



Comment (continued):

Multiple horizontal lines for writing a comment.

TELL US ABOUT YOURSELF

What is your home zip code? 90045

Work zip code? 90202

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
Witchester Chamber of
Commerce

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 30-333-A.

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

Response to comment 30-333-B.

Please see response to comment 30-333-A.



COMMENT: 30-334. Dave Parke.

30-334

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)

Dave Parke, Kentwood Players, Westchester Playhouse

Address (Street, City, State, Zip)

7504 W 333 Place, 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):

Kentwood Players was my
 Avocation which led to a whole
 new life in the Theatre. I
 have not completely given up
 my day job (which is actually
 a small business I own) but
 I feel confident one day
 I will be able to do so
 due to my years of learning
 at Kentwood Players.
 Leave the Westchester
 Playhouse alone. It is an
 asset to the community.

- OVER -



Response to comment 30-334.

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



COMMENT: 30-335. Lashon Parker.

30-335

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

NAME: LASHON PARKER EMAIL: parkerbrown216@yahoo.com
ADDRESS: 16003 Bryn Mawr #3 L.A. CA 90043 PHONE: 213-804-7813

COMMENTS: Keep it underground on cr. shaw

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 30-335.

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



COMMENT: 30-336. Maria Pavone.

30-336

Crenshaw Transit Corridor DEIS/DEIR Comments20
 Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom: webmaster
 Sent: Sunday, October 25, 2009 12:13 PM
 To: Diaz, Roderick
 Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

 firstName: Maria
 lastName: Pavone
 organization: westchester Playhouse
 emailAddress: mariapavone@aol.com
 street: 517 vernon Ave. #2
 city: Venice
 state: CA
 zipcode: 90291
 Yes:
 No: ON
 support: NoOpinion
 Construction:
 AirQuality:
 TrafficSafety:
 VisualEffects:
 DisplacementofProperty: ON
 DisruptiontoBusiness: ON
 PublicServices: ON
 LocalLandUseDevelopment:
 EconomicImpactsandJobs:
 SpecificDesignFeatures:
 Other: YES
 HomeZip: 90291
 workZip: 90290
 Liveintheprojectarea?:
 Workintheprojectarea?:
 Ownabusinessintheprojectarea?:
 Commutethroughtheprojectarea?: YES
 Other: YES
 Bicycle?:
 CarorTruck?: ON
 Bus?:
 walk?:
 Other?:
 Resident:
 Business:
 CommunityorNeighborhoodOrganization: ON
 PublicAgency:
 EnvironmentalOrganization:
 CivicOrganization:
 EconomicDevelopmentOrganization:
 Other: YES
 Date: Sunday, October 25, 2009
 Time: 11:12:47 AM

additionalComments:

A I applaud the Metro's efforts to improve our transportation, but I hope that the El Segundo site will be chosen for development over the Westchester Site. The Westchester Site is home to the Westchester Playhouse which for many years has inspired me with its commitment to serving the community with reasonably priced art and culture. The majority of the theatre's subscribers are middle-class senior citizens that I imagine are on fixed incomes. The theatre also offers affordable after-school children's classes and play/performance opportunities, in addition to their main stage productions. I believe that the playhouse has always run without the assistance of grants or government funding. What a valuable offering during our current economic climate! The theatre is completely voluntarily operated by many generous, organized and hard working folks who amaze me with the freedom and spirit in which they give of themselves. Los Angeles can be a lonely and alienating city for many individuals. Organizations like the Westchester Playhouse are bridging that 'community gap' by offering an artistic home for its creators and supporters, as well as an affordable, cultural lifeline to the community. I am personally grateful for my 'Westchester Playhouse Family'. The Crenshaw Transit Corridor Project promises to enhance our community. The Westchester Playhouse has served and enhanced this same community for over 60 years and ideally, should be considered, included and even featured in any community development plans and projects.



Response to comment 30-336.

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



COMMENT: 30-337. Shirley Payton.

----- CUT AND SEND ----- 30-337

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

NAME: Shirley Payton Ed. EMAIL: _____

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

COMMENTS: Keep underground on crenshaw!

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

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



Response to comment 30-337.

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

COMMENT: 30-338. Benda Penny.

30-338

Abbott, Matthew

From: Brenda Penny [pennylaw@sbcglobal.net]
Sent: Monday, October 26, 2009 4:32 PM
To: Diaz, Roderick
Subject: 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

We have already been adversely impacted by the Expo Line.

Sincerely,

Brenda Penny
3796 Edgehill Drive, Los Angeles, CA 90018

11/5/2009



Response to comment 30-338.

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

COMMENT: 30-339. Loralyn Penzella.

30-339

Abbott, Matthew

From: Damien Goodman [damienwg@gmail.com]
Sent: Tuesday, October 27, 2009 9:51 AM
To: Diaz, Roderick
Subject: Fwd: Crenshaw Line Underground

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

From: **Loralyn Penzella** <loralyn@youturnproject.org>
Date: Tue, Oct 27, 2009 at 9:42 AM
Subject: Crenshaw Line Underground
To: crenshaw@fixexpo.org

Dear MTA Board of Directors:

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

A

Loralyn Penzella
4306 8th Ave.
L.A. CA 90008

11/5/2009



Response to comment 30-339.

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

COMMENT: 30-340. Joyce Perkins.

30-340

Abbott, Matthew

From: Joyce Perkins [rejoyce@ca.rr.com]
Sent: Monday, October 19, 2009 12:41 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor Project

Hi Roderick,

I am submitting my (personal) comments on the Crenshaw Transit Corridor project.

- A | I support the development of light rail along the Crenshaw corridor, however for purposes of safety, aesthetics, traffic flow and consideration of local businesses, I request that to the greatest extent possible, a light rail line be built underground. I cannot emphasize enough the negative impact an at-grade or aerial line would have on the community, and I believe an underground line will meet the desires of the majority of Crenshaw community members.
- B | **Safety:** Having a line underground will eliminate any concerns of at-grade crossing safety.
- C | **Aesthetics:** The visual impact of an aerial track will have a negative effect on the pedestrian environment we are working hard to achieve in the Crenshaw community. I believe it will undermine the efforts and intent of the Crenshaw Specific Plan - the first to be adopted South of the 10 freeway.
- D | **Traffic flow:** I have lived in the Crenshaw community for over 40 years and have seen the flow of traffic on Crenshaw increase exponentially. During rush hour traffic is at a crawl, and this would only increase with the dedication of a lane for light rail or a busway. I do not believe the increase in rail ridership would be sufficient to have a neutralizing affect on the traffic flow.
- E | **Local businesses:** Most small Crenshaw area businesses are struggling. While a light rail system can have a positive effect on these businesses, development of an at-grade line will necessitate the removal of parking spaces that are critical to the viability of these businesses.
- F | I understand that building the light rail system underground will add to the capital cost, however, this is a project that will benefit the community for many years to come, so it must be done right. I strongly request that to the greatest extent possible, a Crenshaw light rail be built underground.

Thank you,
Joyce Perkins
5116 Veronica Street
Los Angeles, CA 90008
323-296-1755 Home
323-839-0617 Cell
rejoyce@ca.rr.com

11/5/2009

**Response to comment 30-340-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 1 for a below-grade segment along the full length of Crenshaw Boulevard.

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

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 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 30-340-B.

While most safety conflicts associated with at-grade crossings would be eliminated with an all underground alternative, the design of the at-grade sections of the LRT incorporate significant safety features. Any safety impacts associated with at-grade alignments are mitigated. However, the cost of constructing a fully grade-separated project along the entire length of Crenshaw Boulevard would be beyond the scope of Metro policies and the approved Metro budget for the project and financially infeasible.

Response to comment 30-340-C.

Please see response to comment 30-340-A. The proposed project would not conflict with any proposed pedestrian improvements to be implemented under the Crenshaw Specific Plan or any additional redevelopment projects by the CRA/LA.

Response to comment 30-340-D.

Please see response to comment 30-340-A. The number of existing traffic lanes along Crenshaw Boulevard would be maintained with the implementation of the Crenshaw/LAX Transit Corridor Project, however, the frontage road that parallels Crenshaw would be removed.

Response to comment 30-340-E

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.

The traffic analysis found that the existing inventory of off street parking was underutilized and that there would be sufficient parking capacity after implementation of the Crenshaw/LAX Transit Corridor Project. Therefore, no adverse effect on parking would occur.

Response to comment 30-340-F.

Please see response to comment 30-340-A



COMMENT: 30-341. Paul Perkins.

30-341

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)

Paul Perkins

Address (Street, City, State, Zip)

5116 Veronica Street, Los Angeles, CA 90008

Email (enter address to receive periodic project updates)

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

- Construction B
- 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 D
- Other Long term impact on local businesses.

Comment (please print):

I support the light rail alternative, however for reasons of traffic flow, aesthetics and safety, I think the trains should be underground.

The traffic on Crenshaw Blvd. is extremely heavy and a dedicated right of way, whether for a busway or light rail train, will reduce traffic lanes and further congest traffic.

Also, the usual impacts of the proposed at-grade and aerial tracks will have a negative impact on the community.

In addition to safety concerns, at-grade and aerial tracks will take away parking spaces, resulting in the decline of

- OVER -



Comment (continued):

Local businessess.

A | *I urge you to build the light rail
 underground to the greatest extent
 possible.*

TELL US ABOUT YOURSELF

What is your home zip code?

90008

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? *shop and dine
 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.





Metro

Paul Perkins
5116 Veronica Street
Los Angeles, CA 90008

LOS ANGELES CA 900
19 OCT 2009 PM 11 T



Roderick Diaz, Project Manager
LA Metro
One Gateway Plaza
Mail stop 99-22-3
Los Angeles, CA 90012-2952

Response to comment 30-341-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 1 for a below-grade segment along the full length of Crenshaw Boulevard. A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The FEIS/FEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact.

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 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 30-341-B.

Please see response to comment 30-341-A. The number of existing traffic lanes along Crenshaw Boulevard would be maintained with the implementation of the Crenshaw/LAX Transit Corridor Project, however, the frontage road that parallels Crenshaw would be removed.

Response to comment 30-341-C.

Please see response to comment 30-341-A. The DEIS/DEIR found that an aerial structure along the Crenshaw Boulevard median from 60th Street to the Harbor Subdivision would result in an adverse visual impact to the neighborhood-oriented commercial district along the section of Crenshaw Boulevard. Design Option 4, a below-grade segment from 60th Street to Victoria Avenue on the Harbor Subdivision was incorporated into the Locally Approved Alternative by the Metro Board of Directors to eliminate this visual impact.

Response to comment 30-341-D.

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.

The traffic analysis found that the existing inventory of off street parking was underutilized and that there would be sufficient parking capacity after implementation of the Crenshaw/LAX Transit Corridor Project. Therefore, no adverse effect on parking would occur.

COMMENT: 30-342. Tangela Mcglothum.

30-342

Abbott, Matthew

From: Mcglothum, Tangela [tmm8310@lausd.net]
Sent: Monday, October 26, 2009 2:09 PM
To: Diaz, Roderick
Cc: Mbacon@viewparkprep.org
Subject: Crenshaw Line

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High 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,

Tangela Pickett
5938 So.Madden
Los Angeles, Ca 90037



Response to comment 30-342.

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



COMMENT: 30-343. Mary Pierce.

30-343

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

NAME: MARY C. PIERCE EMAIL: _____

ADDRESS: 1032 W. 14th St. PHONE: (323) 757-1309

COMMENTS: Please keep it under ground. Crenshaw Corridor
sustain the traffic as is. Since it will be
under ground on Wilshire, then why not on
Crenshaw.

Thank you.

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

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



Response to comment 30-343.

The traffic analysis in Section 3.0 of the FEIS/FEIR found that existing traffic congestion through the Corridor was at or nearing capacity during the AM and PM peak periods at a majority of the intersections in the study area. These conditions were anticipated to worsen significantly by 2030, when nearly all of the intersections would be operating at or above capacity during the AM and PM peak periods.

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

COMMENT: 30-344. Carla Pittman.

30-344

Abbott, Matthew

From: Carla_Pittman@baxter.com
Sent: Monday, October 26, 2009 3:47 PM
To: Diaz, Roderick; crenshaw@fixexpo.org
Subject: Crenshaw Line EIR Comments

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. Please don't make a bad situation worse. Treat us the same way you intend to treat the Wilshire community.

A

Sincerely,

Carla Durham Pittman
3933 Kenway Ave.
Los Angeles, CA 90008

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For Translation:

http://www.baxter.com/email_disclaimer



Response to comment 30-344.

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



COMMENT: 30-345. Carla Player-Rowe.

30-345

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

NAME: Carla Player-Rowe EMAIL: cbplayer@sbcglobal.net

ADDRESS: 811 N Chester Ave Compton Ca 90221 PHONE: 310-429-6772

COMMENTS: I strongly believe the metro train system should be placed underground in the Hiemert Park/Crenshaw district to avoid interference or elimination of regular business and special events @ continuing.

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 30-345-A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The light rail alignment would be underground from 39th Street to 48th Street and operation of the Line would not affect businesses or activities in Leimert Park/Crenshaw District.



COMMENT: 30-346. Stephanie Plotin.

30-346

Abbott, Matthew

From: Stephanie Plotin [splotin@yahoo.com]
Sent: Sunday, October 25, 2009 3:23 PM
To: Diaz, Roderick
Subject: Resident input, Crenshaw corridor transit options

Dear Mr. Diaz,

My name is Stephanie Plotin, and I am a resident of the Crenshaw community.

I live at 5309 Chesley Avenue, Los Angeles, Ca 90043. I am writing to express my opinion on the possible options available for new transportation options in the Crenshaw Corridor.

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

A

I believe that this is the safest, quickest, and most efficient option. I have lived briefly in Mexico City, which has exactly the same problems of sprawl that Los Angeles does, and is similar in geography. However, Mexico City's rapid transit system, in my opinion, is far superior, due to the underground metro that spreads out to cover the entire main city center. It is fast, efficient, and will take you anywhere you want to go. I much preferred the underground metro to the other options (buses, microbuses, electric trolley-buses). There is no long waiting for buses that may or may not arrive on time (or may not arrive at all.)

B

ABOVE GROUND Light Rail Transit
Generally, I OPPOSE an above ground light rail along Crenshaw Blvd, due to safety concerns. However, as an option, this would be better than the current situation as it exists.

C

A Bus Rapid Transit
I OPPOSE an expanded rapid bus system along Crenshaw Blvd. As a very last option, again this would be better than the current situation, but overall I don't support it. I would prefer above-ground light rail to bus rapid transit, but my first preference is BELOW GROUND METRO RAIL.

Sincerely,

Stephanie Plotin



Response to comment 30-346-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 1 for a below-grade segment along the full length of Crenshaw Boulevard.

Response to comment 30-346-B.

Comment noted. Please see response to comment 30-346-A. Motorist safety treatments are described in detail in Section 2.0 Alternatives Considered of the DEIS/DEIR. From the Exposition/Crenshaw Station southward, the LRT would operate at-grade in a semi-exclusive right-of-way separated from automobile traffic by a raised curb until the alignment transitions to a below-grade section at Crenshaw Boulevard and 39th Street and would not travel above 35 mph. Pedestrians and motorists would cross the LRT tracks with standard signal phases. As discussed in Section 3.0 Transportation Impacts of the DEIS/DEIR, the signal phasing at intersections would be changed to accommodate the LRT operations. When LRT vehicles are present, movements that would conflict with LRT vehicles are prohibited. Pedestrians are permitted to cross the street during phases in which the LRT vehicles are not present. Additional safety features, such as dedicated left-turn phases, photo enforcement cameras, and in-pavement lights will be considered, as appropriate, along this segment.

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

Response to comment 30-346-C.

Comment noted. Please refer to Master Response 6 for the selection of the locally preferred alternative.



COMMENT: 30-347. Freddie Polian.

30-347

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

NAME: Freddie Polian EMAIL: Polian09@sprint.bleedherog.net
ADDRESS: 1452 W 51st St. LA Ca. PHONE: 323-295-0281

COMMENTS:

*We desperately need to have the
transportation in our neighborhood as well
as the Wilshire District.*

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 30-347.

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.

Based on the results of this evaluation and public input received, 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 the Metro rail system.



COMMENT: 30-348. Warren and Saadia Lagarde Porche.

30-348

Abbott, Matthew

From: L S [qn33@yahoo.com]

Sent: Monday, October 26, 2009 10:01 AM

To: Diaz, Roderick; crenshaw@fixexpo.org

Dear [MTA Board of Directors](#):

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. 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 other communities where the train line will be built underground.

A

Sincerely,
Mr. Warren and Dr. Saadia Lagarde Porche'
5143 S. Verdun Avenue
Los Angeles, California 90043

11/10/2009



Response to comment 30-348.

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



COMMENT: 30-349. F. Kaye Porter.

30-349

**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)

F. Kaye Porter, Kentwood Players

Address (Street, City, State, Zip)

Email (enter address to receive periodic project updates)

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print)

I would love a station here in Westchester, I do not want the maintenance yard here. I do not want the Westchester playhouse torn down.

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

- Commute through the project area?
- Other? line nearby

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

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

AFFILIATION

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

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

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

Email:

diazroderick@metro.net

Project Hotline

(213) 922-2736

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



Response to comment 30-349.

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



COMMENT: 30-350. Ethelene Poston.

30-350

Abbott, Matthew

From: ETHELENE POSTON [ethelene.poston@sbcglobal.net]
Sent: Monday, October 12, 2009 9:20 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor Project Public Comment

To Whom it May Concern:

My name is Ethelene Sneed Poston and I am a resident of the Crenshaw community. I live at 5356 Hillcrest Drive Los Angeles, CA 90043.

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

A

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

B

Yours truly,

Ethelene Sneed Poston

11/5/2009

Response to comment 30-350-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 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.

There is no documented evidence that the introduction of an at-grade light rail alignment would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased. The DEIS/DEIR analyzed the visual and aesthetic impacts of an at-grade light rail transit system operating in the median of Crenshaw Boulevard. A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The DEIS/DEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact.

Response to comment 30-350-B.

Comment noted. Please see response to comment 30-50-A.



COMMENT: 30-351. Mary Pottala.

30-351

Abbott, Matthew

From: Damien Goodman [damienwg@gmail.com]
Sent: Saturday, October 24, 2009 7:04 PM
To: Diaz, Roderick
Subject: Fwd: Crenshaw Railline

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

From: <mpottala@sbcglobal.net>
Date: Sat, Oct 24, 2009 at 1:36 PM
Subject: Crenshaw Railline
To: crenshaw@fixexpo.org

Dear MTA Board of Directors:

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

A

Sincerely,
Mary Pottala
10585 Bradbury Road
Los Angeles, CA 90064

12/16/2009

Response to comment 30-351.

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



COMMENT: 30-352. Juanita Presley.

30-352

Abbott, Matthew

From: JLPRES99@aol.com
Sent: Monday, October 26, 2009 5:34 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor Recommendations

Mr. Diaz,

- A | I have a few recommendations regarding the Crenshaw Transit Corridor that I would like to submit.
- B | 1) I recommend to have a Light Rail Transit
- B | 2) I recommend to have Grade Separations going above the ground at these streets:
- C | a) Aviation & Manchester
- C | b) Labrea & Florence
- C | c) Centinela & Florence
- C | 3) I would recommend putting a station at Redondo & West Blvd.
- C | Also, I would like to be added to the mailing list.

Thank you

Juanita Presley
604 W. Evergreen St.
Inglewood, CA. 90302

11/5/2009

Response to comment 30-352-A.

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 the Metro rail system.

Response to comment 30-352-B.

Comment noted. The light rail alignment will have aerial crossings at Aviation Boulevard and Manchester Avenue and at La Brea Avenue and the Harbor Subdivision railroad right-of-way. A below-grade crossing at Centinela Avenue was carried forward for further consideration in the design process where it was determined that the lack of significant traffic impacts did not require the crossing to be grade separated.

Response to comment 30-352-C.

A station at West Avenue was considered and analyzed during the DEIS/DEIR and will be located to the west of the Florence/West intersection, south of the BNSF Railroad tracks in the City of Inglewood.



COMMENT: 30-353. Brittany Price.

30-353

Abbott, Matthew

From: Damien Goodmon [damienwg@gmail.com]
Sent: Monday, October 26, 2009 6:44 AM
To: Diaz, Roderick
Subject: Fwd: Fix Expo

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

From: **Price, Brittany** <Brittany.Price4@t-mobile.com>
Date: Mon, Oct 26, 2009 at 6:39 AM
Subject: Fix Expo
To: "crenshaw@fixexpo.org" <crenshaw@fixexpo.org>

Keep the Crenshaw Line underground on Crenshaw Blvd for student safety, traffic, and environmental justice. | A
Brittany Price
RSM - Venice & Robertson Playground
562.228.6296

11/10/2009

Response to comment 30-353.

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



COMMENT: 30-354. Sonia Quinones.

30-354

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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Name (First & Last Name, Organization)

Sonia Quinones, Kentwood Players member

Address (Street, City, State, Zip)

2603 S. Robertson Blvd, LA CA 90034

Email (enter address to receive periodic project updates)

Sonia_q@hotmail.com

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print):

Please use the El Segundo site and leave the Westchester Playhouse alone.

- OVER -



Response to comment 30-354.

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



COMMENT: 30-355. Milton Quon.

30-355

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

NAME: MILTON QUON EMAIL: _____
ADDRESS: 3900 Somerset Dr PHONE: 323 / 293-0706

COMMENTS: oppose
I ~~support~~ any project
that might destroy
this Crenshaw AREA'S
history + further
potential

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 30-355.

The Crenshaw/LAX Transit Corridor Project would not destroy any historical resources within the Crenshaw community. The Crenshaw/LAX Transit Corridor Project 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 or deter the potential development of a community.



COMMENT: 30-356. Sharon Randall.

30-356

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

NAME: Sharon Randall EMAIL: _____

ADDRESS: 4334 Garthwaste Ave PHONE: _____

COMMENTS: Please put train "under" ground. Same service
just like service in up state communities

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 30-356.

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

COMMENT: 30-357. Oliaeya Randolph.

30-357

Abbott, Matthew

From: sassio@sbcglobal.net
Sent: Monday, October 26, 2009 11:05 AM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor Project Comment Form
Attachments: Crenshaw Transit Corridor _ Comment Form.pdf

11/5/2009



Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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

Name (First & Last Name, Organization)

OLIAEYA RANDOLPH

Address (Street, City, State, Zip)

3701 WESTSIDE AVENUE, LOS ANGELES, CA 90018-4142

Email (enter address to receive periodic project updates)

sassio@sbcglobal.net

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

Yes No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print):

I've been a resident and homeowner in Leimert Park almost 3 years. I'm not quite sure why there is such a great disparity in the funding that is provided for this predominantly minority community versus the funding available for the Caucasian and Jewish community North of Wilshire Boulevard. I'm not fond of the Light Rail Transit (LRT) Alternative simply because Crenshaw Boulevard is not an ideal thoroughfare for this kind of project. The width of the Crenshaw Corridor is narrower in certain sections which would appear on the surface to potentially make these stretches of road more congested. Leimert Park is not a poor community, residents of this neighborhood have other means of transportation available to them. So, I don't believe that the need is great. The idea of overhead electrical lines is disturbing to me. The newly installed fixtures would lessen the charm of the neighborhood which would de-value the quality of homeowners present within the community. I would prefer that the neighborhood is not disrupted. The money should be invested in other ways to contribute to its current appeal. I don't anticipate using this form of transportation because of other potential safety risks. If this kind of project cannot be incorporated without displacing local businesses, then it should not move forward. The project would limit the access of this community by eliminating annual celebrations currently enjoyed by residents of Leimert Park and other well worshippers. The brochures are misleading by offering false hope to individuals whom are currently unemployed or underemployed. As a civil engineer, I manage multi-million dollar government construction contracts and

A
B
C

- OVER -



Comment (continued):

I understand how procurements of this magnitude are awarded. Even a small amount of one-and-a-half billion dollars will be misappropriated and/or politically offered to some large construction company who more than likely will choose to work subcontractors they have already established business relationships. That kind of false hope is disingenuous and it insults the intelligence of the community.

C

TELL US ABOUT YOURSELF

What is your home zip code? 90018 Work zip code? 90012

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 30-357-A.**

The determination of funding priorities for Metro projects is beyond the scope of Metro policies and the Crenshaw/LAX Transit Corridor Project and this environmental review process. Comments and concerns regarding that matter should be directed to the Metro Long Range Plan project manager at the following address:

Attn: Heather Hills, Director, Long Range Planning, MTA, One Gateway Plaza, MS99-23-1, Los Angeles, CA 90012

Within the Crenshaw/LAX Corridor, Crenshaw Boulevard is the widest route among the north-south oriented arterials. Crenshaw Boulevard also has several activity centers which can create ridership necessary to support a light rail system. As a result, Crenshaw is the most suitable arterial to support a light rail transit system.

Response to comment 30-357-B.

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

There is no documented evidence that the introduction of a light rail system would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased. Metro acknowledges that the construction of the light rail system would affect surrounding communities during construction. Metro will coordinate with the surrounding residents and local businesses of the adjacent communities to minimize adverse effects to the extent feasible during construction. Upon completion of the Crenshaw/LAX Transit Corridor Project, operation of the light rail system would provide enhanced access to members of the surrounding communities. This enhanced access would occur along all portions of the alignment, particularly near station areas. In addition, the alignment would be below-grade near Leimert Park where many cultural activities take place. This would not prohibit or disrupt these activities from occurring. The Crenshaw/LAX Transit Corridor Project will be funded through Measure R. 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. Projects which would increase the neighborhood appeal of the community would not be eligible for these transportation funds.

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

Response to comment 30-357-C.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The construction of the Crenshaw/LAX Transit Corridor Project is anticipated to create more than 400 annual jobs during the five year construction period with a total number of direct, indirect, and induced jobs in all categories of 7,800 annual jobs during the construction period. Metro also incorporates a local hiring policy program, which sets goals of 15 percent of the construction jobs to be awarded to workers located within the community.



COMMENT: 30-358. Scot Renfro.

30-358

Crenshaw Transit
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

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Name (First & Last Name, Organization)

Scot Renfro, Westchester Players, Westchester Playhouse

Address (Street, City, State, Zip)

8443 Truxton 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):

I am a professional painter of homes and commercial properties. It has been my pleasure to decorate sets and paint anything else at the Westchester Playhouse that has needed attention. In return I have received many contracts for my personal business and the pleasure of working and appearing in many shows. Leave the Westchester Playhouse alone. It is an institution in Westchester respected by all.

-OVER-



Response to comment 30-358.

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



COMMENT: 30-359. Linda Rhea.

30-359

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

NAME: Linda Rhea EMAIL: admls8@hotmail.com

ADDRESS: 4267 1/2 Garthwaite Ave PHONE: _____

COMMENTS: Keep it underground!!!!

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

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



Response to comment 30-359.

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



COMMENT: 30-360. Felecia Richard.

30-360

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

NAME: Felecia Richard EMAIL: felecia@aol.com

ADDRESS: 4806 Shenandoah Ave PHONE: 310 338-9493

COMMENTS: Absolutely Not A Good Idea
to have this MTA Train above the
ground. PLACE IT UNDERGROUND AT LEAST
the cost not a factor. We need to
keep this community beautiful Not
clunky looking.

Felecia

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 30-360.

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.

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



COMMENT: 30-361. Herbert Richardson.

30-361

CUT AND SEND

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

NAME: Herbert Richardson EMAIL: *

ADDRESS: 6080 Crenshaw Blvd. PHONE: *

COMMENTS: "The Peoples Option" Must

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

Email: crenshaw@mta.com



Response to comment 30-361.

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

COMMENT: 30-362. Carl and Karen Rigoli.

30-362

**Crenshaw Transit
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

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Name (First & Last Name, Organization)

RIGOLI, CARL & KAREN

Address (Street, City, State, Zip)

7807 GODDARD AVE, LOS ANGELES, CA 90045

Email (enter address to receive periodic project updates)

KARENANN@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 **A**
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management [TSM] Alternative) **B**
- No Opinion

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

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

Comment (please print):

WE ARE EXTREMELY CONCERNED ABOUT THE MTA PROPOSAL TO BUILD A MAINTAINANCE YARD AND A PARK RIDE FACILITY ON 83RD ST BETWEEN OSAGE AND LACIENEGA.

THIS WILL HAVE A NEGATIVE IMPACT ON OUR COMMUNITY.

THE ELIMINATION OF HINDRY AVE/FLORENCE & 83RD ST/LACIENEGA WILL CONSTRICT OUR ABILITY FOR EASY ENTRANCE & EXIT INTO OUR NEIGHBORHOOD.

IN ADDITION THE WESTCHESTER PLAYHOUSE WHICH SERVES OUR COMMUNITY AS A POSITIVE CULTURAL EVENT AND THE BUSINESSES ON 83RD ST WILL BE CONDEMNED.

LOST TAX REVENUES FROM THE CONDEMNED BUSINESSES SHOULD BE CONSIDERED.

MOST OF ALL, THE ADDED POLLUTION & NEIGHBORHOOD TRAFFIC CONGESTION PLUS THE NOISE OF A MAINTAINACE YARD THAT WILL LOWER THE VALUES OF OUR HOMES WILL BE DEVASTATING

PLZ CONSIDER THE EMPTY LOT AT SE PULVEDA & ROSECRAWS IN EL SEGUNDO (South of MANCHESTER) NOT NEXT TO HOMES

- OVER -



Comment (continued):

Lined area for writing a comment.

TELL US ABOUT YOURSELF

What is your home zip code?

90045

Work zip code?

Do you: (check all that apply)

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

- Commute through the project area?
- Other? _____

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

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

AFFILIATION

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

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

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

Email:

diazroderick@metro.net

Project Hotline

(213) 922-2736

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





Mr. Carl Rigali
7907 Crenshaw Ave
Los Angeles, CA 90045

LOS ANGELES CA 900

24 OCT 2009 PM 5 L



Roderick Diaz, Project M&E
L.A. County Metro. trans. authority
One Gateway Plaza
MAIL STOP: 99-22-3
Los Angeles, CA 90012-2952



Response to comment 30-362-A.

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

Response to comment 30-313-C.

The park and ride facility in Westchester was removed from consideration during the design phase of the Crenshaw/LAX Transit Corridor Project.

Response to comment 30-362-B.

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

Response to comment 30-362-C.

Please see response to comment 30-362-B.

Response to comment 30-362-D.

Please see response to comment 30-362-B.

Response to comment 30-362-E.

Please see response to comment 30-362-B.

COMMENT: 30-363. Scott Robertson.

30-363

Abbott, Matthew

From: Adrienne Robertson [robertson77@sbcglobal.net]
Sent: Sunday, October 11, 2009 11:47 AM
To: Diaz, Roderick
Cc: steve.lopez@latimes.com; george.skelton@latimes.com; james.rainey@latimes.com; hector.tobar@latimes.com
Subject: Crenshaw Transit Corridor Objections and Questions

Hello.

A | Overall, I am not happy that this dormant railway line may become active. There will be additional noise, pollution and possibly crime for the Osage neighborhood.

B | I would like to know the crime and pollution impact studies that you have done on previous lines.

C | In addition, I want to note that I am strongly opposed to the maintenance facility being placed in the Osage area of Westchester. It would be adjacent to our neighborhood community. Given that the El Segundo area is not near any homes, makes it, to me, a no-brainer. Specifically, I want to know what pollution and noise would be coming out of this area. In other areas, has this attracted more crime to the area? You must have studies on this.

I look forward to your response.

Thanks

Scott Robertson 7907 Breen Avenue, 310-665-9877

11/5/2009

**Response to comment 30-363-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The potential impacts to traffic, air quality and noise were all evaluated in the environmental document. With mitigation measures, no impacts to traffic would occur near the Westchester community during operation of the Crenshaw Light Rail Transit Line. No adverse operational air quality or noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation. Mitigation measures were also included in Section 4.15.2.7 and 4.15.2.8 of the FEIS/FEIR to reduce the impacts from air quality and noise during construction. Significant and unavoidable operational air quality impacts were determined to occur during construction. There is no documented evidence that the introduction of a light rail system would reduce property values. In some instances where there are light rail stations, adjacent property values have actually increased.

Response to comment 30-363-B.

Crime and pollution impact studies on other lines are not part of the proposed project. Information on other Metro projects can be obtained at the Metro website at www.metro.net, under the Projects and Programs tab.

Response to comment 30-363-C.

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



COMMENT: 30-364. Dedra Robinson.

30-364

**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)

Dedra Robinson

Address (Street, City, State, Zip)

5324 10th Ave. L.A. 90043

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):

After hearing about how you ARE FORCING A TRAIN to be placed down CRENSHAW BL. I gave permission for this comment form to be submitted

I did not want any train running down CRENSHAW Blvd

I AGREE that it would cause DAMAGE AND take AWAY the businesses I shop.

TAKE the train to Beverly Hills AND SANTA MONICA, AND West Wood.

It would bring more traffic. It would take away the trees

- OVER -



Crenshaw Transit
Corridor Project

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Name (First & Last Name, Organization)

Dedea Robinson

Address (Street, City, State, Zip)

5324 10th Ave L.A. 90043

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
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- 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):

After hearing about how you ARE forcing A TRAIN to be placed down CRENSHAW Bl. I gave permission for this comment form to be submitted

I did not want ANY train RUNNING down CRENSHAW Blvd

I AGREE that it would CAUSE DAMAGE AND take AWAY the businesses I shop.

TAKE the train to Beverly Hills AND SANTA MONICA, AND West Wood.

It would bring more traffic. It would take AWAY the trees

- OVER -



Response to comment 30-364.

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

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.

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 mature trees in the median of Crenshaw Boulevard would be displaced with the implementation of the proposed project. The following mitigation measure is provided in the FEIS/FEIR to reduce the visual impact of removing these resources and to replace the trees on a two to one basis:

Any mature trees that are removed during construction of the Crenshaw/LAX Transit Corridor Project shall be relocated or replaced with a tree of similar size and species, or if inappropriate for climate conditions, a species that is low-water use and compliant with the applicable City's landscape ordinance. Replacement should occur at a ratio which is the ratio acceptable to the Los Angeles Bureau of Street Services Street Tree Division.

COMMENT: 30-365. Solomon Robinson.

30-365

Abbott, Matthew

From: Solomon Robinson [srobin3@yahoo.com]
Sent: Sunday, October 25, 2009 9:10 PM
To: Diaz, Roderick
Subject: Comment - Crenshaw Corridor Transit

Attention: MTA Board

The Crenshaw LRT should be constructed underground on Crenshaw Blvd. In this way, the the present physical character of Crenshaw Blvd will not be negatively impacted. It is a beautiful street as is with little or no noise pollution. Also, traffic along the route as well as cross traffic would most likely be negatively impacted with increased traffic congestion with dedicated street level trains (street cars). But primarily, I feel that the LRT will operate much safer for the surrounding neighborhoods if built entirely underground.

A

Sincerely,
Sol Robinson
4007 Welland Ave
Los Angeles, CA
90008

323 394-4093



Response to comment 30-365.

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 5 for traffic methodology and analysis.

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

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.

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

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



COMMENT: 30-366. Mary Rose.

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

30-366

NAME: MARY ROSE EMAIL: RYR27ROSE@aol.com

ADDRESS: 4015 McCLUNG DR LA PHONE: 310-384-9361

COMMENTS: I AM REQUESTING THE MTA BUILD
THE CRENSHAW CORRIDOR UNDERGROUND.
CRENSHAW IS A VERY VERY BUSY STREET.

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 30-366.

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

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



COMMENT: 30-367. Denise Ross.

30-367

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

NAME: Denise Ross EMAIL: _____

ADDRESS: 2803 43rd Pl. LA 90008 PHONE: _____

COMMENTS: Want train underground not above | 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 30-367.

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



COMMENT: 30-368. Leonard Ross.

30-368

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

NAME: LEONARD Ross EMAIL: _____

ADDRESS: 2803 W 4370 PL PHONE: _____

COMMENTS: _____

WE WANT THE TRAIN BUT WE WANT IT UNDERGROUNDS.

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 30-368.

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



COMMENT: 30-369. Robyn Rothstein.

30-369

**Crenshaw Transit
 Corridor Project**

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Name (First & Last Name, Organization)

ROBYN ROTHSTEIN

Address (Street, City, State, Zip)

13900 PANDY WAY, #SR 303, MARINA DEL REY, CA 90292

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 leave Westchester
 Station alone!
 Put it in EL SEGUNDO!

A

- OVER -



Comment (continued):

Multiple horizontal lines for entering a comment.

TELL US ABOUT YOURSELF

What is your home zip code? 90292

Work zip code? 90292

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? Kentwood
Theater

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

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

AFFILIATION

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

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

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

Email:

diazroderick@metro.net

Project Hotline
(213) 922-2736

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



Response to comment 30-369.

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



COMMENT: 30-370. James Rowe.

30-370

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

NAME: James S. Rowe EMAIL: sayicmand@sbcglobal.net

ADDRESS: 811 N. Chester Ave., Compton CA. PHONE: (310) 635-6238

COMMENTS: I'm ~~16~~ 16 years old and I don't know all the details but based on what I know I support the rail food being built 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 30-370.

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