



COMMENT: 30-371. Robert Rubio.

30-371

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

NAME: ROBERT M RUBIO EMAIL: rcasavirubio@SBCglobal.net  
ADDRESS: 4125 Dagnini Blvd LA 90008 PHONE: 323 559 5834

COMMENTS:

A | We want the line put underground and need  
B | a station at Verona with all the cultural  
activities at Leimert Park Village it will help to  
relieve traffic in the neighborhood.

**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 30-371-A.**

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

**Response to comment 30-371-B.**

Comment noted. Please refer to Master Response 12 for a station at Crenshaw/Vernon.



COMMENT: 30-372. Delores Russ.

30-372

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

NAME: DOLORES RUSS EMAIL: \_\_\_\_\_

ADDRESS: 6030 CRENSHAW BL, #350 PHONE: 323-750-2890

COMMENTS: I support the People's option

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**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 30-372.**

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



COMMENT: 30-373. Keoin Russell.

30-373

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

NAME: Keoin L Russell EMAIL: Pharoak

ADDRESS: 4136 Palmyra Dr #10 L.A., Ca PHONE: 323-290-0589

COMMENTS: Keep it under ground on Crenshaw

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**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 30-373.**

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



COMMENT: 30-374. Gina Russel-Williams.

30-374

**Abbott, Matthew**

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**From:** Gina Russel-Williams [grusse3@lausd.net]

**Sent:** Monday, October 26, 2009 8:09 AM

**To:** Diaz, Roderick

**Subject:** Crenshaw Line

Dear MTA Board of Directors:

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

Gina Williams  
3734 Lorado Way  
Los Angeles, CA

11/5/2009

**Response to comment 30-374.**

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: 30-375. Joan Rutherford.

30-375

**Abbott, Matthew**

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**From:** Joan Rutherford [joruther@pacbell.net]  
**Sent:** Monday, October 26, 2009 10:28 AM  
**To:** Diaz, Roderick  
**Subject:** crenshaw blvd line underground

Dear MTA Board of Directors:

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

A

Sincerely,  
Joan M Rutherford

11/5/2009

**Response to comment 30-375.**

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: 30-376. Jackie Ryan.

30-376

**Abbott, Matthew**

**From:** jackie ryan [lpvma@ca.rr.com]  
**Sent:** Monday, October 26, 2009 5:15 PM  
**To:** Diaz, Roderick  
**Cc:** crenshaw@fixexpo.org  
**Subject:** crenshaw subway underground

Jacqueline K Ryan, Owner  
Zambezi Bazaar Gift Shop  
4334 Degnan Boulevard  
Los Angeles, California 90008  
(323) 299-6383  
[lpvma@ca.rr.com](mailto:lpvma@ca.rr.com)  
October 26, 2009

Dear MTA Board of Directors,

Its past time for Los Angeles to have a world class subway system.  
Its time to treat world travelers to the city of Los Angeles to the  
same great subway transportation systems that we travel by when  
we go to other cities in the world and in the United States

- Moscow subway: Fastest Worldwide system
- London Subway: 253 miles of track – 976 million people a day
- Paris Subway: every building in the city is within 500 meters of a subway station
- Madrid Subway: very clean, implementing an ecologic cleaning system. Great progress system expansion
- A Tokoyo Japan Subway: modern system, underground malls 282 subway stations carries 2.8 billion people a year
- Montreal Canada Subway: Their station inspired by Paris Metro. Smooth ride – trains ride on rubber surface
- Beijing China Subway: Serves Beijing and surrounding suburbs
- Hong Kong China Subway: Efficient Frequent Service
- Sao Paulo Brazil Subway: know as the cleanest, safest system in the world
- New York City Subway: offers express service that runs on separate tracks from local Trains. You can get anywhere you want in New York with 30 Minutes.

Having said that lets put a world class subway under Crenshaw Boulevard beginning Crenshaw at Wilshire and running to Rolling Hills. With an off shoot line to LAX.

B | We would like a station at Leimert Park.

Crenshaw Boulevard is a scenic Highway. It is our ChampsElysees. Do not destroy It with a monstrous unsafe above ground train. It puts everyone in harms way.

C | This community just will not stand for another out of date and dangerous backward train That is of no use to anyone

11/5/2009



C | If we don't have an underground subway, then don't waste anymore of the taxpayers money.  
You can give us "Molly the Trolley" which is a cute little bus that is designed like  
An old fashion trolley car. Its takes the people where they want to go. Its not big  
It's not dangerous and the tourists love it. In order to see "Molly the Trolley" you have to go to Fort  
Worth Texas.

Surely the board of directors of the MTA will vote for a subway underground for Crenshaw.

Sincerely your,

Jackie Ryan.  
Owner  
Zambezi Bazaar  
Leimert Park , California  
lpvma@ca.rr.com

11/5/2009



**Abbott, Matthew**

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**From:** Damien Goodman [damienwg@gmail.com]  
**Sent:** Monday, October 26, 2009 5:28 PM  
**To:** Diaz, Roderick  
**Subject:** Fax from jackie ryan  
**Attachments:** Fax for 3237616435 Oct 26 Mon 05-20 PM From 3232947811 (3232911744) #F1DB7.pdf

11/5/2009

**Response to comment 30-376-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Mode of transit is often strongly correlated and justified by density of development. Those areas with high densities of development have the ability to provide the levels of ridership required to support the major capital investment of a subway system. These areas usually occur in downtown areas, central business districts and areas with multi-story commercial developments. Light rail transit is designed to serve urban areas with lower densities of development than needed for a subway system. These areas have major activity centers and a residential base to support a significant capital investment. Areas with lower densities of development use bus systems as the means of public transit. Light rail transit was determined to be the most suitable mode of transit for the Crenshaw/LAX Corridor based on the ridership projections and density of development. The transit systems cited by the commenter refer to subway systems.

**Response to comment 30-376-B.**

Please refer to Master Response 12 for a station at Crenshaw/Vernon.

**Response to comment 30-376-C.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Light rail transit technology is found throughout the country and continues to be implemented as a viable technology. In addition, using light rail transit allows for connectivity to the existing light rail transit systems that compose a significant portion of the Metro fixed guideway network. Crenshaw Boulevard has been designated by the City of Los Angeles as a scenic highway. A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The DEIS/DEIR found that a light rail transit system traveling at grade in the Crenshaw median would be consistent in character with surrounding land uses and would not result in a significant visual impact. The physical conditions and the lack of significant environmental impacts still do not require the alignment to be placed underground. 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.

Local circulator bus trolleys such as described would not result in a significant travel time reduction and would not serve the purpose and need outlined for this project.



COMMENT: 30-377. Alanne Saunders.

30-377

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

NAME: Alanne Saunders EMAIL: \_\_\_\_\_

ADDRESS: 530 Elkerton St 91977 PHONE: (619) 267-1440

COMMENTS: \_\_\_\_\_

A

Please put the train under Ground!

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**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 30-377.**

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



COMMENT: 30-378. Jason Saunders.

30-378

**Abbott, Matthew**

**From:** Webmaster  
**Sent:** Sunday, October 25, 2009 7:39 PM  
**To:** Diaz, Roderick  
**Subject:** Crenshaw Transit Corridor DEIS/DEIR Comments

firstName: Jason  
lastName: Saunders  
organization:  
emailaddress: jason@saunders.bz  
street: 5411 W. Adams Blvd.  
city: Los Angeles  
state: CA  
zipcode: 90016  
Yes: ON  
No:  
support: LightRailTransit (LRT) Alternative | A  
Construction:  
AirQuality:  
TrafficSafety:  
VisualEffects:  
DisplacementofProperty:  
DisruptiontoBusiness:  
PublicServices:  
LocalLandUseDevelopment:  
EconomicImpactsandJobs:  
SpecificDesignFeatures:  
Other:  
HomeZip:  
workZip:  
Liveintheprojectarea?:  
Workintheprojectarea?:  
Ownabusinessintheprojectarea?:  
Commutethroughtheprojectarea?:  
Other:  
Bicycle?: ON  
CarorTruck?: ON  
Bus?:  
Walk?:  
Other?:  
Resident: ON  
Business:  
CommunityorNeighborhoodOrganization:  
PublicAgency:  
EnvironmentalOrganization:  
CivicOrganization:  
EconomicDevelopmentOrganization:  
Other:  
Date: Sunday, October 25, 2009  
Time: 06:38:33 PM  
additionalComments:

11/5/2009

**Response to comment 30-378.**

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.



COMMENT: 30-379. Gary Schivley.

30-379

**Abbott, Matthew**

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**From:** wabs7791@mypacks.net  
**Sent:** Monday, October 26, 2009 8:07 PM  
**To:** Diaz, Roderick  
**Subject:** CRENSHAW CORRIDOR TRANSIT PROJECT- COMMENTS/CRITICAL

A | Mr Roderick,  
I have been on travels and wanted to ensure these comments are entered and counted as a voice in the community. From my understanding brochures/pamphlets were SUPPOSEDLY delivered to the Westchester neighborhood, dealing with this concern. I am here to say they were NOT delivered to all the homes, particularly on BELFORD AVENUE.

B | 1). We are aware of an alternate commercial site in EL SEGUNDO business park behind the old AIRGAS site. This site is exactly where your yard and park/ride should be built. DO NOT come into a neighborhood, tear up the town and build a parking lot loaded with cars only waiting to be vandalized. This is EXACTLY WHAT OUR COMMUNITY DOES NOT need. Increased traffic, crime, pollution are not what citizens of OSAGE neighborhood consider quality of life.

C | 2). We will file a lawsuit if the MTA proceeds with this project. We will NOT allow something to be built like this in our neighborhood when a perfectly suited ALTERNATE COMMERCIAL site is available with 64KV for your power source. To tear up a community when an alternate site is suited is INSANITY.

D | 3). We also do NOT subscribe to your plan of a train stop at Manchester. We prefer that the stop be located at the next southern site between Manchester and Imperial Avenue.

E | 4). Our neighborhood has been under duress from the Playa project, LAX threatened expansion, loss of a neighborhood landmark (Gerald's hardware) due to further construction and on and on and on. This assault on Westchester will stop. We DO NOT WANT CONTINUED expansion/Construction and otherwise reduction of what little open space is remaining. Please review your plans CAREFULLY and make the CORRECT decision based on the best interests of this community or you will have a very upset community knocking at your door and MTA MANAGERMENTS door. You have my word on this.

Sincerely,  
Gary Schivley  
Belford Avenue, LA, CA.

**Response to comment 30-379-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Initially, 14 alternatives were identified along various right-of-ways within the Corridor. Six of these alternatives were evaluated for screening. Three public scoping workshops were held between October 15 and 20, 2007. Letters of invitation were mailed to a total of 99,400 addresses within a ½-mile of the Crenshaw Transit Corridor alternative alignments. The outreach effort has also included several rounds of public workshops, newspaper announcements, and over fifty meetings with stakeholder groups. Many channels of information were used to disseminate information about the project.

**Response to comment 30-379-B.**

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D. The park and ride facility near the optional Manchester Station in the Westchester community was removed from consideration during the final design phase of the Project.

**Response to comment 30-379-C.**

Please see response to comment 30-379-B.

**Response to comment 30-379-D.**

The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time. The closet station to the Westchester community would be located at Century Boulevard.

**Response to comment 30-379-E.**

The Playa project and expansion of LAX is not part of the Project. The Crenshaw/LAX Transit Corridor Project would be located within the existing Harbor Subdivision railroad right-of-way and would not displace open space or expand into the Westchester community. 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.



COMMENT: 30-380. Patricia Scott.

30-380

**Abbott, Matthew**

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**From:** MSPATTYSCOTT@aol.com  
**Sent:** Monday, October 19, 2009 8:16 PM  
**To:** Diaz, Roderick  
**Subject:** Above Ground Metro System.

I am a member of the Crenshaw community. My name is Patricia Scott. My address is 5729 S. Victoria Ave., Los Angeles, CA 90043. My phone is (323)291-3402. I am in favor of an above ground system if we really need this at all. We are living practically on top of the Inglewood fault, hello?? I am astounded and awed that there is enough money in my area to foot the bill for this hugely expensive project at the same time homeless citizens will be wandering around the area near the construction site. How can this be?

A.

11/5/2009

**Response to comment 30-380.**

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

The Crenshaw/LAX Transit Corridor Project would not result in an increased exposure to the risk associated with fault lines, nor would it exacerbate pre-existing seismic conditions either in a below-grade or above-grade configuration. However, it would be more vulnerable to damage from ground shaking during an earthquake. As part of the mitigation proposed for the project, a geotechnical study would be conducted to identify design specifications required for maintaining structural integrity under static and seismic loading and operational demands. These design specifications would ensure that the risks from seismic hazards would be minimized to the greatest extent feasible.

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: 30-381. Shawn Scott.

30-381

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

NAME: Shawn Scott EMAIL: Shscott175@yahoo.com

ADDRESS: \_\_\_\_\_ PHONE: \_\_\_\_\_

COMMENTS: We're not saying we don't want the train,  
We're just saying "PUT IT UNDER GROUND!" Don't treat us  
any different from the folks on Wilshire!!!

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 30-381.**

Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard Please refer to Master Response 9 for grade separations and environmental justice.



COMMENT: 30-382. Janice Shelby.

30-382

**Abbott, Matthew**

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**From:** Janice Shelby [janiceshelby@sbcglobal.net]  
**Sent:** Tuesday, October 27, 2009 3:58 PM  
**To:** Diaz, Roderick; "crenshaw "@fixexpo.org; janice shelby  
**Subject:** CRENSHAW Line

Please keep the Crenshaw line underground. Thank you very much. | A

**Response to comment 30-382.**

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



COMMENT: 30-383. Bob Sherman.

30-383

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)

Bob Sherman Kentwood Playars - Westchester Playhouse  
Address (Street, City, State, Zip)

6575 Green Valley Circle, Colver City  
Email (enter address to receive periodic project updates)

bobsherm\_2000@yahoo.com

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

Yes  No

THIS COMMENT RELATES TO:

My support for (check one):

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

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

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

Comment (please print):

I am concerned about the result of destruction of property including the playhouse in Westchester and would like to see the project accomplished instead in El Segundo.

A

- OVER -





**Response to comment 30-383.**

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

COMMENT: 30-384. Lori McCoy Shuler.

30-384

**Abbott, Matthew**

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**From:** Lori McCoy Shuler [lrmccoy@gmail.com]  
**Sent:** Monday, October 26, 2009 4:26 PM  
**To:** Diaz, Roderick; crenshaw@fixexpo.org  
**Subject:** Crenshaw Line

Dear MTA Board of Directors:

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

A

Sincerely,

Lori McCoy Shuler  
916 E. 65th Street, Unit 4  
Inglewood, CA  
(213) 248-9020

"When I stand before God at the end of my life I would hope that I would not have a single bit of talent left and could say, I used everything You gave me."



**Response to comment 30-384.**

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: 30-385. Stephen Siegel.

30-385

Crenshaw Transit Corridor DEIS/DEIR Comments18  
Results from Form 1 of Page projects\_studies/crenshaw/comment\_form.htmFrom: webmaster  
Sent: Sunday, October 25, 2009 7:32 PM  
To: Diaz, Roderick  
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

-----  
firstName: Stephen  
lastName: Siegel  
organization:  
emailaddress: bugsysdad@hotmail.com  
street: 907 Hugo Reid Dr.  
city: Arcadia  
state: CA  
zipcode: 91007  
Yes:  
No: ON  
support: LightRailTransit(LRT)Alternative  
Construction:  
AirQuality: ON  
TrafficSafety:  
VisualEffects: ON  
DisplacementofProperty:  
DisruptiontoBusiness:  
PublicServices: ON  
LocalLandUseDevelopment: ON  
EconomicImpactsandJobs: ON  
SpecificDesignFeatures: ON  
Other: YES  
HomeZip: 91007  
workZip: retired  
Liveintheprojectarea?:  
workintheprojectarea?:  
Ownabusinessintheprojectarea?:  
Commutethroughtheprojectarea?:  
Other: YES  
Bicycle?:  
CarorTruck?: ON  
Bus?:  
Walk?:  
Other?:  
Resident:  
Business:  
CommunityorNeighborhoodOrganization:  
PublicAgency:  
EnvironmentalOrganization:  
CivicOrganization:  
EconomicDevelopmentOrganization:  
Other: YES  
Date: Sunday, October 25, 2009  
Time: 06:32:20 PM

additionalComments:

Light rail is a very efficient means of transporting large numbers of people comfortably over appreciable distances. Buses are noisy, bumpy, and uncomfortable. waiting in the dark for a bus at a bus stop, when the bus may or may not show up at the appointed time is awful compared to a regular LRT service, with brightly lit stations. Buses tend to bunch up and provide irregular service. We use the gold, blue and red lines often.

A



**Response to comment 30-385.**

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.

COMMENT: 30-386. Clint Simmons.

30-386

**Abbott, Matthew**

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**From:** Damien Goodman [damienwg@gmail.com]  
**Sent:** Monday, October 26, 2009 5:04 PM  
**To:** Diaz, Roderick  
**Subject:** Fwd: New Fax for 3237616435 Oct-26 Mon 04-49 PM From Unknwon (3239321959)  
**Attachments:** Fax for 3237616435 Oct 26 Mon 04-49 PM From Unknwon (3239321959) #F1D7D.pdf

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

From: <[msg@reachme.com](mailto:msg@reachme.com)>  
Date: Mon, Oct 26, 2009 at 4:49 PM  
Subject: New Fax for 3237616435 Oct-26 Mon 04-49 PM From Unknwon (3239321959)  
To: [damienwg@gmail.com](mailto:damienwg@gmail.com)

11/10/2009



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)

CLINT SIMMONS EXPO COMMUNITY UNITED

Address (Street, City, State, Zip)

3416 REDONDO BL L.A. 90016

Email (enter address to receive periodic project updates)

CSIMMONS@SUCCESSNET.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):

THIS PROJECT SHOULD BE CONSTRUCTED UNDERGROUND FOR THE FOLLOWING REASONS?

AT GRADE THE INTERSECTION AT CRENSHAW AND EXPOSITION WILL HAVE CROSSING GATES DOWN EVERY 69 SECONDS

THE GROUND VIBRATION AND TRAIN NOISE IS A CONCERN BETWEEN SITES B AND C, FOR THE TWO HIGH SCHOOLS, AND RESIDENTIAL ON THE PARALLEL STREETS. AREA

- OVER -

**Response to comment 30-386-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Crenshaw/Exposition below-grade alignment and station (Design Option 6) was carried forward for further consideration during advanced conceptual engineering. An at-grade configuration was determined to be technically infeasible along this segment. The incorporation of Design Option 6 would be required to connect to the Exposition Line. Design Option 6 would involve the Crenshaw/Exposition station to be located underground, which would eliminate the need for at-grade crossing gates.

**Response to comment 30-386-B.**

The noise and vibration analysis in the DEIS/DEIR evaluated the effect of at-grade light rail operations on sensitive receptors within a ¼-mile along the length of the alignment. 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 30-387-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 4 regarding support for the People's Choice Alternative.

**Response to comment 30-387-B.**

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



COMMENT: 30-388. John Simms.

30-388

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

NAME: John Simms EMAIL: johnsimmsjr@gmail.com

ADDRESS: 501 E. 7th St. #119 LA, CA 90014-2448 PHONE: 2136223808

COMMENTS: Great idea. I would love to see the train go  
underground.

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

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

**Response to comment 30-388.**

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



**COMMENT: 30-389. Shawn Simmons.**

30-389

**Abbott, Matthew**

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**From:** shawn simons [shawnsimons@sboglobal.net]  
**Sent:** Monday, October 26, 2009 4:37 PM  
**To:** Diaz, Roderick  
**Cc:** crenshaw@fixexpo.org  
**Subject:** crenshaw public comment

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. The job for the Expo Line has already been bungled. Please take stock in doing with is right for our community!

Sincerely,  
Shawn Simons  
1795 West 24th  
LA, CA 90018

11/5/2009

**Response to comment 30-389.**

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

Please refer to Master Response 7 for safety treatments and the approach to safety for the project. The Exposition Light Rail Project is not part of the Crenshaw/LAX Transit Corridor Project. Comments concerning the Exposition Light Rail Project should be directed to the Exposition Construction Authority. Information related to the Exposition Construction Authority is available at [www.buildexpo.org](http://www.buildexpo.org).



COMMENT: 30-390. Ken Simpson.

30-390

**Abbott, Matthew**

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**From:** Ken Simpson [ksimp@pacbell.net]  
**Sent:** Monday, October 26, 2009 10:05 AM  
**To:** Diaz, Roderick  
**Subject:** DON'T WANT 83rd street maintenance station or park and ride

Dear Roderick Diaz,

I am a resident within a block of the proposed 83<sup>rd</sup> street Maintenance and Park and Ride. I would not like to see that use there since there is already tremendous traffic due to the airport and the city of Inglewood and narrow streets. The noise and 24 hour operations are also issues, as well as added air pollution. We are already bombarded with the sounds of the freeway, the airplanes, and now your proposed use in an industrial buffer zone. The zoning and master plan allows uses to reduce noise and pollution to the residential neighbors, taking that away is wrong and unfair to those of us who purchased homes here for our families because it was designed that way instead of what you want to change it into.

A

PLEASE BUILD ON THE EMPTY LOT AT SEPULVEDA AND ROSECRANS IN EL SEGUNDO AND NOT NEXT TO MY HOME.

B

Sincerely,

Ken Simpson  
310 614 6412

11/5/2009

**Response to comment 30-390-A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. 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 30-390-B.**

Please see response to comment 30-390-A.



COMMENT: 30-391. Kuldeep Singh.

30-391

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)

Kuldeep Singh

Address (Street, City, State, Zip)

7864 Toland ave, LA, CA 90045

Email (enter address to receive periodic project updates)

Horpreet\_s12@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):

This is a bad idea it will add to noise which we are already getting from planes and freeway. Plus project will add to pollution in area.

MTA should build an empty lot at Sepulveda & Rosecrans in El Segundo.

This project will also result in loss of revenue. MTA should put station S. of Manchester. This would also put us in a bad traffic situation 83rd → ~~La Cienega~~ 83rd → La Cienega

Hindry → Florence  
Most of us rely on these routes to make an easier commute.

These changes will drastically effect our commute to work and anywhere else we have to go towards there. This will also effect our air quality which

- OVER -



Comment (continued):

is already greatly influenced by the 405 freeway and commuters to and from the airport plus the air traffic and noise we already have to deal w/. This station will also create noise and unwanted and needed visual aspects of MTA vehicles which some tend to look pretty undecent. This will not affect only us but many other families here to I intend to advocate for them to.

**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?

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.





From: Kuldeep Singh  
7864 Toland ave.  
Los Angeles, CA  
90045

LOS ANGELES CA 900

45 OCT 2009 054 3 T



To: Roderick Diaz, Project Manager  
Los Angeles County Metropolitan  
Transportation Authority  
One Gateway Plaza  
Mail Stop: 44-22-3  
Los Angeles, CA 90012-2952

90012+2952



**Response to comment 30-391-A.**

The air quality, traffic, and noise analyses described in Chapters 3 and 4 of the DEIS/DEIR factored into account the cumulative effects of air quality, traffic, and noise which include the surrounding highways and roadways, and airport. Operation of the electrically-powered LRT vehicles would not contribute to cumulative air quality pollution. The cumulative effects of noise and traffic also would not affect the Westchester neighborhood. With mitigation measures, no impacts to traffic would occur near the Westchester community during operation of the Crenshaw Light Rail Transit Line. 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.

**Response to comment 30-391-B.**

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

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 30-391-C.**

Please see response to comment 30-391-A and 30-391-B.



COMMENT: 30-392. Annie Smith.

30-392

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

NAME: Annie Smith EMAIL: \_\_\_\_\_

ADDRESS: 21185 Ridgely dr. PHONE: 323 937-5239

COMMENTS: Please build underground  
because we need it.

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

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

**Response to comment 30-392.**

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



COMMENT: 30-393. Bill and Sheila Smith.

30-393

**Abbott, Matthew**

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**From:** shlsheil2@aol.com  
**Sent:** Monday, October 26, 2009 4:15 PM  
**To:** Diaz, Roderick; crenshaw@fixexpo.org  
**Subject:** Crenshaw Expo Line

Dear Metro Line Committee:

I wish to bring to your attention a potentially dangerous situation. The proposed metro rail for Crenshaw Blvd. includes a section (above ground) which would affect students at View Park Prep and Crenshaw High School. We want to ensure that the Metro Rail system has broad support across all areas of the city. We also want to know that the Metro Rail system values our children as much as y children are valued in other parts of the city (West Los Angeles). The Expo line gives us grave concerns on moral grounds that the care and reflection for all children is missing (Dorsey High School and the elementary schools which abound Exposition).  
Bill and Sheila Smith

A

11/5/2009

**Response to comment 30-393.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Children's safety is a fundamental concern which is considered throughout the planning process of the Crenshaw/LAX Transit Corridor Project. Metro does not place differing values on children's safety based upon income, race, or location.

Please refer to Master Response 7 for safety treatments and the approach to safety for the project. The Exposition Light Rail Project is not part of the Crenshaw/LAX Transit Corridor Project. Comments concerning the Exposition Light Rail Project should be directed to the Exposition Construction Authority. Information related to the Exposition Construction Authority is available at [www.buildexpo.org](http://www.buildexpo.org).



COMMENT: 30-394. Carolawyn Smith.

30-394

**Abbott, Matthew**

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**From:** Carolawyn [carolawyn@aol.com]  
**Sent:** Wednesday, October 28, 2009 9:04 PM  
**To:** Diaz, Roderick  
**Subject:** Keep the Crenshaw line underground

Dear MTA Board of Directors:

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also 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,  
Carolwyn Smith  
4356 Victoria Ave. Los Angeles, CA 90008

11/5/2009

**Response to comment 30-394.**

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: 30-395. Churica Smith.

30-395

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

NAME: Churica Smith EMAIL: Smithc@yaho.com  
ADDRESS: 9208 Bloomfield Ave Cypress, 90630 PHONE: (562) 484-1120

COMMENTS:  
Please put light rail underground 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 30-395.**

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



COMMENT: 30-396. Renard Smith.

30-396

**Abbott, Matthew**

---

**From:** Damien Goodmon [damienwg@gmail.com]  
**Sent:** Monday, October 26, 2009 12:15 PM  
**To:** Diaz, Roderick  
**Subject:** Fwd:

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

From: **Renard** <[renard\\_smith@yahoo.com](mailto:renard_smith@yahoo.com)>  
Date: Mon, Oct 26, 2009 at 12:04 PM  
Subject:  
To: [crenshaw@fixexpo.org](mailto:crenshaw@fixexpo.org)

Keep the Crenshaw Line underground on Crenshaw Blvd for student safety, traffic, and environmental justice.

A

11/5/2009

**Response to comment 30-396.**

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

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





Comment (continued):

We enjoy our area the way it is.

A

**TELL US ABOUT YOURSELF**

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

Do you: (check all that apply)

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

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

**AFFILIATION**

Resident  Business

Community or Neighborhood Organization

Public Agency

Environmental Organization

Civic Organization

Economic Development Organization

Other \_\_\_\_\_

**Thank You!**

Give this form to project staff or return to Metro:

**Postal Mail**

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 30-397.**

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: 30-398. Neel Sodha.

30-398

Sodha Crenshaw Transit Corridor DEIS/DEIR Comments  
 Results from Form I of Page projects\_studies/crenshaw/comment\_form.htmFrom: webmaster  
 Sent: Sunday, October 25, 2009 10:09 PM  
 To: Diaz, Roderick  
 Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

-----  
 firstName: Neel  
 lastName: Sodha  
 organization:  
 emailAddress: neel.sodha@yahoo.com  
 street: 600 west 9th street  
 city: Los Angeles  
 state: CA  
 zipcode: 90015  
 Yes:  
 No: ON  
 support: LightRailTransit(LRT)Alternative  
 Construction:  
 AirQuality:  
 TrafficSafety:  
 VisualEffects:  
 DisplacementofProperty:  
 DisruptiontoBusiness:  
 PublicServices:  
 LocalLandUseDevelopment: ON  
 EconomicImpactsandJobs: ON  
 SpecificDesignFeatures:  
 Other: ON  
 HomeZip: 90015  
 workZip: 90071  
 Liveintheprojectarea?:  
 Workintheprojectarea?:  
 Ownabusinessintheprojectarea?:  
 Commutethroughtheprojectarea?: YES  
 Other: ON  
 Bicycle?:  
 CarorTruck?: ON  
 Bus?:  
 walk?:  
 other?:  
 Resident:  
 Business:  
 CommunityorNeighborhoodOrganization:  
 PublicAgency:  
 Environmentalorganization:  
 CivicOrganization:  
 EconomicDevelopmentOrganization:  
 Other: ON  
 Date: Sunday, October 25, 2009  
 Time: 09:09:16 PM

additionalComments:  
 A | I support a light rail transit configuration on the Crenshaw Corridor, with the option of an underground | B  
 Leimart Park station. The ridership estimates appear to be very low to what potentially will become the  
 westside's north-south connector, like the Blue Line is for South LA. If needed, the ridership estimates  
 should be revised to account for a potential Phase II from Expo Line to Purple Line. Additionally, I hope  
 C | you begin to plan for a Phase III of the Crenshaw Corridor Line by continuing to Hollywood/Highland.  
 Thank you!

**Response to comment 30-398-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 the Metro rail system. Please refer to Master Response 12 for a station at Crenshaw/Vernon.

**Response to comment 30-398-B.**

The ridership estimates for the Crenshaw/LAX Transit Corridor Project were only able to take into account existing rail service or those projects that had complete environmental clearance at the time. Ridership from future expansion of existing rail lines are evaluated qualitatively as part of the regional connectivity criteria.

**Response to comment 30-398-C.**

The extension of the Crenshaw Light Rail Transit Line to Wilshire Boulevard and to the Hollywood/Highland Station is not part of the Locally Preferred Alternative selected by the Metro Board of Directors. Feasibility studies have been conducted by Metro that indicated that a future extension of light rail transit to Wilshire Boulevard is feasible. Such a connection is included in the Strategic Element of Metro's Long Range Transportation Plan adopted in October 2009. A separate planning process could explore a transit investment in the corridor if a future update to Metro's Long Range Transportation Plan identifies this as a funded project.



COMMENT: 30-399. Cheryl Soglasan.

30-399

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

NAME: Cheryl Soglasan EMAIL: blessedwon@msn.com

ADDRESS: 5139 Maplewood ave #201 PHONE: 909-806-9804

COMMENTS: There is enough traffic on Crenshaw it would not be a benefit for MTA to go straight through it rather than under ground like by my house. A

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

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



**Response to comment 30-399.**

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.

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



COMMENT: 30-400. Terry Song.

30-400

FROM : CHAMELEON

FAX NO. : 3237249048

Oct. 23 2009 02:36PM P1

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

NAME: TERRY SONG EMAIL: [REDACTED]

ADDRESS: 3538 POTOMAC AVE LA 90016 PHONE: \_\_\_\_\_

COMMENTS:

I SUPPORT AND REQUEST MTA STUDY "THE PEOPLES  
OPTION" FOR THE ENTIRE CRENSHAW BLVD PORTION  
OF THE LINE TO BE BUILT UNDERGROUND, PLUS  
A STATION AT VERNON.

SHAME ON THE MTA FOR EXPO LINE OVERPASSES  
FOR LA BREA + LA CIENEGA BUT NOT FOR CRENSHAW,  
ARLINGTON, WESTERN, ETC. SHAME ON MTA FOR  
CROSSINGS SO CLOSE TO DORSEY AND FOSHAY.

**POST BE SENT FROM A BY MAIL SO PLEASE RETURN BY OCT 23**

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



**Response to comment 30-400-A.**

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

**Response to comment 30-400-B.**

Please see response to comment 30-400-A.

**Response to comment 30-400-C.**

The Exposition Light Rail Project is not part of the Crenshaw/LAX Transit Corridor Project. Comments concerning the Exposition Light Rail Project should be directed to the Exposition Construction Authority. Information related to the Exposition Construction Authority is available at [www.buildexpo.org](http://www.buildexpo.org).

COMMENT: 30-401. Marjorie Southern.

30-401

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

NAME: Marjorie Southern EMAIL: \_\_\_\_\_

ADDRESS: 3045 Somerset Dr - LA 90016 PHONE: 323 233-1682

COMMENTS: I support the study of the People's Option  
for the entire Crenshaw BL portion of line to be built  
undeground, plus a station at Vernon. This is  
a study that should have been thought of in the  
very beginning of the building of the MTA Expo Line.  
Our community have the same needs as Wilshire and  
Culver City, as to safety for our community, air quality,  
noise, etc, the same as it is being shown in  
Wilshire and Culver City

A  
B  
C

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

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



**Response to comment 30-401-A.**

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

**Response to comment 30-401-B.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The need for transit improvements within the Crenshaw/LAX Corridor have been under study since 1993, whereas study for the Metro Exposition Line did not begin until 1999.

**Response to comment 30-401-C.**

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

COMMENT: 30-402. Jeanne Spain.

30-402

**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)

Jeanne Spain

Address (Street, City, State, Zip)

142 So Wetherly Dr. #204 Los Angeles CA 90048

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 live some distance from the proposed project - BUT I formerly lived in this area and retain my contacts here. I rent a storage facility here and support merchants here in Westchester. I am an active member of the Westchester Playhouse. We urge you to take this project from Westchester & place it in El Segundo PLEASE do not uproot the entire area when you have an available "empty" area  
 Thank you

A

- OVER -



Comment (continued):

Multiple horizontal lines for writing a comment.

TELL US ABOUT YOURSELF

What is your home zip code? 90048 Work zip code? \_\_\_\_\_

Do you: (check all that apply)

- Live in the project area?
- Work in the project area? often
- 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 30-402.**

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



COMMENT: 30-403. Lisa Stain.

30-403

**Abbott, Matthew**

---

**From:** Lisa Stain [LStain@paragonsteel.com]

**Sent:** Monday, October 05, 2009 7:35 PM

**To:** Diaz, Roderick

**Subject:** Please send me updates via email on the Crenshaw Transit Corridor | A

**Lisa Stain**

Senior Project Sales

Fabrication Division

**Paragon Steel**

3780 Kilroy Airport Way

Suite 850

Long Beach, CA 90806

Direct Line: 562.216.4036

Direct Fax: 562-216-4037

Cell: 562-577-6345

[lstain@paragonsteel.com](mailto:lstain@paragonsteel.com)

11/5/2009

**Response to comment 30-403.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Upon receipt of this letter, the commenter was added to the project mailing list and will be/was notified of all future updates.



COMMENT: 30-404. Makeba Stallings.

30-404

October 10, 2009

To Whom it May concern:

I am a resident of the Crenshaw community. I live at 5156 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 rails system would impact the safety of our school children who attend schools on Crenshaw Blvd, or have to cross Crenshaw Blvd to get to school. In addition it would impact the values and desirability of the residential community to the east and west of Crenshaw Blvd.

A

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

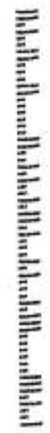
B

Sincerely,

  
Makeba Stallings



30012+2952



Roderick Diaz, Project Manager  
Metro  
One Gateway Plaza  
Los Angeles CA 90012

Tyrene B. Alvarez Stallings  
3156 Wilcox Drive  
Los Angeles, CA 90043

LOS ANGELES CA 900  
13 OCT 2009 PM 4 T





**Abbott, Matthew**

---

**From:** makeba stallings [makeba\_stallings@sboglobal.net]  
**Sent:** Saturday, October 10, 2009 12:52 PM  
**To:** Diaz, Roderick  
**Subject:** Crenshaw Transit Corridor Project Public Comment

To Whom it May concern:

I am a resident of the Crenshaw community. I live at 5156 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 rails system would impact the safety of our school children who attend schools on Crenshaw Blvd, or have to cross Crenshaw Blvd to get to school. In addition it would impact the values and desirability of the residential community to the east and west of Crenshaw Blvd.

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

Sincerely,  
Makeba Stallings

11/5/2009

**Response to comment 30-404-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 7 for safety treatments and the approach to safety for the project.

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

**Response to comment 30-404-B.**

Comment noted. Please refer to Master Response 1 for comments supporting a below-grade alignment along Crenshaw Boulevard. 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. The FEIS/FEIR determined that the Locally Preferred Alternative selected by the Metro Board of Directors, would enhance public transportation without adversely affecting the communities, safety, or noise levels within the Crenshaw/LAX Corridor.



COMMENT: 30-405. Makeba Stallings.

30-404

October 10, 2009

To Whom it May concern:

I am a resident of the Crenshaw community. I live at 5156 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 rails system would impact the safety of our school children who attend schools on Crenshaw Blvd, or have to cross Crenshaw Blvd to get to school. In addition it would impact the values and desirability of the residential community to the east and west of Crenshaw Blvd.

A

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

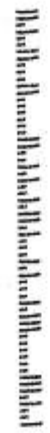
B

Sincerely,

  
Makeba Stallings



30012+2952



Roderick Diaz, Project Manager  
Metro  
One Gateway Plaza  
Los Angeles CA 90012

Tyrene B. Alvarez Stallings  
3156 Wilshire Drive  
Los Angeles, CA 90048

LOS ANGELES CA 900  
13 OCT 2009 PM 4 T





**Abbott, Matthew**

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**From:** makeba stallings [makeba\_stallings@sboglobal.net]  
**Sent:** Saturday, October 10, 2009 12:52 PM  
**To:** Diaz, Roderick  
**Subject:** Crenshaw Transit Corridor Project Public Comment

To Whom it May concern:

I am a resident of the Crenshaw community. I live at 5156 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 rails system would impact the safety of our school children who attend schools on Crenshaw Blvd, or have to cross Crenshaw Blvd to get to school. In addition it would impact the values and desirability of the residential community to the east and west of Crenshaw Blvd.

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

Sincerely,  
Makeba Stallings

11/5/2009



**Response to comment 30-405-A.**

Same comment as 30-404-A. See response to comment 30-404-A.

**Response to comment 30-405-B.**

Same comment as 30-404-B. See response to comment 30-404-B.



COMMENT: 30-406. Tyrone Stallings.

30-406

October 10, 2009

To Whom it May concern:

I am a resident of the Crenshaw community. I live at 5156 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 rails system would impact the safety of our school children who attend schools on Crenshaw Blvd, or have to cross Crenshaw Blvd to get to school. In addition it would impact the values and desirability of the residential community to the east and west of Crenshaw Blvd.

A

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

B

Sincerely,

  
Tyrone Stallings



Aakeba Stallings  
Hilcrest Drive  
Los Angeles, CA 90043

LOS ANGELES CA 900

13 OCT 2009 PM 4 T



Roderick Diaz, Project Manager  
Metro  
One Gateway Plaza  
Los Angeles, CA 90012

90012+2932



**Response to comment 30-406-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 7 for safety treatments and the approach to safety for the project.

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

**Response to comment 30-406-B.**

Comment noted. Please refer to Master Response 1 for comments supporting a below-grade alignment along Crenshaw Boulevard. 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. The FEIS/FEIR determined that the Locally Preferred Alternative selected by the Metro Board of Directors, would enhance public transportation without adversely affecting the communities, safety, or noise levels within the Crenshaw/LAX Corridor.



COMMENT: 30-407. Sybel Stanley.

30-407

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

NAME: Sybel Stanley EMAIL: Sybelcrenshawhs@aol.com  
ADDRESS: 1816 W. 73<sup>rd</sup> St. PHONE: (323) 696-1023

COMMENTS: There has been a lot of work done in the Crenshaw Area. I would like to know this area has to be destroyed after trying to turn it around. The area is finally safe for people to go and drive, enjoy fine music, local artists and many places to stop. Please I employ you to figure out a better way to do this. This will affect so many lives.

**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 30-407.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. A light rail transit system operating at-grade through portions of 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. The 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 operation of the light rail system would not affect any restaurants, entertainment venues, or shopping destinations within the Crenshaw/LAX Corridor.

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.



COMMENT: 30-408. George Starks.

30-408

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

NAME: George Starks EMAIL: \_\_\_\_\_

ADDRESS: 520 W. Almond Street PHONE: \_\_\_\_\_

COMMENTS: keep it under ground on crenshaw

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**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 30-408.**

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



COMMENT: 30-409. Bruce Starrett.

30-409

Starrett\_2 091026  
Results from Form 1 of Page projects\_studies/crenshaw/comment\_form.htmFrom:  
Webmaster  
Sent: Monday, October 26, 2009 11:52 AM  
To: Diaz, Roderick  
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

-----  
firstName: Bruce  
lastName: Starrett  
organization:  
emailaddress: hazenstarrett@ca.rr.com  
street: 5517 Garth Avenue  
city: Los Angeles  
state: CA  
zipcode: 90056  
Yes: ON  
No:  
support: LightRailTransit(LRT)Alternative  
Construction:  
AirQuality:  
TrafficSafety:  
VisualEffects:  
DisplacementofProperty: ON  
DisruptiontoBusiness:  
PublicServices:  
LocalLandUseDevelopment:  
EconomicImpactsandJobs:  
SpecificDesignFeatures:  
Other: YES  
HomeZip: 90056  
workZip: 90232  
Liveintheprojectarea?:  
Workintheprojectarea?:  
Ownabusinessintheprojectarea?:  
Commutethroughtheprojectarea?:  
Other: YES  
Bicycle?:  
CarorTruck?:  
Bus?:  
Walk?:  
Other?:  
Resident: ON  
Business:  
CommunityorNeighborhoodOrganization:  
PublicAgency:  
EnvironmentalOrganization:  
CivicOrganization:  
EconomicDevelopmentOrganization:  
Other: YES  
Date: Monday, October 26, 2009  
Time: 10:51:46 AM

additionalComments:

I am opposed to the selection of Maintenance and Operations Facility Site B, as it would require the relocation of the westchester Playhouse. | A

I support the selection of Maintenance and Operations Facility Site D. | B



**Response to comment 30-409.**

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



COMMENT: 30-410. Bruce Starrett.

30-410

Crenshaw Transit Corridor DEIS/DEIR Comments13  
 Results from Form 1 of Page projects\_studies/crenshaw/comment\_form.htmFrom: webmaster  
 Sent: Monday, October 26, 2009 12:20 PM  
 To: Diaz, Roderick  
 Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

-----  
 firstName: Bruce  
 lastName: Starrett  
 organization:  
 emailAddress: hazenstarrett@ca.rr.com  
 street: 5517 Garth Avenue  
 city: Los Angeles  
 state: CA  
 zipcode: 90056  
 Yes:  
 No:  
 support: LightRailTransit(LRT)Alternative  
 Construction:  
 AirQuality:  
 TrafficSafety:  
 VisualEffects:  
 DisplacementofProperty:  
 DisruptiontoBusiness:  
 PublicServices:  
 LocalLandUseDevelopment: ON  
 EconomicImpactsandJobs:  
 SpecificDesignFeatures:  
 Other: YES  
 HomeZip: 90056  
 workZip: 90232  
 Liveintheprojectarea?:  
 Workintheprojectarea?:  
 Ownabusinessintheprojectarea?:  
 Commutethroughtheprojectarea?:  
 Other: YES  
 Bicycle?:  
 CarorTruck?:  
 Bus?:  
 Walk?:  
 Other?:  
 Resident: ON  
 Business:  
 CommunityorNeighborhoodOrganization:  
 PublicAgency:  
 EnvironmentalOrganization:  
 CivicOrganization:  
 EconomicDevelopmentOrganization:  
 Other: YES  
 Date: Monday, October 26, 2009  
 Time: 11:20:12 AM

additionalComments:

while I support the selection of Maintenance and Operations Facility Site D, I am concerned about the development of one of the few large "open" spaces left in the area, that might have been used for recreation or as a "natural space."  
 Section 4.7.2.4 states that "...vegetation consists of native and non-native shrubs and grasses. No vegetation exists that would support sensitive biological resources" at this location. This does not address "non-sensitive" resources, i.e other plant and animal species that may occur there.  
 According to the parcel list in Table 4.9, there will be several large parcels remaining adjacent to the Maintenance Facility. As a mitigation measure, I suggest the acquisition of some or all of these parcels, and the creation of a native ecosystem restoration combined with public use.

A

Parcels in question:  
 4138-015-006  
 4138-015-005  
 4138-015-033  
 4138-015-034  
 4138-015-024