



COMMENT: 30-115. Mike and Laura Duhe.

30-115

Abbott, Matthew

From: Mike Duhé [mjduhe@pacbell.net]
Sent: Saturday, October 24, 2009 11:44 AM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor Project Comment Form
Attachments: CRENSHAW-PAGE 2.bmp; CRENSHAW-PAGE 1.bmp

Please see attached form. If you would like to discuss our opinions please call or e-mail.

Thanks for your attention to our opinions.

Mike and Laura Duhé
7813 Toland Avenue
Los Angeles, CA 90045
(310) 645-1325
mjduhe@pacbell.net

11/5/2009



**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)

Mr + Mrs Michael Duhé

Address (Street, City, State, Zip)

7813 Toland Avenue, Los Angeles

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):

- Maintenance yard + park+ride
- 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 do NOT build a maintenance yard and park + ride facility on 83rd Street between Osage + La Cienega. I have lived in the adjacent housing tract for 53 years and use the access using Hindry to get to Florence Ave everyday! This is my neighborhood! My mother-in-law was an original owner living on 82nd Street near Osage for 59 years! Her house would be backing up to this project. My mother has lived 1 1/2 blocks away from 83rd on Breen Avenue cul-de-sac since 1956. My brother and his family have owned a home on 76th Street in this tract since 1985 or '86. His family of four use this entrance and exit to our tract everyday. To drive south on the 405 Fwy, we all use the Hindry exit.

My mother and her friends go to the Westchester Playhouse for every new performance. All of the neighbors love having a rare small-town theater nearby. I am 53 and still remember going to the Playhouse when I was a girl Scout!

Please build on the empty lot at Sepulveda
 -OVER-



Comment (continued):

and Rosecrans in El Segundo and place the station south of Manchester -- NOT next to our homes!

Pollution is a huge concern, as well. Our tract built in '49+'50 has always gotten fumes, noise, and soot from the 405 Hwy, which borders the outside curve of our neighborhood. We also have the pollution, noise etc. from LAX. Please, please do not add this source to our housing tract! Neighbors with breathing difficulties do not need more air pollution.

Mrs Laura Dubé
Laura Dubé
10-24-09

B
C

TELL US ABOUT YOURSELF

What is your home zip code?

90045

Work zip code?

90045 + 90025

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 30-115-A.

Comment noted. Metro appreciates the input from the commenter as it is an important part of the planning process. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

There is no park and ride facility near Westchester. 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 30-115-B.

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

Response to comment 30-115-C.

The air quality, traffic, and noise analyses described in Chapter 4 of the FEIS/FEIR factored into account the cumulative effects of air quality, traffic, and noise which include the surrounding highways and roadways, and airport. Operation of the electrically-powered LRT vehicles would not contribute to air pollution or negative air quality effects that the commenter currently experiences living adjacent to the I405 and LAX. The cumulative effects of noise and traffic also would not affect the Westchester neighborhood.



COMMENT: 30-116. James Dunlop.

30-116

```

firstName: James
lastName: Dunlop
organizations: 861f
emailaddress: jtdunlop@aol.com
street: 7772 ISIS AVE.
city: Los Angeles
state: CA
zipcode: 90045
tel: ON
No:
support: LightRailTransit(LRT)Alternative
Construction:
AirQuality:
TrafficSafety: ON
VisualEffects:
DisplacementofProperty: ON
DisruptiontoBusiness: ON
PublicServices:
LocalLandUseDevelopment: ON
EconomicImpactandJobs:
SpecificDesignFeatures:
Other:
HomeZip: 90045
workZip: 90045
Liveintheprojectarea?: YES
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?:
other:
Bicycle?:
CarorTruck?: ON
Bus?:
Walk?:
Other?:
Resident: ON
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other:
Date: Wednesday, October 21, 2009
Time: 02:18:23 AM

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additionalComments:

To my mind, the highest and best use of all the land from the 405 to the beaches would be for human habitation.

So build your transit system all the way to Palmdale and take the airport (LAX) with you.

Otherwise place the repair shop in the El Segundo location. It seems to be the least disruptive to the neighborhoods.

A

11/5/2009

Response to comment 30-116.

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

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



COMMENT: 30-117. Sylvia Dunn.

30-117

Abbott, Matthew

From: Sylvia Graham [sat1918@att.net]
Sent: Monday, October 26, 2009 12:00 AM
To: Diaz, Roderick
Subject: Crenshaw Transit Line

October 25, 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,
Sylvia A. Dunn
3456 Crestwood Ave.
Los Angeles, CA 90043

11/5/2009

Response to comment 30-117.

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: 30-118. Bonique Edwards.

30-118

Abbott, Matthew

From: Bonique Edwards [bonique@kconsultinggroup.com]
Sent: Monday, October 19, 2009 2:36 PM
To: Diaz, Roderick
Subject: Re: Crenshaw Rail System

My name is Bonique Edwards and I am a resident of the Crenshaw community. I am concerned that the rail systems being placed in our community. In white communities across Los Angeles, it would be unheard of to have an above ground rail system. These systems are noisy and increase traffic significantly. If I lived in Redondo Beach, it would be a natural assumption to place the rail system underground.

A

My vote on the issues are below.

I live at 5156 Brynhurst Avenue, Los Angeles, Ca 90043

BELOW GROUND metro rail
I SUPPORT an below ground rail system along Crenshaw Blvd. | B

ABOVE GROUND Light Rail Transit
I OPPOSE an above ground light rail along Crenshaw Blvd. | C

A Bus Rapid Transit
I SUPPORT an expanded rapid bus system along Crenshaw Blvd. | D

Bonique Edwards
(310) 500-2222
(310) 861-5710
<http://www.kconsultinggroup.com>

11/5/2009

Response to comment 30-118-A.

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

Response to comment 30-118-B.

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

Response to comment 30-118-C.

See response to comment 30-188C.

Response to comment 30-118-D.

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



COMMENT: 30-119. Norman Edwards.

30-119

Abbott, Matthew

From: pooky79@earthlink.net
Sent: Monday, October 26, 2009 9:12 AM
To: Diaz, Roderick; crenshaw@fixexpo.org
Subject: Crenshaw line

Dear MTA Board of Directors:

Please keep the proposed 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 and Crenshaw. Don't make a bad situation worse. We request the same treatment as you have shown to the Westside and Wilshire communities.

A

Sincerely,

Norman Edwards
4070 Athenian Way
Los Angeles, Ca 90043

Response to comment 30-119.

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: 30-120. Bernice Eleverau.

30-120

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

NAME: Bernice Eleverau EMAIL: _____

ADDRESS: 3006 W. 113th St PHONE: 323 944 9946

COMMENTS: 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 30-120.

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



COMMENT: 30-121. Moloud Elisha.

30-121

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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Name (First & Last Name, Organization)

Moloud Elisha

Address (Street, City, State, Zip)

7612 Goddard Ave LA CA 90045

Email (enter address to receive periodic project updates)

azitat@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

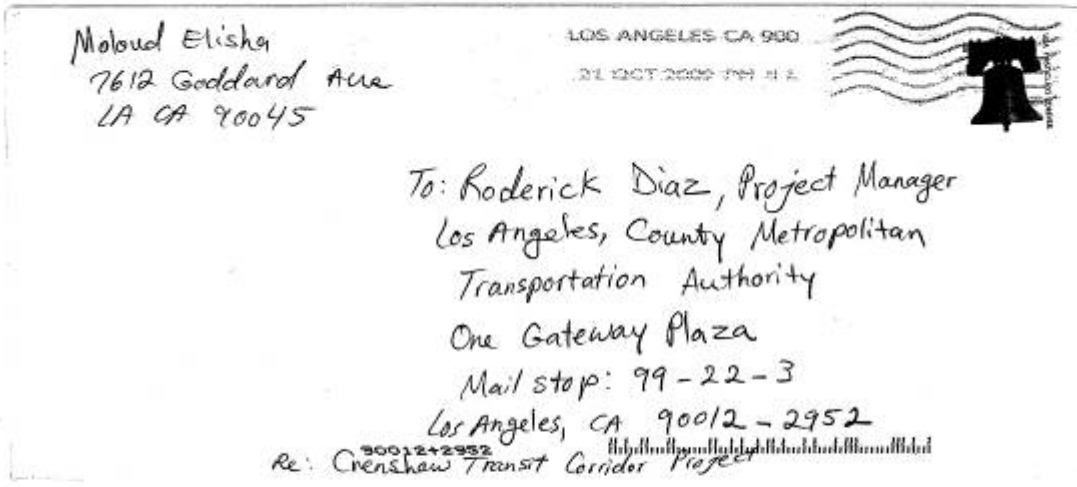
Comment (please print):

please stop the Crenshaw transit Corridor project and building a main tanance yard and a park and Ride facility in our neighborhood. It will effect all the residences and businesses negatively. It will destroy the bussinesses as well.

The pollution it will cause in our residential area, the noise and increased traffic will also harm our Community and will add to traffic Congestion and pollution to Air, businesses tax revenues will be lost.

please build on these facilities on the empty lot located at Sepulveda and Rosecrans in El Segundo and place your station South of Manchester Not next to homes where we raise our children and live!

- OVER -



Response to comment 30-121-A.

Comment noted. Metro appreciates the input from the commenter as it is an important part of the planning process. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

There is no park and ride facility near Westchester. 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.

The air quality, traffic, and noise analyses described in Chapter 4 of the DEIS/DEIR factored into account the effects of air quality, traffic, and noise. Operation of the electrically-powered LRT vehicles would not contribute to air quality pollution that the commenter currently experiences living adjacent to the I-405 and LAX. No impacts from noise and traffic would affect the Westchester neighborhood.

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.

Response to comment 30-121-B.

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



COMMENT: 30-122. Gokhan Esirgen.

30-122

Crenshaw Transit Corridor DEIS/DEIR Comments12
Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom: Webmaster
Sent: Monday, October 26, 2009 12:48 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

firstName: Gokhan
lastName: Esirgen
organization: USC Physics and Astronomy Department
emailaddress: esirgen@usc.edu
street: 3380 Vinton Ave Apt 108
city: Los Angeles
state: CA
zipcode: 90034-3755
Yes: ON
No:
support: LightrailTransit(LRT)Alternative
Construction:
AirQuality:
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DisruptiontoBusiness:
PublicServices:
LocalLandUseDevelopment: ON
EconomicImpactsandJobs:
SpecificDesignFeatures:
Other: ON
HomeZip: 90034
workZip: 90089
Liveintheprojectarea?:
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?: YES
Other: ON
Bicycle?:
CarorTruck?: ON
Bus?:
walk?:
Other?:
Resident: ON
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other: ON
Date: Monday, October 26, 2009
Time: 11:48:07 AM

additionalComments:

I strongly support the LRT alternative and I oppose the BRT alternative.

It is important to build this project as LRT, as it will be part of the larger LRT network in the future. It will be part of the LAX LRT extension, Harbor Subdivision LRT, and LRT extensions on San Vicente Blvd as well as LRT connection to the Expo Line. Therefore, the project shouldn't be evaluated from the limited-ridership view of the Expo - Green Lines segment alone. It would be a waste of existing transportation land to convert the railroad right-of-way to a BRT bus way. Building LRT will ensure future extensions of the Metro LRT network.

A
B
A

Response to comment 30-122-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Regional connectivity to other parts of the existing rail system and possibly future extensions was one of several factors that were used to evaluate and select the Crenshaw/LAX Light Rail Transit Alternative as the Locally Preferred Alternative.

Response to comment 30-122-B.

Comment noted. See response to comment 30-122A.



COMMENT: 30-123. Gokhan Esirgen.

30-123

Crenshaw Transit Corridor DEIS/DEIR Comments11
Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom: webmaster
Sent: Monday, October 26, 2009 12:57 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

firstName: Gokhan
lastName: Esirgen
organization: USC Physics and Astronomy Department
emailaddress: esirgen@usc.edu
street: 3380 vinton Ave Apt 108
city: Los Angeles
state: CA
zipcode: 90034-3755
Yes: ON
No:
support: LightRailTransit(LRT)Alternative
Construction:
AirQuality:
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DisruptiontoBusiness:
PublicServices:
LocalLanduseDevelopment: ON
EconomicImpactsandJobs: ON
SpecificDesignFeatures:
Other: ON
HomeZip: 90034
workZip: 90089
Liveintheprojectarea?:
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?: YES
Other: ON
Bicycle?:
CarorTruck?: ON
Bus?:
walk?:
Other?:
Resident: ON
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other: ON
date: Monday, October 26, 2009
Time: 11:57:19 AM

additionalComments:

Additional comments:

In addition to strongly supporting the LRT alternative, I support the relocation and preservation of the single freight track within the BNSF right-of-way. It is important to keep the freight service for the economy of the region, and these additional tracks are important for future public-transportation use as well, such as Metrolink, Harbor Subdivision DMUS, etc.

A
B

Response to comment 30-123-A.

Comment noted. The single freight track along the Harbor Subdivision railroad right-of-way is no longer a heavily used freight rail line. Nonetheless, this track is being relocated and preserved within the right-of-way. The right-of-way was sold to Metro for potential future use as a public transportation line.

Response to comment 30-123-B.

Comment noted. The operation of the Crenshaw/LAX Transit Corridor Project would not necessarily rule out the shared use of the right-of-way with another future potential transit line. The relocated track may be incorporated into a future public transportation project along the corridor.



COMMENT: 30-124. Cynthia Estell.

30-124

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

NAME: Cynthia Estell EMAIL: _____

ADDRESS: 6618 HAAS AVE PHONE: (323) 497-1352

COMMENTS: KEEP IT UNDERGROUND ON CRENSHAW
BLVD!

A

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

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

Response to comment 30-124.

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



COMMENT: 30-125. Amos Evans.

30-125

Abbott, Matthew

From: Damien Goodman [damienwg@gmail.com]
Sent: Monday, October 26, 2009 1:22 PM
To: Diaz, Roderick
Subject: Fwd:

----- Forwarded message -----
From: Amos Evans <ab-evans@sbeglobal.net>
Date: Mon, Oct 26, 2009 at 1:18 PM
Subject:
To: crenshaw@fixexpo.org

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

Amos and Barbara Evans

3663 Northland Dr.

Los Angeles, CA 90008

11/5/2009

Response to comment 30-125.

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: 30-126. Dianne Evans.

30-126

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

NAME: Diane Evans EMAIL: _____

ADDRESS: 7411 S. Hobart Blvd PHONE: (323) 759-4175

COMMENTS:

Dont want it ~~use~~ if need be

under ground !!!

A

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

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

Response to comment 30-126-A.

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



COMMENT: 30-127. Jean Evans.

30-127

Abbott, Matthew

From: Jean P. Evans [jpesae@sbcglobal.net]
Sent: Monday, October 26, 2009 8:52 AM
To: Diaz, Roderick
Subject: Keep Proposed Crenshaw Blvd. Metro Line Underground All The Way!

Dear Metro Line Board of Directors,
Please keep the proposed Crenshaw Blvd. Metro Line underground all the way for the safety of children who attend View Park Preparatory School and Crenshaw High School and for the economic welfare of the community. Crenshaw Blvd is a major north-south artery and delays caused by grade level crossings will seriously impinge this south Los Angeles area.
Jean Evans
5079 Parkglen Ave., Los Angeles, CA 90043

A

11/10/2009

Response to comment 30-127.

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

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



COMMENT: 30-128. Bridget Ferry.

30-128

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)

BRIGITTE FERRY

Address (Street, City, State, Zip)

4122 Norton LA CA 90008

Email (enter address to receive periodic project updates)

b1favabean@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 City Officials
- Attitude towards this community

Comment (please print):

I am truly sorry I could not attend the meeting. But based on the information I received by friends who attended my feelings are: The Rail system that is being offered this community is sub-standard as is all projects our fair city projects for this neighborhood. Why does this System have to be built like the old time LA System? Wires! Why? This part of Los Angeles continues to get the ass end of All LA projects. Think of Crenshaw Corridor as you do Wilshire Blvd. There is a pride, a history and a Beauty that must be retained and in some cases Refound. How about Clean Air Buses add more. OR what about underground? It is my understanding that Ilea once wanted to offer

- OVER -



Comment (continued):

Its Business in this community and was chased away by people with small ideas about what this community can be.

This is the Attitude that makes me cautious about city officials Ideas.

Get Idea Back Build a partial underground and some above ground w/a little Bus w/gas Alternative. with a little love + patience this community will prove to be a valuable asset to Los Angeles.

I must add that as I work outside this community an hear what others think of it I am amazed. They do not understand that most of the people living here are hard working law abiding citizens and would enjoy a positive view from outside.

Please consider these suggestions as you go forward.

Thankyou, *[Signature]* 10/22/09

TELL US ABOUT YOURSELF

What is your home zip code? 90008

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.



Metro



Metro

BrightFees
4122 Nocton
LA CA 90008

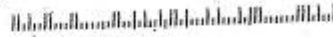
LOS ANGELES CA 900

23 OCT 2009 PM 11 T



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

90012+2952



Response to comment 30-128-A.

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.

Typically, a heavy rail transit system requires a commercial corridor with high commercial density. These high density commercial areas are required to generate the ridership necessary to support the cost of a heavy rail transit system. Areas that can support this amount of density are limited to central business districts and high employment areas, containing multi-story office buildings. The Crenshaw/LAX Corridor does not have the commercial density that would create the ridership necessary to support a heavy rail transit system. Other communities within the region, such as El Segundo, Culver City, Santa Monica, and Pasadena, also do not have the commercial density required to support a heavy rail system and have light rail systems planned or currently operating through their jurisdictions.

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

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

The DEIS/DEIR also analyzed the visual and aesthetic impacts of an at-grade light rail transit system operating in the median of Crenshaw Boulevard. 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.

Response to comment 30-128-B.

Comment noted. See response to comment 30-128-A regarding the Alternatives Analysis. The two alternatives identified for further study in the Alternatives Analysis, along with a No Build Alternative and a Transportation Systems Management Alternative underwent a comprehensive environmental review in the DEIS/DEIR. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 30-128-C.

Metro appreciates the ideas of the commenter and public input is an important part of the planning process. The placement of an Ikea within the community is not part of the proposed project. Please see response to comment 128-A and 128-B for the mode choice selected by Metro as the Locally Preferred



Alternative. Metro considers the communities within the Crenshaw/LAX Corridor to be essential pieces of the overall region and selected a Locally Preferred Alternative that would serve and connect these communities to the surrounding region. The Locally Preferred Alternative represents a significant capital investment to those communities for decades to follow.



COMMENT: 30-129. Gina Fields.

30-129

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

NAME: GINA FIELDS EMAIL: DivaG@earthlink.net

ADDRESS: 4015 McCLUNG DRIVE PHONE: 323-291-9300

COMMENTS: Please ~~not~~, I urge you to have the
Crenshaw Light Rail run underground
It will be safer, quieter & more effective
Thank you.

100% 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 30-129.

The DEIS/DEIR addressed the potential noise, vibration, and safety impacts from the operation of a light rail transit line on the street surface. The assessment presented in the environmental document indicates that light rail operations would not result in significant or adverse impacts to noise, vibration or safety.

Please Refer to Master Response 1 Regarding support for a below-grade alignment along Crenshaw Boulevard.

COMMENT: 30-130. Gina Fields.

30-130

Abbott, Matthew

From: divag11@aol.com
Sent: Friday, October 23, 2009 10:56 AM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor - Underground Please!!!

Dear Mr. Roderick:

I am a homeowner on McClung Drive in Leimert Park, 1 blk east of Crenshaw and 1/2 a block north of King Blvd. I am very excited about the installation of a light rail along Crenshaw Blvd. I believe mass transit is the wave of the future and with rising gas prices and increased congestion on the road, the introduction of light rail mid-city is a great idea. As a U.C. Berkeley Graduate and a former bay area resident, I am familiar with the positive possibilities of a rail system.

A

However, I implore Metro to install the rail system underground, like the BART train in the bay area. A ground level system would increase traffic on an already congested street. Also, with the heavy traffic and a train competing on the street, vehicular accidents would most certainly increase. Additionally, Crenshaw is a street heavily peopled with many elderly people, as well as, young elementary and middle school students. A ground level train would lead to more fatalities for pedestrians.

B

While I applaud Metro's efforts to increase public transportation in Los Angeles, I would only support it, if it were done properly. The proper way to install light rail mid-city is underground. Please help us to protect our children and our elderly and lessen traffic in our area by installing the Crenshaw Transit Corridor underground for the entire route of the train.

C

Thank you,
Gina M. Fields
McClung Drive Homeowner
Divag11@aol.com
(323)291-9300

11/5/2009

**Response to comment 30-130-A.**

Comment noted. Metro appreciates the support of the commenter and public input is an important part of the planning process.

Response to comment 30-130-B.

When first considering rail modes for the Crenshaw/LAX Transit Corridor, several modes were considered including heavy rail and light rail. Due to the nature of the existing and planned development along the corridor and the relatively modest estimates for ridership along the corridor, heavy rail (a mode that is typically fully grade separated) was deemed to be not necessary and inappropriate for application to the Crenshaw/LAX Corridor. Furthermore, the Light Rail Transit mode provides an opportunity to connect to other existing rail facilities in the corridor (i.e., the Metro Green Line). Because Light Rail Transit can operate at several grades (at-grade, aerial, and below-grade), Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that rail and highway crossings be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods.

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. Metro considers grade separations associated with LRT projects on a case-by-case basis primarily for severe traffic or other environmental impacts and not on the socio-economic profile of an area.

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

Motorist safety treatments are described in detail in Section 2.0 Alternatives Considered of the DEIS/DEIR. From the Exposition/Crenshaw Station southward, the LRT would operate at-grade in a semi-exclusive right-of-way separated from automobile traffic by a raised curb until the alignment transitions to a below-grade section at Crenshaw Boulevard and 39th Street and would not travel above 35 mph. Pedestrians and motorists would cross the LRT tracks with standard signal phases. As discussed in Section 3.0 Transportation Impacts of the DEIS/DEIR, the signal phasing at intersections would be changed to accommodate the LRT operations. When LRT vehicles are present, movements that would conflict with LRT vehicles are prohibited. Pedestrians are permitted to cross the street during phases in which the LRT vehicles are not present. Additional safety features, such as dedicated left-turn phases, photo enforcement cameras, and in-pavement lights will be considered, as appropriate, along this segment.

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

Response to comment 30-130-C.

Comment noted. Please see response to comment 30-130-B.



COMMENT: 30-131. Angelia Fleming.

30-131

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

NAME: Angelia Fleming EMAIL: grenmy112002@yahoo.com
ADDRESS: 4150 Eved Ave. LA CA. 90008 PHONE: 323-296-5426

COMMENTS: For the safety and welfare of the children
along the Crenshaw corridor it is important
that the line from Vernon to Florence
is 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 30-131.

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



COMMENT: 30-132. Lori Fleming.

30-132

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

NAME: Lori Fleming EMAIL: Lori.Fleming@ymly

ADDRESS: 2947 West View St PHONE: 323.443.6776

COMMENTS: Keep it unclawed | 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 30-132.

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



COMMENT: 30-133. Vincent Fleming.

30-133

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

NAME: Vincent Fleming EMAIL: VFleming@yahoo.com

ADDRESS: 4711 S Victoria Ave PHONE: 323-356-2987

COMMENTS: Keep it underground

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

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



Response to comment 30-133.

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



COMMENT: 30-134.Carol Fondevila.

30-134

Abbott, Matthew

From: Veronica Desilva [vdesilva@leeandrewsgroup.com]
Sent: Wednesday, October 28, 2009 1:10 PM
To: Diaz, Roderick; Monks, David
Cc: Roxi Reeves; JT Ford
Subject: Crenshaw- DEIS/DEIR COMMENT FORM ATTACHED
Importance: High
Attachments: Carol Fondevila_Cmnt Fr_10.28.09.pdf

Attached is Comment Form received today.

Veronica De Silva
Lee Andrews Group
(213) 891-2965
(213) 891-9016 Fax
(213) 999-0844 Cell
vdesilva@leeandrewsgroup.com

11/5/2009



10/27/2009 23:51

323-939-3100

SURETY INVESTMENT

PAGE 01

Carol Fondevila
456 South Plymouth Blvd.
Los Angeles, CA 90020
Office Phone (323) 939-3100
Fax (323) 939-3150
Email: cfond@aol.com

FAX MESSAGE

TO: Roxie Reeves
FROM: Carol Fondevila
RE: Comments on proposed station at Crenshaw and Wilshire

I attended the meeting October 26th at LACMA regarding the above. There were no Comment Forms available at the meeting, but one had been emailed to me, which is attached.

Please inform me of any other meetings pertaining to the proposed stations, etc.

Thank you,


Carol Fondevila

18/27/2009 23:51 323-939-3100

SURETY INVESTMENT

PAGE 02

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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

Name (First & Last Name, Organization)

Carol Fondevila

Address (Street, City, State, Zip)

456 S. Plymouth Blvd, Los Angeles, CA 90020

Email (enter address to receive periodic project updates)

cfond@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 Impact on surrounding property values.

Comment (please print):

My family lives a few blocks from the station being proposed or discussed at Crenshaw and Wilshire, and we are very concerned about the impact on our community relating to property values, traffic, density, development, and more.

The Windsor Square area is a designated HPOZ area, and we feel the neighborhood would be adversely affected by this station. We believe the traffic and density of development resulting from the station would impair our home values and our quality of life. What controls would there be on the development of retail and high-density housing projects in the area? What about the use of this valuable land in building parking structures that bring in more traffic to our neighborhood?

- OVER -

(continued)



10/27/2009 23:51

323-939-3100

SURETY INVESTMENT

PAGE 03

Comment (continued):

With the Wilshire/Western station being only 1/2 mile away, what is the purpose of a station at Wilshire + Crenshaw? If the subway runs at 60 miles per hour, this stop would be a 30-second ride from the Western Station. That is ridiculous. The estimated \$200,000,000 earmarked to build this station could be much better spent elsewhere.

Thank you

Carroll Anderson

TELL US ABOUT YOURSELF

What is your home zip code? 90020 Work zip code? 90010

Do you: (check all that apply)

<input checked="" type="checkbox"/> Live in the project area?	<input checked="" type="checkbox"/> Commute through the project area?	<input type="checkbox"/> Bicycle?	<input type="checkbox"/> Bus?
<input checked="" type="checkbox"/> Work in the project area?	<input type="checkbox"/> Other? _____	<input checked="" type="checkbox"/> Car or Truck?	<input checked="" type="checkbox"/> Walk?
<input checked="" type="checkbox"/> Own a business in the project area?		<input type="checkbox"/> Other _____	

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

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) 891-9296
Attn: Roxi R.*

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



Response to comment 30-134-A.

Metro appreciates the ideas of the commenter and public input is an important part of the planning process. The extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. Therefore, the Windsor Square HPOZ would not be affected by the proposed project.

Response to comment 30-134-B.

See response to comment 30-134-A. The Locally Preferred Alternative does not include a station at the Wilshire and Crenshaw Boulevards intersection.



COMMENT: 30-135. Tracie Ford.

30-135

Abbott, Matthew

From: t_mossford@yahoo.com
Sent: Monday, October 26, 2009 3:47 PM
To: Diaz, Roderick
Cc: crenshaw@fixexpo.org
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 mad a horrible situation worst then it already is. Treat us the same as you intend to treat the Wilshire community.

A

Sincerely,

Tracie Ford

Sent from my Verizon Wireless BlackBerry

Response to comment 30-135.

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: 30-136. Tim Forsyth.

30-136

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)

Tim Forsyth

Address (Street, City, State, Zip)

22912 EVALYN AVE., TORRANCE, CA 90505

Email (enter address to receive periodic project updates)

Tim_lee40@hotmail.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 put the project in EL Segundo where there is perfect open space, and leave Kentwood alone.

A

- OVER -



Response to comment 30-136.

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



COMMENT: 30-137. Vada Foster.

30-137

October 5, 2009

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

Subject: Crenshaw Transit Corridor Project

Mr. Diaz, I am a member of the Kentwood Players, located at 8301 Hindry in Westchester. As you know, this address is included in the proposed demolition area to be covered by the above project.

By now I am sure several other members have written to urge you to consider other locations for this purpose, to spare this crucial building and the pleasure its efforts over the nearly 60 years of its operation, from demolition. There are precious few community theatres still in operation in the greater Los Angeles area, and the Kentwood Players of Westchester Playhouse are one of, if not the oldest among them.

Chapel Theatre in Lomita was once a thriving community theatre, but when they had to move from the space they had occupied for many years, they were unable to make a go of it in a new location. Similarly, Palos Verdes Playhouse closed after a relatively long time when they could not afford the space they were in due to rent increases. I am sure there are other smaller groups who have vanished due to the difficulty of maintaining a theatre in these hard economic times.

The shortage of community theatres in this area is a shame, as less and less people today are able to afford the ticket prices of the equity houses in Los Angeles and Hollywood. Kentwood is one of the last affordable theatres around, with a dwindling but still loyal number of members and season ticket holders who support them. This group also offers children's theatre classes and children's productions which are also very rare in this

A



area, unless one can afford to pay the high priced professional teachers.
Kentwood is a vital part of this community, and should be protected.

I fear that if the Westchester Playhouse is demolished, the Kentwood
Players will cease to exist, as the cost of relocating and the loss of income
during such time as the theatre would be closed would use up more than
we have in our accounts. Tearing down the building would effectively kill
the group.

A

I respectfully request that you use another of the proposed locations for this
project and spare this historical building. The community will suffer greatly
for its loss, not just the members who support it.

Thank you for your consideration of this urgent matter.

Sincerely

Vada Foster

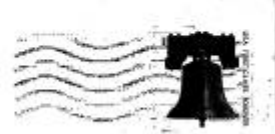
266 E 213th St

Carson, CA 90745-1527



Vasia Foster
266 E 213th St
Carson, CA 90745-1527

SANTA ANA CA 927
05 OCT 2009 PM 11 T



RUDERICK DIAZ
PROJECT MANAGER - METRO
ONE GATEWAY PLAZA 99-22-3
LOS ANGELES, CA 90012

90012+2352





Response to comment 30-137.

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



COMMENT: 30-138. Carolyn Fowler.

30-138

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

NAME: Carolyn Fowler EMAIL: cjfowler@att.net

ADDRESS: 4434 CRENSHAW BLVD LA 90043 PHONE: 323 290-4690

COMMENTS:

I am imploring you to do the responsible
action in this matter and implement without
delaying any further the people's Option.

MUST BE SENT TO MTA BY OCT. 28, 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 30-138.

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

COMMENT: 30-139. Sherri Franklin.

30-139

Abbott, Matthew

From: Sherri Franklin [sherri@urbandesigncenter.com]
Sent: Monday, October 26, 2009 4:58 PM
To: Diaz, Roderick
Subject: Comments on the MTA plans for mass transit on Crenshaw

I would like to make sure that MTA is conscious of the transit oriented development infrastructure improvements planned for the Crenshaw Corridor from the 10 fwy to 52nd Street. These improvements were made possible by a \$14.6 million Prop 1C grant from the State of California and a MTA Call grant for MLK and Stocker at Crenshaw for \$1.2 million. Work is scheduled to commence in 2010.

A

We have to make sure that all work efforts are coordinated. It would be a terrible waste of public funds if not.

I support the comments made by the CRALA.

Sherri Franklin
Urban Design Center
(323) 447-8246 office
(213) 712-9906 cell
(323) 290-3939 fax
sherri@urbandesigncenter.com

"Transforming Visions into Reality"

11/5/2009



Response to comment 30-139.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Metro will coordinate with the CRA/LA to ensure that those infrastructure improvements are considered during final design process and maintained to the greatest extent feasible.



COMMENT: 30-140. Ginger Frelo-Hyde.

30-140

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

NAME: Ginger Frelo-Hyde EMAIL: GINGER.FH@pacbell.net

ADDRESS: 1406 W 48th St LA 90062 PHONE: 323-258-1804

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 30-140.

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

COMMENT: 30-141. Kevin Fridlington.

30-141

Abbott, Matthew

From: NICOLAS CRAIG [nicolascraig@sbcglobal.net]
Sent: Sunday, October 25, 2009 9:42 PM
To: Diaz, Roderick
Subject: Crenshaw Alignment

Rodrick,

Sorry to miss you at the ECWA NDC meeting last week. Regardless, my comments were much the same: Make the Crenshaw Corridor an underground transportation route.

And with regard to "equity"...please consider the impacts of bulldozing the 10 Freeway through our community followed by the at grade Exposition Light Rail line. Additional at grade transportation is not "equitable", it is a compound impact/insult to our neighborhood.

If South Pasadena can get their freeway put underground it makes sense that we at least get one of two rail lines intersecting our Community underground.

Put the Crenshaw rail line entirely underground for the portion running concurrent with the Boulevard. AND we very much need a rail station design that has a Leimert Park Village station/entrance.

Kevin Fridlington
Leimert Park

11/5/2009

**Response to comment 30-141-A.**

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 are designed to disclose and resolve any potential unanticipated problems that may affect adjacent communities.

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

Response to comment 30-141-B.

During the preparation of the DEIS/DEIR, six additional design options were considered and evaluated to assess environmental impacts and address community concerns. Those design options specifically related to the “People’s Choice Option” included Design Options 4, 5, and 6. Design Option 4 involved a below-grade segment from 60th Street along Crenshaw Boulevard to Victoria Avenue along the Harbor Subdivision. Design Option 5 involved a below-grade station at Vernon Avenue. Design Option 6 involved a below-grade segment from Exposition Boulevard along Crenshaw Boulevard to 39th Street. Specifically related to the People’s Choice variation, the Locally Preferred Alternative selected by the Metro Board of Directors, implemented Design Option 4, and incorporated Design Options 5 and 6 for further consideration in the advanced conceptual engineering stage. The remaining at-grade segment along Crenshaw Boulevard from 48th Street to 60th Street was determined not to have significant impacts during the preparation of the DEIS/DEIR.

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



COMMENT: 30-142. Alexander Friedman.

30-142

Abbott, Matthew

From: Alexander the Great [alek3000@sbcglobal.net]
Sent: Wednesday, September 16, 2009 9:07 AM
To: Diaz, Roderick
Subject: Re: CRENSHAW CORRIDOR Study
Importance: High

A | Dear MTA,
I strongly believe the Crenshaw Corridor
should be a **Light-Rail** corridor.
Light-Rail is an efficient, cost-effective solution for our city,
specifically for the Crenshaw Transit Corridor.
B | Please do **Not** consider Bus way,
because Busways are inefficient, slow; buses have limited capacity, and offer uncomfortable, lousy ride,
bus ways are unattractive to riders (thus overall lower ridership!), and have higher operational costs.
Whereas,
Light-Rail corridors are always far more efficient, in many ways!
Please only consider Crenshaw Transit Corridor to be a **Light-Rail** mode.
Thank you

Alexander Friedman,
resident of Hollywood,
mass transit patron and supporter.
(323) 465-8511

11/5/2009



Response to comment 30-142-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Response to comment 30-142-B.

Comment noted. Please see response to comment 30-142-A.



COMMENT: 30-143. Phil Frierson.

30-143

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

NAME: Phil Frierson EMAIL: _____

ADDRESS: P.O. Box 8051, L.A. CA 90048 PHONE: 213-220-6135

COMMENTS: Please Put Train/subway 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 30-143.

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



COMMENT: 30-144. Reginald Furbert.

30 145 30-144

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

NAME: REGINALD FURBERT EMAIL: REG INVEST 9-11-10

ADDRESS: 3115 SOUTH MAINWAY AVE PHONE: (213) 503-507

COMMENTS: KEEP RAIL UNDER GROUND ON CRENSHAW BLVD

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 30-144.

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

COMMENT: 30-145. Mark Galbreath.

30-145

Abbott, Matthew

From: Mark Galbreath [mgalb37@yahoo.com]
Sent: Sunday, October 25, 2009 9:32 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor Project Osage Area Westchester

To Whom It May Concern:

I am writing because of my concerns about a proposed MTA Maintenance yard at 83rd Street near the San Diego Freeway (I-405). I live on the south side of 82nd street between Hindry and Isis so I would essentially have this maintenance yard and park & ride station behind my back yard. I have had my residence burglarized eight times in the 25 years I have lived here and I am concerned a park & ride asatation would make my residence available to more people. Cutting off the Hindry-to-Florence access and 83rd Street to La Cienega access would leave no enrances or exits in the southeast corner of the Osage residential area. I do not look forward with 24-hour-a-day noises coming from behind my house. I also do not wish to see the Westchester Playhouse be removed. I also believe a maintenance yard would decrease my property value.

Please do not place a station or maintenance yard next to our homes in Westchester. The empty lot at Sepulveda and Rosecrans would be a better location next to the El Segundo Plaza. I work nearby there and am very familiar with that location.

Thank you.

Mark Galbreath
5436 W 82nd Street
Los Angeles, CA 90045

PS: I live in the proposed project area as a resident, and travel through it by car or bicycle or walking. I work in El Segundo at the Raytheon Company behind El Segundo Lakes Golf Course.



Response to comment 30-145.

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



COMMENT: 30-146. Dianne Gamble.

30-146

Abbott, Matthew

From: Dianne Gamble [ladydi_png@sbcglobal.net]
Sent: Friday, October 23, 2009 1:01 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.

You have already had a negative impact on my immediate surroundings at La Brea & Rodeo. I live 2 blocks west of La Brea between Rodeo and Exposition. There is a logjam that forms every day for those of us turning left onto La Brea. The left turn lane can be 15-20 cars long. The people making a right turn onto La Brea from the westerly direction, turn whether it's their light or not, making gridlock. If you have to get to work in the morning, it

spells disaster. To go to La Cienega, you run into the same construction. In order to get to Hollywood, I had to go over to Crenshaw just to get around all of this madness, then come back to La Brea so I could reach Highland. Now, you're going to create the same nightmare on Crenshaw? Please say it ain't so! Give us in "South L. A." a break will you?

Tensions are high enough with the economy as it is. You're adding to our stress level, and that's not good! Not to mention, grade level and overhead rails are UGLY! Why can't we get the aesthetics that the westside is getting?? (Underground rails & park-like settings)

Sincerely,
Dianne Gamble
3472 Alsace Ave.
L. A., CA 90016

11/5/2009

**Response to comment 30-146-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.

Response to comment 30-146-B.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. It is assumed that the same construction the commenter refers to is from the construction of the Exposition Light Rail Project. This project is scheduled to end construction in 2011. Construction of the Crenshaw/LAX Light Rail Transit Project is not scheduled to begin until 2013. Therefore, the construction traffic impacts of both projects would occur independently of each other and would not be cumulative. One of the goals of the project is to ease some of the burden that the existing transportation roadway network already contains.

When first considering rail modes for the Crenshaw/LAX Transit Corridor, several modes were considered including heavy rail and light rail. Due to the nature of the existing and planned development along the corridor and the relatively modest estimates for ridership along the corridor, heavy rail (a mode that is typically fully grade separated) was deemed to be not necessary and inappropriate for application to the Crenshaw/LAX Corridor. Furthermore, the Light Rail Transit mode provides an opportunity to connect to other existing rail facilities in the corridor (i.e., the Metro Green Line). Because Light Rail Transit can operate at several grades (at-grade, aerial, and below-grade), Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that rail and highway crossings be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods.

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



COMMENT: 30-147. Pat Games.

30-147

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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Name (First & Last Name, Organization)

PAT GAMES

Address (Street, City, State, Zip)

7818 GODDARD AVE. L.A. 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):

This is to stop the proposal to build a maintenance yard & park & ride on 83rd St. between OSAGE & LACIENEGA.

Why would you do this in a residential area?

I have lived here for 48 years. I do not wish to see this project ruin this area.

You have an empty lot at SEPULVEDA & ROSECRANS.

Build there! Get out of our area & leave these people alone.

Ms. Pat Games

- OVER -



Comment (continued):

Lined area for writing 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?
- 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.








 Pat Games
7818 Goddard Ave
Los Angeles, CA 90045

Roderick Diaz
Project 126
L.A. Co. Metro Transit
One Gateway Plaza
Mail Stop 99-22-3
L.A. CA. 90012-2952



Response to comment 30-147.

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

COMMENT: 30-148. Will and Linda Garcia.

30-148

Abbott, Matthew

From: Linda [ldgteaches@aol.com]
Sent: Monday, October 19, 2009 7:15 PM
To: Diaz, Roderick
Subject: crenshaw transit

Please be advised that I am writing this email regarding the project proposed. We are opposed to the project because of the noise and air pollution it brings to our community and living space. We already have to contend with airport and freeway pollution which seems to be a huge stress on our bodies. We would like to express the concerns we have regarding this project because we have had to deal with cancer due to the environment. It is at this time that we feel this project is not a viable site for the construction due to environmental issues, noise and limited access to our neighborhood. We would encourage you give strong consideration to the other site near Fry's Electronics.

A

Will & Linda Garcia
7622 Goddard Ave
Westchester, CA 90045

11/5/2009



Response to comment 30-148.

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



COMMENT: 30-149. Adelina Ghilardi.

30-149

**Crenshaw Transit
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Name (First & Last Name, Organization)

ADELINA GHILARDI

Address (Street, City, State, Zip)

5416 W. 82ND ST. 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 object to all of the checked items. I moved to this neighborhood 60 years ago because I liked this neighborhood.

I object very much that the Crenshaw Transit Corridor Project is trying to intrude in our tranquil neighborhood with construction, noise, air quality, diesel, smells, safety, additional traffic, and displacement of property.

I did not vote for Measure R and am very displeased with this proposal.

Please reconsider! I want my family and grandchildren to live here without worrying about air quality, additional traffic, construction, etc.

- 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?
- 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.





*A. Philardi
5416 W 8th St
Los Angeles, CA 90045*

LOS ANGELES CA 900

17 OCT 2009 PM 2 L



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

9006248821
900129522



**Response to comment 30-149.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The DEIS/DEIR analyzed the environmental effects the proposed project would have on the surrounding communities and residences. These topic areas included, but were not limited to construction, air quality, traffic, noise and vibration, safety, visual resources, displacement, public services, land use and development, and economic impacts. Section 4.0 of the FEIS/FEIR describes the effects in detail for each of these topic areas. 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.



COMMENT: 30-150. Ann Ghilardi.

30-150

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Name (First & Last Name, Organization)

ANN GHILARDI

Address (Street, City, State, Zip)

5412 W. 82ND ST. C.A. CA 90045

Email (enter address to receive periodic project updates)

aimghila@pacbell.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 HAVE GROWN UP AND LIVED IN THIS NEIGHBORHOOD MOST OF MY LIFE. IT IS A WONDERFUL PLACE TO LIVE AS IT IS NOW. I WANT TO CONTINUE TO RAISE MY YOUNG DAUGHTER RIGHT HERE WITHOUT ADDED TRAFFIC, ADDED POLLUTION, ADDED ~~DEAD~~ CRIME, ADDED NOISE. WE ALREADY HAVE POLLUTION AND TRAFFIC GETTING OUT OF CONTROL DUE TO ADDED EXPANSION OF LAX ON A CONTINUAL BASIS. WE HEAR ALL OF THE PLANES. CANCER RATES IN OUR NEIGHBORHOOD ARE ALREADY HIGH, AND I KNOW MANY MANY FAMILIES AFFECTED, MYSELF INCLUDED. WE ARE OVERBURDENED ALREADY WITH LAX, IT IS TIME TO MAKE OTHER COMMUNITIES LIKE EL SEGUNDO SHOULD THEIR SHARE OF RESPONSIBILITY. PLEASE DO NOT DO THIS IN WESTCHESTER.

- OVER -



Comment (continued):

Multiple horizontal lines for writing a comment.

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

AFFILIATION

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

Thank You!

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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.





A. CHILARDI
5112 W. 82ND ST.
L.A. CA 90045

LOS ANGELES CA 900
23 OCT 2009 PM 3 T



RODERICK DIAZ, PROJECT MANAGER
LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
MAIL STOP: 99-22-3
LOS ANGELES, CA 90012-2352

**Response to comment 30-150.**

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

The air quality, traffic, noise and public safety analyses described in the Affected Environment section of the FEIS/FEIR factored into account the cumulative effects of air quality, traffic, noise and public safety, which include the surrounding highways and roadways, and airport. Operation of the electrically-powered LRT vehicles would not contribute to cumulative air quality pollution. The cumulative effects of noise and traffic also would not affect the Westchester neighborhood. With mitigation measures, no impacts to traffic would occur near the Westchester community during operation of the Crenshaw Light Rail Transit Line. The DEIS/DEIR also identified four potential maintenance facility sites for initial screening. Two of these sites, Maintenance Facility Site B in the Westchester community and Site D in El Segundo were further analyzed as part of the proposed project. Maintenance Site D was found to have the least adverse affect on the environment in the DEIS/DEIR. The Locally Preferred Alternative selected by the Metro Board of Directors eliminated both Sites B and D from the proposed project and called for an additional evaluation of potential sites during advanced conceptual engineering to identify another preferred site. In regard to public safety around the LRT corridor and maintenance facility sites, Metro oversees the operation of bus and rail transit services throughout Los Angeles County. Metro is also responsible for implementing its own System Safety Program Plan (SSPP) and System Security Plan (SSP) during the operational phases of projects, which help to maintain and improve the safety and security of commuter operations, mitigate accidents, and comply with State regulations. These safety measures have been established to provide employee and passenger safety, crime prevention, adequate emergency response, and emergency procedures. Metro also uses numerous pedestrian and motorist safety devices, signs, and warning lights to alert pedestrians, passengers, employees, and the surrounding community Metro has also implemented several programs and/or projects to enhance the safety of passengers, employees, and the community. Further information regarding crime and pollution impact studies that have been conducted on other Metro projects can be obtained at the Metro website at www.metro.net, under the Projects and Programs tab.



COMMENT: 30-151. Daniel Ghilardi.

30-151

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Name (First & Last Name, Organization)

DANIEL J. GHILARDI

Address (Street, City, State, Zip)

5416 W. 82ND ST., LOS ANGELES CA 90045-3218

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 58 YEARS OLD, I HAVE PUT UP WITH MANY CHANGES SINCE I WAS BORN HERE IN WESTCHESTER 58 YEARS AGO. I'VE LIVED THROUGH FREEWAY CONSTRUCTION, ADDITIONAL TRAFFIC, LAX EXPANSION, NOISE AND TERRIBLE POLLUTION. IN SPITE OF THESE CHANGES IT IS STILL A NEIGHBORHOOD I WISH TO CONTINUE TO LIVE IN. I AM FOR ANYTHING THAT WILL IMPROVE THE NEIGHBORHOOD. BUILDING A MAINTENANCE YARD AND A PARK AND RIDE FACILITY IS CERTAINLY NOT AN IMPROVEMENT. TAKE YOUR MTA PROPOSAL ELSEWHERE AND LEAVE WESTCHESTER ALONE.

- OVER -