-ground rail .

=====

My name is Sarah A Bagby, and I am a resident of the Crenshaw community.
I live at 5736 S. Victoria Ave., Los Angeles, Ca 90043

BELOW GROUND metro rail

I **SUPPORT** an below ground rail system along Crenshaw Blvd.

A

A Bus Rapid Transit

I **SUPPORT** an expanded rapid bus system along Crenshaw Blvd.

B

These are the only two options I can support. As a 30 year resident, living 1 block west of Crenshaw, I know that an above-ground line will destroy Crenshaw and the community through which it travels. The issues being addressed don't seem to include such things as what the constant vibration will do to the surrounding residences and the damage that will result over time, nor the noise, danger at crossings, traffic congestion that will be unbelievable at Slauson / Crenshaw, and the list goes on. Suffice it to say, I am absolutely opposed to any option except for the below-group rail or a rapid bus line.

C

Thank you.

S. A. Bagby
Block Captain
5736 Victoria Ave
Los Angeles, CA. 90043

=====

11/5/2009

**Response to comment 30-14-A.**

Comment noted. The Metro Board of Directors selected the Light Rail Transit option as the Locally Preferred Alternative, which contains below-grade segments between 39th and 48th Streets, and between 60th Street and Victoria Avenue. Additional below-grade segments between Exposition Boulevard and 39th Street, and at Centinela Avenue, were also carried forward for further study during the advanced conceptual engineering phase for consideration in the preparation of the FEIS/FEIR.

Response to comment 30-14-B.

Comment noted. The Metro Board of Directors selected the light rail transit option as the Locally Preferred Alternative in its meeting on December 10, 2009. Simple Metro Rapid buses, including Lines 710 and 740 are planned to continue to operate.

Response to comment 30-14-C.

The FEIS/FEIR addressed the potential noise, vibration, and safety impacts from the operation of a light rail transit line on the street surface. The assessment presented in the environmental document indicates that light rail operations would not result in significant or adverse impacts to noise, vibration or safety. The FEIS/FEIR also evaluated the traffic impacts at the Crenshaw Boulevard/Slauson Avenue intersection. The assessment presented in the environmental document indicates that light rail operations would not result in a significant or adverse impact at the Crenshaw Boulevard/Slauson Avenue intersection. These determinations are based on thresholds established by applicable federal guidelines and standards.



COMMENT: 30-15. Joyce Bagly.

30-15

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Joyce Bagly EMAIL: _____
ADDRESS: 13991 Deegan Blvd. PHONE: 323 291 9760
COMMENTS: _____

Keep it under ground on Crenshaw Blvd. A

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-15.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-16. Katrina Baker.

30-16

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: KATRINA BAKER EMAIL: KBAKER@communityact.com

ADDRESS: 3627 W 104th St Inglewood CA 90363 PHONE: 323 290-7527

COMMENTS:

I support The Peoples option | A

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-16.

Please refer to Master Response 4 regarding the People's Choice Alternative.



COMMENT: 30-17. Barie Banks.

30-17

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: BARIE BANKS EMAIL: _____

ADDRESS: 3934 1/2 Crenshaw PHONE: 323-674-9872

COMMENTS: Keep it underground. plz

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-17.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-18. Warren Barber.

30-18

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: WARREN BARBER EMAIL: warren900@aol.com

ADDRESS: 3106 W. 78th ST. PHONE: 323-750-4750

COMMENTS: I Support and request MTA The Peoples Option
for the entire Crenshaw Blvd portion of the line to
be built underground, plus a station at Vernon

A
B

CRENSHAW LINE STUDY
Email: crenshaw@fdrexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016



Response to comment 30-18.

Please refer to Master Response 4 regarding the People’s Choice Alternative.



COMMENT: 30-19. Ramona Barfiel.

30-19

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Ramona Barfiel EMAIL: Grannie-Love-RB@yahoo
ADDRESS: 6011 Brynburg Ave #14 PHONE: (323) 341-0815

COMMENTS:

Refuse line of crenshaw
Makes Community
Bad.

No More Community Activities

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-19.

The Crenshaw/LAX Transit Corridor Project would operate in the median of Crenshaw Boulevard and the Harbor Subdivision railroad right-of-way. Operation of the light rail transit line within an existing transit route would not introduce a new physical barrier which could divide a community. Implementation of a light rail system along Crenshaw Boulevard would not prevent community activities from occurring.



COMMENT: 30-20. Pat Barnett.

30-20

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Patricia Barnett EMAIL: _____

ADDRESS: 5406 Bixby Village Dr PHONE: _____

COMMENTS: I support & request MTA study people's choice

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-20.

Please refer to Master Response 4 regarding the People’s Choice Alternative.



COMMENT: 30-21. Francine Battle.

30-21

Abbott, Matthew

From: Puchanella70@aol.com
Sent: Monday, October 26, 2009 1:19 AM
To: Diaz, Roderick
Subject: Weant ENTIRE Crenshaw Line to be underground

Dear MTA Board of Directors:

It is VERY important for this line to be underground, first, for the safety of our children whose schools, View Park Prep and Crenshaw High, are in close proximity to the Crenshaw Line at 48th to 59th Streets. And, secondly, it is the community's desire for the line to be underground rather than "at-grade" so that the visual attractiveness of the View Park community will be preserved.

A

Thank you.

Sincerely,

Francine Coleman Battle
4959 Angeles Vista Blvd.
Los Angeles, CA 90043

11/10/2009



Response to comment 30-21.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety.

A light rail transit system operating through the View Park community, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The DEIS/DEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact.



COMMENT: 30-22. Carol Becker.

30-22

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Carol Becker - member Westchester Playhouse

Address (Street, City, State, Zip)

3042 Livonia Ave. Apt. D6, LA 90034

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

While I do support a train being built, I am hoping that Metro will build the repair station in El Segundo and not in the community of Westchester. It makes no sense to disrupt the neighborhood where the Westchester Playhouse resides when the El Segundo proposed site offers no disturbances of community or residential properties.

A

- OVER -



Comment (continued):

Lined area for handwritten comments.

TELL US ABOUT YOURSELF

What is your home zip code? 90039

Work zip code? 90069

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?

- Commute through the project area?
- Other? member
Community theatre

How do you regularly travel in the project area?
(check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other

AFFILIATION

- Resident
- Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Mail Stop: 99-22-3
Los Angeles, CA 90012-2952

Email:
diazroderick@metro.net

Project Hotline
(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.



Response to comment 30-22.

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



COMMENT: 30-23. Stella Belgarde.

30-23

Abbott, Matthew

From: sbjsla@yahoo.com
Sent: Monday, October 26, 2009 4:02 PM
To: Diaz, Roderick; crenshaw@fixexpo.org
Subject: Crenshaw/Expo line

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the
> safety of the children at Crenshaw High School and View Park Prep.

Also traffic already backs up in both directions on Slauson. Don't make a bad situation
worse. Treat us the same as you intend to treat the Wilshire community.

A

Sincerely,

Stella Belgarde
6310 Alviso Ave
PO Box 43652
Los Angeles, CA 90043

Thanks for your support in this matter

<http://www2.massageanywhere.com/profile/mssagebystella>
Available for private parties, showers and events.
Refer a friend and get a referral credit.

Response to comment 30-23.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-24. Kermit Benton.

30-24

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team solicits your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report in any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. *Keep this form to project staff or return to Metro (see directions on reverse).*

Name (First & Last Name, Organization)

KERMIT BENTON

Address (Street, City, State, Zip)

5615 ALADDIN ST LOS ANGELES CA 90008

Would you like to receive records project updates?

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Los Angeles Transit (LRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Light rail transit places in my (Neighborhood)
- Light Rail Alternatives
- Transportation System Management (TSM) Alternative
- My Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

I CANNOT SUPPORT THE LRT BEING BUILT ABOVE GROUND. MY CONCERNS ARE THE SAFETY OF THE HIGH SCHOOL STUDENTS WHO ATTEND CRENSHAW HIGH.

A

Response to comment 30-24.

Comment noted. Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety.



COMMENT: 30-25. Reggie Black.

30-25

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Reggie Black EMAIL: _____

ADDRESS: 3934 1/2 Ave C Crensh. PHONE: 310.432-4676

COMMENTS: Keep it underground.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-25.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-26. Gail Blackwell.

30-26

Abbott, Matthew

From: selah1220@aol.com
Sent: Monday, October 26, 2009 8:38 AM
To: Diaz, Roderick; crenshaw@fixexpo.org
Subject: Proposed Crenshaw Line

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

A

Sincerely,
Gail Blackwell
5108 Inadale Ave.
Los Angeles, CA 90043

11/10/2009

Response to comment 30-26.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-27. Terri Blank.

30-27

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Terri Blank EMAIL: _____

ADDRESS: 8063 30 Main PHONE: _____

COMMENTS: Keep it unbudgeted

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-27.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-28. Latisha Blanton.

30-28

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Latisha Blanton EMAIL: _____

ADDRESS: 3433 Firebush Ave, Rosamond, CA PHONE: 661 400-3770

COMMENTS: Go under ground!!! Or NO train at all!

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

Response to comment 30-28.

Comment noted. Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-29. Robert Booker.

30-29

Abbott, Matthew

From: robertbooker@att.net
Sent: Monday, October 26, 2009 10:31 AM
To: Diaz, Roderick
Subject: Crenshaw Line Underground on Crenshaw Blvd.

Dear MTA Board of Directors,

October 26, 2009

A a resident of the View Park Community, I am writing to thank you for approving and funding a rail line to run down Crenshaw Boulevard. For the safety of the children at Crenshaw High School and View Park Preparatory School, please keep the rail line underground on Crenshaw Boulevard. Traffic along Crenshaw Boulevard, and traffic on Martin Luther King Blvd, and Slauson Avenue at the intersection of Crenshaw is already heavily congested and backed up most of the time, therefore, an above the ground rail would make matters worst. Please treat the Crenshaw Community as you plan to treat the Wilshire Community by installing the new rail line below ground.

A

Thank you,

Dr.Robert Booker
4325 Enozo Drive
Los Angeles, CA 90008

11/5/2009

Response to comment 30-29.

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-30. Jenny Boone.

30-30

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Jenny Boone - Kentwood Players

Address (Street, City, State, Zip)

Westchester
8301 Hindry Ave, 90045

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

Please select the El Segundo site for the maintenance yard.
Do NOT use the Westchester site - too many small businesses + homes would be lost.

A
B

- OVER -



Response to comment 30-30-A.

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

Response to comment 30-30-B.

Comment noted. See Response to comment 30-30A.



COMMENT: 30-31. Margo Bouchy.

30-31

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Margo Bouchy EMAIL: LAWY49@^{she global ne}gmail.com

ADDRESS: 5045 Inglewood Ave LA 90043 PHONE: (323) 605-822

COMMENTS: Not above ground.

Only below ground.

Do not Destroy Crenshaw Business

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-31.

Metro acknowledges that the construction of the light rail system would create some impacts during the construction period. These include potential changes to traffic patterns, reduced on-street parking and altered access to local businesses during construction. Metro will coordinate with local businesses to minimize adverse effects to the extent feasible during construction. Underground segments of the alignment would result in increased disruption to business because of the longer time required for excavation. Upon completion of the Crenshaw Light Rail Project, operation of the light rail system would provide enhanced access to customers of local small businesses. This enhanced access would occur along all portions of the alignment, particularly near station areas.



COMMENT: 30-32. Carla Bowdoin.

30-32

Abbott, Matthew

From: carmitadur@aol.com
Sent: Saturday, October 17, 2009 9:43 PM
To: Diaz, Roderick
Subject: Transit Systems on Crenshaw Blvd

My name is Carla Cavalier Bowdoin, I am a resident of the Crenshaw community.
I live at 5328 Brynhurst Ave, Los Angeles, CA 90043
I am a registered voter and an active member in my community.

BELOW GROUND metro rail

I OPPOSE a below ground rail system along Crenshaw Blvd.

A

ABOVE GROUND Light Rail Transit

I OPPOSE an above ground light rail along Crenshaw Blvd.

B

A Bus Rapid Transit

I OPPOSE an expanded rapid bus system along Crenshaw Blvd.

C

=====

11/5/2009



Response to comment 30-32-A.

Comment noted. Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability.

Response to comment 30-32-B.

Comment noted. See Response to comment 30-32A.

Response to comment 30-32-C.

Comment noted. See Response to comment 30-32A.



COMMENT: 30-33. Shawny Bowen.

30-33

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Shawny Bowen EMAIL: shawny712000@hotmail.com

ADDRESS: 3325 W 74th St. Apt 3 ^{LA} ₉₀₀₄₃ PHONE: 323 752-5927

COMMENTS: Hell No!!! Put it underground! ^A

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-33.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-34. Kim Bowens.

30-34

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Kimbowens EMAIL: Kimcreativehan@aol

ADDRESS: 37046 AZTEC PL PHONE: 323-296-4247

COMMENTS: _____

Stop Train Above Ground
on Crenshaw in the
Black People.

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



Response to comment 30-34.

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



COMMENT: 30-35. Juliet Boyd Benton.

30-35

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Juliet Boyd Benton EMAIL: jboyd764@yahoo.com

ADDRESS: 4929 11th Ave LA Ca 90063 PHONE: 323 294 7991

COMMENTS: I support and request MTA study the Peoples
Option for the entire Crenshaw portion of the line to be
built underground, plus a station at Vernon.
If the rail line is not constructed underground it
should not be constructed at all. The danger to our
community is unacceptable as well as the destruction of
our property.

A
B
C

MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23

Email: crenshaw@fvexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

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10/23/09 0909 10:27 FAX



Response to comment 30-35-A.

Please refer to Master Response 4 regarding the People’s Choice Alternative.

Response to comment 30-35-B.

Please refer to Master Response 4 regarding the People’s Choice Alternative.

Response to comment 30-35-C.

The Community and Neighborhoods Chapter on page 4-81 of the DEIS/DEIR found that the operation of an at-grade light rail system would not result in an adverse impact. Specifically, no changes in population, community cohesion and interaction, social values, quality of life, or isolation would result from the operation of the Crenshaw/LAX Light Rail Transit Alternative.

Metro acknowledges that the construction of the light rail system would create some impacts during the construction period. These include potential changes to traffic patterns, reduced on-street parking and altered access to local businesses during construction. Metro will coordinate with local businesses to minimize adverse effects to the extent feasible during construction. Underground segments of the alignment would result in increased disruption to business because of the longer time required for excavation. Upon completion of the Crenshaw Light Rail Project, operation of the light rail system would provide enhanced access to customers of local small businesses. This enhanced access would occur along all portions of the alignment, particularly near station areas.



COMMENT: 30-36. Deborah Bradley

30-36

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Deborah Bradley EMAIL: dmaggo@sbcglobal.net

ADDRESS: 2633 1/2 S Bronson Ave LA 90008 PHONE: (323) 735-3569

COMMENTS: _____

Must go under ground with the creosshaw line | A

MUST

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Response to comment 30-36.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-37. Tiffany Bradshaw.

30-37

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Tiffany BRADSHAW EMAIL: TiffanyBRADSHAW@gmail.com
ADDRESS: 3700 Delmas, LA 90034 PHONE: 866.219.8558
COMMENTS: Keep it underground A

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Response to comment 30-37.

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard.



COMMENT: 30-38. Dorothy Brandon.

30-38

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

NAME: Dorothea L. Brandon EMAIL: _____

ADDRESS: 203 W. Vernon Ave. PHONE: (323) ~~555-1234~~

COMMENTS: We want the train to go under neath
instead of on top or on the surface ground

A

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