



Response to comment 30-38.

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



COMMENT: 30-39. T. Brode

30-39

Abbott, Matthew

From: Terese Brode [tmabrode@yahoo.com]
Sent: Sunday, October 18, 2009 11:22 PM
To: Diaz, Roderick
Subject: RE: Concerns With Westchester Area

Mr. Diaz,

I am a resident in the area of Osage and on Osage Avenue. I am *extremely* concerned about the negative traffic and noise impact that it will cause us living on the corner of 79th and Osage Avenue. We are currently dealing with excessive noise from the airport, cars, trucks, buses and fwy. We also have to deal with pollution on our street.

A

* How will my concerns be addressed - noise, air quality, traffic and visual impact of the area **now and in the future**? Who will take responsibility? It is not acceptable that one agency would say that this is not our area it is another agency etc.

B

* Another question is the impact on my property and values? We bought when things were at the top of the market.

* With the rail running all the time - how will the noise impact us? We do not need more noise - even white noise since we have so many other factors to deal with. I just cannot pick up and move at this time. There is a need for other means of moving people from one place to another that is for sure since over-development is always the first priority over quality of living.

A

I am all for **upgrading** our area to make it nicer, **so that it goes up and not down**. The one thing Westchester has quaint areas which is active to buy.

Thank you for the consideration for my street and area.

Sincerely,
TBrode
tmabrode@yahoo.com

Please let me know if you have any questions that I can answer.

11/5/2009

**Response to comment 30-39-A.**

The potential impacts to traffic, air quality and noise were all evaluated in the environmental document. With mitigation measures, no impacts to traffic would occur near the Westchester community during operation of the Crenshaw Light Rail Transit Line. The federal air quality thresholds would not be exceeded during operation of the project. The noise impact analysis prepared as part of this project indicated that with the implementation of mitigation measures, there would be less-than-significant noise impacts from light rail trains operating between 54th Street and 60th Street and from warning signals along the Harbor Subdivision railroad right-of-way at Centinela Avenue and West Boulevard. No discernible noise from light rail operations or from warning devices in the area adjacent to 79th Street and Osage would occur. This location is more than 1,000 feet north of the proposed light rail alignment. Noise from a light rail system would not be discernible at this distance. Although property values are not an environmental topic requiring response, there is no documented evidence that the introduction of a light rail system would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased.

Response to comment 30-39-B.

A mitigation and monitoring and reporting program (MMRP) was created by Metro for the Crenshaw/LAX Transit Corridor Project. The purpose of the MMRP is to ensure that the mitigation measures identified in the FEIS/FEIR to mitigate the potentially significant environmental effects of the project are, in fact, properly carried out. An annual mitigation monitoring report shall be prepared for this project by Metro until compliance with the required mitigation measures is complete.

Response to comment 30-39-C.

See Response to comment 30-39-A.



COMMENT: 30-40. Barbara Brophy.

30-40

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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

Name (First & Last Name, Organization)

Barbara Brophy

Address (Street, City, State, Zip)

11260 OVERLAND AVE. #3B Culver City, Ca 90230

Email (enter address to receive periodic project updates)

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print):

I would think that putting site for construction of transit corridor project would be more desirable than the aquatic approval to residents, businesses and especially Ventura Highways.

- OVER -



Comment (continued):

Multiple horizontal lines for writing a comment.

TELL US ABOUT YOURSELF

What is your home zip code? _____ Work zip code? _____

Do you: *(check all that apply)*

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other? _____

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

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

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 30-40.

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



COMMENT: 30-41. Tom Brophrey.

30-41

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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

Name (First & Last Name, Organization)

Tom Brophrey

Address (Street, City, State, Zip)

11260 Overland Ave #3B, Culver City, CA 90230

Email (enter address to receive periodic project updates)

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print):

Leave Westchester Playhouse alone 8301 Hindry

A

- OVER -



Comment (continued):

TELL US ABOUT YOURSELF

What is your home zip code? 90230 Work zip code? _____

Do you: *(check all that apply)*

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other? _____

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

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

AFFILIATION

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

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 Mail Stop: 99-22-3
 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 30-41.

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



COMMENT: 30-42. Brenda Brow.

30-42

----- CUT AND SEND -----

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

NAME: BRENDA BROW EMAIL: _____

ADDRESS: P.O. Box 222 PHONE: (213) 2496213

COMMENTS: TO many children, Disable person,
People are on cell phone, and may not
pay attention to on coming train.
People may get hit by the train

Stop the Building
Over ground

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

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



Response to comment 30-42.

Buses, trucks, and automobiles currently operate at a higher frequency and at faster or similar speeds along Crenshaw Boulevard than a light rail vehicle would upon implementation of the proposed project. Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.



COMMENT: 30-43. Dave Brown.

30-43

Abbott, Matthew

From: Dave Brown [dbrown@sleeping-giant.net]
Sent: Sunday, October 11, 2009 8:22 PM
To: Diaz, Roderick
Subject: Metro support

Having a metro line run down Wilshire is a no brainer. I can't believe it has taken Los Angeles this long to really commit to the development of a metro system. We have the technology. We have traffic problems. And we're the biggest city in North America without an extensive metro system. Let's change that.

Dave Brown
Sleeping Giant Entertainment
5225 Wilshire Blvd, Ste 524
Los Angeles, CA 90036
O: 323-930-2232
dbrown@sleeping-giant.net

A



Response to comment 30-43.

Comment noted. A transit line down Wilshire Boulevard is beyond the scope of the selected Locally Preferred Alternative for the Crenshaw Transit Project. A separate environmental review process is underway for the Westside Extension Project along Wilshire Boulevard. Comments and concerns regarding a transit line on Wilshire should be directed to the David Mieger, Metro Project Director for the Westside Extension Project, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles, CA 90012.



COMMENT: 30-44. Earnestine Brown.

30-44

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

NAME: Brown, Earnestine EMAIL: _____

ADDRESS: 12111 Avalon Blvd Apt A PHONE: 323-950-7222

COMMENTS: _____

Don't interrupt our community and life style.

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 30-44.**

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

Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Underground segments of the alignment would result in increased disruption to communities during construction because of the longer time required for excavation. Upon completion of the Crenshaw Light Rail Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas.



COMMENT: 30-45. Kanisha Brown.

30-45

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

NAME: Kanisha Brown EMAIL: _____
ADDRESS: 3627 W 104th #41 PHONE: (424) 223-3442

COMMENTS: _____
NO train down crenskaw _____

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 30-45.**

Comment noted. Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability. The traffic analysis in Section 3.0 of the FEIS/FEIR found that existing traffic congestion through the Corridor was at or nearing capacity during the AM and PM peak periods at a majority of the intersections in the study area. These conditions were anticipated to worsen significantly by 2030, when nearly all of the intersections would be operating at or above capacity during the AM and PM peak periods. The light rail transit alternative was found to be the most effective alternative to address the need for transit improvements within the Crenshaw Corridor. The Light Rail Transit Alternative, selected as the Locally Preferred Alternative, would not reduce travel lanes along Crenshaw Boulevard and would reduce the number of automobile trips.



COMMENT: 30-46. LaRita Brown.

30-46

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

NAME: DR. LARITA BROWN EMAIL: KIKINGS@hotmail.com

ADDRESS: 3676 Fairland BL PHONE: _____

COMMENTS: I firmly support the entire Crenshaw Blvd. portion of the line to be built underground.

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

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



Response to comment 30-46.

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



COMMENT: 30-47. Mark Brown.

30-47

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

NAME: Mark Brown EMAIL: _____
ADDRESS: 4004 1/2 So Crenshaw PHONE: 323 291-3638
COMMENTS: Please Please Please Keep It
Underground.

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

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



Response to comment 30-47.

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



COMMENT: 30-48. Sheree Brown.

30-48

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

NAME: Sheree Brown EMAIL: LK#Brown@gmail.com

ADDRESS: 44457 2nd St East PHONE: 661-539-3443

COMMENTS: Please keep it underground on crenchel

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

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



Response to comment 30-48.

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



COMMENT: 30-49. Jeryl Bryant.

30-49

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

NAME: JERYL BRYANT EMAIL: J.BRYANT976@AOL.COM
ADDRESS: 2140 W. 75th PHONE: 323-778-2428
COMMENTS: Keep it underground on Crenshaw | A

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

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



Response to comment 30-49.

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



COMMENT: 30-50. Jackie Buchanan.

30-50

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

NAME: Jackie BUCHANAN EMAIL: JSBuchanan@ixexpo.org

ADDRESS: 10400 S 1ST Ave Inglewood CA 90303 PHONE: _____

COMMENTS: _____

I want Metro ABOVE ground! on Crenshaw Blvd.

A

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

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

**Response to comment 30-50.**

Comment noted. The Locally Preferred Alternative, as selected by the Metro Board of Directors, has a vertical profile that contains a mix of below-grade, at-grade, and elevated segments along the alignment. Metro, similar to other transit planning agencies throughout the U.S., operates on the premise that LRT is primarily an at-grade or surface-running transit technology and incorporates grade separations. This transit technology can operate in at-grade environments ranging from mixed traffic, to an exclusive right-of-way or guideway. The determination of what part of the alignment is at-grade or grade-separated is a systematic analysis based on engineering and environmental analysis and occurs on a site-specific basis. Page ES-23 in the Executive summary of the FEIS/FEIR provides a graphical representation of the vertical profile of the Crenshaw/LAX Transit Corridor Project.

The DEIS/DEIR found that the proposed aerial segment from 60th Street to Victoria Avenue would result in adverse visual environmental justice impacts to the Hyde Park community. Design Option 4, a below-grade segment from 60th Street to Victoria Avenue was implemented to eliminate these impacts.



COMMENT: 30-51. Delois Burdette.

30-51

----- CUT AND SEND -----

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

NAME: Delois Burdette EMAIL: askdgreat@zoll.com
ADDRESS: 5020 Wilton Pl. PHONE: 213 399 9285
COMMENTS: lines shd go 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 30-51.

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



COMMENT: 30-52. Victor Butler.

30-52

Abbott, Matthew

From: Victor Butler [victorbutler@hotmail.com]
Sent: Tuesday, October 20, 2009 2:12 PM
To: Diaz, Roderick
Subject: Victor Butler Light Rail Employment opportunities How many times will I be denied a job on this pro

A file has been sent to you via the [YouSendIt](#) File Delivery Service.

Download the file - [Credential 10.pdf](#)

Your file will expire after 7 days or 100 downloads.

Victor A. Butler

4065 HILLCREST DRIVE APARTMENT C
LOS ANGELES, CALIFORNIA 90008
323-295-8416 - HOME • 323-295-8416 FAX • 323-445-7824 CELL
victorbutler@hotmail.com

October 20, 2009

Dear Robert Diaz,

Hi I'm Victor and thanks for reading my credentials and giving me some suggestions for getting some work in the transportation construction industry. Again Thanks for your time.

Sincerely,

Victor A. Butler

A

11/5/2009



Response to comment 30-52.

We thank you for your interest in participating in the construction of the Crenshaw/LAX Transit Corridor Project. Job seekers are encouraged to forward their qualifications information to the appropriate contractor(s) who are selected to construct the project. Metro has also developed various policies to encourage the participation of local job seekers in large transit investments.

COMMENT: 30-53. George Buzzetti.

30-53

Abbott, Matthew

From: George Buzzetti [georgebuzzetti@gmail.com]
Sent: Monday, October 26, 2009 2:41 PM
To: Diaz, Roderick; crenshaw@fixexpo.org; dg@fixexpo.org
Subject: CRENSHAW LINE

Dear MTA members,

I understand the need for a train line in that direction. However, you need to have the same respect for the Crenshaw Blvd. community as you have for the Wilshire community. I do not live in the area, but, I have driven down Crenshaw many times during the daytime and it is maxed out.

Therefore, I request the this proposed line down Crenshaw is put underground as it is proposed for Wilshire.

George Buzzetti

A



Response to comment 30-53.

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

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



COMMENT: 30-54. Diana Capell

30-54

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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

Name (First & Last Name, Organization)

Diana Capell 4644 Don Zarembo Dr L.A. 90008

Address (Street, City, State, Zip)

Email (enter address to receive periodic project updates)

ccconicola@aol.com

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print):

It is my opinion the Rail would lessen the value of all property in the area. The rail would provide an easy escape for criminal activity. It would also bring taggers to the neighborhood. The rail will be detrimental to the existing small businesses.

- OVER -



Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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

Name (First & Last Name, Organization)

Diana Cabell 4644 Don Zarembo Dr L.A. 90008

Address (Street, City, State, Zip)

Email (enter address to receive periodic project updates)

ecocnicolaw@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)
- Transit Improvements (Transpiration Systems Management [TSM] Alternative)
- No Opinion

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

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

Comment (please print):

It is my opinion a Rail
 Would lessen the value
 of all property in the area.
 The rail would provide
 an easy escape for criminal
 activity. It would also
 bring taggers to the neighborhood.
 The rail will be detrimental
 to the existing small business

- OVER -



Comment (continued):

[Lined area for handwritten comment]

TELL US ABOUT YOURSELF

What is your home zip code? 90028

Work zip code? 90670

Do you: (check all that apply)

Live in the project area?

Commute through the project area?

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

Work in the project area?

Other?

Bicycle?

Bus?

Own a business in the project area?

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

Fax 213-922-6996

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





Response to comment 30-54-A.

Although property values are not an environmental topic requiring response, there is no documented evidence that the introduction of a light rail system would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased.

Response to comment 30-54-B.

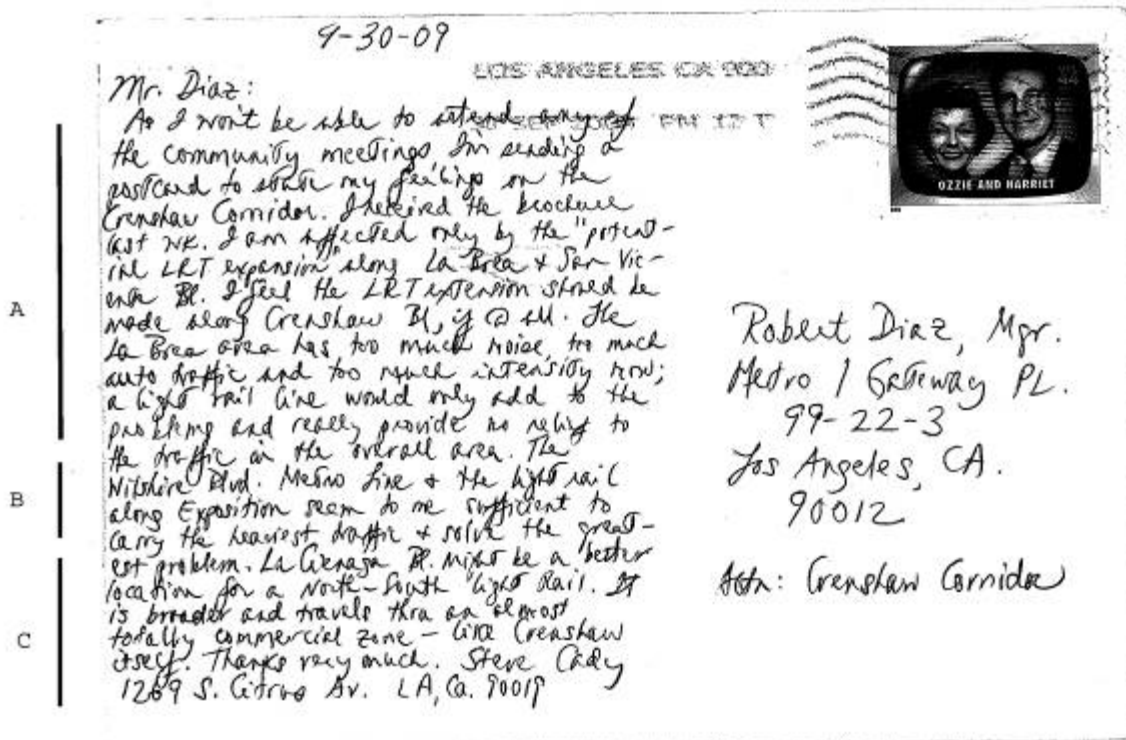
There is no documented evidence that light rail brings more criminals into an area than the existing bus system. Metro is aware that structures, walls, and fences associated with a light rail system may be targets for graffiti “taggers” and the operation of the Project would include plans for security and maintenance personnel to minimize this potential problem. Metro has an active system in place to apprehend taggers and has a Cleanliness (Graffiti Abatement) policy that it follows. The program includes graffiti removal programs, vandalism repair and replacement, new capital expenditures, educational outreach, community involvement, and aggressive law enforcement.

Response to comment 30-54-C.

Metro acknowledges that the construction of the light rail system would change traffic patterns, reduce on-street parking and alter access to local businesses during the construction period. Metro will coordinate with local businesses to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw Light Rail Project, operation of the light rail system would provide enhanced access to customers of local small businesses.

COMMENT: 30-55. Steve Cady.

30-55



**Response to comment 30-55-A.**

Comment noted. Metro appreciates the ideas of the commenter and public input is an important part of the planning process. The northern extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. A Feasibility study has been conducted by Metro that indicated that a future northern extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project. Information related to the Long Range Transportation Plan is available at www.metro.net, following the links to "Long Range Transportation Plan" under the "Projects and Programs" tab.

Response to comment 30-55-B.

Comment noted.

Response to comment 30-55-C.

Comment noted. Metro appreciates your ideas and input.



COMMENT: 30-56. Ben Caldwell.

30-56

----- CUT AND SEND -----

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

NAME: Ben Caldwell EMAIL: ben.caldwell.film@gmail.com

ADDRESS: 4343 Leimert Blvd L.A. Ca 90008 PHONE: 323 296-5717

COMMENTS: Want to have the entire Crenshaw Blvd. portion
of the line to be built underground, plus
option #2 on Vernon.

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

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



Response to comment 30-56.

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

COMMENT: 30-57. Lorine Calhoun.

30-57

Abbott, Matthew

From: atthetopoflife@aol.com
Sent: Sunday, October 25, 2009 12:00 AM
To: Diaz, Roderick
Subject: crenshaw corridor

I support the above the ground system. Please up in the air not on the ground.

| A

I am Ms. Lorine W. Calhoun, 5341 Brynhurst Ave, L.A., Ca 90043 323 299-8620

11/5/2009

**Response to comment 30-57.**

Comment noted. The Locally Preferred Alternative, as selected by the Metro Board of Directors, has a vertical profile that contains a mix of below-grade, at-grade, and elevated segments along the alignment. Metro, similar to other transit planning agencies throughout the U.S., operates on the premise that LRT is primarily an at-grade or surface-running transit technology and incorporates grade separations. This transit technology can operate in at-grade environments ranging from mixed traffic, to an exclusive right-of-way or guideway. The determination of what part of the alignment is at-grade or grade-separated is a systematic analysis based on engineering and environmental analysis and occurs on a site-specific basis. Page ES-23 in the Executive summary of the FEIS/FEIR provides a graphical representation of the vertical profile of the Crenshaw/LAX Transit Corridor Project.

The DEIS/DEIR found that the proposed aerial segment from 60th Street to Victoria Avenue would result in adverse visual and environmental justice impacts to the Hyde Park community. Design Option 4, a below-grade segment from 60th Street to Victoria Avenue was implemented to eliminate these impacts.



COMMENT: 30-58. Olga Cardon.

COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY 30-58

NAME: Olga m. Cardon EMAIL: _____
ADDRESS: 4044 E. Wilton St Long Beach PHONE: (562) 498-5733

COMMENTS: _____
Please put Light Rail underground. | A
On Chrenshaw.

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

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



Response to comment 30-58.

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

COMMENT: 30-59. Bertha Cardriche.

30-59

Abbott, Matthew

From: Bertha Cardriche [bcoree@hotmail.com]

Sent: Monday, October 26, 2009 4:16 PM

To: Diaz, Roderick

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Please dont make a bad situation worse.

Treat us the same as you intend to treat the Wilshire Community.

Sincerely,

Bertha Cardriche
4061 Olympiad Drive
Los Angeles, Ca 90043

New Windows 7: Find the right PC for you. [Learn more.](#)

11/10/2009



Response to comment 30-59.

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



COMMENT: 30-60. Dennis Carlile.

30-60

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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

Name (First & Last Name, Organization)

Dennis J. Carlile

Address (Street, City, State, Zip)

11021 1/2 Venice Blvd, Los Angeles CA 90034

Email (enter address 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):

El Segundo is the wiser choice for the train station.

The businesses on the north side of the tracks should remain, particularly Kentwood Playhouse which serves as a cultural hub for the area & neighborhood. Children's Theatre, workshops, musicals and dramas are presented weekly at the Westchester Playhouse.

This public service offered embraces the Humanities. As a step from the El Segundo side, these business

- OVER -





Comment (continued):

Including Kentwood / Westchester
Playhouse will serve as hubs of
gentrification (in the manner of
Monterey's Cannery Row or Oakland's
Jack London Square)

Empty lots abound on the Al Segundo
side and ^{they} should be utilized for
the station platforms, terminal,
turnstile operation

B

C

TELL US ABOUT YOURSELF

What is your home zip code? _____ Work zip code? _____

Do you: (check all that apply)

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

Commute through the project area?

Other? Visit the Theatre & the Buggy Whip

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

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

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other Drama Critic/Fan

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 30-60-A.

Comment noted. Metro thanks the commenter for their input as it is a vital component of the planning process. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-60-B.

See response to comment 30-60-A.

Response to comment 30-60-C.

See response to comment 30-60-A.



COMMENT: 30-61. Lars Carlson.

30-61

Crenshaw Transit Corridor DEIS/DEIR Comments4
Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom: Webmaster
Sent: Monday, October 26, 2009 5:47 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

firstName: Lars
lastName: Carlson
organization:
emailaddress: larsecarlson@yahoo.com
street: 2810 Butler Ave.
city: Los Angeles
state: CA
zipcode: 90064
Yes:
No: ON
support: LightRailTransit(LRT)Alternative
Construction:
AirQuality:
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DisruptiontoBusiness:
PublicServices:
LocalLanduseDevelopment:
EconomicImpactsandJobs:
SpecificDesignFeatures: ON
Other:
HomeZip: 90064
workZip:
Liveintheprojectarea?:
workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?:
Other:
Bicycle?:
CarorTruck?:
Bus?:
walk?:
Other?:
Resident: ON
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other:
Date: Monday, October 26, 2009
Time: 04:46:44 PM

additionalComments:

Please make this light rail! Los Angeles needs a rail system, not more buses. And this needs to be designed to accommodate a future extension to Hollywood up La Brea, Fairfax, or whatever! We need an alternative to car travel in this city. | A
| B

Response to comment 30-61-A.

Comment noted. Metro thanks the commenter for their input as it is a vital component of the planning process. The Crenshaw/LAX Light Rail Transit Alternative is designed such that it does not preclude the future northern extension of the Crenshaw/LAX Transit Corridor Project to Wilshire Boulevard.

Response to comment 30-61-B.

Comment Noted.



COMMENT: 30-62. Brenda Carter.

30-62

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

NAME: Brenda Carter EMAIL: _____

ADDRESS: 4100 Palmarood Ave #5 PHONE: 323 809 7355

COMMENTS: _____

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

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

Response to comment 30-62.

No specific comment to address.



COMMENT: 30-63. Mary Christian.

30-63

Abbott, Matthew

From: Damien Goodman [damienwg@gmail.com]
Sent: Saturday, October 24, 2009 9:44 PM
To: Diaz, Roderick
Subject: Fwd: Document1
Attachments: Doc1.doc

----- Forwarded message -----

From: **Christian, Mary** <MARY.CHRISTIAN@probation.lacounty.gov>
Date: Fri, Oct 23, 2009 at 10:54 AM
Subject: Document1
To: Damien Goodman <damienwg@gmail.com>

11/5/2009



October 23, 2009

Dear MTA Board of Directors,

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

A

SINCERELY,
Mary Christian
3637 Wellington Rd.
I. A., Ca
citizen
resident of Crenshaw Manor
tax payer
registered voter



Response to comment 30-63.

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



COMMENT: 30-64. Mary Christian.

30-64

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

NAME: MARY CHRISTIAN EMAIL: E-Luv@verizon.com

ADDRESS: 3637 Wellington LA 90016 PHONE: 323 291 8050

COMMENTS: Stop environmental Racism, illnesses
and deaths of accidents. Request
underground on Crenshaw plus a
station at Vernon.

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

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



Response to comment 30-64-A.

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

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

Response to comment 30-64-B.

Please refer to Response to comment 30-64-A.



COMMENT: 30-65. Nicole Clark.

30-65

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

NAME: Nicole Clark EMAIL: NA

ADDRESS: 1539 S BROCKTON AVE PHONE: _____

COMMENTS: _____

under ground on crenshaw

A

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

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



Response to comment 30-65.

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

COMMENT: 30-66. Darrel Clarke.

30-66

Abbott, Matthew

From: Darrell Clarke [darrclarke@gmail.com]
Sent: Monday, October 26, 2009 3:59 PM
To: Diaz, Roderick
Subject: Personal comment on Crenshaw Draft EIS/EIR
Attachments: DClarke Crenshaw DEIS comment.pdf

DClarke Crenshaw
DEIS comment....

Attached is my personal comment letter on the Crenshaw Draft EIS/EIR.

Thanks,
Darrell Clarke



P.O. Box 913
Santa Monica, CA 90406
darrell@dclarke.org

October 26, 2009

Roderick Diaz, Project Manager
Metro
One Gateway Plaza, M/S 99-22-3
Los Angeles CA 90012
Via email: diazroderick@metro.net

Re: Comment on Crenshaw Transit Corridor Draft EIS/EIR

The following are my personal comments.

The Crenshaw Corridor should be **light rail**, and planned as the first segment of a longer **north-south corridor** from the Red Line in Hollywood, through West Hollywood, crossing Wilshire and Exposition, serving LAX, and ending in the South Bay. This would form a grid of Metro rail lines on the Westside.

The Crenshaw Draft EIS/EIR should be seen in this larger context, both for its initial ridership and cost-effectiveness evaluation and in designing a light rail facility that can be extended north in the future.

Conversely, BRT would provide little benefit over existing Rapid bus service, could impact rail use of the Harbor Subdivision, and would not support this larger vision of a north-south rail corridor from Hollywood to the South Bay.

To build light rail from the Green Line to the Expo Line within the available budget I would forego the two most expensive options. A single subway station serving both Liemert Park and Martin Luther King Jr. Blvd. would be consistent with the Purple Line's sparing placement of its subway stations. And an at-grade station at the Expo Line, perhaps on the east side of Crenshaw Blvd., could still be compatible with future subway construction north.

When funding is available, extension north could be a combination of tunnel to Pico-San Vicente, at-grade in the San Vicente Blvd. median to Beverly Center (with likely grade separations at La Brea, Fairfax/Olympic, and Wilshire), and subway through West Hollywood to Hollywood/Highland.

The map on the following page shows this extended north-south corridor in green.

Darrell Clarke

A



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT

**Response to comment 30-66-A.**

Metro appreciates the ideas of the commenter and public input is an important part of the planning process. The northern and southern extensions of the Crenshaw Light Rail Transit Line to Hollywood and the South Bay are not part of the Locally Preferred Alternative selected by the Metro Board of Directors. A Feasibility study has been conducted by Metro that indicated that a future northern extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project. A separate environmental review process for the South Bay Metro Green Line Extension began in early 2010. That project is examining the extension of rail service as far south as Torrance. Information related to the Long Range Transportation Plan is available at www.metro.net, following the links to "Long Range Transportation Plan" under the "Projects and Programs" tab.

An Alternatives Analysis was completed during the preparation of the Draft EIS/EIR to identify the transit alternatives to be evaluated in the DEIS/DEIR. The results of the Alternatives Analysis is presented in Chapter 2, Alternatives Considered, of the DEIS/DEIR. This analysis used criteria including but not limited to, regional connectivity, ridership, and cost-effectiveness to compare the different modes of transit and alignment options and determine which alternatives would be carried forward for further analysis into the DEIS/DEIR. The Alternatives Analysis identified that a light rail transit and a bus rapid transit alternative be studied for further consideration based on the evaluation criteria.

The advanced conceptual engineering phase contained in the FEIS/FEIR considered the potential design of the King and optional Vernon stations. After an operations and value engineering assessment, it is Metro's recommendation to proceed with the King station located in the median of Crenshaw Boulevard, just south of King Boulevard as the final station plan. Please Refer to Master Response 12 regarding a Crenshaw/Vernon Station.

Thanks for the suggestion. The idea will be passed in to the Long Range Transportation Planning Group.



COMMENT: 30-67. Geanne Clarke.

30-67

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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

Name (First & Last Name, Organization)

Geanne Clarke, Kentwood Players, Westchester Playhouse

Address (Street, City, State, Zip)

7351 West 83 Street, Los Angeles, CA 90045

Email (enter address to receive periodic project updates)

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print):

Westchester Playhouse is a landmark in the community. Leave it right where it is. Go to El Segundo where there is no impact on the community where it would be welcome.

- OVER -



Comment (continued):

Multiple horizontal lines for handwritten comments.

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? 90045

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other? _____

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

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

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other Westchester Senior Citizen
Handmade Players

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

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

Email:

diazroderick@metro.net

Project Hotline

(213) 922-2736

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



Response to comment 30-67.

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



COMMENT: 30-68. Rhonda Cobb.

30-68

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

NAME: Rhonda Cobb EMAIL: _____

ADDRESS: _____ PHONE: _____

COMMENTS: Flowing just fine, underground | A

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

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

Response to comment 30-68.

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



COMMENT: 30-69. Janis Cobbs.

30-69

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

NAME: JANIS Cobbs EMAIL: JG.Cobbs@aol.com

ADDRESS: 4105 SADDLEHORN DR PHONE: 785 749-2379

COMMENTS: STOP The TRAIN + PUT the TRAIN
UNDERGROUND

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

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

Response to comment 30-69.

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



COMMENT: 30-70. Jason Cohon.

30-70

Abbott, Matthew

From: Jason Cohon [jasoncohon@sbcglobal.net]
Sent: Thursday, October 29, 2009 4:26 PM
To: Diaz, Roderick; crenshaw@fixexpo.org
Subject: Keep the Crenshaw Line Underground!!

Dear MTA Board of Directors:

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

A

Sincerely,
Jason Cohon
3475 Mount Vernon Drive
Los Angeles, CA 90008

11/5/2009

Response to comment 30-70.

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



COMMENT: 30-71.Eunice Combs.

30-71

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

NAME: Eunice Combs EMAIL: eunice.combs@las

ADDRESS: 1917 E. 120th St PHONE: (310) 710-5280

COMMENTS: Pick another street other than Crenshaw

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

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

Response to comment 30-71.

Comment noted. The Crenshaw/LAX Transit Corridor Project was developed based on the result of several previous planning studies dating back to 1967, that have identified the need for transit improvements within the Crenshaw Corridor. Based on the topography and limited north-south arterial connections through the Corridor, Crenshaw Boulevard has continually been identified in these previous studies as the preferred transit route through the Corridor due to its large width and proximity to local community resources. Through a similar screening process, the Crenshaw/LAX Transit Corridor Project also identified Crenshaw Boulevard as the preferred arterial segment for the alignment.



COMMENT: 30-72. Kelly Cormier.

30-72

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

NAME: Kelly Cormier EMAIL: _____

ADDRESS: 9007-7th Avenue Inglewood CA 90305 PHONE: _____

COMMENTS: I do not wish the train to be above ground, ~~to~~ rather put it under the ground. That will be beneficial. Doing so would limit Crenshaw Blvd tremendously.
Thank you.

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 30-72.

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



COMMENT: 30-73. Danna Cope.

30-73

Abbott, Matthew

From: Danna Cope [dannacope@gmail.com]
Sent: Monday, October 26, 2009 3:53 PM
To: Diaz, Roderick
Subject: Metro Crenshaw Transit Corridor DEIS/DEIR

Name: Danna Cope

Organizations: Westchester Neighbors Association, Westchester Democratic Club, LAX Area Advisory Committee

Address: 8219 Reading Ave, Westchester, CA 90045

e-mail: dannacope@gmail.com please add me to project mailing list

I support the **LRT Alternative**, though it is more costly and will take longer to build.

Comments:

- A | • An LAX connection to/with the LRT or BRT project is mandatory. Information from Los Angeles World Airports (LAWA) as to what and where their portion of the connection will be for the recommended station location(s) is necessary prior to creating the Final EIS/EIR for the Crenshaw Corridor project.
- B | • Green line access/interaction that is safe and convenient is also necessary.
- C | • The El Segundo location for the repair/maintenance facility is strongly preferred. It would not impact residential areas and would require less grading and preparation, thus saving funds and time.
- D | • Hindry Avenue in the Osage Park area of Westchester must not be restricted or closed (it is one of the few ingress/egress points into/out of this residential area). Nor should Hindry or Osage Avenues be designated as traffic access roads for the LRT station.
- E | • Not only must there be no Westchester repair/maintenance facility, there must be careful planning so that auto traffic on Hindry and Osage Avenues are not hampered by any station at the Hindry/Florence or Manchester/Florence intersection.
- F | • Full access to 83rd Street, Osage Avenue, and Hindry Avenue in Westchester are also necessary, both during construction and after the project is finished. Upgrades to traffic flow (such as a traffic light at Osage/Manchester) may be necessary.
- G | • The LRT project must include gates and lights to minimize the interaction of the trains with autos and pedestrians, and lessen the necessity for train horns or whistles.
- H | • Grade separation, especially at heavily-traveled intersections is preferable.
- I | • To enable usage by people in Westchester and Playa del Rey, there must be a convenient, safe, well-lit connection area to link up with bus systems along Manchester Ave.
- J | • Sound walls will be necessary wherever the train comes close to residential areas, especially where the train will be approaching intersections and/or curves and might use an audible warning system..
- K | • Landscaping will be necessary to block visual (and noise) impacts on residential areas.
- L | • A comprehensive study of toxic contamination at and around Hindry/Florence/Manchester intersections must be made and any contamination thoroughly and completely removed.
- M | • The impact to businesses on Manchester at Florence should be kept to a minimum. They provide

11/10/2009



- N | much-needed community services.
- Parking for a station near the Manchester/Florence intersection should not be near residences. Parking should be south of Manchester along Aviation. Another station location could be at Isis/Florence with parking south of that intersection, providing there can be connections with the Manchester buses at that location.

Home Zip Code: 90045

I live in the project area (Osage Park area of Westchester)

I travel by car, walk, or use the bus.

Affiliations: Resident, Community/Neighborhood Organizations, Environmental Organizations, Civic Organizations

My apologies for not using your form, although I tried to follow your format. I could not get my computer and your form to interact.

--

Danna Cope

dannacope@gmail.com

11/10/2009

**Response to comment 30-73-A.**

The Locally Preferred Alternative selected by the Metro Board of Directors, includes a station at Aviation and Century that would connect to LAX through the proposed people mover system identified in the LAX Master Plan. Through cooperative planning efforts with LAX, the Locally Preferred Alternative includes an elevated station at Century and Aviation that would facilitate this connection.

Response to comment 30-73-B.

Comment noted. A connection to the Green Line was identified as a key component of enhancing the regional connectivity of the Crenshaw/LAX Transit Corridor Project and Metro Rail System as a whole. Safety is a key consideration in the design of this connection.

Response to comment 30-73-C.

Comment noted. The Metro Board of Directors eliminated from consideration both maintenance yards evaluated in the DEIS/DEIR at its meeting on December 10, 2009. Thus, neither of the El Segundo or Westchester sites was considered in the FEIS/FEIR.

Response to comment 30-73-D.

Because the Westchester maintenance facility is no longer under consideration, there is no proposed road closure at Hindry Avenue. This proposed facility was eliminated from consideration when the optional Manchester Station was not included into the final project definition. The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time.

Response to comment 30-73-E.

See Response 30-73-C and 30-73-D.

Response to comment 30-73-F.

As part of the advanced conceptual engineering for the project, specific attention has been given to access requirements at all station locations. It is not anticipated that there will be road closures. In addition, where signal warrants are satisfied, signals will be installed in coordination with the Los Angeles Department of Transportation.

Response to comment 30-73-G.

The California Public Utilities Commission requires the use of warning devices, such as bells and horns at all rail crossings, in addition to the use of crossing gates and safety devices.

Response to comment 30-73-H.

As part of the DEIS/DEIR, FEIS/FEIR and Advanced Conceptual Engineering, Metro has used its adopted Grade Crossing Policy in the decision-making process regarding the necessity for grade separations. It should be noted, however, that the final determination regarding grade separations is made by the California Public Utilities Commission. This evaluation includes a public hearing process as part of the determination.

Response to comment 30-73-I.

An operations and bus feeder plan will be developed to maximize transit service from adjacent communities to the light rail system.

Response to comment 30-73-J.

Audible warning devices are only required by the California Public Utilities Commission at grade crossings. The FEIS/FEIR has identified two locations, Centinela and West Avenues, where the use of the audible warning devices would require mitigation to reduce adverse effects. Soundwalls near at-grade crossings are not viable mitigation measures because they reduce the visibility of approaching vehicles and pedestrians.

Response to comment 30-73-K.

Landscaping is considered as part of Metro's station area planning processes. Metro has not proposed that landscaping be used for noise mitigation because it is not effective.

Response to comment 30-73-L.

A preliminary screening assessment for hazardous materials has been prepared as part of the DEIS/DEIR. Detailed assessments will be prepared as part of the final design of the project where specific areas of concern have been identified.

Response to comment 30-73-M.

Metro acknowledges that the construction of the light rail line would change traffic patterns, reduce on street parking and change access to local businesses during construction. Metro will work with and coordinate with local businesses to minimize adverse effects to the extent feasible.

Response to comment 30-73-N.

Comment noted. The land use compatibility of parking lots adjacent to residences was considered during the design process.



COMMENT: 30-74. F. Paul Corneal.

30-74

Abbott, Matthew

From: Damien Goodmon [damienwg@gmail.com]
Sent: Monday, October 26, 2009 12:16 PM
To: Diaz, Roderick
Subject: Fwd: Crenshaw Light Rail

----- Forwarded message -----

From: F. Paul Corneal <fpcorneal@hotmail.com>
Date: Mon, Oct 26, 2009 at 11:58 AM
Subject: Crenshaw Light Rail
To: "crenshaw@fixexpo.org" <crenshaw@fixexpo.org>

please keep the Crenshaw light rail underground between 48th and 59th Street. Traffic is terrible on Slauson during the rush hours.

Thank you,
F. Paul Corneal
5712 West Blvd.

A

11/10/2009



Response to comment 30-74.

Please Refer to Master Response 10 regarding a below-grade segment in Park Mesa Heights.

The traffic analysis contained in the FEIS/FEIR determined that operation of an at-grade rail system from 48th to 60th Street would not result in an adverse impact at the Crenshaw Boulevard/Slauson Avenue intersection. The light rail transit line is anticipated to result in a reduction of 26,764 automobile trips and the delay would be reduced over the No Build Alternative.



COMMENT: 30-75. Jeanne Cosgrove.

30-75

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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

Name (First & Last Name, Organization)

Jeanne Cosgrove, Westchester Playhouse, Kentwood Players

Address (Street, City, State, Zip)

1941 West 77th Street, Los Angeles, CA 90045

Email (enter address to receive periodic project updates)

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print):

I am very active in the Senior Citizens Group in Westchester which supports Kentwood Players wholeheartedly. Our Charter President was a Charter Member of Kentwood Players. Kentwood Players is an asset to the community and should not be forced to relocate.

Dont Touch Kentwood Players. Go To El Segundo.

- OVER -



Response to comment 30-75.

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



COMMENT: 30-76. Jeanne and Larry Cosgrove.

30-76

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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

Name (First & Last Name, Organization)

Jeanne & Larry Cosgrove

Address (Street, City, State, Zip)

6941 W 77th St. L.A. 90045

Email (enter address to receive periodic project updates)

larryc4@yahoo.com

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor 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 consider sites which will cause the least disruption to businesses & residences

- OVER -



Comment (continued):

Multiple horizontal lines for writing a comment.

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? _____

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other? _____

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

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

AFFILIATION

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

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

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

Email:
diazroderick@metro.net

Project Hotline
(213) 922-2736

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



Response to comment 30-76.

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



COMMENT: 30-77. Sherry Costa.

30-77

Abbott, Matthew

From: Sherry Costa [sherrycosta@sbcglobal.net]
Sent: Monday, October 26, 2009 4:39 PM
To: Diaz, Roderick
Subject: Fw: Metrorail

Subject: Fw: Metrorail

Date: Monday, October 26, 2009, 10:14 PM

:

Dear MTA Board of Directors:

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

A

Sincerely,

Sherry Costa
5308 10th Avenue
Los Angeles, CA. 90043

11/5/2009

Response to comment 30-77.

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