



COMMENT: 30-257. Barbara Lawson.

30-257

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

NAME: Barbara Lawson EMAIL: blawson1@svccesnet.net

ADDRESS: 3608 OLYMPIA DR PHONE: (323) 298-1481

COMMENTS: Be Fair with our community

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

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

Response to comment 30-257.

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



COMMENT: 30-258. William and Sadye Lawson.

30-248

Abbott, Matthew

From: jtkhoury@gmail.com on behalf of Joseph Khoury [JKhoury@UCLAlumni.net]
Sent: Wednesday, September 30, 2009 9:40 AM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor

I live in Village Green, in the Crenshaw District. As a member of the Village Green Owners Association Board of Directors, I urge you to support the **Light Rail Option** for the Crenshaw Tranist Corridor.

A

Thank you!

Joseph Khoury
5394 Village Green
Los Angeles CA 90016

Metro is holding four public hearings on September 30, October 1, 3 & 6 to receive public comment during a 45-day review period on the Draft Environmental Impact Statement/Report (DEIS/DEIR) for this project. The deadline for comments is Monday, October 26, 2009, 5 pm. Comments may be submitted to:

Roderick Diaz,

Project Manager
Metro, One Gateway Plaza, 99-22-3
Los Angeles, CA 90012
or via email to: diazroderick@metro.net

Comments will be considered by the Metro Board when it selects a Locally Preferred Alternative (LPA) for this transit improvement project. Comments made on the DEIS/DEIR will be addressed in the Final Environmental Impact Statement/Report (FEIS/FEIR).

--
JKhoury@UCLAlumni.net
Los Angeles CA

11/5/2009

Response to comment 30-258.

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: 30-259. Chester Leonard.

30-259

Abbott, Matthew

From: Chester Leonard [chesterl@prodigy.net]

Sent: Friday, September 18, 2009 2:30 AM

To: Diaz, Roderick

Subject: LIGHT RAIL

I HEREBY SUPPORT THE OPTION OF A LIGHT RAIL SYSTEM DOWN THE CRENSHAW CORRIDOR. THERE'S NO POLLUTION AND WOULD BE AN ESSENTIAL LINK IN THE RAIL SYSTEM. FURTHER IT WOULD BE AN OUTSTANDING OPTION FOR THE COMMUNITIES BEING SERVED

A

11/5/2009

Response to comment 30-259.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line).



COMMENT: 30-260. Michele Levin.

30-260

Abbott, Matthew

From: Levin, Michele [mlevin@lausd.net]
Sent: Monday, October 26, 2009 1:12 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor Project Comment

Michele Levin
Resident, Westchester
5326 Glasgow Ct
Los Angeles, 90045

I would like to be added to the project mailing list. Please use this email:
mlevin@dslextreme.com

This comment relates to: Light Rail Alternative. I am concerned about the displacement of property and extra cost associated with the Hindry site. The El Segundo site is basically empty and will have less of an impact on current businesses and homes. I appreciated the presentation at our neighborhood group meeting in Westchester. It seems so clear that the El Segundo site for the maintainence yard and passengers is best for the community.

A
B

I live in the project area and commute through the project area. My exit will actually disappear if Hindry is chosen.
Thank you for your consideration of my comments.

Michele Levin

Response to comment 30-260-A.

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

Response to comment 30-260-B.

Please see response to comment 30-260-A. Hindry Avenue will not be closed under the proposed project.



COMMENT: 30-261. Alicia Loncar.

30-261

Abbott, Matthew

From: Alicia Loncar [aloncar@seiu99.org]
Sent: Monday, October 26, 2009 9:23 AM
To: Diaz, Roderick; crenshaw@fixexpo.org
Subject: Crenshaw Line
Attachments: Alicia Loncar.vcf

Mr. Diaz,

I urge the MTA to build a light rail down Crenshaw Blvd. This is much needed. At work, I interact with our Retirees. I know they would benefit from such a project. The community needs the services. It will connect the Crenshaw Mall and Leimert Park to the rest of the Metro system and will bring much needed business.

A

As a former resident of the area, I strongly urge you to support a light rail down Crenshaw Blvd.

Alicia Loncar

Alicia Loncar
2724 W. 8th Street
Los Angeles, CA 90004
(213) 387-8393 x 128
(213) 388-4707
(213) 215-9492 (mobile/direct)

11/5/2009

Response to comment 30-261.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line).



COMMENT: 30-262. Leslie Lone.

30-262

Abbott, Matthew

From: Lone, Leslie [leslie.lone@luxurycollection.com]
Sent: Sunday, October 04, 2009 10:25 AM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor

Mr. Diaz,

I am writing in concern to the future of the Crenshaw Corridor. I am a young professional living in the Miracle Mile area and would like to see Light Rail Transit system put into place. I have lived in world-class cities like Boston, Chicago, and New York where a railway system is essential to the livelihood of the city. Los Angeles should not be left behind in this aspect. I believe that a Light Rail Transit system is much more appealing to the masses and more convenient than Bus Transit. Not only would a Light Rail Transit system benefit those current Metro riders but also convince many to begin usage of this underrated city benefit, specifically because of the demographics of the people in the area that is in question.

A

Thank you in advance for taking my comments into consideration.

Leslie Lone
In Room Dining Manager
SLS Hotel at Beverly Hills
A Luxury Collection Hotel
465 South La Cienega Blvd.
Los Angeles, CA 90048-4001 USA
T (310) 246-5624 C (617) 851-6572 F (310) 246-2165
SLShotels.com

Shimmy. Linger. Soirée.
[Book](#) your holiday party by Sep. 15 for 10% off all F&B plus 10,000 SPG points!

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11/5/2009

Response to comment 30-262.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line).



COMMENT: 30-263. Shi Anne Lovings.

30-263

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

NAME: Shi'Anne Lovings EMAIL: shianne Lovings Pyahc

ADDRESS: 3921 Hillcrest Dr Apt 18 PHONE: 310. 916. 7411

COMMENTS: Keep it underground on Crenshaw

PLEASE!

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 30-263.

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



COMMENT: 30-264. Rebecca Lugo.

30-264

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

NAME: Rebecca Lugo EMAIL: _____

ADDRESS: 4105 Edgely Dr LA, CA 90008 PHONE: (323) 299-2031

COMMENTS: _____

We want the train underground!

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

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

Response to comment 30-264.

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



COMMENT: 30-265. .Gretchen Luna

30-265

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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Name (First & Last Name, Organization)

Gretchen Luna - Kentwood Players

Address (Street, City, State, Zip)

7307 W. 88th Place - LA CA 90045

Email (enter address to receive periodic project updates)

gretchen.luna@att.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 let Westchester Playhouse continue with our cultural endeavors of 50+ years.

Please put the maintenance yard and building in El Segundo. Wouldn't it be more cost effective not to have to buy out businesses at 83rd & Lindero. The yard would be noise-air-light disruption to the residential area also.

El Segundo sounds like a perfect place - less disruption to the area. Thank you for the consideration.

Gretchen Luna

- OVER -



Response to comment 30-265.

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



COMMENT: 30-266. Alice Lunsford.

30-266

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Name (First & Last Name, Organization)

Alice Lunsford - Kentwood

Address (Street, City, State, Zip)

1345 Sunset Ave. Santa Monica, CA 90405

Email (enter address to receive periodic project updates)

alice639@es.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):

*We have been members of
 Kentwood Theater for 40 years
 It is a wonderful community
 theater which has been a
 love & source of entertainment
 for all ages -
 it would be a tragedy
 if this theater
 were to be torn down -
 please, please do
 not destroy the
 Kentwood Theater!
 Thank you*

- OVER -

Response to comment 30-266.

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



COMMENT: 30-267. James Lunsford.

30-267

Crenshaw Transit
Corridor Project

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Name (First & Last Name, Organization)

JAMES LUNSFORD

Address (Street, City, State, Zip)

1345 SUNSET AVE., SANTA MONICA

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 DO NOT NEEDLESSLY DESTROY CULTURAL AND NEIGHBORHOOD AMENITIES, SUCH AS KENTWOOD PLAYER WHEN THERE ARE ALTERNATIVE AREAS AVAILABLE WHICH ARE OF EQUAL USABILITY AND DO NOT INVOLVE DESTRUCTION OF COMMUNITY ASSETS.

- OVER -



Response to comment 30-267.

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

COMMENT: 30-268. Ben Lupejkis.

30-268

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

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Name (First & Last Name, Organization)

Ben Lupejkis

Address (Street, City, State, Zip)

5302 1/2 Village Green, LA, CA 90016

Email (enter address to receive periodic project updates)

benlupejkis@ca.rr.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):

*Do not put MTA station/yard
 in Florence/Harding area -
 Use site #2 El Segundo*

- OVER -



Comment (continued):

Lined area for writing comments.

TELL US ABOUT YOURSELF

What is your home zip code? _____

Work zip code? _____

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 30-268.

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



COMMENT: 30-269. Julia Maggs.

30-269

Crenshaw Transit
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Name (First & Last Name, Organization)

JULIA MAGGS Member of Kentwood Players - 60 years old!

Address (Street, City, State, Zip)

6052 W. 74th 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):

leave KENTWOOD PLAYERS ALONE!

Use the El Segundo area for project

A

- OVER -



Response to comment 30-269.

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

COMMENT: 30-270. Allison Mannos.

30-270

Abbott, Matthew

From: A. Manushkin [nocivilized@gmail.com]
Sent: Friday, October 02, 2009 6:48 PM
To: Diaz, Roderick
Subject: Crenshaw Corridor Comments

Hi there-

Just wanted to give my two cents, since I won't be able to attend the meeting in person. I support light rail on the Crenshaw corridor and think its absolutely necessary to have light rail begin at Wilshire. I prefer the LRT segment that would start at La Brea Tarpits--I think putting a BRT on Western and Wilshire is foolish because Metro will wind up spending more money in the future to build LRT as the demand for a quick rail connection to Wilshire will remain high.

*****Metro must recognize that the bulk of its passengers on this line will be connecting from Wilshire.*****

Thanks so much for your time!

Allison Mannos
Los Angeles, CA 90029

A

B

11/5/2009

**Response to comment 30-270-A.**

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 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 and that the Wilshire/La Brea terminus was the preferred option. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project. Information related to the Long Range Transportation Plan is available at www.metro.net, following the links to "Long Range Transportation Plan" under the "Projects and Programs" tab.

Response to comment 30-270-B.

The proposed project was developed to meet the needs of citizens and businesses within the Crenshaw/LAX Corridor. 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 ridership projections that were evaluated for the proposed project did not take into account a connection to Wilshire Boulevard. Please see response to comment 30-270-A.

COMMENT: 30-271. Vincent Marcais.

30-271

Abbott, Matthew

From: vincentmarcais [vincentmarcais@yahoo.fr]
Sent: Friday, September 25, 2009 9:41 PM
To: Diaz, Roderick
Subject: Crenshaw Corridor - Suggestion

Dear Sir,
Thanks for your letter. I support a LRT solution but I still do not understand why no line is going all the way to the LAX terminal. This needs to be added, or an small unmanned shuttle needs to be added from the Aviation/LAX station to the terminal. This would be a breakthrough achievement an act as training wheels for the Metro system.
Vincent Marcais
El Segundo resident

A



Response to comment 30-271.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. LAX already has a planned people mover system within the LAX Master Plan to bring outside passengers into the terminal. Designing the Light Rail Line to enter into the terminal would conflict with this adopted plan and would result in a duplication of service. Metro, throughout the planning process, has coordinated with LAX to develop a connection which would satisfy all interested parties.

COMMENT: 30-272. Kathleen Marinaccio.

30-272

**Crenshaw Transit
 Corridor Project**

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Name (First & Last Name, Organization)

KATHLEEN MARINACCIO

Address (Street, City, State, Zip)

8225 HANDLEY AVE LOS ANGELES CA 90045

Email (enter address to receive periodic project updates)

kathleen@kathleenmarinaccio.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) **A**
- Minor Improvements (Transportation Systems Management [TSM] Alternative)
- No Opinion

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

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

Comment (please print):

As a 12 year resident and business owner in the Osage Area of Westchester I am very concerned about the Crenshaw Transit Corridor Project and how it will effect our community. Below are some of my thoughts.

CONSTRUCTION

Westchester and other neighboring areas have been dealing with the 405 construction since June 2000, and now we are bring forced to possibly deal with more long-term construction of a light rail transit system that none of us will benefit from. Most likely this project will harm more of us then it will help.

NOISE

Osage residents worked for years to shut down the trains that were riding on the rails that currently exist off of Florence/ Manchester and Aviation Blvds. Now you just want to start them back up again. Those trains posed nothing but problems for the Inglewood, Westchester and El Segundo areas. Daily traffic backs ups and whistle blowing every 45 minutes, 24 hours a day, 7 days a week created a miserable lifestyle for all of us.

AIR QUALITY

The construction would cause our air to be filled with even more carcinogens than we already have been dealing with namely from the 405 exhaust and LAX airport.

TRAFFIC

The thought that you would be closing up a major way into and out of our community is unbelievable. Hindry and Florence are the only way to safely leave the Osage area. Plus the multiple street traffic back-ups that would be caused by the train crossing is something I'm not looking forward to living with again.

VISUAL EFFECTS

The neighbors surrounding LAX already struggle to be a neighborhood, most people who drive to LAX don't even realize they are driving through someone's neighborhood. We are divided by so many large intersections and traffic heavy streets that we have to work hard to create our neighborhood appearance, once you add active train tracks it will just divide us more.

-continued→

- OVER -



Comment (continued):

DISPLACEMENT OF PROPERTY

LAX has already taken so much of our communities and displaced thousands of families that have lived here for generations. Now that land just sits abandoned and ugly. Westchester and El Segundo are quant, family oriented neighborhoods filled with World War II veterans, artists, doctors, lawyers and teachers who want a wonderful home in a quiet tight knit community.

G

**ECONOMIC IMPACTS AND JOBS
DISRUPTION TO BUSINESS**

I see from your materials a projection of approximately 3,500 to 7,800 jobs to build this project but how many families will loose their homes and/or quiet and safe neighborhoods along this line? You might be temporarily adding the abovementioned jobs but in order to do so you will be closing both brand new and long time businesses, in turn eliminating current permanent jobs for Inglewood, Westchester and El Segundo residents. When the Crenshaw Transit project is complete those start-up jobs will go away, but the project will have destroyed the lives and lively hoods of more residents and businesses in this neighborhood then it will have helped.

H

LOCAL LAND USE & DEVELOPMENT

I've heard that you will tear down most of the current business near Hindry and Florence including the Westchester Playhouse and some other brand new respectable 9 to 5 businesses along that route to put in a 24-hour Maintenance Facility. First and foremost Osage is a residential neighborhood, filled with families who have school-aged children. Between the noise and hours of operation of this 24-hour Maintenance Facility I foresee the families, especially the children in this area never being able to get a good nights sleep again? We are already plagued by the direct noise from the 405 and La Cienega and now to think that this might happen is just devastating. Even LAX has to stop landing planes over our homes by midnight. In addition, the Westchester Playhouse is a staple in the community providing entertainment and classes for people of all ages. It's part of this community and needs to stay that way.

I

In closing, as you can tell, I am 100% opposed to Crenshaw Corridor Project and I invite you to live and enjoy Westchester, Inglewood and El Segundo before you decide to move forward with this project. We might not be Beverly Hills or Bel Aire but we love our families and our neighbors and don't want to loose the amazing life that we have built for ourselves.

J

TELL US ABOUT YOURSELF

What is your home zip code? 90045

Work zip code? 90045 (and other various based on contract projects)

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.





K. MARTINEAU
8885 STANLEY AV
LA CA 90045

LOS ANGELES CA 900

21 OCT 2009 PM 1 T



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

90012+2309 C014





Response to comment 30-272-A.

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

Response to comment 30-272-B.

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

Response to comment 30-272-C.

No adverse operational 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.

Response to comment 30-272-D.

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

Response to comment 30-272-E.

Hindry Avenue would not be closed under the proposed project and access to the Osage area would not be restricted. Design Option 2, an aerial crossing at Manchester Avenue, was incorporated into the proposed project to eliminate the potential traffic impacts of an at-grade crossing at Manchester Avenue. No additional traffic impacts were found to occur near the Osage or Westchester community as a result of the proposed project.

Response to comment 30-272-F.

The Crenshaw/LAX Transit Corridor Project would operate in the existing Harbor Subdivision railroad right-of-way when near the Westchester or Osage community. This railroad right-of-way is an existing barrier within the community and the proposed project would not create a physical barrier to a community or result in a change to the neighborhood appearance of the Osage community.

Response to comment 30-272-G.

The Crenshaw/LAX Transit Corridor Project would not result in significant displacements that would affect a residential community. Any potential displacement near the Westchester or Osage communities would occur adjacent to an industrial area along a railroad right-of-way. This would not alter the composition or character of an existing neighborhood.

Response to comment 30-272-H.

Where acquisition and relocation are unavoidable with construction of the Crenshaw/LAX Transit Corridor Project, Metro would follow the provisions of the Uniform Act, as amended, and implemented pursuant to the Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assisted Programs adopted by the USDOT, dated February 3, 2005. Metro would apply acquisition and relocation policies to assure compliance with the Uniform Act and Amendments. All real property acquired by Metro would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal made to each property owner, would be offered by Metro. Each homeowner, renter, business, or nonprofit organization displaced as a result of the project would be given advanced written notice and would be informed of the eligibility requirements for relocation assistance and payments.

Response to comment 30-272-I.

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

Response to comment 30-272-J.

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.



COMMENT: 30-273. Lori A. Marple-Pereslete.

30-273

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)

Lori A. Marple-Pereslete

Address (Street, City, State, Zip)

6519 Wooster Ave Los Angeles, Ca 90056

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):

PROJECT WILL ELIMINATE
HISTORIC CENTINELA ADOBE

A

WOULD BE A LOT MORE
INTELLIGENT TO SERVE THE
AIRPORT IF PROJECT DIVERTED
TO EL SEGUNDO.

B

- OVER -



Response to comment 30-273-A.

The proposed project alignment is more than 1,500 feet away from the historic Centinela Adobe. The Crenshaw/LAX Transit Corridor Project would not disturb or eliminate the historic Centinela Adobe.

Response to comment 30-273-B.

Comment noted. The Crenshaw/LAX Transit Corridor Project would serve both LAX and El Segundo with an Aviation/Century Station and an Aviation/Imperial Station.



COMMENT: 30-274. George Marr.

30-274

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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Name (First & Last Name, Organization)

George E MARR

Address (Street, City, State, Zip)

8405 West Blvd, Inglewood, CA 90305-1620

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):

The light rail alternative is the best solution to the problems involved in putting the inoperation. It will provide a seperated R/W, less disturbance to current land use adjacent or near the route.

Although the rail solution costs more, it provides faster service, a smoother ride and less conflict with local traffic.


The rail yard near Manchester Blvd is a poor location with the conflict with local residential uses

The El Segundo site is ideal. It is in an industrial area, close to the eventual extension of the proposed line to the Torrance and the harbor area.

The Inglewood presentation was very well done.

- OVER -



 Mr. George E. Marr
8413 West Blvd
Inglewood, CA 90305-1620

LOS ANGELES CA 900
26 OCT 2009 PM 4 T



*Roderick Diaz, Project Manager
Los Angeles County
Metropolitan Authority
One Gateway Plaza
Mail stop 44-22-3
Los Angeles, CA 90012-2952*

90012+2952





Response to comment 30-274-A.

The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro’s regional transit system (specifically, the Metro Green Line).

Response to comment 30-274-B.

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

Response to comment 30-274-C.

Please see response to comment 30-274-B.



COMMENT: 30-275. Cynthia Marshall.

30-275

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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Name (First & Last Name, Organization)

CYNTHIA MARSHALL RESIDENT

Address (Street, City, State, Zip)

7025 GODDARD AVE

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 A RESIDENT IN THE AREA THAT YOU WANT TO BUILD A MAINTENANCE YARD & PARK/RIDE LOT. WHY? THIS AREA IS NOT NEAR ANY OF THE MTA STOPS - THAT'S EL SEGUNDO. WHY WOULD YOU THINK WE WOULD BE OKAY WITH YOU TEARING DOWN THE BUSINESSES HERE (SOME OF WHOM HAVE BEEN HERE & SURVIVED FOR MORE THAN 20 YEARS!)? WHY WOULD YOU BLOCK ACCESS TO OUR NEIGHBORHOOD, AND BRING MORE CARS WITH THEIR NOISE & POLLUTION & TRAFFIC INTO THIS AREA (WE HAVE TRAFFIC PROBLEMS NOW!)? WHO & WHAT GIVES YOU THE RIGHT TO 'CONDEMN' BUSINESSES SO YOU CAN BUILD A PARKING LOT HERE? ISN'T THERE ALREADY A PARKING LOT @ IMPERIAL HWY - WHERE IT SHOULD BE? PEOPLE ARE GOING TO PARK HERE & SHUTTLE CLEAR OVER TO THE 105 FWY? NONE OF THIS MAKES SENSE! WE ARE NOT NEAR/OR DO WE CONNECT WITH ANY MTA TRAIN!! BUILD ON THE EMPTY LOT @ SEPULVEDA &

- OVER -



Comment (continued):

TO SECTORS IN EL SEGUNDO (WHERE THE TRAINS ARE!!)

DO NOT PUT A PARK & RIDE OR A MAINTENANCE YARD IN A NEIGHBORHOOD! WHAT DO YOU SUPPOSE WOULD HAPPEN TO PROPERTY VALUES? HAVEN'T THOSE SUFFERED ENOUGH FROM THE BAD ECONOMY? WHICH, BY THE WAY, IS THIS ALL YOU CAN THINK OF DOING - IS SPENDING \$\$ IN A PLACE & TIME THAT DOESN'T MAKE SENSE?

PLEASE TAKE A CLOSE LOOK AT THE IMPACT THIS WOULD MAKE ON THIS NEIGHBORHOOD

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

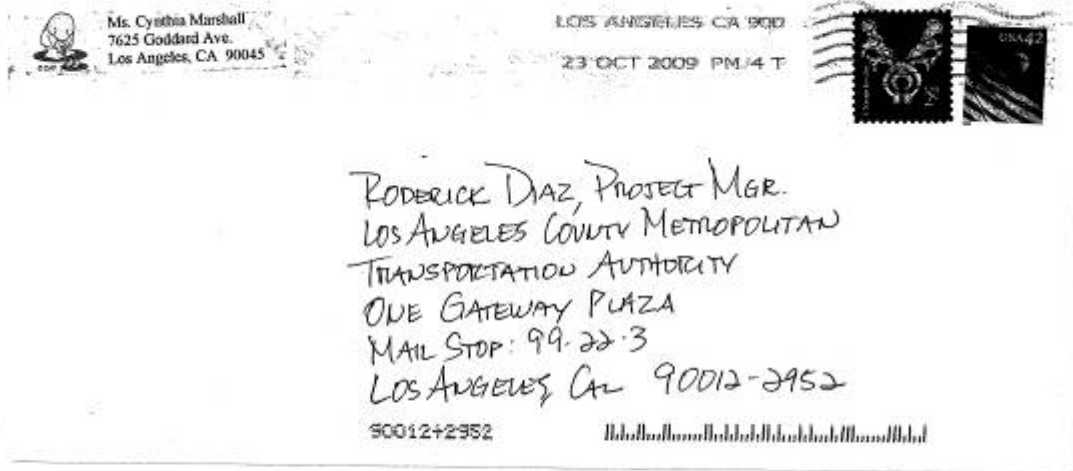
Email:

diazroderick@metro.net

Project Hotline
(213) 922-2736

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







Response to comment 30-275-A.

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

A park and ride facility near the optional Manchester Station was initially considered during the DEIS/DEIR. 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 30-275-B.

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



COMMENT: 30-276. Tekaya Martinez.

30-276

Abbott, Matthew

From: Damien Goodmon [damienwg@gmail.com]
Sent: Monday, October 26, 2009 12:21 PM
To: Diaz, Roderick
Subject: Fwd: Please keep the Crenshaw Line underground on Crenshaw Blvd

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

From: **Tekaya Tekaya** <tekaya_tekaya@yahoo.com>
Date: Mon, Oct 26, 2009 at 11:53 AM
Subject: Please keep the Crenshaw Line underground on Crenshaw Blvd
To: crenshaw@fixexpo.org
Cc: mbacon6@yahoo.com

Dear MTA Board of Directors:

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

11/10/2009



Response to comment 30-276.

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: 30-277. Matt Mason.

30-277

Crenshaw Transit Corridor DEIS/DEIR Comments16
 Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom: webmaster
 Sent: Sunday, October 25, 2009 9:55 PM
 To: Diaz, Roderick
 Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

 firstName: Matt
 lastName: Mason
 organization:
 emailAddress: mattmason999@yahoo.com
 street: 11925 Goshen Avenue Unit C
 city: Los Angeles
 state: CA
 zipcode: 90049
 Yes:
 No: ON
 support: NOImprovementNecessary(No-BuildAlternative)
 construction: ON
 AirQuality:
 TrafficSafety: ON
 VisualEffects:
 DisplacementofProperty:
 DisruptiontoBusiness:
 PublicServices:
 LocalLandUseDevelopment:
 EconomicImpactsandJobs:
 SpecificDesignFeatures: ON
 Other: YES
 HomeZip:
 workZip:
 Liveintheprojectarea?:
 Workintheprojectarea?:
 Ownabusinessintheprojectarea?:
 Commutethroughtheprojectarea?:
 Other: YES
 Bicycle?:
 CarorTruck?:
 Bus?:
 Walk?:
 Other?: ON
 Resident:
 Business:
 CommunityorNeighborhoodOrganization:
 PublicAgency:
 EnvironmentalOrganization:
 CivicOrganization:
 EconomicDevelopmentOrganization:
 Other: YES
 Date: Sunday, October 25, 2009
 Time: 08:55:24 PM

additionalComments:
 A | I believe this project needs to be put on hold until federal funds can be gathered for the line to actually make it to the Purple Line. As a better alternative, the Vermont subway extension needs to be explored as this could be brought to the Green Line or Harbor Sub Row and achieve a similar airport connection that way, while serving a more important transit corridor with higher public transit ridership and connectivity to the rest of the system (i.e. Hollywood and the Valley). | B

**Response to comment 30-277-A.**

The current Metro LRTP financial element does not show New Starts funding for the Crenshaw Transit Corridor Project. The project funding plan shows that the project is fully funded with a combination of local funds (including Measure R) and other types of federal funds.

Response to comment 30-277-B.

A Vermont subway extension is not part of the Crenshaw/LAX Transit Corridor Project. Information on other Metro projects can be obtained at the Metro website at www.metro.net, under the Projects and Programs tab.



COMMENT: 30-278. Joanie Matheson.

30-278

Crenshaw Transit Corridor DEIS/DEIR Comments8
Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom: webmaster
Sent: Monday, October 26, 2009 2:55 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

firstName: Joanie
lastName: Matheson
organization:
emailaddress: joaniematheson@yahoo.com
street: 7914 Abigail Place
city: Los Angeles
state: CA
zipcode: 90045
Yes: ON
No:
support: MinorImprovements(TransportationSystemsManagement[TSM]Alternative)
construction: ON
AirQuality:
TrafficSafety: ON
VisualEffects:
displacementofProperty: ON
DisruptiontoBusiness: ON
PublicServices:
LocalLandUseDevelopment: ON
EconomicImpactsandJobs:
SpecificDesignFeatures: ON
Other:
HomeZip: 90045
workZip: 90405
Liveintheprojectarea?: YES
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?: YES
Other:
Bicycle?:
CarorTruck?: ON
Bus?:
Walk?:
Other?:
Resident: ON
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other:
Date: Monday, October 26, 2009
Time: 01:54:38 PM

additionalcomments:

--CORRECTION TO THE PRIOR FORM I SUBMITTED-----
In reference to the closure of Hindry, I said: "The Osage Ave/Manchester intersection is already extremely busy and it's difficult to turn onto Manchester(both north and southbound) during rush hour."
I meant to say "both EAST and WESTBOUND)".

Major concerns: #1 The LRT Maintenance Facility Site 1 proposal would severely impact the Osage residential neighborhood of Westchester. Closing Hindry would be a major impediment, since it is the quickest, safest and most convenient entrance/exit to the neighborhood. The Osage Ave/Manchester intersection is already extremely busy and it's difficult to turn onto Manchester(both north and southbound) during rush hour. Visibility is poor due to the strip mall and large trucks using the intersection. Closing Hindry would exacerbate this problem. The displacement of local businesses, and in particular the Westchester Playhouse, is also a big concern. #2 The costs for BRT and LRT are huge, and certain to grow. Too much uncertainty in the project proposal to get a feel for what the real costs would be. So-called minor (but well thought-out) improvements, may be able to achieve the desired results without getting lost in the glamour factor of a high profile, possibly overblown project.

A
B

**Response to comment 30-278-A.**

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

Response to comment 30-278-B

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. In November 2008, Measure R was approved by a two-thirds majority, committing a projected \$40 billion to traffic relief and transportation upgrades throughout the county over the next 30 years. Measure R will help fund dozens of critical transit and highway projects, create more than 210,000 new construction jobs and infuse an estimated \$32 billion back into the local economy, according to estimates by the nonprofit Los Angeles County Economic Development Corporation. The Crenshaw/LAX Transit Corridor Project was identified as a project to be funded by Measure R. No additional taxpayer money would be required to fund the project.



COMMENT: 30-279. Alison Mattiza.

30-279

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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Name (First & Last Name, Organization)

Alison Mattiza - Kentwood Players

Address (Street, City, State, Zip)

4771 W. 135th St. Hawthorne, CA 90250

Email (enter address to receive periodic project updates)

~~310~~ aehbadaol.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 do not infringe on our theater. It is a very special place for many people and is a special part of history for many people.

Please put the light rail system somewhere else!!

- OVER -

Response to comment 30-279.

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



COMMENT: 30-280. William and Helen Maxwell.

30-280

Abbott, Matthew

From: HELENSMM@aol.com
Sent: Wednesday, October 28, 2009 9:38 AM
To: Diaz, Roderick; crehshaw@fixexpo.org
Subject: CRENSHAW LINE

Dear MTA Board of Directors:

This letter is to urgent you to keep the entire Crenshaw Line underground for the welfare and safety of our children and for maintaining the integrity of our neighborhood and community. Not to mention the noise and traffic levels that can have a serious impact on the health of the residents in the area.

Again, please vote to continue the rail line underground and not above ground between 48th to 59th, which is right next to View Park Prep and a block away from Crenshaw High School. To leave this area with a rail at street level would be very problematic for our neighborhood, and not a well thought out plan. Please do not destroy this residential area of our community, and seriously consider the safety and well being of the people who have lived in this community for generations.

A ground level rail system for the potion of the community between 48th street to 59th would have never been considered for the Wilshire area. We want the same consideration, and join Mark Ridley-Thomas, Supervisor for the Second District in urging you to vote to keep the entire Crenshaw Blvd portion of the Crenshaw Line underground.

Sincerely,

William and Helen Maxwell
3470 West 48th Street
Los Angeles, California 90043
(323) 298-5198

A

11/5/2009

Response to comment 30-280.

The Crenshaw/LAX Transit Corridor Project would result in the reduction of 26,764 automobile miles traveled compared to the No Build Alternative. 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 for traffic methodology and analysis.

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

No adverse operational 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.

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

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

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



COMMENT: 30-281. Adrienne Mayberry.

30-281

Abbott, Matthew

From: mayberry59@ca.rr.com
Sent: Monday, October 26, 2009 7:37 AM
To: Diaz, Roderick
Subject: Crenshaw Blvd. rail line

Dear MTA Board:

It is crucial that the entire Crenshaw Boulevard portion of the Crenshaw rail line be placed underground. The already heavily traveled street cannot support the additional congestion that would be created by an at-grade rail system on this major artery within the community. It connects Los Angeles to Inglewood and other South Bay cities. Furthermore, a number of schools and businesses, including a United States post office, fall within the portion that is being considered to be constructed at-grade level. The impact of a rail line upon area businesses and travel within the area would be extremely harmful. The fact that children would need to cross at the same level as the rail line is an invitation for disaster. Please take into consideration the impact at-grade rail would have on this community and treat it with the same respect you would like for your own.

A

Thank you for your time and consideration.

Sincerely,
Adrienne Mayberry

Response to comment 30-281.

The Crenshaw/LAX Transit Corridor Project would result in the reduction of 26,764 automobile miles traveled compared to the No Build Alternative. 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 for traffic methodology and analysis.

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

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

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



COMMENT: 30-282. John Mayer.

30-282

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

NAME: John Mayer EMAIL: AlbinoApe@Hotmail.com

ADDRESS: 606 Victoria Ave #A PHONE: 310-412-6811

COMMENTS: I feel it would be quieter underground
also safer and more efficient.

for the underground rail 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 30-282.

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



COMMENT: 30-283. Tori McClenton.

30-283

Abbott, Matthew

From: troi mcclenton [t-roi@sbcglobal.net]
Sent: Monday, October 26, 2009 8:18 AM
To: Diaz, Roderick
Subject: Crenshaw Line.....

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

Troi McClenton
5267 Southridge Ave.
L.A., CA 90043

11/5/2009

Response to comment 30-283.

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: 30-284. Johnnie McCray.

30-284

CUT AND SEND

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

NAME: Johnnie F. McCray EMAIL: mccrayjohnnie@aol.com

ADDRESS: 6050 S. Western Ave #402 PHONE: _____

COMMENTS:

The decision has already been made so what is the purpose. They are going to do it anyway.

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 30-284.

There has been an extensive public outreach process where alternatives have been formulated, evaluated and refined. The evaluation process has informed the affected residents of the relative impacts among options (alignment routes, vertical and horizontal alignments, station locations, etc.). The Metro Board of Directors, in selecting an LPA, considered the engineering and environmental documentation, as well as public comments and concerns. In instances where issues have arisen, design and alignment decisions have been revisited. In instances where adverse effects have been identified, design options and mitigation measures have been formulated to reduce or eliminate potential impacts on adjacent communities, and on adjacent minority or low-income communities.



COMMENT: 30-285. Mamie McFrazier.

30-285

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

NAME: Mamie McFrazier EMAIL: Harmonybook@yahoo.com

ADDRESS: 4833 11th Ave L.A PHONE: 323-299-0613

COMMENTS: Do not agree with rail line MTA.
IF so, please do it underground.

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

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

000

10/23/2008 10:28 FAX

Response to comment 30-285.

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.

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



COMMENT: 30-286. Alvin McGilbray.

CUT AND SEND

30-286

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

NAME: Alvin McGilbray EMAIL: _____

ADDRESS: 5912 Overhill Dr PHONE: 323 737 4182

COMMENTS: I WANT THE TRAIN, BUT PLEASE
PUT IT UNDERGROUND. THANKS

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 30-286.

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



COMMENT: 30-287. Ashley McGovern.

30-287

Abbott, Matthew

From: edeninvsvs@netscape.net
Sent: Thursday, September 24, 2009 3:29 PM
To: Diaz, Roderick
Subject: Comments on Crenshaw Corridor Metro Project

Mr. Diaz,

Due to the fact I am not able to attend the public meetings on this important subject, I would like to voice my strong opinion about the Crenshaw Corridor. Why is the City still looking to fossil fuels (BRT System) with regard to mass transit? What good is public transportation if it pollutes the air and does not set a example of a commitment to long term sustainability? Buses (although a better alternative to single driver automobiles) are still the lesser of two evils. Don't we have enough pollution and traffic congestion (more buses will only add to it)? A light rail transit system that does not produce toxic and atmosphere destroying emissions is the obvious solution. At least electrical producers and utility companies are looking for green power and renewable energy while most oil companies could care less about the environment. Our State is embarrassingly in debt and the City is broke, let's send a strong message by constructing a light rail system that not all persons in Social are clueless morons!!

A

Ashley McGovern

11/5/2009

Response to comment 30-287.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Metro Board of Directors selected the Light Rail Alternative as the Locally Preferred Alternative. The Crenshaw/LAX Light Rail Transit Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line). The BRT Alternative did not yield strong travel time benefits due to mixed-flow operation and the slow speeds required of BRT vehicles at un-gated crossings along the Harbor Subdivision railroad right-of-way. Additional traffic impacts would occur from the conversion of mixed flow lanes in narrow sections of Crenshaw Boulevard.



COMMENT: 30-288. Amber McIver.

30-288

Abbott, Matthew

From: Amber McIver [ambermcoiver@hotmail.com]
Sent: Monday, October 26, 2009 3:13 PM
To: Diaz, Roderick; crenshaw@fixexpo.org
Subject: FW: Urgent View Park Preparatory Information

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,

Amber M. McIver

4228 W. 61st Street, LA 90043

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

11/5/2009

Response to comment 30-288.

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: 30-289. Adele McJimson.

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

NAME: ADELE McJimson EMAIL: _____

ADDRESS: 4015 10th Ave #1 PHONE: 323-743-5998

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 30-289.

No specific comment to address.



PLEASE READ ADDITIONAL COMMENTS IN THE
BACK OF THIS CARD
Sept. 27th 2009
WILLIAM AND MARLA MEDINA
2912 E. 515 AVE. (WESTCHESTER RESIDENTS SINCE 1982)
L.A. CA 90045 TEL. (310) 645-2355
WE WELCOME THE LIGHT RAIL TRANSIT
IN OUR COMMUNITY, OVER THE OTHER ALTERNATIVE,
(BRT) BUS RAPID TRANSIT. LRT MEANS LESS TRAFFIC
CONGESTION IN OUR STREETS, NO POLLUTANTS IN THE
AIR FROM THE BUSES EXHAUST. THE FUTURE OF
TRANSPORTATION IS ELECTRIC AND THE RAILWAY
ALONG FLORENCE BLVD AND OVER LAX'S CENTURY
BLVD, AND BEYOND IN BOTH DIRECTIONS ARE
READY AND WAITING TO SERVE LAX, WESTCHESTER,
AND SOUTH TO MANHATTAN BEACH GREAT TO BE
PASSENGERS OF LAX AND TO THE HEART OF DOWNTOWN L.A.

A

SINCE THE UNFORTUNATE EVENT
OF 09/11, THE TRACKS THAT ONCE CARRIED
FREIGHT TRAINS, HAVE NOT BEEN USED
FOR OVIOUS REASONS. LETS MAKE
GOOD USE OF THESE TRACKS BY DOING
WHAT WE ALL WANT. HINDRY AVE AND
83RD ST CAN BE A GREAT AREA FOR A
LIGHT RAILWAY STATION WITH AMPLE PARKING
AND EVEN A MAINTAINANCE YARD. ALL THIS
MEANS A MORE ROBUST ECONOMY FOR THE
ENTIRE AREA AND MORE JOBS, INCREASED
PROPERTY VALUE FOR WESTCHESTER AND SURROUNDING
COMMUNITIES. THANKS!! LET US HEAR FROM YOU!!

B



Response to comment 30-290-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 30-290-B.

Comment noted. An optional station at Manchester Avenue and a park and ride facility to serve the Westchester community were both considered in the DEIS/DEIR. 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: 30-291. William and Maria Medina.

PLEASE SEE THE CONTINUATION IN BACK

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

30-291

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)

WILLIAM AND MARIA MEDINA

Address (Street, City, State, Zip)

7912 ISIS AVE, 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 AS A HOMEOWNER IN WESTCHESTER FOR 37 YRS. I SAY

THAT A LIGHT RAIL STATION ON 83RD ST. AND THE HINDRY AREA WILL RAISE PROPERTY VALUES, BRING MORE BUSINESS TO THE AREA, FACILITATE ACCESS TO BUSINESSES ALREADY IN THE AREA NEARBY, DECREASE IN VEHICULAR TRAFFIC ON CENTURY BLVD. AND AIRPORT TERMINAL AREAS, BECAUSE A LIGHT RAIL SYSTEM WILL TAKE PASSENGERS TO AND FROM THE AIRPORT; TO DOWNTOWN LA, NOT BY CAR

Comment (please print):

THE NOTION THAT A LIGHT RAIL TRANSIT SYSTEM STATION OR MAINTENANCE YARD, AND A PARK AND RIDE FACILITY ON 83RD ST. BETWEEN OSAGE AND LA CIENEGA WOULD ELIMINATE ACCESS TO FLORENCE; 83RD ST. ACCESS TO LA CIENEGA, ARE LUDICROUS. THERE IS ALSO THE NOTION CIRCULATING, OR BEING CIRCULATED BY A NEIGHBOR WHOSE HOME BORDERS ON 83RD AND ISIS AVE, THAT THE WESTCHESTER PLAYHOUSE AND ALL "BUSINESSES" ON 83RD ST. WOULD BE CONDEMNED, THAT THE NOISE OF A MAINTENANCE YARD WOULD BE UNDESIRABLE. FIRST, ALL THESE ARE MINUSCULE WHEN COMPARED TO RAIL TRANSPORTATION. CUT THE MILES YOU DRIVE A YEAR BY 25% AND YOU COULD SAVE 145 GALS. OF GAS AND REDUCE CO² BY 2,863 LBS. IT IS HARD TO IMAGINE THAT A MAINTENANCE YARD CAN MAKE A WHOLE LOT OF NOISE, YET, THAT IS WHAT THIS NEIGHBOR IS SUGGESTING. CAN IT BE WORSE THAN THE FREIGHT TRAIN WE HEAR RUNNING FOR YEARS DAY AND NIGHT, WHISTLE BLOWING? THE WESTCHESTER PLAYHOUSE AND THE SMALL NUMBER OF BUSINESSES AFFECTED DO NOT GENERATE THE AMOUNT OF TAX REVENUES THAT HAVE BEEN SUGGESTED. MUCH MORE BUSINESS WOULD BE ATTRACTED, AND THEREFORE MORE TAX REVENUE FOR THE AREA. THE MAINTENANCE YARD ALONE WOULD CREATE JOBS. FURTHERMORE, HINDRY AVE. ACCESS TO FLORENCE IS NOT ESSENTIAL WHEN ONE CONSIDERS THE ALTERNATIVE ROUTES NEARBY. PEOPLE WHO TRAVEL NEED RESTAURANTS TO EAT, DAY CARE CENTERS FOR CHILDREN, ETC. OVER.



Comment (continued):

A RESTAURANT FOR PERSONS TRAVELING, A DAY CARE CENTER FOR COUPLES WHO WORK AND MUST TAKE THE TRAIN. THESE ARE SOME OF THE BUSINESSES THAT WOULD SPRING UP BECAUSE OF THE TRAIN TRANSPORTATION.

I HAVE HEARD FROM MANY OF MY NEIGHBORS WITH REGARDS TO THIS PROJECT, AND THEY ARE EXCITED AND ANXIOUS TO HAVE IT IN THIS AREA.

THEY FEEL IT WOULD BE WONDERFUL, LESS TRAFFIC, LESS AIR POLLUTION. IT MEANS TO ADD MORE BUSINESSES, AND SUPPORT FOR THE BUSINESSES ALREADY IN OUR AREA.

PLEASE CALL IF THERE IS SOMETHING WE CAN DO TO BRING THIS ABOUT (310) 645-2355

TELL US ABOUT YOURSELF

What is your home zip code? 90045

Work zip code? RETIRED

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 HOMEOWNER IN WESTCHESTER FOR 37 YRS

AFFILIATION

- Resident
- Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other HOMEOWNER IN WESTCHESTER FOR 37 YRS NEAR THE PROPOSED TRAIN STATION

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.





WILLIAM AND MARIA MEDINA
7912 RISIS AVE
LOS ANGELES, CA 90045



RODERICK DIAZ, PROJECT MANAGER
LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY
ONE GATEWAY PLAZA
MAIL STOP: 99-23-3
LOS ANGELES, CA 90012-2952

90012+2952 0001 A barcode consisting of vertical bars of varying heights.



Response to comment 30-291-A.

Comment noted. Metro appreciates the support and input from the commenter as it is an important part of the planning process. A park and ride facility would not restrict access in the community it is located. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

Response to comment 30-291-B.

Please see response to comment 30-291-A.



COMMENT: 30-292. Junia Mejia.

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

30-292

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

NAME: Junia Mejia EMAIL: jurebugame@yahoo.com

ADDRESS: 1855 W. 139th St. Gardena CA 90249 PHONE: (323) 494-4128

COMMENTS: We would like the train to be underground
not on the street.

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 30-292.

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

COMMENT: 30-293. John Meshack.

30-293

Abbott, Matthew

From: John Meshack [jmeshack42@yahoo.com]
Sent: Monday, October 26, 2009 2:33 PM
To: Diaz, Roderick; crenshaw@fixexpo.org
Subject: Metrorail

Dear MTA Board of Directors:

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

Sincerely,

John Meshack
4061 Olympiad Dr.
Los Angeles, CA 90043

11/10/2009



Abbott, Matthew

From: Sherry Costa [sherrycosta@sboglobal.net]
Sent: Monday, October 26, 2009 4:10 PM
To: Diaz, Roderick; crenshaw@fixexpo.org
Subject: Metrorail Safety of the Children

From: John Meshack <jmeshack42@yahoo.com>
Subject: Metrorail
To: diazroderick@metro.net, crenshaw@fixexpo.org
Date: Monday, October 26, 2009, 9:33 PM

Dear MTA Board of Directors:

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

Sincerely,

John Meshack
4061 Olympiad Dr.
Los Angeles, CA 90043

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

11/10/2009

Response to comment 30-293.

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.