



Comment (continued):

Multiple horizontal lines for handwritten comments.

TELL US ABOUT YOURSELF

What is your home zip code? 90045-3218 Work zip code? 90045-3218

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 30-151-A.

Comment noted. 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.



COMMENT: 30-152. Irene Ghilardi.

30-152

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)

Irene Ghilardi

Address (Street, City, State, Zip)

5416 W. 82nd St. Los Angeles, CA 90045

Email (enter address to receive periodic project updates)

AIMGHILA@fackell.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 Our health

Comment (please print):

Please do "not" do this to my community! We already have carbon fumes from the freeway, airport, and traffic. Why are you insistant on waisting the states money on another useless project that will cost a fortune with no real benefit to the people? I believe the people that did vote for this project did not realize the immense damage this would end up doing to our neighborhood and community. It would add to the noise pollution that LAX planes and import/export trucks (by the way who take there rest steps behind my house with their motors running all night) already cause.

The beauty of this family oriented neighborhood is constantly being shrunk by the expansion of LAX. How big does one

- OVER -



Comment (continued):
 airport really need to be? It is turning into
 the song "They Paved Paradise And Put Up a Parking
 Lot." Please let us keep our little bit of paradise
 we have left! Please don't pave it all and put up
 a parking lot. Please remember that I am a
 voter. I am an American who values her property
 as it is. Thank you for your consideration!

June Ghilardi

TELL US ABOUT YOURSELF

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

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 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	Email:
Roderick Diaz, Project Manager	diazroderick@metro.net
Los Angeles County Metropolitan	
Transportation Authority	
One Gateway Plaza	Project Hotline
Mail Stop: 99-22-3	(213) 922-2736
Los Angeles, CA 90012-2952	

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



**Response to comment 30-152.**

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

The air quality, traffic, and noise analyses described in Chapter 4 of the DEIS/DEIR 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 quality pollution 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.

Any potential expansion of LAX is not included as part of the proposed project. The light rail transit line would provide a connection and service to the airport but would not add passengers or additional airport facilities.



COMMENT: 30-153..

30-153

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

NAME: Charlotta O. Gilder EMAIL: Scgilder@yahoo.com
ADDRESS: 5239 Maymont St. L.A. 90043 PHONE: (323)-792-4215
COMMENTS: _____

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

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



Response to comment 30-153.

No specific comment to address.

COMMENT: 30-154.Lloyd Gladden .

30-154

Abbott, Matthew

From: Damien Goodman [damienwg@gmail.com]
Sent: Saturday, October 24, 2009 7:05 PM
To: Diaz, Roderick
Subject: Fwd: MTA Crenshaw Line Study

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

From: <lg31960@ca.rr.com>
Date: Sat, Oct 24, 2009 at 1:12 PM
Subject: MTA Crenshaw Line Study
To: crenshaw@fixexpo.org

I support and request MTA study THE PEOPLES OPTION for the entire Crenshaw Blvd. portion of the line to be built underground, plus a station at Vernon. | A

Lloyd Gladden
Crenshaw Neighborhood Resident.

11/5/2009



Response to comment 30-154.

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



COMMENT: 30-155. Gary Gless.

30-155

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

NAME: GARY GLESS EMAIL: GGLESS@AOL.COM

ADDRESS: 5646 Arch Crest Dr PHONE: 323-299-1990 | A

COMMENTS: KEEP RAIL UNDERGROUND @ CRENSHAW
+ a STATION AT VERNON - MORE JOBS | B
+ KEEPS COMMUNITY SAFER - AND WE
NEED TO KEEP FESTIVALS

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 30-155.

Please refer to Master Response 4 regarding an underground alignment along Crenshaw Boulevard with a below-grade station at Vernon Avenue, also referred to as the People's Choice Alternative.

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

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



COMMENT: 30-156. Leslie Gless.

30-156

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

NAME: Leslie Gless EMAIL: GGLESS@AOL.COM

ADDRESS: 5640 Arch Crest Dr. PHONE: 323 299-1990

COMMENTS: Please keep it underground on Crenshaw
with a station at Vernon! (Because of traffic!
and kids safety)

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 30-156.

Please refer to Master Response 4 for an underground alignment along Crenshaw Boulevard with a below-grade station at Vernon Avenue, also referred to as the People’s Choice Alternative.

Achieving pedestrian safety near the operation of a light rail transit line is the result of several conditions, Please refer to Master Response 7 for safety treatments and the approach to safety for the project.

Please refer to Master Response 5 for traffic methodology and analysis.

COMMENT: 30-157. Ethan Gold.

30-157

Abbott, Matthew

From: Ethan Gold [ethan@ethangold.com]
Sent: Saturday, October 03, 2009 8:32 AM
To: Diaz, Roderick
Subject: Crenshaw Corridor

Hello Mr. Diaz,

I received a mailing about the future of the Crenshaw Corridor. I cannot attend the meetings but I wanted to express my strong support for an LRT extension. A BRT alternative would be a second choice. I do hope at least one of these two options is approved, for the good of the future of our city.

| A
| B

Best,

Ethan Gold
1118 S. Sycamore Ave.
Los Angeles, CA 90019
h 323-857-0547
m 323-314-4222



Response to comment 30-157-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 for the selection of the locally preferred alternative.

Response to comment 30-157-B.

Please see response to comment 30-157-A.

COMMENT: 30-158. Ryan Gomez.

30-158

Abbott, Matthew

From: RUBEN J GOMEZ [gomez0702@sbcglobal.net]

Sent: Monday, October 26, 2009 3:53 PM

To: Diaz, Roderick

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,
Ryan Gomez

P.O Box 83266 Los Angeles, CA 90063

11/10/2009



Response to comment 30-158.

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: 30-159. Ron Gould.

30-159

**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)

Ron Gould, Westchester Playhouse, Kentwood Players

Address (Street, City, State, Zip)

5481 West 76th Street, Los Angeles, CA 90045

Email (enter address to receive periodic project updates)

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print):

Westchester Playhouse is my home away from home. Kentwood Players have contributed to the community of Westchester for over sixty (60) years and been completely self-supporting while supporting the community in their endeavors. Don't Toy with success. Leave the Westchester Playhouse Alone. Go To ^{OVER} BL Segundo with no Relocation Problems.



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?
- 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 30-159-A.

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



COMMENT: 30-160. Mattie Grace.

30-160

Abbott, Matthew

From: Damien Goodmon [damienwg@gmail.com]
Sent: Monday, October 26, 2009 1:11 PM
To: Diaz, Roderick
Subject: Fwd: COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY

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

From: **Mattie Grace** <mgrace@usc.edu>
Date: Mon, Oct 26, 2009 at 12:45 PM
Subject: COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY
To: "crenshaw@fixexpo.org" <crenshaw@fixexpo.org>

Hello,

I am writing this to express my opinion about the MTA line: I support and request MTA study THE PEOPLE'S OPTION for the entire Crenshaw Blvd. portion of the line to be built underground, plus a station at Vernon. | A
| B

Thank you.

Mattie E. Grace, Ph.D.

Associate Director

Disability Services and Programs

University of Southern CA

3601 Trousdale Parkway-STU 301

Los Angeles, CA 90089-0896

Tel: 213-740-0776

Fax: 213-740-8216

11/5/2009

Response to comment 30-160.

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



COMMENT: 30-161. Josie Grant.

30-161

Abbott, Matthew

From: JOSIE GRANT [josieg@wans.net]
Sent: Sunday, October 25, 2009 10:53 PM
To: Diaz, Roderick; crenshaw@fixexpo.org
Subject: rail

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. Don't make a bad situation worse.

A

Sincerely,

Josie Grant
5033 Marburn Ave.
Los Angeles, CA 90043

11/5/2009

Response to comment 30-161.

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: 30-162.Eddie Green .

30-162

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

NAME: Eddie Green EMAIL: _____

ADDRESS: 2391 W. Killaney PHONE: 323-647-6231

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 30-162.

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



COMMENT: 30-163. Vito Grillo.

30-163

Crenshaw Transit Corridor DEIS/DEIR Comments7
Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom: webmaster
Sent: Monday, October 26, 2009 3:14 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

firstName: vito
lastName: grillo
organization:
emailaddress: vito.grillo@gmail.com
street: 3456 Plata St apt 1/2
city: Los Angeles
state: CA
zipcode: 90026
Yes: ON
No:
support: LightrailTransit(LRT)Alternative
Construction: ON
AirQuality: ON
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DisruptiontoBusiness:
PublicServices:
LocalLanduseDevelopment: ON
EconomicImpactsandJobs: ON
SpecificDesignFeatures:
Other:
HomeZip: 90026
workZip: 90095
Liveintheprojectarea?: YES
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?:
Other:
Bicycle?: ON
CarorTruck?:
Bus?: ON
walk?: ON
Other?:
Resident: ON
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other:
Date: Monday, October 26, 2009
Time: 02:13:57 PM

additionalComments:

I feel strongly that the crenshaw line should be a light rail line. This will, over time, bring the greatest economic development to the area. It is also essential that it connect into the future purple line. Ideally, Metro should make the pink line and the Crenshaw line one. That would facilitate travel from Hollywood thru busy areas such as the Grove/Cedars Sinai and down into South LA. This will improve the overall ridership numbers for metro rail AND help bring needed jobs and economic development to the crenshaw corridor. LA is racist and doesn't want people of color travelling to "white" areas, but if LA is to ever come together and work as a community and a city, we must integrate. The crenshaw line will bring further economic integration. This MUST be light rail that connects into the Purple line at a minimum.

A
B
C

Response to comment 30-163-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. While the extent of the greater economic development potential of light rail transit is uncertain; because the Crenshaw/LAX Light Rail Transit Alternative has a higher capital cost, the economic effects were assumed to be greater than the BRT Alternative.

Response to comment 30-163-B.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The northern extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard (Purple Line) is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. A Feasibility study has been conducted by Metro that indicated that a future northern extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project. Currently, there is also no plan to connect the Crenshaw Line to a future West Hollywood Line (Pink Line). Such a connection could be explored as part of a future planning process. Information related to the Long Range Transportation Plan is available at www.metro.net, following the links to "Long Range Transportation Plan" under the "Projects and Programs" tab. The Crenshaw/LAX Light Rail Transit Alternative is designed such that it does not preclude the future northern extension of the Crenshaw/LAX Transit Line to Wilshire Boulevard.

Response to comment 30-163-C.

Comment noted. Please see response to comment 30-163-B addressing the extension to the Purple Line.



COMMENT: 30-164. Marlene Grinde.

30-164

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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Name (First & Last Name, Organization)

Marlene Grinde

Address (Street, City, State, Zip)

2203 Speyer Lane - Redondo Bch., Ca. 90278

Email (enter address to receive periodic project updates)

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print):

Please put the project in E/ Sequoia where there is perfect open space. Leave the Westchester Playhouse alone! It is a "community" theater.

- OVER -



Response to comment 30-164.

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

COMMENT: 30-165. Sarah Gugliano.

30-165

Crenshaw Transit Corridor DEIS/DEIR Comments34
 Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom: webmaster
 Sent: Wednesday, October 21, 2009 3:38 PM
 To: Diaz, Roderick
 Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

 firstName: SARAH
 lastName: GUIGLIANO
 organization:
 emailAddress: SGUIGLIANO@YAHOO.COM
 street: 7725 HINDRY AVENUE
 city: LOS ANGELES
 state: CA
 zipcode: 90045
 Yes: ON
 No:
 support: NoImprovenenNecessary(No-BuildAlternative)
 Construction: ON
 AirQuality: ON
 TrafficSafety: ON
 VisualEffects: ON
 DisplacementofProperty:
 DisruptiontoBusiness:
 PublicServices: ON
 LocalLanduseDevelopment:
 EconomicImpactsandJobs:
 SpecificDesignFeatures: ON
 Other:
 HomeZip: 90045
 workZip: 90067
 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: 03:37:40 PM

additionalComments:

I do not understand why MTA would include westchester (osage area) in the proposal - for either the repair facility, station, or park-and-ride - when El Segundo is a viable and less invasive option.

Westchester is a residential family community that would be adversely effected by this development. A Park-and-Ride on 83rd would be detrimental to the neighborhood - how would MTA handle the increased traffic that would most definitely result from a park-and-ride? And the effect this traffic would have on our homes, pets and schools that line this route? What about the increased need for security and neighborhood patrol? A

Regarding the proposed repair facility (although a better option than the park-and-ride, it still does not make sense when El Segundo would not be impacted at the same level as westchester - e.g. it is already industrial and it is proposed to go in a lot that is currently empty). How will MTA address the effect of the complete closure of Hindry Avenue? MTA will have to make sure they take care of the neighborhood and pay attention to noise-levels, traffic levels through the homes and by the schools on Hindry Avenue, and you will, again, have to address security. These proposals will NO DOUBT lead to a greater number of people trafficking and being near the neighboring homes. B

As a first-time homeowner that has already suffered greatly from the tough economic times, MTA must STRONGLY consider the effect this will have on the property value of the homes in the OSAGE and surrounding communities. The impact could very well be devastating, to add to the losses that we might never recover. A

If you have to move forward with this proposal - PLEASE LEAVE WESTCHESTER ALONE and DO THIS IN EL SEGUNDO where it will not impact the homes and lives of many families in the Osage area.



Abbott, Matthew

From: Guigliano, Sarah C. [sguigliano@seyfarth.com]
Sent: Wednesday, October 21, 2009 5:08 PM
To: Diaz, Roderick
Cc: Guigliano, Sarah C.
Subject: COMMENT FORM - Crenshaw Transit Corridor Project

Attachments: MTA Comment Card.pdf

MTA Comment
Card.pdf (35 KB)

Attached please find my comment form for the above-referenced project.
Please confirm receipt.
<<MTA Comment Card.pdf>>
Regards,

Sarah C. Guigliano | SEYFARTH SHAW LLP
2029 Century Park East, Suite 3500
Los Angeles, CA 90067
Ph: (310) 201-1555 | Fax: (310) 201-5219
sguigliano@seyfarth.com
www.seyfarth.com

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> attachments.
>

Any tax information or written tax advice contained herein (including any attachments) is not intended to be and cannot be used by any taxpayer for the purpose of avoiding tax penalties that may be imposed on the taxpayer.
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**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)

Sarah Guigliano

Address (Street, City, State, Zip)

7725 Hindry Avenue, Los Angeles, CA 90045

Email (enter address to receive periodic project updates)

sguigliano@yahoo.com

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print):

I do not understand why MTA would include Westchester (Osage area) in the proposal - for either the repair facility, station, or park-and-ride - when El Segundo is a viable and less invasive option.

Westchester is a residential family community that would be adversely effected by this development. A Park-and-Ride on 83rd would be detrimental to the neighborhood - how would MTA handle the increased traffic that would most definitely result from a park-and-ride? And the effect this traffic would have on our homes, pets and schools that line this route? What about the increased need for security and neighborhood patrol?

Regarding the proposed repair facility (although a better option than the park-and-ride, it still does not make sense when El Segundo would not be impacted at the same level as Westchester - e.g. it is already industrial and it is proposed to go in a lot that is currently empty). How will MTA address the effect of the complete closure of Hindry Avenue? MTA will have to make sure they take care of the neighborhood and pay attention to noise-levels, traffic levels through the homes and by the schools on Hindry Avenue, and you will, again, have to address security. These proposals will NO DOUBT lead to a greater number of people trafficking and being near the neighboring homes.

As a first-time homeowner that has already suffered greatly from the tough economic times, MTA must STRONGLY consider the effect this will have on the property value of the homes in the OSAGE and surrounding communities. The impact could very well be devastating, to add to the losses that we might never recover.

If you have to move forward with this proposal - PLEASE LEAVE WESTCHESTER ALONE and DO THIS IN EL SEGUNDO where it will not impact the homes and lives of many families in the Osage area.

A
B
A

- OVER -



Comment (continued):

Multiple horizontal lines for writing a comment.

TELL US ABOUT YOURSELF

What is your home zip code? 90045 Work zip code? 90067
Do you: (check all that apply)
 Live in the project area? Commute through the project area?
 Work in the project area? Other? _____
 Own a business in the project area? _____
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 30-165-A.

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

Response to comment 30-165-B.

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



COMMENT: 30-166. Charlotte Gunter.

30-166

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)
Charlotte Gunter Kentwood Players
Address (Street, City, State, Zip)
8301 Hinkley, Westchester, CA 90045
Westchester Playhouse

Email (enter address to receive periodic project updates)

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print):

Leave The Kentwood Players -
Westchester Playhouse Alone.
The El Segundo location looks
like a natural with no
relocation involved.
No impact on property values
nearby when El Segundo location
is chosen.

- OVER -



Response to comment 30-166.

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

COMMENT: 30-167. Alan Guttman.

30-167

Abbott, Matthew

From: amguttman@aol.com
Sent: Monday, October 26, 2009 6:17 AM
To: Diaz, Roderick
Subject: Crenshaw Metro Line Proposal

Dear Metro Board of Directors,

I am writing to ask you to modify the current proposal to construct part of the Crenshaw Blvd. Metro line "at grade". This particular area see a tremendous amount of student, family, commuter, and residential pedestrian and automobile traffic throughout the day. One need only be reminded of the numerous at-grade safety issues and incidents that have arisen on the Metro Blue Line along the Alameda corridor. I strongly urge you to reconsider the current proposal and to redesign the Crenshaw line to be underground for its full length. Thank you for listening to my concerns and for considering my suggested solution.

Yours truly,
Alan Guttman, View Park Homeowner
3716 Lorado Way
Los Angeles, CA 90043
(323) 627-6770

11/5/2009



Response to comment 30-167.

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 1 for a below-grade segment along the full length of Crenshaw Boulevard.

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

Please refer to Master Response 5 for traffic methodology and analysis.

COMMENT: 30-168. Yvonne Harriston.

30-168

Abbott, Matthew

From: Yvonne Hairston [yhairston@westangelescdc.org]
Sent: Monday, October 26, 2009 1:01 PM
To: Diaz, Roderick; crenshaw@fixexpo.org
Cc: 'Claudia Douglas'
Subject: FW: Urgent by 5pm Monday, October 26th

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 Preparatory. Also, traffic already backs up in both directions on Slauson and will make a bad situation worse. Treat us the same as you intent to treat the Wilshire community. A

Respectively submitted,

Yvonne M. Hairston, PhD Candidate
Senior Director of Community Programs & Services
West Angeles Community Development Corporation
6028 Crenshaw Blvd.
Los Angeles, CA 90043
(323) 751-3440, ext.21 Fax (323) 751-7631
yhairston@westangelescdc.org

11/5/2009



Response to comment 30-168.

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: 30-169. B. Hall.

30-169

Abbott, Matthew

From: Bee Hall [b7hall@yahoo.com]
Sent: Friday, October 23, 2009 12:09 PM
To: Diaz, Roderick
Subject: Crenshaw line

The area from Crenshaw High School to Slauson is too heavily traveled by children (ages 9 to 18) to not have the line underground. Crenshaw has at least 2,000 youths and the View Park Prep school has a high number. | A

The Slauson/Crenshaw intersection is one of the most dangerous in the city. Check it out with LAPD the number of accidents v the rest of the city. | B

Do the right thing for safety and respecting this community as much as you respect other communities. | C

B Hall
323-295-9744

11/5/2009

Response to comment 30-169-A.

Crenshaw High School contains approximately 2,000 students aged 14 to 18 and is located more than 400 feet from the proposed alignment along Crenshaw Boulevard. Field observations were conducted on June 2, 2009 at 50th street and Crenshaw Boulevard during peak pedestrian activity which occurred over a twenty-five minute period after the close of school. Approximately 90 students (5 percent) were observed to cross Crenshaw Boulevard to the west. View Park Prep is a charter high school (ages 14 to 18) with an approximate enrollment of 300 and is located adjacent to the alignment on the northwest corner of the Crenshaw Boulevard and Slauson Avenue. Charter schools typically have a lower percentage of students walking to and from school. Using the same percentage of students walking as Crenshaw High School, approximately 15 students could be expected to cross Crenshaw Boulevard after school. This volume of pedestrian activity would not adversely affect the existing pedestrian volumes. Achieving pedestrian safety near the operation of a light rail transit line is the result of several conditions, including safety oriented design, light rail operator training, and public education. When the light rail transit line is at-grade, it would operate in a semi-exclusive right-of-way separated from automobile traffic by a raised curb. Pedestrians are permitted to cross the street at designated crosswalk locations during protected pedestrian signal phases in which light rail vehicles are not present. Pedestrian safety along the proposed LRT line will involve gated crossings controlled using current Metro standards for crossings. Each crossing will be reviewed during design based on the California Public Utilities Report “Pedestrian – Rail Crossings in California”. Pedestrians crossing Crenshaw Boulevard across the LRT tracks will be controlled using normal pedestrian traffic signal indications; adequate crossing times will be provided at the traffic signals for pedestrians to cross the street at a normal walking pace. A pedestrian refuge area will be provided in the median at all crossings of the LRT tracks to provide a space for pedestrians to wait out of traffic and off the tracks should they not be able to complete their crossing of Crenshaw Boulevard during one signal phase. Each crossing was evaluated for pedestrian safety based on site visits and engineering design. The evaluation resulted in a list of design modifications and mitigation measures identified in the Safety and Security Section of the FEIS/FEIR to improve the level of safety at crossings. The final determination of safety measures to be implemented near school zones is determined through consultation and approval by the California Public Utilities Commission.

Response to comment 30-169-B.

The LADOT collected traffic volume data for 2,147 intersections in the City of Los Angeles for 2009. The Crenshaw/Slauson intersection was the 11th busiest intersection with a volume of 42,779 automobiles. The busiest intersection was located in West Los Angeles and had a volume of over 122,000 automobiles. The accident rate at intersections is the result of several factors, including, but not limited to automobile volumes, pedestrian activity, line of sight visibility, safety treatments, and driver behavior. The Crenshaw/LAX Transit Corridor Project, at the direction of the California Public Utilities Commission (CPUC), and in coordination with the Los Angeles Department of Transportation (LADOT), would incorporate pedestrian safety treatments, listed in Section 4.14, Safety and Security, of the FEIS/FEIR that would minimize pedestrian/vehicle conflict with the light rail operations. The treatments identified for the intersection have been developed by Metro in coordination with these State and local agencies.

Response to comment 30-169-C.

Please refer to Master Response 9 for grade separations and environmental justice.



COMMENT: 30-170.Ronald P. Hall .

30-170

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

NAME: Ronald P. Hall EMAIL: Ronofmusic@yahoo.com

ADDRESS: 6003 Brynarthurst ave LA CA 90013 PHONE: 323 822-6885

COMMENTS: This Neighborhood would not be right or
respected with a hose ground rail way 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 30-170.

Please refer to Master Response 9 for grade separations and environmental justice.



COMMENT: 30-171. Demille Halliburton.

30-171

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

NAME: Demille Halliburton EMAIL: demilleh@yahoo.com

ADDRESS: 3743 Granburn Ave LA 90018 PHONE: _____

COMMENTS: I want this line to be safe and
underground @ key intersections.

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 30-171.

Please refer to Master Response 1 for a below-grade segment along the full length of Crenshaw Boulevard.

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

COMMENT: 30-172. Sally Hampton.

30-172

Abbott, Matthew

From: Sally Hampton [sallyhampton11@gmail.com]
Sent: Saturday, October 24, 2009 8:27 PM
To: crenshaw@fixexpo.org
Cc: Diaz, Roderick
Subject: Expo line at Crenshaw Comments of resident

My name is Sally Hampton and I am a 30 year resident of Windsor Hills/View Park. I feel strongly that children attending Crenshaw High, View Park and many of the child care centers as well as all our citizens should have equal protections as those afforded in other areas where the Expo line will go above or below grade. Please also consider the already heavy traffic on Slauson which backs up daily in both directions. It takes me more than twice the time to get home on Slauson during peak hours. We need to improve, not exacerbate this problem. | A
| B

If designed and built with the safety and convenience of the citizens, this project can provide tremendous benefit to our community for decades. Please avoid potential tragedy and problems which will cost us all more in the end. Invest for the long term, not the short term to serve us all. | A

Thank you,

Sally Hampton
5574 Onacrest Drive
Los Angeles, CA 90043
323-299-1487

11/5/2009



Response to comment 30-172-A.

Please refer to Master Response 9 for grade separations and environmental justice.

Response to comment 30-172-B.

Please refer to Master Response 5 for traffic methodology and analysis.



COMMENT: 30-173.Sally Hampton .

30-173

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

NAME: Sally Hampton EMAIL: sallyhampton11@gmail.com
ADDRESS: 5574 Onacrest Dr PHONE: 323-299-1487

COMMENTS: Below grade on Crenshaw! (We want
our community protected.

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 30-173.

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



COMMENT: 30-174. Demetrius Hadnot.

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

30-174

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

NAME: Demetrius Hadnot EMAIL: demetrius.hadnot@yahooda

ADDRESS: 13700 Lemah Ave #13 PHONE: (310) 916-5014

COMMENTS: We want the underground subway | 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 30-174.

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



COMMENT: 30-175. Virginia Harper.

30-175

Abbott, Matthew

From: Damien Goodmon [damienwg@gmail.com]
Sent: Monday, October 26, 2009 2:59 PM
To: Diaz, Roderick
Subject: Fwd: Crenshaw Rail Underground

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

From: **Virginia Y. Harper** <vyharper@worldnet.att.net>
Date: Mon, Oct 26, 2009 at 2:49 PM
Subject: Crenshaw Rail Underground
To: crenshaw@fixexpo.org
Cc: ROYALLEPROPERTIES@att.net

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,

Virginia Harper

4910 Vista De Oro Avenue

Los Angeles, California 90043

A

11/10/2009



Response to comment 30-175.

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: 30-176. Bill Hared.

30-176

**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)

Bill Hared, Kentwood Players, Westchester Playhouse

Address (Street, City, State, Zip)

831 Romsgate Avenue, 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):

As a past president of Kentwood Players, I have to plea for locating in El Segundo. At the meeting I attended someone used the phrase "No Brainers" I concur. Go to El Segundo. Leave Kentwood Players ALONE!

- OVER -



Comment (continued):

Lined area for handwritten comments.

TELL US ABOUT YOURSELF

What is your home zip code? 90045

Work zip code? 90045

Do you: (check all that apply)

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

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

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

AFFILIATION

- Resident Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other 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 30-176.

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



COMMENT: 30-177. Lydia Hart.

30-177

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

NAME: Lydia Hart EMAIL: cutit@yahoo.com

ADDRESS: 3411 1/2 - 3415 West 143rd Place PHONE: 323 292-1415

COMMENTS: I support & request MTA study The People's Option
for the entire Crenshaw Blvd portion on the line to be built
underground, plus a station at Vernon Ave.
In the interest of the seniors & youth & their safety

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 30-177.

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

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



COMMENT: 30-178. Alan Havens.

30-178

10/24/2009

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)

ALAN D. HAVENS

Address (Street, City, State, Zip)

202 S. IVANITA AVE., #2-211 / LA, CA 90004

Email (enter address to receive periodic project updates)

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

Yes No

P. 1

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 SPEED/TRAVEL TIME

RIDE COMFORT, DOOR ARRANGEMENTS & USE

Comment (please print):

MY NAME IS ALAN HAVENS. I WORKED FOR 22 YEARS AT SAGIN TRANSIT / GOODS MOVEMENT. I STRONGLY SUPPORT LIGHT RAIL FOR THE CRENSHAW CORRIDOR, BASED ON TRAVEL TIME, COMFORT, SPEED, & SAFETY.

SAFETY - LRV'S HAVE 3 KINDS OF BRAKES, NOT ONE LIKE THE BUSES. NO MAXIMUM SPEED 60 OR 65 MPH.

NOISE - SOMEONE AT THE WILSHIRE MEETING SAID BUSES WOULD BE QUIETER. BUT, THAT IS ONLY IF THEY RIN SLOWLY THROUGH GRADE CROSSINGS. TO MATCH LRT SPEEDS YOU NEED GATES AND LIGHTS AT CROSSINGS. TO REDUCE NOISE DIRECTIONAL GRADE CROSSING WARNING DEVICES CAN BE USED FOR HORNS, BELLS, & VOICE MESSAGES.

RIDE QUALITY - ALL 3 KINDS OF LRV'S VIA BUSES PROVIDE A COMFORTABLE RIDE. IN COMPARISON, ARTICULATED BUSES, SUCH AS THE MABI BUS, PROVIDE A BUMPY RIDE, JUST BEHIND THE CENTER AXLE AT THE ARTICULATION JOINT.

ON-AND-OFF - LRV'S HAVE 4 DOORS ON A SIDE THAT IS 8 DOOR OPENINGS ON A SIDE. ARTICULATED BUSES HAVE 3 DOORS = 1, PLUS TWO PLUS TWO OPENINGS. FIRST DOOR NEAR THE DRIVER ->

A
B
C
D

- OVER -

I SPOKE IN PUBLIC AT INGLEWOOD MTC, 10/3/09 (10AM-NOON). I UNDERSTAND MY COMMENTS WERE DIFFICULT FOR STAFF TO HEAR ~~IN THE BACK~~ IN THE BACK WHERE I WAS, SO I DECIDED TO HAND WRITE THEM IN THE FRONT OF ROOM.



PAGE 2

Comment (continued):

IS AT AN ANGLE. OR IF YOU FIGURE OUT HOW TO PUSH PLATFORM
 AWAY, OTHERWISE LRT IS ~~THE~~ SUPERIOR. OH, YES THE SLIDING
 PLUG IS DOOR OF THE BUS CAN GET JAMMED ON CURBS
 → SO, GO WITH LRT!

TELL US ABOUT YOURSELF

What is your home zip code? 90004

Work zip code: 70100 RESIDED, BUS WALKED IN 90010

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:

701
 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



Alan D Harvans
202 S Justita Ave Apt 2-211
Los Angeles CA 90004

LOS ANGELES CA 900

26 OCT 2009 PM 8 L



MR. RICKERICK DIAZ - PNL 590 99-223
- PROJECT MANAGER - CRENSHAW CORRIDOR
LA COUNTY METROPOLITAN TRANSIT
AUTHORITY
ONE GATEWAY PLAZA
LOS ANGELES, CA
90012-2952

Response to comment 30-178-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 for the selection of the locally preferred alternative.

Response to comment 30-178-B.

Comment noted. Because light rail vehicles would be operating in the median of Crenshaw Boulevard, they will operate at maximum speeds of 35 mph to insure the safety of surrounding motorists and pedestrians.

Response to comment 30-178-C.

Comment noted. Noise control measures at grade crossings will be designed to minimize effects to surrounding sensitive receptors.

Response to comment 30-178-D.

Comment noted.

Response to comment 30-178-E.

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



COMMENT: 30-179. Yudette Hayes.

30-179

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)

Yudette Hayes

Address (Street, City, State, Zip)

4900 CRENSHAW BLVD. L.A.

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 Lost of business

Comment (please print):

I AM AWARE OF YOUR TRICKS IN YOUR WORDING "ALTERNATIVE" WHICH MEANS YOU WILL DECIDE TO PUT THE RAIL DOWN CRENSHAW BLVD. (ANYWAY)

THIS IS OUR STORY HERE ON CRENSHAW JUST LIKE OLD PASADENA THIS IS OLD CRENSHAW DISTRICT. "NO RAIL RUNNING DOWN CRENSHAW"

WE DON'T NEED YOUR GREED AND DESTRUCTION WE NEED AND WILL FIND SOMEONE THAT RESPECTS OUR AREA WITH JOBS AND BUILDING IMPROVEMENTS WITHOUT CLOSING SMALL BUSINESSES, TAKING OVER OUR COMMUNITY, AND REMOVING OUR DOLLARS BY CORPORATE GREED. "NO RAIL DOWN CRENSHAW"

MY FAMILY HAS BEEN ON CRENSHAW AND LIVING AROUND THE SAME AREA FOR MORE THAN 40 YEARS, WE HAVE FELT MANY EARTHQUAKES, SO A UNDERGROUND RAIL WOULD WEAKEN THE FOUNDATION. YOU MUST BE CRAZY TO THINK ANY RAIL WOULD WORK HERE.

OVER



Comment (continued):
 Bring MORE POLICE MEANS MORE COP KILLINGS ON AND AROUND
 THE RAIL. WE DO NOT WANT THIS ON CRENSHAW BLVD
 "NO RAIL RUNNING DOWN CRENSHAW BLVD"

IF YOU PUT A RAIL DOWN CRENSHAW BLVD AGAINST
 THE WILL OF THE COMMUNITY MANY people
 will lose THEIR POSITIONS, WILL BE VOTED OUT
 OF OFFICE. THE NAMES WILL BE POSTED OF THOSE
 WHO ARE NOT "REPRESENTING" THE COMMUNITY.

ONCE AGAIN, JUST LIKE BEFORE, WE DO NOT
 WANT A RAIL ON CRENSHAW BLVD.

TELL US ABOUT YOURSELF

What is your home zip code? 90043 Work zip code? 90043

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 checked="" type="checkbox"/> Bus?
<input checked="" type="checkbox"/> Work in the project area?	<input checked="" type="checkbox"/> Other? <u>shop</u>	<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
 Rodenck Diaz, Project Manager
 Los Angeles County Metropolitan
 Transportation Authority
 One Gateway Plaza
 Mail Stop: 99-22-3
 Los Angeles, CA 90012-2952

Email:
 diazrodenck@metrol.net
 Project Hotline
 (213) 922-2736
 Fax: 213-922-6996

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



**Response to comment 30-179-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Chapter 1, Purpose and Need, of the FEIS/FEIR, provides a comprehensive analysis of why transit improvements are needed within the Crenshaw Corridor. The factors include peak period congestion, limited transportation accessibility, poor regional connectivity, limited access to services outside the Corridor, future economic development, high transit demand, transit dependency, and benefit to the environment and improved sustainability.

An Alternatives Analysis was completed during the preparation of the Draft EIS/EIR to identify the transit alternatives to be evaluated in the DEIS/DEIR. The results of the Alternatives Analysis is presented in Chapter 2, Alternatives Considered, of the DEIS/DEIR. This analysis used criteria including but not limited to, regional connectivity, ridership, and cost-effectiveness to compare the different modes of transit and alignment options and determine which alternatives would be carried forward for further analysis into the DEIS/DEIR. The Alternatives Analysis identified that a light rail transit and a bus rapid transit alternative be studied for further consideration based on the evaluation criteria. The two alternatives identified for further study in the Alternatives Analysis, along with a No Build Alternative and a Metro adopted Alternative underwent a comprehensive environmental review in the DEIS/DEIR. Please refer to Master Response 6 for the selection of the locally preferred alternative.

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

Response to comment 30-179-B.

Comment noted. The project traverses the Newport-Inglewood Fault Zone. The project would not result in an increased exposure to the risk associated with fault lines, nor would it exacerbate pre-existing seismic conditions. However, it would be more vulnerable to damage from ground shaking during an earthquake. This was determined to be a potentially significant impact. However, Mitigation Measure **GEO6** in Section 4.8.2.9 of the FEIS/FEIR would ensure that the design of the light rail transit system shall identify design specifications for maintaining structural integrity under static and seismic loading and operational demands. This would reduce potential seismic impacts to less-than-significant levels.

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 30-179-C.

Comment noted. During the extensive public participation process, Metro received overwhelming support for transit improvement within the Crenshaw Corridor. Of this support, an overwhelming majority favored the Crenshaw/LAX Light Rail Transit Alternative. The selection of the Light Rail Alternative as the Locally Preferred Alternative supports the general consensus of the community for a light rail project.



COMMENT: 30-180. Wanda Hazure.

30-180

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

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

NAME: WANDA HAZURE EMAIL: WHAZURE4@YAHOO
ADDRESS: 6030 CRENSHAW BLVD #330 PHONE: 323 251-3983
COMMENTS: The people ON

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

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Response to comment 30-180.

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

COMMENT: 30-181. Sandra Heaath.

30-181

Abbott, Matthew

From: Pryor-Heath, Sandra D [sandra.pryor-heath@verizonbusiness.com]
Sent: Tuesday, October 27, 2009 1:39 PM
To: Diaz, Roderick; crenshaw@fixexpo.org
Subject: Re: 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. Please take into consideration our children and with more traffic above ground between 48th and 59th at a Metro Line it will only cause more crime. Please do not put the portion above ground near any schools. Please really take the children into consideration. | A
| B

Sincerely,

Sandra Heath

5215 Southridge Ave

Los Angeles, California 90043

11/5/2009



Response to comment 30-181.

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

COMMENT: 30-182. Patricia Hebert.

30-182

Abbott, Matthew

From: Damien Goodmon [damienwg@gmail.com]
Sent: Monday, October 26, 2009 5:14 PM
To: Diaz, Roderick
Subject: Fwd: Underground Metrorail

----- Forwarded message -----
From: **Patricia He'bert** <phebert@westangelescdc.org>
Date: Mon, Oct 26, 2009 at 5:14 PM
Subject: Underground Metrorail
To: crenshaw@fixexpo.org

October 26, 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

11/10/2009



Sincerely,

Patricia Hebert

6028 Crenshaw Blvd.

Los Angeles, CA 90043

Patricia Y Hébert

Senior Housing Consultant

West Angeles Community Development Corporation

6028 Crenshaw Blvd.

Los Angeles, CA 90043

(323) 751-3440 ext. 19

phebert@westangelescdc.org

11/10/2009

Response to comment 30-182.

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: 30-183. J. Maxie Hemmans.

30-183

Abbott, Matthew

From: J. Maxie Hemmans [j.maxie.hemmans@ca.rr.com]
Sent: Wednesday, October 28, 2009 3:09 PM
To: Diaz, Roderick
Cc: crenshaw@fixexpo.org
Subject: Request MTA to keep the entire Crenshaw Blvd portion of the Crenshaw Line underground.

Dear MTA Board of Directors:

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

A

Sincerely,

J. Maxie Hemmans
Dorsey High School Teacher for 15 1/2 years
19314 Scobey Ave.
Carson, CA 90746

11/5/2009

Response to comment 30-183.

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: 30-184. Mary Henderson.

30-184

Abbott, Matthew

From: Mary Henderson [mhenders@usc.edu]
Sent: Monday, October 26, 2009 9:36 AM
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 back up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community.

A

Sincerely,

Mary Henderson
4113 W. 59th Place

Response to comment 30-184.

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: 30-185. Dona Henry.

30-185

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

NAME: DONA HENRY EMAIL: _____

ADDRESS: 6044 10th Ave PHONE: 323) 753-2401

COMMENTS: Keep metro under ground we need crenshaw that's up above
we must have it. Think about the children + the Older People
plus I walk up and down Crenshaw everyday.

A

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Response to comment 30-185.

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

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



COMMENT: 30-186. Joaquin Hernandez.

30-186

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

NAME: Joaquin Hernandez EMAIL: _____

ADDRESS: 709 W. 42nd Place LA 90037 PHONE: ~~323~~ 806-620-2091

COMMENTS: I am up set that the childrens safety
is ~~not~~ being put aside for this train

A

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Response to comment 30-186.

The safety of pedestrians, including school children, was considered in analyzing the environmental effects of the proposed project and will continue to be incorporated into the design and operation of the Crenshaw/LAX Transit Corridor Project. Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-187. Martha Hernandez.

30-187

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

NAME: Martha Hernandez EMAIL: Martha123-h@yahoo.com

ADDRESS: 209 W. 42nd Place LA CA 90037 PHONE: 323-271-2862

COMMENTS: I have children and I'm concerned about their
safety

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Response to comment 30-187.

The safety of pedestrians, including school children, was considered in analyzing the environmental effects of the proposed project and will continue to be incorporated into the design and operation of the Crenshaw/LAX Transit Corridor Project. Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-188. Petrona Hernandez.

30-188

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

NAME: Petrona Hernandez EMAIL: _____

ADDRESS: 709 W. 42nd Place LA 90037 PHONE: 323-235-0272

COMMENTS: La seguridad de los niños deve deser
primero y

A

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

Response to comment 30-188.

La seguridad de peatones, en particular de estudiantes, fue considerada al analizar los impactos medioambientales del proyecto propuesto y continuará siendo desarrollada en el diseño y la operación del Proyecto de Tránsito Crenshaw/LAX. Para lograr la seguridad de peatones cerca de la operación de trenes, varias medidas se desarrollarán, incluyendo diseños de seguridad, entrenamiento de los conductores de los trenes, y la educación del público. Instalaciones de control de cruce de peatones apropiadas en las intersecciones del tren son importantes para la seguridad del sistema de trenes. Además de marcas de cruces peatonales típicas, instalaciones de control incluyen semáforos, señales, marcas a lo largo de la vía de trenes, barreras anti-peatonales, verjas automáticas, puertas de entrada, y acceso restringido. Cuando la vía de tren cruza la calle, el tren operará en una línea semi-exclusiva, separada del tráfico vehicular por un bordillo elevado. Los peatones podrán cruzar la calle seguramente en cruces peatonales designados mientras no hayan trenes presentes. La seguridad de peatones a lo largo de la vía de tránsito también incluirá cruces con verjas controladas usando los métodos corrientes de Metro. Cada cruce será analizado durante la fase de diseño basado en el informe de la Comisión de Servicios Públicos de California titulado “Cruces de Peatones y Trenes en California.” El cruce de peatones por las vías ferreas en Crenshaw Boulevard será controlado usando señales existentes. Suficiente tiempo para completar el cruce de Crenshaw Boulevard a paso normal será implementado. Un área de “refugio” peatonal será creado en la mediana de la calle para que peatones puedan esperar la próxima señal si no pueden completar su cruce a tiempo. La seguridad de cada cruce de este proyecto fue evaluado individualmente basado en visitas al sitio y en diseño de ingeniería. Esta evaluación resultó en modificaciones de diseño y medidas de mitigación (las cuales fueron identificadas en la Sección “Safety and Security” del EIS/EIR Final) para mejorar la seguridad des estos cruces. La determinación final de las medidas de seguridad que se implementarán cerca de zonas escolares se hará en consulta y aprobación de la Comisión de Servicios Públicos de California.



COMMENT: 30-189. Rosa Hernandez.

30-189

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

NAME: Rosa Hernandez EMAIL: _____

ADDRESS: 709 W. 42nd Place LA 90037 PHONE: 323-855-3499

COMMENTS: The childrens safety should ~~be~~ come first. A

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Response to comment 30-189.

The safety of pedestrians, including school children, was considered in analyzing the environmental effects of the proposed project and will continue to be incorporated into the design and operation of the Crenshaw/LAX Transit Corridor Project. Please refer to Master Response 7 for safety treatments and the approach to safety for the project.



COMMENT: 30-190. Leyisa Herod.

30-190

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

NAME: Leyisa Herod EMAIL: _____

ADDRESS: 4800 August St PHONE: 323/6951083

COMMENTS: _____

STOP THE ~~#~~ TRAN COME DOWN
her cos it ant NO Got FOR trafe

A

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

Response to comment 30-190.

Please refer to Master Response 5 for traffic methodology and analysis.