



COMMENT: 30-78. Luis Cota.

30-78

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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

Name (First & Last Name, Organization)

LUIS COTA (LUIS COTA DESIGNS)

Address (Street, City, State, Zip)

5542 W. 02 ND. ST. LOS ANGELES, CA 90045

Email (enter address to receive periodic project updates)

COTA DESIGNS@SBCGLOBAL.NET

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print):

I DO NOT APPROVE OF THIS PROJECT IN ANY WAY.

THIS IS A QUIET NEIGHBORHOOD AND DOES NOT NEED THE NOISE OR CONFLICT OF INTEREST IN OUR NEIGHBORHOOD. WITH THE "AIRPORT" NOISE, WE DON'T NEED ANOTHER NOISE TRAFFIC, EVEN CRIMINAL IMPACT IN OUR AREA...

IF YOU'RE GOING TO DO THIS PROJECT, WHY NOT ~~CONSTRUCT~~ CONSTRUCT IT AWAY FROM THE NEIGHBORHOOD — "DO IT AT THE EL SEGUNDO SITE"

THANK YOU FOR YOUR CONSIDERATION AND HOPE THIS REQUEST DOES NOT FALL ON DEAF EARS OR EMPLOYMENT DOMINANT SITUATIONS

LUIS COTA

- OVER -

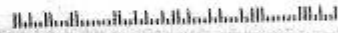


Luis Cota Designs
5542 West 82nd Street
Los Angeles, CA 90045



RODERICIL DIAZ, PROJECT MANAGER
LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
MAIL STOP 99-22-3
LOS ANGELES, CA 90012-2952

900122952 0001



Abbott, Matthew

From: Luis Cota [cotadesigns@sbcglobal.net]
Sent: Saturday, October 24, 2009 1:55 PM
To: Diaz, Roderick
Subject: Creashaw Transit comment
Attachments: crenshaw transit.jpg

Dear Mr Diaz,

Enclosed please find the comment form.

Thank you,

Luis Cota

11/5/2009



Crenshaw Transit Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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Name (First & Last Name, Organization)

LUIS COTA (LUIS COTA DESIGNS)

Address (Street, City, State, Zip)

6542 W. 82ND ST. LOS ANGELES, CA 90045

Email (enter address to receive periodic project updates)

COTA DESIGNS@SBCGLOBAL.NET

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print):

I DO NOT APPROVE OF THIS PROJECT IN ANY WAY.

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IF YOUR GOING TO DO THIS PROJECT, WHY NOT ~~CONSTRUCT~~ CONSTRUCT IT AWAY FROM THE NEIGHBORHOOD -- "DO IT AT THE EL SEGUNDO SITE"

THANK YOU FOR YOUR CONSIDERATION AND HOPE THIS REQUEST DOES NOT FALL ON DEATH EARS. OR EMERGENCY DOMAINS SITUATIONS

[Signature]
LUIS COTA

Response to comment 30-78-A.

The FEIS/FEIR indicates that there would not be a significant increase in noise levels associated with light rail vehicle operations along the Harbor Subdivision railroad right-of-way or near the Westchester community.

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

Response to comment 30-78-B.

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

Response to comment 30-78-C.

Comment noted. Your input is appreciated and vital to the public participation process.



COMMENT: 30-79. M. Couch.

30-79

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

NAME: Maheal Couch EMAIL: _____

ADDRESS: 4832 117th Ave PHONE: 323 251 3576

COMMENTS: I don't want the transit line to be above ground between 48th & 60th & Crenshaw.

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

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

100

IV 62:51 6062/02/01



Response to comment 30-79.

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



COMMENT: 30-80. Joel Covarrubias.

30-80

Crenshaw Transit Corridor DEIS/DEIR Comments15
Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom: webmaster
Sent: Monday, October 26, 2009 9:08 AM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

firstName: Joel
lastName: Covarrubias
organization:
email address: joelcov@gmail.com
street: 3610 Walnut Avenue
city: Long Beach
state: CA
zipcode: 90807
Yes: ON
No:
support: LightRailTransit(LRT)Alternative
Construction:
AirQuality:
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DisruptiontoBusiness:
PublicServices:
LocalLandUseDevelopment:
EconomicImpactsandJobs:
SpecificDesignFeatures:
Other: ON
Homezip: 90807
workzip: 90401
Liveintheprojectarea?:
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?: YES
Other: ON
Bicycle?:
CarorTruck?: ON
Bus?: ON
Walk?:
Other?:
Resident:
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other: ON
Date: Monday, October 26, 2009
Time: 08:07:50 AM

additionalComments:

Hello,

The Crenshaw Transit Corridor project should be built as a rail line (LRT). If the only remaining build option were BRT, I would prefer No Build, because BRT would preclude the future use of the Harbor Subdivision for rail. | A
| B

Crenshaw Boulevard is very dense and is rich with cultural resources. It deserves a line that is fast and that connects it to the existing Metro Rail system. Thus, it should be LRT to connect with Expo, and should be as grade-separated as cost allows. | C

The connections to LAX are also very important. The station at Crenshaw will be very critical, both for connecting to LAX but also to any future Sepulveda or Lincoln LRT extension of the Green Line. | D

I support design options 1-5. In particular, the grade-separated stations at Century (option 1) and Vernon/Leimert Park (option 5) are very important. | E

I am not opposed to design option 6, except that its cost (\$236 million) is very high and could derail the entire project. | F

Please build this very important rail project to serve the people of Los Angeles.

Thank you,

Joel Covarrubias

Response to comment 30-80-A.

The Metro Board of Directors selected the light rail option as the Locally Preferred Alternative at its meeting on December 10, 2009.

Response to comment 30-80-B.

Comment noted.

Response to comment 30-80-C.

The Metro Board of Directors selected the light rail option which will connect with the existing rail system and is grade-separated at several locations to minimize the environmental effects to the surrounding communities.

Response to comment 30-80-D.

Comment noted. The Locally Preferred Alternative selected by the Metro Board of Directors, includes a station at Aviation and Century that would connect to LAX through the proposed people mover system identified in the LAX Master Plan. This station is also being designed to allow for future connections along a coastal corridor to the north.

Response to comment 30-80-E.

At its meeting on December 10, 2009, the Metro Board of Directors included Design Option 1, an aerial station at Century, to be included in the Locally Preferred Alternative. Please Refer to Master Response 12 regarding a Crenshaw/Vernon Station.

Response to comment 30-80-F.

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



Response to comment 30-81.

No specific comment to address.



COMMENT: 30-82. Angie Cox.

30-82

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

NAME: Angie COX EMAIL: _____

ADDRESS: 11206 S. LaSalle PHONE: 323-777-2461

COMMENTS: Keep it underground

A

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

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



Response to comment 30-82.

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



COMMENT: 30-83. Linda Cox.

30-83

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

NAME: Linda Cox EMAIL: _____

ADDRESS: 11206 So LASALLE AVE PHONE: 323-777-4697

COMMENTS: Keep it Underground. | A

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

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



Response to comment 30-83.

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



COMMENT: 30-84. James Crawford.

30-84

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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

Name (First & Last Name, Organization)

James B. Crawford Kentwood Players / Westchester Players

Address (Street, City, State, Zip)

5760 Citrus Av Whittier, CA 90601

Email (enter address to receive periodic project updates)

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print):

I am concerned about the elimination of the Westchester Playhouse - a non-profit community theater for sixty years. It is a viable and useful theater arts group which serves Westchester and surrounding areas. Members include people from Westchester to Orange County on the south, the San Gabriel Valley on the east and to the San Fernando Valley on the north.

I am also concerned for the residential area adjacent to Westchester Playhouse on the north. This project would seem to have a very deleterious impact upon this area from 83rd Street over to La Tijera Blvd.

I think the El Segundo site would be a much preferable option.

- OVER -



Comment (continued):

Multiple horizontal lines for writing a comment.

TELL US ABOUT YOURSELF

What is your home zip code?

90601

Work zip code?

90630

Do you: (check all that apply)

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

Commute through the project area?

Other? member of Kentwood
Players - Westchester Playhouse

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

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

AFFILIATION

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

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

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

Email:

diazroderick@metro.net

Project Hotline

(213) 922-2736

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



Response to comment 30-84-A.

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

Response to comment 30-84-B.

See response to comment 30-84-A.

Response to comment 30-84-C.

See response to comment 30-84-A.



COMMENT: 30-85. Ian Crossfield.

30-85

Crenshaw Transit Corridor DEIS/DEIR Comments5
Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom: webmaster
Sent: Monday, October 26, 2009 4:59 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

firstName: Ian
lastName: Crossfield
organization:
emailaddress: ian.j.crossfield@gmail.com
street: 3717 Bagley Ave. Apt 203
city: Los Angeles
state: CA
zipcode: 90034
Yes:
No: ON
support: NOOpinion
Construction:
AirQuality:
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DisruptiontoBusiness:
PublicServices:
LocalLandUseDevelopment:
EconomicImpactsandJobs:
SpecificDesignFeatures:
Other: ON
HomeZip:
workZip:
liveintheprojectarea?:
workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?:
Other: ON
Bicycle?:
CarorTruck?: ON
Bus?:
walk?:
other?:
Resident:
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other: ON
Date: Monday, October 26, 2009
Time: 03:58:42 PM

additionalComments:

were this line eventually to be built, I support the Light rail modality along the alignment SO LONG AS the capability is retained to (1) eventually travel north of the Exposition Line to connect to the Purple Line extension and points north, and (2) directly access the LAX terminal area (c.f. Harbor Subdivision study).

A

If this two points cannot be met, I would rather see NO IMPROVEMENTS BUILT.

B

Thank you,

-Ian J. Crossfield
3717 Bagley Ave., Apt 203
Los Angeles, CA

submitted 4:58 PM, 10/26/2009

Response to comment 30-85-A.

The Locally Preferred Alternative selected by the Metro Board of Directors on December 10, 2009 has a northern terminus at Exposition Boulevard. As shown in the FEIS/FEIR, the Advanced Conceptual Engineering indicates a design for this terminus that does not preclude future expansion to the north. As currently planned, the Locally Preferred Alternative would entail a station a Century and Aviation that would connect to the proposed people mover and would provide direct access to the LAX terminals. No direct light rail access to the LAX terminals is currently planned.

Response to comment 30-85-B.

Comment noted.



COMMENT: 30-86. Carlos Cruz Aedo.

30-86

```

firstName: Carlos
lastName: Cruz-Aedo
organization:
emailaddress: ccruzaedo@yahoo.com
street: 5551 west 52nd street
city: los angeles
state: ca
zipcode: 90045
Yes: ON
No:
support:
Construction:
AirQuality: ON
TrafficSafety: ON
VisualEffects: ON
DisplacementofProperty: ON
DisruptiontoBusiness:
PublicServices:
LocalLandUseDevelopment:
EconomicImpactsandJobs: ON
SpecificDesignFeatures:
Other: ON
HomeZip: 90045
workZip: 90503
Liveintheprojectarea?: YES
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?:
Other: ON
Bicycle?:
CarorTruck?:
Bus?:
Walk?:
Other?:
Resident: ON
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other: ON
Date: Wednesday, October 21, 2009
Time: 09:33:58 PM

```

additionalComments:

Please let me know that the area near my house (near osage and LaCienega) will:

- stay or increase in value;
- stay or increase in safety;
- stay sound level;
- stay same views;
- stay similar number of houses.

A

Where exactly will be related transit and related properly lie in relation to my property??

B

11/5/2009

Response to comment 30-86-A.

The FEIS/FEIR indicates that there would not be a significant increase in noise levels associated with light rail vehicle operations along the Harbor Subdivision railroad right-of-way or near the Osage Avenue/ La Cienega Avenue intersection. The FEIS/FEIR presents an assessment of safety as well as visual impacts. The visual assessment indicates that the light rail structure would cross above the I-405 and La Cienega. It is not anticipated that this major bridge structure would obstruct views or vistas or adversely affect scenic resources. Property values are not expected to be adversely affected by the presence of light rail transit service.

Response to comment 30-86-B.

Please refer to Appendix A in the FEIS/FEIR for alignment drawings. The alignment follows the Harbor Subdivision railroad right-of-way and is elevated across the I-405 and La Cienega. The alignment returns to ground level near South Glasgow Avenue.



COMMENT: 30-87. Anthony Cruze.

30-87

Anthony Curzi
1234 Wilshire Boulevard, #433
Los Angeles, CA 90017

October 6, 2009

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

Dear Mr. Diaz,

Recently your agency released the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Crenshaw Transit Corridor. The Draft EIS/EIR analyzes two build alternatives for the corridor—bus rapid transit (BRT) and light rail transit (LRT)—as well as two no-build alternatives.

After reading the document, I believe that light rail is the superior and more appropriate transportation technology for the corridor. Light rail transit, while significantly more expensive, offers numerous benefits over bus rapid transit. I believe that these benefits render LRT more cost-effective than BRT. The advantages of LRT are as follows:

- *Direct connection with the Metro Green Line.* Trains, unlike buses, could utilize a section of the Metro Green Line south of Aviation Station. This sharing of infrastructure would effectively extend the route of the Crenshaw line.
- *Faster travel times.* The Draft EIS/EIR states that travel times would be faster with LRT. Speed is often an important consideration for travelers when deciding what mode of transportation to use. Faster travel times will induce more patrons to ride the system—a fact reflected in the higher ridership projections of light rail over BRT. Furthermore, the Draft EIS/EIR acknowledges that it may be unable to secure reserved bus lanes along Crenshaw Boulevard from the City of Los Angeles. If this is the case, then BRT vehicles would have to operate in mixed traffic, probably resulting in greater travel times.
- *Less community disruption.* A BRT system would necessitate dedicated curbside lanes to truly be effective and competitive with automobile travel. These lanes may result in a loss of on-street parking. Moreover, as much of the LRT route would be below-grade, traffic and visual impacts associated with LRT would be less.
- *Future extensions north and connections with Metro Purple and West Hollywood Lines.* The BRT alternative has buses travelling north on Crenshaw to Wilshire Boulevard and then turning east to terminate at the Metro Purple Line at Western Avenue. By contrast, a future LRT alternative would route the line north from its currently proposed terminus at Exposition Boulevard to connect with a future Purple Line station at La Brea Avenue. I envision this extension continuing north on La Brea to Hollywood, possibly connecting with a future West Hollywood Line at Santa Monica Boulevard. Such an extension north along La Brea would be impractical for BRT because of the narrowness and high-traffic volume of the street.

A



- *Greater potential for economic development.* Numerous studies have confirmed that rail transit can lead to increased economic activity for the neighborhoods the route traverses. Mixed-use and transit-oriented development is more conducive to light rail than it is to BRT.

A

Lastly, I would ask that Metro seriously consider a station at Crenshaw Boulevard and Vernon Avenue at Leimert Park, as this is a cultural and economic center of the community.

Thank you for your consideration of these comments. I look forward to Metro Board Hearing.

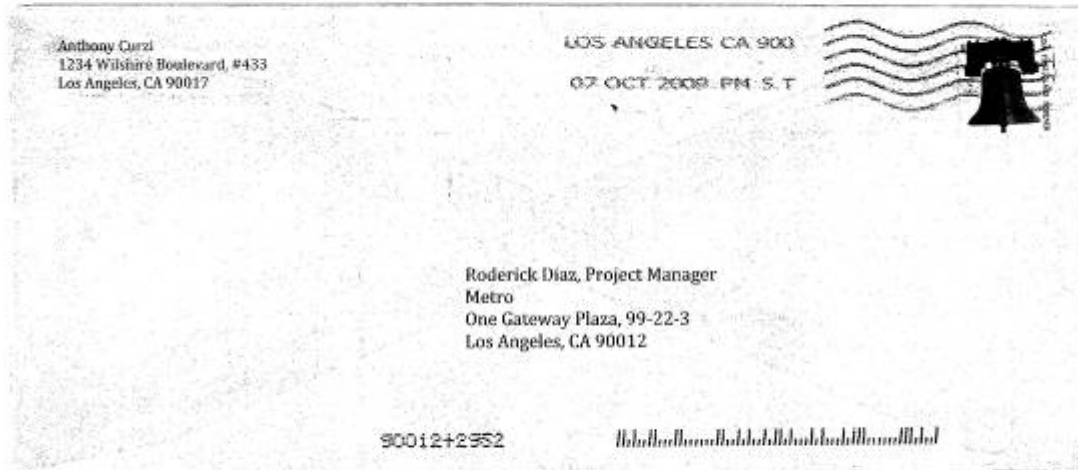
Sincerely,

Anthony Curzi

Cc. Supervisor Mark Ridley-Thomas



Metro



Response to comment 30-87.

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



COMMENT: 30-88. Judy Cutrin.

30-88

FAX 213 922

Draft Environmental Impact Statement/Draft Environmental Impact Report 6996

Crenshaw Transit
Corridor Project

Comment Form

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Name (First & Last Name, Organization)

Judy Cutrin, (member of Westchester Neighbor's Assoc)

Address (Street, City, State, Zip)

5422 W. 82nd St. LA 90045

Email (enter address to receive periodic project updates)

jpcutrin@gmail.com

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print):

I am opposed to train yard on 83rd Florence, Monday. I am in favor of LRT or secondary, BRT. I would like traffic access & "park+ride" to be along Florence so more traffic would not be diverted onto 83rd St, which abuts the back of my property. I have concerns about security in having people walking around our neighborhood. But basically, I would love to have a train or bus station within walking distance of my home.

A
B
C
D
E
F

- OVER -



Response to comment 30-88-A.

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

Response to comment 30-88-B.

Comment noted.

Response to comment 30-88-C.

Comment noted.

Response to comment 30-88-D.

There is no park and ride facility near the Westchester community. This proposed facility was eliminated from consideration when the optional Manchester Station was not included into the final project definition. The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time. Park and ride locations would be provided at the West, La Brea and Florence Avenue, and Exposition Stations.

Response to comment 30-88-E.

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

Response to comment 30-88-F.

Comment noted. Metro appreciates the input from the commenter.



COMMENT: 30-89. Denise Dale.

----- CUT AND SEND ----- 30-89

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

NAME: Denise Dale EMAIL: dale8960CSbcglobal1

ADDRESS: 1841 Carmora PHONE: 323-936-6341

COMMENTS: _____

We want train under ground | 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 30-89.

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

COMMENT: 30-90. Nick Danford.

30-90

firstName: N
lastName: Danford
organization:
emailaddress: njdanford@gmail.com
street: 15944 Atkinson Ave.
city: Gardena
state: CA
zipcode: 90249
Yes:
No: ON
support: LightRailTransit(LRT)Alternative
Construction: ON
AirQuality: ON
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DisruptiontoBusiness:
PublicServices:
LocalLandUseDevelopment:
EconomicImpactsandJobs: ON
SpecificDesignFeatures:
Other:
HomeZip: 90249
workZip: 90501
Liveintheprojectarea?: YES
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?:
Other:
Bicycle?:
CarorTruck?:
Bus?: ON
Walk?: ON
Other?:
Resident: ON
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other:
Date: Thursday, October 22, 2009
Time: 07:46:10 PM

additionalComments:

I strongly support LRT Alignment 1.
Thank You,
Nick Danford

A

11/5/2009

**Response to comment 30-90.**

Metro appreciates the ideas of the commenter and public input is an important part of the planning process. Alternative Alignment 1 contained a northern extension to Wilshire Boulevard and La Brea Avenue. This alternative was eliminated during the screening process. A feasibility study was conducted by Metro that indicated that a future extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project.



COMMENT: 30-91. Saleta Darnell.

30-91

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

NAME: Saleta Darnell EMAIL: Saleta_darnelle@hotmail.com

ADDRESS: 3438 W 59 Place PHONE: 213 926 7805

COMMENTS: Don't want it!!
Keep Underground on Crenshaw

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

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



Response to comment 30-91.

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

COMMENT: 30-92. Damore Davis.

30-92

Abbott, Matthew

From: Damien Goodman [damienwg@gmail.com]
Sent: Monday, October 26, 2009 7:19 AM
To: Diaz, Roderick
Subject: Fwd: Crenshaw Metro Line

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

From: **Damore Davis** <ddavis126@hotmail.com>
Date: Mon, Oct 26, 2009 at 7:18 AM
Subject: Crenshaw Metro Line
To: crenshaw@fixexpo.org

To Whom it May Concern:

As a voter and tax payer I just want to ask of you to please take into consideration the safety of school age children, the flow of traffic, and concerns of environmental justice. Please place the rail station for Crenshaw Blvd underground

Thank you,

Damore Davis

562.234.0705
ddavis126@hotmail.com

Windows 7: It helps you do more. [Explore Windows 7.](#)

11/10/2009



Response to comment 30-92.

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



COMMENT: 30-93. Karen Davis.

30-93

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

NAME: KAREN DAVIS EMAIL: KDAVIS@D4LACOUNTY.GC
ADDRESS: 321 W. QUEEN ST. ING 90301 PHONE: (310) 677-2911
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 30-93.

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

COMMENT: 30-94. Karon Davis.

30-94

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

NAME: Karon Davis EMAIL: _____

ADDRESS: 4826 117th Ave PHONE: (323) 292-3311

COMMENTS: I am not in agreement with having a metro line running down thru Crenshaw near 48th Street. Is not inconsideration of schools, churches and the residential occupants that it will effect.

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

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

2008

10/23/2008 10:28 AM



Response to comment 30-94.

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

COMMENT: 30-95. Barbara Dawson.

30-95

Abbott, Matthew

From: barbara dawson [femart40@hotmail.com]
Sent: Monday, October 26, 2009 12:00 PM
To: Diaz, Roderick
Subject: CRENSHAW LINE UNDERGROUND ON CRENSHAW

Dear MTA Board of Directors:

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

A

Sincerely,

Barbara Dawson
4547 Mullen Avenue
Los Angeles, CA 90043

Windows 7: It helps you do more. [Explore Windows 7.](#)

11/5/2009



Response to comment 30-95.

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

COMMENT: 30-96. Everton Dawson.

30-96

Abbott, Matthew

From: Everton A Dawson [edawson@ft.newyorklife.com]
Sent: Monday, October 26, 2009 12:14 PM
To: Diaz, Roderick
Cc: crenshaw@fixexpo.org
Subject: CRENSHAW LINE UNDERGROUND ON CRENSHAW

Dear MTA Board of Directors:

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

Sincerely,

Everton Dawson

4547 Mullen Avenue

Los Angeles, CA 90043

If you do not wish to receive email communications from New York Life and/or NYLIFE Securities LLC, please reply to this email, using the words "Opt out" in the subject line.

Please copy email_optout@nylifesecurities.com
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E. Tony Dawson
Financial Services Professional
Agent, New York Life Insurance Company
Registered Representative offering securities through NYLIFE Securities LLC (member FINRA/SIPC)
6300 Wilshire Boulevard, Suite 1900, Los Angeles, CA 90048
(323) 782-3000

11/5/2009



Response to comment 30-96.

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

COMMENT: 30-97. Franklin De Groot.

30-97

Abbott, Matthew

From: Franklin De Groot [f1root@gmail.com]
Sent: Monday, October 26, 2009 2:33 PM
To: Diaz, Roderick; crenshaw@fixexpo.org
Subject: Crenshaw line

It is my strong feeling that MTA's rail lines (all lines - light and otherwise) should only be constructed if the rights of all the city's population are protected. It is not appropriate to sacrifice the safety and rights of in place citizens for the benefit of travelers going down Crenshaw to the airport.

A

Clearly Los Angeles is one of those cities in the country that needs multiple modes of transportation to alleviate its substantial traffic and pollution problems. Such transportation systems should however not be built where they will adversely impact existing traffic arteries, or without proper safeguards. The construction of such systems, accordingly should only be built with grade separations where a "Collector" or great sized street will intersect such transit systems.

B

C

It is however of equal importance that we protect land uses surrounding such transportation routes. Of substantial significance is the need to protect and ensure the safety of our citizenry and especially its children and their school environments.

D

Accordingly the only feasible grade separation that will properly accomplish all of our needs along the Crenshaw route will have to include an extension of the planned below grade system to include the area between 48th and 52nd streets. If we are to meet our real transit need, of providing a long term solution to our traffic problems - and not just implement a quick, temporary, cheap fix - then all factors, including the social impacts of a transit system must be part of your decision making.

E

F

I therefore implore you to adopt a plan for all of the pending routes which will provide below grade transit in all areas where schools, homes, parks and other institutions of similar social import exist or are planned.

G

The commitments you make today will likely be in place for a great many years to come; the resulting quality of life, the public's safety and the impacts on the social structure of our city are at stake!

H

Please UNDER GROUND THE CRENSHAW LINE.

I

Franklin De Groot

10532 Cushdon Avenue,
Los Angeles, CA.

11/5/2009



Response to comment 30-97-A.

Safety is a key component in the Metro planning and design process for all transit projects

Response comment 30-97-B.

Comment noted

Response comment 30-97-C.

Metro considers grade separations in accordance with its adopted Grade Crossing Policy. The final determination regarding grade separations is not made by Metro but by the California Public Utilities Commission (CPUC).

Response comment 30-97-D.

See Section 4.14 of the FEIS/FEIR for specific pedestrian and school safety mitigation measures to be implemented by Metro for the Crenshaw Transit project.

Response comment 30-97-E.

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

Response comment 30-97-F.

Comment noted.

Response comment 30-97-G.

Comment noted.

Response comment 30-97-H.

Comment noted.

Response comment 30-97-I.

Comment noted.



COMMENT: 30-98. Judith Dean.

30-98

Crenshaw Transit Corridor DEIS/DEIR Comments27
 Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom: webmaster
 Sent: Friday, October 23, 2009 10:26 AM
 To: Diaz, Roderick
 Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

 firstName: Judith
 lastName: Dean
 organization: Resident
 emailAddress: dolphn1@pacbell.net
 street: 7914 winsford Avenue
 city: Los Angeles
 state: CA
 zipcode: 90045
 Yes: ON
 No: ON
 support: MinorImprovements(TransportationSystemsManagement[TSM]Alternative)
 Construction: ON
 AirQuality: ON
 TrafficSafety: ON
 visualEffects: ON
 displacementofProperty: ON
 DisruptiontoBusiness: ON
 PublicServices: ON
 LocalLandUseDevelopment: ON
 EconomicImpactsandJobs: ON
 SpecificDesignFeatures: ON
 Other: ON
 HomeZip: 90045
 workZip: n/a
 Liveintheprojectarea?: YES
 Workintheprojectarea?: YES
 Ownabusinessintheprojectarea?: YES
 Commutethroughtheprojectarea?: YES
 Other: YES
 Bicycle?: ON
 CarorTruck?: ON
 Bus?: ON
 Walk?: ON
 Other?: ON
 Resident: ON
 Business: ON
 CommunityorNeighborhoodOrganization: ON
 PublicAgency: ON
 EnvironmentalOrganization: ON
 CivicOrganization: ON
 EconomicDevelopmentOrganization: ON
 Other: ON
 Date: Friday, October 23, 2009
 Time: 10:25:36 AM

additionalComments:

Re: Choice of Site B (Westchester) or Site D (El Segundo) for a maintenance facility should BRT or LRT Alternatives come to be: A
 The Westchester neighborhood near 83rd Street would be DEVASTATED! The Table ES-2 in the Exec Summary clearly shows El Segundo is the best choice. Choose El Segundo. There is no impact to the personal lives or property of residents. Westchester is clearly the most expensive choice due to the businesses that would have to be purchased/condemned (eminent domain?) and then demolished, the buffer that would have to be built, and the ADDITIONAL COST to LA taxpayers to pay for the county to move it's maintenance facility site! C
 Our neighborhood will be adversely affected by either the BRT or LRT. If I had to choose one or the other, BRT would at least cause the least amount of noise as it passes every intersection. The noise and pollution from either choice is objectionable. We already put up with airport noise and dirt. I don't feel the BRT or LRT are even necessary. I don't feel there is enough need to get from Exposition to El Segundo. A lot of money for little benefit. Upgrade the current transportation systems and leave Westchester residents live in peace! D E



Response to comment 30-98-A.

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

Response to comment 30-98-B.

See response to comment 30-98-A.

Response to comment 30-98-C.

See response to comment 30-98-A.

Response to comment 30-98-D.

Comment noted. The potential impacts of air quality and noise were evaluated in the environmental document. No adverse operational air quality or noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation. Mitigation measures were also included in Section 4.15.2.7 and 4.15.2.8 of the FEIS/FEIR to reduce the impacts from air quality and noise during construction. Significant and unavoidable operational air quality impacts were determined to occur during construction. No discernible noise from light rail operations or from warning devices in the area adjacent to the Westchester community would occur.

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

Response to comment 30-98-E.

Comment noted.



COMMENT: 30-99. Wanda Dean.

30-99

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

NAME: Wanda Dean EMAIL: _____

ADDRESS: 218 W. 111th St PHONE: (310) 978-9720

COMMENTS: Please treat our communities the same, as you would for people with more money. Please place under ground, save our lives. Stop ~~the~~ poly^B

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

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



Response to comment 30-99-A.

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

Response to comment 30-99-B.

Comment noted. The Crenshaw/LAX Transit Corridor Project is designed to minimize the impacts of pollution to the environment. In instances where impacts cannot be avoided, mitigation measures are provided to reduce or eliminate those impacts.

COMMENT: 30-100. Maureen Delph.

30-100

Abbott, Matthew

From: M Delph [maurendelph@aol.com]
Sent: Monday, October 26, 2009 4:06 PM
To: Diaz, Roderick
Subject: Crenshaw Line

Dear MTA Board of Directors:

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

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

A

Sincerely,
Maureen Delph
6310 Alviso Ave
PO Box 43652
LA, CA 90043



Response to comment 30-100.

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



COMMENT: 30-101. Leonard Delpit.

30-101

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

NAME: Leonard Delpit EMAIL: Delpit@Tero.com

ADDRESS: 1717 W 45th Street PHONE: 213-949-0702

COMMENTS: _____

I support the people's opinion, and
this neighborhood council efforts

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 30-101.

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



COMMENT: 30-102. Claudette Dewitty.

30-102

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

NAME: Claudette Dewitty EMAIL: —

ADDRESS: 2331 W. 73rd St, LA 90043 PHONE: 323-751-8435

COMMENTS: I would like the Crenshaw Transit Corridor
to be below grade (underground) if it is at grade level it will
affect people and neighborhoods with increased noise levels,
Pollution and congestion. Crenshaw Blvd. is a main thoroughfare
and at grade level would be disruptive to the communities
on and surrounding Crenshaw Blvd. It would also be help-
ful to have a station at Vernon. Please respect and
serve my community as you have in other areas.

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

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

Response to comment 30-102-A.

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

Response to comment 30-102-B.

The potential impacts to traffic, air quality and noise were all evaluated in the environmental document.

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

No adverse operational air quality or noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation. Mitigation measures were also included in Section 4.15.2.7 and 4.15.2.8 of the FEIS/FEIR to reduce the impacts from air quality and noise during construction. Significant and unavoidable operational air quality impacts were determined to occur during construction.

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

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

Response to comment 30-102-C.

Comment noted. Metro appreciates the input of the commenter as it is an important part of the planning process. A below-grade station at Vernon Avenue was carried forward as Design Option 5 for further consideration during the advanced conceptual engineering phase. This station was not incorporated into the final project definition. The King station is located 0.4 miles from Leimert Park Village and would provide service to the Baldwin Hills Crenshaw Plaza, as well as the Leimert Park Village Community. Nonetheless, the tunnels were designed to accommodate a station in the future should such a station be supported by future plans and future funding.

The intent of Executive Order 12898 pertaining to Environmental Justice is to disclose any element of the planning, design, and alternative selection process and overall decision-making process, which indicates there has been a systematic bias toward disproportionate focusing adverse environmental impacts, on low-income, minority, or other communities and neighborhoods of concern. The transparency in the decision-

making process lies at the heart of this consideration. Transit planning involves both policy choices as well as engineering and environmental impact decisions regarding the modes considered, the level of transit service, frequency of service, route alignments, and station locations. In many instances, minority and low-income communities are highly transit dependent. The planning process is designed in large part to serve the mobility and access of these communities. Serving transit-dependent communities disproportionately less than less transit-dependent communities would be a severe environmental injustice. Nonetheless, the placement of transit infrastructure – while the intent is to provide a beneficial impact to communities, may have unintended adverse effects. The alternatives evaluation and the environmental review process is designed to disclose and resolve any potential unanticipated problems that may affect adjacent communities.



COMMENT: 30-103. Anita Dike.

30-103

To Whom it May concern:

My Name is Anita Dike

I am a resident of the Crenshaw community. I live at 4127 W. 62nd Street Los Angeles, Ca 90043

I oppose the proposal to put an above ground metro rail or bus system down Crenshaw Blvd. An above ground rails system would impact the safety of our school children who attend schools on Crenshaw Blvd, or have to cross Crenshaw Blvd to get to school. In addition it would impact the values and desirability of the residential community to the east and west of Crenshaw Blvd.

A

I support a below ground rail system which would enhance the use of public transportation by the community while maintaining the safety, neighborhood appeal and quiet enjoyment of the neighborhood.

B

Sincerely,

Anita Dike



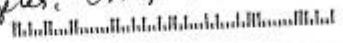
4127 W. 62nd St
LA CA 90043

LOS ANGELES CA 900
19 OCT 2009 PM 9 L



Fredrick Diaz, Project Manager
Metro
One Gate Way Plaza
Los Angeles, CA 90012-2952

90012+2952





Response to comment 30-103-A.

Comment noted.

The DEIS/DEIR analyzed the potential safety impacts to school children from operation of an at-grade LRT system and found that there would not be adverse effects. Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

There is no documented evidence that the introduction of a light rail system would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased.

Response to comment 30-103-B.

See response to comment 30-103A.

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



COMMENT: 30-104. Leslie Dike.

30-104

To Whom it May concern:

My Name is Lesley Dike

I am a resident of the Crenshaw community. I live at 4127 W. 62nd Street Los Angeles, Ca 90043

I oppose the proposal to put an above ground metro rail or bus system down Crenshaw Blvd. An above ground rails system would impact the safety of our school children who attend schools on Crenshaw Blvd, or have to cross Crenshaw Blvd to get to school. In addition it would impact the values and desirability of the residential community to the east and west of Crenshaw Blvd.

A

I support a below ground rail system which would enhance the use of public transportation by the community while maintaining the safety, neighborhood appeal and quiet enjoyment of the neighborhood.

B

Sincerely ,

Lesley Dike



Metro

4129 W. 62nd St
LA CA 90043

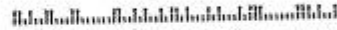
LOS ANGELES CA 900

19 OCT 2009 PM 2 T



Roderick Diaz, Project Mgr
Metro
onegate way Plaza
Los Angeles CA 9002-2952

9001242952 0001



Response to comment 30-104-A

Comment noted.

The DEIS/DEIR analyzed the potential safety impacts to school children from operation of an at-grade LRT system and found that there would not be adverse effects. Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

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

Response to comment 30-104-B

See response to comment 30-104A.

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



COMMENT: 30-105. Doris Dillon.

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

NAME: Doris Dillon EMAIL: _____ 30-105
 ADDRESS: 611 E. Kelso St. PHONE: 310-412-6811
 COMMENTS: Inglwood, Calif. 90301

Please put the Crenshaw portion
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 30-105.

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



COMMENT: 30-106. Delyna Diop.

30-106

Abbott, Matthew

From: Delyna Diop [ddeehd@sbcglobal.net]
Sent: Monday, October 26, 2009 11:31 PM
To: Diaz, Roderick
Subject: Crenshaw MTA line

The metro line that is being proposed in the Crenshaw District shows a lack of safety for the students who attend View Park Prep and Crenshaw High. Therefore, this line should be entirely run underground.

2

Delyna Diop
(323) 573-9273

11/5/2009

Response to comment 30-106.

Comment noted. The DEIS/DEIR analyzed the potential safety impacts to school children from operation of an at-grade LRT system and found that there would not be adverse effects. Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

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



COMMENT: 30-107. Terri Dismuke.

30-107

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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

Name (First & Last Name, Organization)

Terri Dismuke

Address (Street, City, State, Zip)

9520 2nd Ave

Email (enter address to receive periodic project updates)

lakerjam@sbcglobal.net

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

Yes No

I'm already on the list

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print):

Design option for under ground or above - NO ground level at Centinela and Florence in Inglewood

A

I want LRT

B

- OVER -

**Response to comment 30-107-A.**

On December 16, 2009, the Metro Board of Directors selected a locally preferred alternative (LPA) for the Crenshaw/LAX Transit Corridor Project. The selected LPA includes an underground segment for light rail along Crenshaw Boulevard, between 39th Street and 48th Street. Metro incorporated Design Option 4 into the LPA, a below-grade segment on Crenshaw Boulevard between 60th Street and Victoria Avenue on the Harbor Subdivision railroad right-of-way. The selected LPA also incorporated Design Option 2, a grade separation at the Manchester/Florence intersection. The Metro Board also authorized the inclusion of Design Options 3, 5, and 6 for further consideration, pending financial feasibility. Design Option 3, which the commenter refers to, is a grade separation at the Centinela/Florence Avenues intersection. Design Options 5 and 6 include a below-grade station at Vernon Avenue and a below-grade segment from Exposition Boulevard to 39th Street with a below-grade station at Exposition Boulevard.

Response to comment 30-107-A.

Comment noted. Metro appreciates the input from the commenter as it is an important part of the planning process. The light rail transit mode was selected as the Locally Preferred Alternative for the Crenshaw/LAX Transit Corridor Project.

COMMENT: 30-108. Gregory Dixon.

30-108

Abbott, Matthew

From: Gregory Dixon [drdixon@firstchurchofgod.com]
Sent: Thursday, October 22, 2009 2:53 PM
To: Diaz, Roderick
Cc: 'Angela Miller'

October 22, 2009

Roderick Diaz,

I am appreciative of the extent in which you are going to hear from the community and I feel compelled to add my voice.

I pastor the First Church of God...Center of Hope on Crenshaw Blvd which will be affected by the additional transit system line. I am concern about the esthetic dimension and added congestion and strongly support the option that utilizes underground or over ground rail trains.

A

It is already difficult to travel down Crenshaw Blvd with efficiency at certain times of the day and any added lanes or buses will further complicate the situation. It appears that the added transit lines are inevitable however above/under ground rail versus buses is what we need to do. I also want to add that there needs to be equity in the inner city that comparable decisions reflect parody and consideration of value and worth of the community. What is good for other parts of the community should be good for our community as well.

B

C

As I talk with members of my congregation it is universally felt that trains are the preferred choice and Metro would serve the community well by approving the option that includes this manner of transit.

D

Thank you,

Bishop Gregory L Dixon
First Church of God... Center of Hope
9550 Crenshaw Blvd
Inglewood, Ca 90305

11/5/2009

**Response to comment 30-108-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process.

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

The DEIS/DEIR found that an aerial structure along the Crenshaw Boulevard median from 60th Street to the Harbor Subdivision would result in an adverse visual impact to the Hyde Park community. Design Option 4, a below-grade segment from 60th Street to Victoria Avenue on the Harbor Subdivision was incorporated into the Locally Preferred Alternative by the Metro Board of Directors to eliminate this visual impact. The DEIS/DEIR determined that the removal of the mature trees along the Crenshaw median required to build the light rail transit system would result in an adverse visual impact without the implementation of mitigation measures. Mitigation Measures **V1** through **V6** were provided Section 4.4.3 of the FEIS/FEIR to reduce the effects of removing the mature trees or other vegetation along the alignment.

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

Response to comment 30-108-B.

One of the objectives of the Crenshaw/LAX Transit Corridor Project is to alleviate traffic congestion, by offering a mode of transit which allows for a reduction in automobile usage. The traffic analysis in the FEIS/FEIR found that existing congestion within the Crenshaw/LAX Corridor is already at or near capacity and will continue to worsen if transit improvements are not made.

Response to comment 30-108-C.

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

Response to comment 30-108-D.

Comment noted.



COMMENT: 30-109. Sherida Dobard.

30-109

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

NAME: SHERIDA DOBARD EMAIL: _____

ADDRESS: 1603 FLEMING ST PENDING PHONE: 957 057889

COMMENTS: Put the train underground "Share
to you"!

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

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

Response to comment 30-109.

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



COMMENT: 30-110. C. Dorsey.

OUTLINE SHEET

30-110

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

NAME: Cherelle Dorsey EMAIL: _____

ADDRESS: 4714 So Victoria PHONE: 323 449-6232

COMMENTS: KEEP IT UNDERGROUND | A

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

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

Response to comment 30-110.

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



COMMENT: 30-111. Claudia Douglas.

30-111

Abbott, Matthew

From: Claudia Douglas [Cdouglas@westa.org]
Sent: Monday, October 26, 2009 11:49 AM
To: Diaz, Roderick
Cc: mbacon6@yahoo.com
Subject: Keep the Crenshaw Line Underground

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also, for the many children that live in the area that take this route to travel to the neighboring elementary schools. Traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

Claudia Douglas
West Angeles Church of God In Christ
Accounting Department
3045 Crenshaw Blvd
Los Angeles, CA 90016
(ph) 323.733.8300 Ext.2348
(fax) 323.734.7182
web: [West Angeles Church of God in Christ](#)

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11/10/2009

Abbott, Matthew

From: Damien Goodmon [damienwg@gmail.com]
Sent: Monday, October 26, 2009 12:18 PM
To: Diaz, Roderick
Subject: Fwd: Keep the Crenshaw Line Underground

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

From: **Claudia Douglas** <Cdouglas@westa.org>
Date: Mon, Oct 26, 2009 at 11:50 AM
Subject: Keep the Crenshaw Line Underground
To: "crenshaw@fixexpo.org" <crenshaw@fixexpo.org>
Cc: "mbacon6@yahoo.com" <mbacon6@yahoo.com>

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also, for the many children that live in the area that take this route to travel to the neighboring elementary schools. Traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

Sincerely,

Claudia Douglas

West Angeles Church of God In Christ

Accounting Department

3045 Crenshaw Blvd

Los Angeles, CA 90016

(ph) 323.733.8300 Ext.2348

(fax) 323.734.7182

11/10/2009



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11/10/2009

Response to comment 30-111.

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



COMMENT: 30-112. Lorayne Douglass.

30-112

From: Lodeez@aol.com

Sent: Monday, October 26, 2009 6:24 AM

To: Diaz, Roderick

Cc: crenshaw@fixexpo.org

Subject: crenshaw line

Please keep the Crenshaw Line underground on Crenshaw Blvd. for the safety of our children at Crenshaw High and View Park | A
Prep. Your attention to this matter will be greatly appreciated.

M. Lorayne Douglass

3501 Floresta Avenue

Los Angeles, CA 90043

Response to comment 30-112.

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



October 9 , 2009

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

Dear Mr. Diaz,

I am fully against this project as a Westchester Homeowner. Living in the Osage area, I Hedy Downing want to express my view on why I am opposed to the Crenshaw Transit Corridor Project. We live in a quiet, comfortable neighborhood. We spend a lot of time outside in our neighborhood and it would be very noisy. This project would make our neighborhood loud . We support our local businesses and will continue, however tearing down or closing local businesses is not in the best interest of our neighborhood. I am fully against the project and hope that my views will be honored.

Sincerely,

Hedy Downing



Response to comment 30-113.

The potential impacts from noise were evaluated in the environmental document. The noise impact analysis prepared as part of this project indicated that there would be no noise impacts from light rail trains operating along the Harbor Subdivision railroad right-of-way near the Westchester community. No discernible noise from light rail operations or from warning devices in the residential area adjacent to Osage Avenue would occur. This location is more than 650 feet west of the proposed light rail alignment. Noise from a light rail system would not be discernible at this distance.

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



COMMENT: 30-114. J. Drake.

30-114

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

NAME: Jonis Drake. EMAIL: _____

ADDRESS: 3649 W 129 St. PHONE: _____

COMMENTS: Keep it Underground!

A

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

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

Response to comment 30-114.

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