



Response to comment 30-Other-B.

No specific comment to address.



COMMENT: 30-Other-C Crazy90.

30-Other-C

Crenshaw Transit Corridor DEIS/DEIR Comments21
Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom: webmaster
Sent: Sunday, October 25, 2009 10:36 AM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

firstName: Crazy90
lastName: Crazy90
organization: UGluokFi
emailaddress: 9ddaokokh@gmail.com
street: MaULZmxxp
city:
state:
zipcode: WipzMapCQo
Yes:
No:
support: MinorImprovements(TransportationSystemsManagement[TSM]Alternative)
Construction:
AirQuality:
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DisruptiontoBusiness:
PublicServices:
LocalLandUseDevelopment:
EconomicImpactsandJobs:
SpecificDesignFeatures:
Other:
HomeZip: tkBmMrxcvLFmVjHTM
workZip: hrqAF0znHQME
Liveintheprojectarea?:
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?:
Other:
bicycle?:
CarorTruck?:
Bus?:
walk?:
Other?:
Resident:
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other:
Date: Sunday, October 25, 2009
Time: 09:36:25 AM

additionalComments:

Poor' in this context, some point out, is not about a temporary lack of funds - a college student who's 'broke' the day before his parents transfer him his allowance, a recent college grad with a low-paid but educational or do-gooder job, these are not The Poor. , loliconrus.org [url="http://videochamp.iespana.es/loliconrus.org.html/"]loliconrus.org[url], http://videochamp.iespana.es/loliconrus.org.html/ loliconrus.org, =>)),

A



Response to comment 30-Other-C.

No specific comment to address.



COMMENT: 30-Other-D GanjaBoy77.

30-Other-D

Crenshaw Transit Corridor DEIS/DEIR Comments22
Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom: webmaster
Sent: Sunday, October 25, 2009 4:32 AM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

firstName: GanjaBoy77
lastName: GanjaBoy77
organization: OGzGQPbPxj
emailaddress: nhfbb7oo71@gmail.com
street: DmjnOGdBUKdyvoBgoAE
city:
state:
zipcode: cMzhrtxLSXru0tGUHl
Yes:
No:
support: MinorImprovements(TransportationSystemsManagement[TSM]Alternative)
Construction:
AirQuality:
TrafficSafety:
Visualeffects:
DisplacementofProperty:
DisruptiontoBusiness:
PublicServices:
LocalLandUseDevelopment:
EconomicImpactsandJobs:
SpecificDesignFeatures:
Other:
HomeZip: FijIkGJSuARlo
workZip: enkGtTge
Liveintheprojectarea?:
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?:
Other:
Bicycle?:
CarorTruck?:
Bus?:
Walk?:
Other?:
Resident:
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other:
Date: Sunday, October 25, 2009
Time: 03:31:50 AM

additionalComments:

Because Microsoft must respond to changing market conditions, it should not be interpreted to be a commitment on the part of Microsoft, and Microsoft cannot guarantee the accuracy of any information presented after the date of publication. 1gwebsolutions.com [url="http://nekkidity.iespana.es/1gwebsolutions.com.html/"]1gwebsolutions.com[/url], http://nekkidity.iespana.es/1gwebsolutions.com.html/ 1gwebsolutions.com, wqw,

A



Response to comment 30-Other-D.

No specific comment to address.



COMMENT: 30-Other-E Gretchen.

30-Other-E

Abbott, Matthew

From: Gmorris4931@aol.com
Sent: Friday, October 23, 2009 4:53 PM
To: Diaz, Roderick
Subject: (no subject)

Hi Roderick:

We want the Crenshaw line underground...it's much safer. We too don't want to put our population at risk.

Thanks, Gretchen 😊

A

Response to comment 30-Other-E.

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

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



COMMENT: 30-Other-F Rochell.

----- CUT AND SEND ----- 30-Other-F

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

NAME: Rochell Heare EMAIL: _____

ADDRESS: 4367 Wellbuck PHONE: 323 819-6641

COMMENTS: Keep it underground | A

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

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

Response to comment 30-Other-F.

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



COMMENT: 30-Other-G hughfb3.

30-Other-G

Abbott, Matthew

From: hughfb3@aol.com
Sent: Wednesday, October 07, 2009 1:44 PM
To: Diaz, Roderick
Subject: Crenshaw Corridor

Hello Mr. Diaz,

I would like to express my strong support for the light rail option along crenshaw
corridor. | A

Thank you

11/5/2009

Response to comment 30-Other-G.

Comment noted. Metro thanks the commenter for their input as it is a valuable part of the planning process. An Alternatives Analysis was completed during the preparation of the DEIS/DEIR to identify the transit alternatives to be evaluated in the DEIS/DEIR. The results of the Alternatives Analysis is presented in Chapter 2, Alternatives Considered, of the DEIS/DEIR. This analysis used criteria including but not limited to, regional connectivity, ridership, and cost-effectiveness to compare the different modes of transit and alignment options and determine which alternatives would be carried forward for further analysis into the DEIS/DEIR. The Alternatives Analysis identified that a light rail transit and a bus rapid transit alternative be studied for further consideration based on the evaluation criteria. The two alternatives identified for further study in the Alternatives Analysis, along with a No Build Alternative and a Transportation Management Alternative underwent a comprehensive environmental review in the DEIS/DEIR. 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 LRT Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line).



COMMENT: 30-Other-H Jimmy.

30-Other-H

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

NAME: Jimmy Saw EMAIL: Jimmy.Saw@att.net
ADDRESS: 10456 S. Vermont PHONE: 323-392-3391

COMMENTS: Keep it underground | A

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

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

Response to comment 30-Other-H.

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



COMMENT: 30-Other-I John28.

30-Other-I

Crenshaw Transit Corridor DEIS/DEIR Comments19
Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom: webmaster
Sent: Sunday, October 25, 2009 4:57 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

firstName: John28
lastName: John28
organization: YhZuQXDymQ
emailaddress: cmgmc95@gmail.com
street: vskniybqscgcvrdn
city:
state:
zipcode: crmZTndFluHlx
Yes:
No:
support: MinorImprovements(TransportationSystemsManagement[TSM]Alternative)
Construction:
AirQuality:
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DisruptiontoBusiness:
Publicservices:
LocalLanduseDevelopment:
EconomicImpactsandJobs:
SpecificDesignFeatures:
Other:
HomeZip: oDrdfZvUMVNABFFea
workZip: AbtFGNRNpuWEWRM
Liveintheprojectarea?:
workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?:
Other:
Bicycle?:
CarorTruck?:
Bus?:
walk?:
other?:
Resident:
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other:
Date: Sunday, October 25, 2009
Time: 03:57:14 PM

additionalComments:

Price did a good job considering the Ed Wood budget he had to work with. , www.123clips.com [url="http://bhbeautyspot.iespana.es/www.123clips.com.html/">www.123clips.com[/url], http://bhbeautyspot.iespana.es/www.123clips.com.html/ www.123clips.com, 6855,

A



Response to comment 30-Other-I.

No specific comment to address.



COMMENT: 30-Other-J John.

30-Other-J

```

firstName: John
lastName: John
organization: None
emailaddress: teddy@mail.com
street: None
city: Berlin
state: Berlin
zipcode: None
Yes:
No:
support: BusRapidTransit(BRT)Alternative
Construction:
AirQuality:
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DisruptiontoBusiness:
PublicServices:
LocalLandUseDevelopment:
EconomicImpactsandJobs:
SpecificDesignFeatures:
Other:
HomeZip: None
workZip: None
Liveintheprojectarea?:
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?:
Other:
Bicycle?:
CarorTruck?:
Bus?:
Walk?:
Other?:
Residents:
Business:
CommunityorNeighborhoodOrganizations:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other:
Date: Thursday, October 29, 2009
Time: 10:46:36 AM

```

additionalComments:

hi, good site. 111 [URL=http://www.link222.com]222[/URL] http://www.link333.com

A

11/5/2009



Response to comment 30-Other-J.

No specific comment to address.



COMMENT: 30-Other-K Kelvin68.

30-Other-K

Crenshaw Transit Corridor DEIS/DEIR Comments23
Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom: webmaster
Sent: Saturday, October 24, 2009 10:08 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

firstName: kelvin68
lastName: kelvin68
organization: wbtTkPtotFmQoK
emailaddress: Sngka12@gmail.com
street: JjsikBCWokLEup
city:
state:
zipcode: zRKP1loaxcmF
Yes:
No:
support: LightRailTransit(LRT)Alternative
Construction:
AirQuality:
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DisruptiontoBusiness:
PublicServices:
LocalLandUseDevelopment:
EconomicImpactsandJobs:
SpecificDesignFeatures:
Other:
Homezip: XtRMpZowgMY
workzip: JweEyleUB
Liveintheprojectarea?:
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?:
Other:
Bicycle?:
CarorTruck?:
Bus?:
Walk?:
Other?:
Resident:
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other:
Date: Saturday, October 24, 2009
Time: 10:07:32 PM

additionalComments:

I will be planting my own on that lot. , www.ritz carlton hotels.com, [url="http://wavochia.iespana.es/www.ritz-carlton-hotels.com.html/"]www.ritz carlton hotels.com[/url], http://wavochia.iespana.es/www.ritz-carlton-hotels.com.html/ www.ritz carlton hotels.com, sao,

A



Response to comment 30-Other-K.

No specific comment to address.



COMMENT: 30-Other-L Laura.

30-Other-L

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

NAME: Laura EMAIL: _____
ADDRESS: 700 W Queen St PHONE: 323-710-8832

COMMENTS: _____
Please put the train under ground
Yes, we want the train. But
it better under ground

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-Other-L.

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



COMMENT: 30-Other-M lionel000.

30-Other-M

Abbott, Matthew

From: lionel000@aol.com
Sent: Monday, October 19, 2009 8:45 PM
To: Diaz, Roderick
Subject: THE CRENSHAW CORRIDOR

THANKS FOR THE OPPORTUNITY FOR TO OFFER SOME INPUT. HAVING RIDDEN ALL FORMS OF TRANSPORTATION. I PREFER THE LRT ALTERNATIVE, BUT ESTHETICALLY, IT WOULD PROBABLY LOOK BETTER WITH A BRT ALTERNATIVE. I UNDERSTAND THE ROUTE GOING TO THE AIRPORT, HOWEVER A ROUTE RUNNING THE LENGTH OF CRENSHAW WOULD BE NICE AS WELL. A

PEACE

11/5/2009

Response to comment 30-Other-M.

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

An Alternatives Analysis was completed during the preparation of the DEIS/DEIR to identify the transit alternatives to be evaluated in the DEIS/DEIR. The results of the Alternatives Analysis is presented in Chapter 2, Alternatives Considered, of the DEIS/DEIR. This analysis used criteria including but not limited to, regional connectivity, ridership, and cost-effectiveness to compare the different modes of transit and alignment options and determine which alternatives would be carried forward for further analysis into the DEIS/DEIR. The Alternatives Analysis identified that a light rail transit and a bus rapid transit alternative be studied for further consideration based on the evaluation criteria. The two alternatives identified for further study in the Alternatives Analysis, along with a No Build Alternative and a Transportation Management Alternative underwent a comprehensive environmental review in the DEIS/DEIR. 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 LRT Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line).

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-Other-N Maxx10.

30-Other-N

Crenshaw Transit Corridor DEIS/DEIR Comments26
Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom: webmaster
Sent: Friday, October 23, 2009 1:38 PM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

firstName: Maxx10
lastName: Maxx10
organization: eFX1JyKQwWpsuNqeQ
emailaddress: 10ebp2p@gmail.com
street: btvJTSgQGjug
city:
state:
zipcode: fSsUVHwEqFZnoZ
Yes:
No:
support: NoImprovementNecessary(No-BuildAlternative)
Construction:
AirQuality:
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DisruptiontoBusiness:
PublicServices:
LocalLanduseDevelopment:
EconomicImpactsandJobs:
SpecificDesignFeatures:
Other:
HomeZip: RTXH1JPIe
workZip: LMBik8FnJPDdyYLao
Liveintheprojectarea?:
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?:
Other:
Bicycle?:
CarorTruck?:
Bus?:
walk?:
other?:
Resident:
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other:
Date: Friday, October 23, 2009
Time: 01:37:42 PM

additionalComments:

Israeli conflict this weekend. , cyprus-banks.com cyprus banks, [url="http://colmexfilms.iframe.com/cyprus-banks.com-cyprus-banks.html/"]cyprus-banks.com cyprus banks[/url], http://colmexfilms.iframe.com/cyprus-banks.com-cyprus-banks.html/ cyprus-banks.com cyprus banks. :]], alphagrip.com, [url="http://xoanz.iespana.es/alphagrip.com.html/"]alphagrip.com[/url], http://xoanz.iespana.es/alphagrip.com.html/ alphagrip.com, qjyqbh, metrosalavgepool.com, [url="http://btyi.iespana.es/metrosalavgepool.com.html/"]metrosalavgepool.com[/url], http://btyi.iespana.es/metrosalavgepool.com.html/ metrosalavgepool.com, %PPP, audio tester v 1.3, [url="http://brakeparts.iframe.com/audio-tester-v-1.3.html/"]audio tester v 1.3[/url], http://brakeparts.iframe.com/audio-tester-v-1.3.html/ audio tester v 1.3, ftyce mail2.tranquility.net, [url="http://sethandjulie.iframe.com/mail2.tranquility.net.html/"]mail2.tranquility.net[/url], http://sethandjulie.iframe.com/mail2.tranquility.net.html/ mail2.tranquility.net, 8-P, belkin f5d7230-4 802.11g, [url="http://ramtechrc.iframe.com/belkin-f5d7230-4-802.11g.html/"]belkin f5d7230-4 802.11g[/url], http://ramtechrc.iframe.com/belkin-f5d7230-4-802.11g.html/ belkin f5d7230-4 802.11g, %-0, scrapbooking. com, [url="http://mesdc.iespana.es/scrapbooking.-com.html/"]scrapbooking. com[/url], htt

A



Response to comment 30-Other-N.

No specific comment to address.



COMMENT: 30-Other-O Maxx36.

30-Other-O

```

firstName: Maxx36
lastName: Maxx36
organization: RstFMKhWVyeZrn
emailaddress: 151725mk.@gmail.com
street: fcpybnvsR
city:
state:
zipcode: pYUYVvyupkhTN
Yes:
No:
support: NoImprovementNecessary (No-BuildAlternative)
Construction:
AirQuality:
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DisruptiontoBusiness:
PublicServices:
LocalLandUseDevelopment:
EconomicImpactsandJobs:
SpecificDesignFeatures:
Other:
HomeZip: MLOGHpFRDOAaCk
workZip: ypcCEvEFldm
Liveintheprojectarea?:
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?:
Other:
Bicycle?:
CarorTruck?:
Bus?:
Walk?:
Other?:
Resident:
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other:
Date: Friday, October 23, 2009
Time: 05:14:06 AM

```

additionalComments:

Extra solar power could go to towns on or near the route. ,

A

11/5/2009

Response to comment 30-Other-O.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The Crenshaw/LAX Transit Corridor Project would not produce solar power that the commenter references. The Light Rail Line would require electricity to operate the line which may or may not be solar-generated.



COMMENT: 30-Other-P Ronnie.

30-Other-P

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

NAME: Ronnie EMAIL: Ronnie.sylvester@AOL.com

ADDRESS: _____ PHONE: _____

COMMENTS: Listen to the community!!

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

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

Response to comment 30-Other-P.

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



COMMENT: 30-Other-Q SouthWind64.

30-Other-Q

Crenshaw Transit Corridor DEIS/DEIR Comments25
Results from Form 1 of Page projects_studies/crenshaw/comment_form.htmFrom: webmaster
Sent: Saturday, October 24, 2009 2:22 AM
To: Diaz, Roderick
Subject: Crenshaw Transit Corridor DEIS/DEIR Comments

firstName: Southwind64
lastName: Southwind64
organization: LNg0EchdTdgdwcQVC
emailaddress: pdnja6cc@gmail.com
street: qro1cWVOEAIEPSSL
city:
state:
zipcode: uxkvgqpsHXVKueZyq
Yes:
No:
support: MinorImprovements(TransportationSystemsManagement[TSM]Alternative)
Construction:
AirQuality:
TrafficSafety:
VisualEffects:
DisplacementofProperty:
DisruptiontoBusiness:
PublicServices:
LocalLandUseDevelopment:
EconomicImpactsandJobs:
SpecificDesignFeatures:
Other:
HomeZip: ADZNBStFuHZMnIn
workZip: uiUouyhSoQDBY
Liveintheprojectarea?:
Workintheprojectarea?:
Ownabusinessintheprojectarea?:
Commutethroughtheprojectarea?:
Other:
Bicycle?:
CarorTruck?:
Bus?:
Walk?:
Other?:
Resident:
Business:
CommunityorNeighborhoodOrganization:
PublicAgency:
EnvironmentalOrganization:
CivicOrganization:
EconomicDevelopmentOrganization:
Other:
Date: Saturday, October 24, 2009
Time: 02:21:54 AM

additionalComments:

The act of crossing-over, being neither very rare nor very issues are frequent, has provided us with invaluable information regarding the location of properties in the chromosomes. , i.sound dgun-113 audio box, [url="http://darbysedcole.ifrance.com/i.sound-dgun-113-audio-box.html/"]i.sound dgun-113 audio box{/url}, http://darbysedcole.ifrance.com/i.sound-dgun-113-audio-box.html/ i.sound dgun-113 audio box, fbx,

A



Response to comment 30-Other-Q.

No specific comment to address.



COMMENT: 30-Other-R Stinky36.

30-Other-R

```

FIRSTNAME:
LASTNAME:
EMAILADDRESS:
PHONE:
CITY:
STATE:
COUNTRY:
YES:
NO:
PROJECT:
CONTACTNAME:
ALTERNATIVE:
TIMESCHEDULE:
VISUALIZATION:
DISPLACEMENTPROPERTY:
DISCOURTAGEBUSINESS:
PUBLICBUSINESS:
LOCALANDSTATEDEVELOPMENT:
ECONOMICDEVELOPMENT:
SPECIALBUSINESS:
OTHER:
HOWTAP:
CONTACT:
LIVABLEWALKING:
WALKINGTOGETHER:
COMMUNITYBUSINESS:
COMPUTERGRAPHICPROJECT:
OTHER:
DISCOURTAGE:
OTHER:
WALKING:
WALKING:
OTHER:
DISCOURTAGE:
OTHER:
COMMITTIVELOCKEDLEGALIZATION:
PUBLICBUSINESS:
ENVIRONMENTALORGANIZATION:
CIVICORGANIZATION:
ECONOMICDEVELOPMENTORGANIZATION:
OTHER:
DATE:
TIME:

```

edit.html?comment=

My car is not in the car that is in all of his business vehicles to be in the two riskier types of business: leasing a car and opening a company.

A

11/5/2009



Response to comment 30-Other-R.

No specific comment to address.



COMMENT: 30-Other-S Tray.

30-Other-S

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

NAME: Tom Bunnell EMAIL: _____

ADDRESS: 4101 Crenshaw PHONE: 323-299-8111

COMMENTS: the cost of TA under ground

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-Other-S.

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



COMMENT: 30-Other-T Wolf 88.

30-Other-T

To: Mr. Wolf
 From: Mr. Wolf
 Date: 11/5/2009
 Subject: 30-Other-T Wolf 88

Mr. Wolf,
 Thank you for your comment regarding the proposed project. The project is designed to provide a safe and efficient transit corridor through the Crenshaw/LAX area. The proposed project will provide a direct and efficient transit route from the Crenshaw area to LAX, which will significantly reduce travel time and improve the overall transit experience for passengers. The project will also provide a safe and secure environment for passengers, with dedicated lanes and dedicated transit vehicles. The project will be designed to meet the needs of the community and provide a high-quality transit service.

A

11/5/2009



Response to comment 30-Other-T.

No specific comment to address.



K.7 Response to Public Hearing Comments

COMMENTS: 40-01 through 40-11 from the Wilshire United Methodist Church Public Hearing

090930 P09755

1 CRENSHAW TRANSIT CORRIDOR
 2 DRAFT ENVIRONMENTAL IMPACT STATEMENT
 3 DRAFT ENVIRONMENTAL REPORT
 4
 5
 6
 7
 8
 9
 10 PUBLIC HEARING
 11 WILSHIRE UNITED METHODIST CHURCH
 12 "HALL OF FELLOWSHIP"
 13 4350 WILSHIRE BOULEVARD
 14 LOS ANGELES, CALIFORNIA
 15 SEPTEMBER 30, 2009
 16
 17
 18
 19
 20
 21
 22
 23
 24 FILE NO. P09755
 25 REPORTED BY DEBRA L. PRESUTTI

1

ii

1 Ms. Reeves: Good evening. Welcome to the Draft
 2 Environmental Impact Statement/Draft Environmental Impact
 3 Report public hearing for the Crenshaw Corridor. My name
 4 is Roxi Reeves, and I will be your facilitator for the
 5 hearing this evening.
 6 When you came in this evening, you were given a
 7 few documents. You were given a fact sheet which provides
 8 you an overview of the alternatives that are currently
 9 under consideration. You were also given a comment form

090930 P09755
10 which provides information to you on how to submit a
11 written comment; that's on the back side of the sheet at
12 the bottom of the page.
13 The format for tonight's meeting will start with
14 a brief presentation by our Project Manager Roderick Diaz
15 and then will be followed by the formal public comment
16 portion of the meeting.
17 If you would like to make a comment this evening,
18 you need to fill out one of the blue speaker cards and
19 then turn it in to the registration table. We'll call you
20 to the microphone in the order that your card was
21 received.
22 This is your forum. So the hour after the
23 presentation will be purely devoted to public comment;
24 and, as such, staff will not interrupt to make comments or
25 clarifications. However, if you have additional questions

2

1 or comments, at the end of the meeting staff will still be
2 around and you'll have another chance to talk with them.
3 As a reminder, the deadline for comments is
4 Monday October 26th at 5:00 p.m. This information is also
5 on your comment form.

6 At this time I would like to recognize the
7 following elected officials and their representatives that
8 are with us this evening:

9 From Supervisor Mark Ridley-Thomas's office we
10 have Fernando Ramirez. And from the City of Inglewood, we
11 have Tod Short. Thank you both for coming this evening.

12 We also have some representatives from community
13 organizations. Damien Goodson from the Empowerment
14 Congress West Area Neighborhood Council. He's over there.

15 Owen Smith from the Brookside Homeowners
16 Association.

17 And I believe it's Kory from the Olympic Park
18 Neighborhood Council, Jerard Wright from the Transit
19 Coalition, and Fred Wimberley of Transfiguration Church.

20 I apologize if I missed anyone. Thank you all
21 very much for coming this evening.

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22 At this time I will turn it over to Roderick
23 Diaz, who will be conducting the presentation.
24 Mr. Diaz: Thank you.
25 Once again, my name is Roderick Diaz. And many

3

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1 of you have been with us on this journey. It started
2 about two years ago. And now we are at the point where we
3 have a very important milestone for the project. And so
4 the formal name of this milestone is the fact that we have
5 released what is called a Draft Environmental Impact
6 statement/Draft Environmental Impact Report. There are
7 copies of that report sitting at those tables there.
8 There's also a CD or you should have received a copy of
9 the CD upon entry. Some of you may have received the CD
10 in the mail.

11 What we are asking you to do as part of this
12 public hearing, you are officially making a comment to the
13 report. And the comment period ends on October 26th. And
14 this report is available in all public libraries within
15 the corridor and it's also available on our website
16 metro.net/crenshaw.

17 Next slide, please.

18 So what this report does is it walks us through
19 four alternatives; two build alternatives and two other
20 alternatives.

21 And those other alternatives are no build: What
22 would happen if we did nothing. The Transportation System
23 Management Alternative: what would happen if we did
24 something that didn't involve a large investment; what can
25 we do with just minor improvements to the system.

4

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1 And then we move to what are the build
2 alternatives.

3 Next slide, please.

4 So, essentially, we then have two build

Page 3

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5 alternatives that our board will ultimately consider as
6 well before a decision is made. Those two build
7 alternatives include the one on the left, which is called
8 a Bus Rapid Transit Alternative. And that extends,
9 essentially, between the Green Line here at Aviation
10 station along the Harbor Subdivision, north along Crenshaw
11 Boulevard, and then up to (inaudible).

12 And then we have the LRT Alternative, following
13 the same general alignment, but stopping here at the
14 Exposition Line and leaving open the possibility for
15 future extension to the Wilshire Corridor. So those are
16 essentially the two build alternatives.

17 So let's walk through these two alternatives.
18 We have some general assumptions associated with
19 the two alternatives. The BRT alternatives would start
20 here at the Aviation Station, passing by the airport where
21 there's a connection to the People Mover into the
22 terminals, and then following this railroad line through
23 (inaudible) in what is called a busway. And this form is
24 a guided (inaudible) tracks to help it follow the
25 right-of-way.

5

11

1 Then we have exclusive lanes in Crenshaw
2 Boulevard to help give the buses priority as they move
3 down Crenshaw Boulevard in traffic. And then north of the
4 Exposition Line, the BRT Alternative falls within what is
5 called mixed-flow traffic; there is no dedicated lane
6 north of the Exposition Line simply because north of the
7 Exposition Line it's a little bit too narrow to dedicate
8 the lane. But in any case, there is a potential
9 connection at the Wilshire-Western Station.

10 The basic cost of that alternative is roughly
11 between \$500- and \$600 million, depending on the extent of
12 our ability to secure those lanes on Crenshaw Boulevard.
13 There are some locations where our ability do that is in
14 question simply because there is a narrowness at those
15 intersections.

16 Next slide.

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17 So then we have the LRT Alternative; that is a
18 Light Rail Transit Alternative. And we have -- it starts
19 south of the Green Line. We have a connection here. If
20 you ever go to the Aviation Station, there is, you'll see,
21 some studs from the concrete in that elevated structure.
22 We have the ability to connect to the Green Line. So if
23 you can imagine a train that would connect to the Green
24 Line, move north along the Harbor Subdivision, serve this
25 station here at Century Boulevard to connect to the People

6

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1 Mover to get to the terminals, and then follows along the
2 Harbor subdivision right-of-way, passing through downtown
3 Inglewood and some other areas there and then come up
4 Crenshaw Boulevard to the Exposition Line.

5 What's important to note is that the LRT
6 Alternative does stop here at the Exposition Line and
7 allows for, potentially, a connection up to Wilshire
8 Boulevard. We have not included that connection up to
9 Wilshire Boulevard as part of the environmental analysis
10 because that's deferred for future study.

11 Now, another important aspect is that there is
12 this connection with the Green Line. So there is the
13 potential for service to originate from here in Redondo
14 Beach up through El Segundo and (inaudible) at the
15 Crenshaw Corridor. So there is a potential for a service
16 that has that. And then there is also a potential for the
17 Green Line to connect up to this station at Century. So
18 there is some infrastructure that serves the lines
19 associated with the Light Rail Transit Alternative.

20 The Light Rail Transit Alternative does have a
21 base cost of about \$1.3 billion. You'll see it as \$1300
22 million.

23 Next slide.

24 The Light Rail Transit Alternative does have some
25 additional design options.

7

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1 Actually, let's go back. There's something that
2 I forgot on the last slide.

3 The Light Rail Transit Alternative does include
4 several grade separations. It passes underneath the
5 (inaudible) here in a trench. And it's elevated across
6 the 405 at La Cienega and here at La Brea and then through
7 the Hyde Park neighborhood between the Harbor Subdivision
8 and (inaudible) Street, and then it passes underground
9 roughly between 48th and 39th streets. So it passes
10 underneath Vernon and underneath Martin Luther King Jr.
11 Boulevard. So it's underground in that location.

12 Next slide.

13 We -- in analyzing the environmental impacts of
14 the LRT Alternative and to respond to some of the
15 comments, we incorporated some design options as part of
16 the LRT Alternative. And those design options include a
17 station that's closer to Century that's elevated. A
18 potential grade separation across Manchester. A potential
19 grade separation across Centinela Boulevard in the city of
20 Inglewood next to Centinela Park. A potential under
21 grounding of this grade separation in Hyde Park. An
22 additional station here at Vernon. And, then, a potential
23 additional continuation of the underground section here as
24 we approach the Exposition Line.

25 So those are all the design options. All of

8

□

1 those costs are listed here on this slide. So they range
2 from between 11- on the low side and 236 million on the
3 high side. So that affects whether some of these plans
4 (inaudible). So that's certainly a factor to think about.

5 Next slide, please.

6 An important aspect of the two alternatives is
7 that they both need a place where they can be maintained;
8 basically, someplace to go to sleep at night. And we have
9 two alternatives that are in the environmental review to
10 serve that function for both the Bus Rapid Transit
11 Alternative and the Light Rail Transit Alternative.

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12 One of these locations is in the city of El
13 Segundo roughly northeast of the intersection of Rosecrans
14 and Sepulveda. And we see that area on the map here, the
15 section between these railroad tracks.

16 And one of these areas is next to the railroad
17 tracks near the neighborhood of Los Angeles, Westchester.
18 So there is an industrial property just off the 405
19 Freeway that's adjacent to the railroad tracks that
20 considers a yard and maintenance facility at that
21 location. So that is also included in the environmental
22 analysis.

23 Next slide, please.

24 You see this general comparison of the two
25 alternatives. I will present the two alternatives

9

II

1 (inaudible) with respect to each other on the center
2 section and the BRT Alternative (inaudible) and present
3 some statistics about that alternative.

4 As you can see, both of them save time with
5 respect to the existing transit service and any other
6 transit service that can be contemplated with no cost.
7 The BRT Alternatives saves 20 percent over the Metro rapid
8 buses. The rapid buses are those red buses you see. The
9 LRT Alternative saves 43 percent above the current rapid
10 bus line. The BRT Alternative does extend to Wilshire; so
11 between the Exposition Line and Wilshire Boulevard there's
12 an additional 9 to 11 minutes to service that.

13 Now, the ridership between the Green Line and the
14 Exposition Line, you can see for the BRT roughly between
15 97 (inaudible). The reason why I present the higher
16 number is because the higher number represents the
17 potential range of additional passengers that we may be
18 able to take credit for, passengers to and from the
19 airport and potential passengers from other lines in the
20 system that are part of the new modeling that we need to
21 undertake that measure our (inaudible) of this effort. So
22 we have been able to incorporate the figures of these

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23 (inaudible) both lines.
24 And then the BRT Alternative, because it does
25 extend up to Wilshire, does have additional riders that

□

10

1 it's able to capture from being able to extend further
2 north beyond where the infrastructure is proposed.
3 We do have an estimate of capital cost. There
4 are at least two alternatives, and you saw the capital
5 costs earlier. The comparison is generally 500- to
6 \$600 million for BRT, and \$1.3 billion associated with the
7 LRT. We have (inaudible) based on that section between
8 Imperial and Century that is shared with the Green Line.
9 And then we have an important consideration for
10 this corridor: Jobs generated. And I have a comparison
11 there.
12 Next slide.
13 Now, I referred to the environmental document.
14 The environmental document does review all of these topics
15 in very great detail. So if you feel you don't want to
16 read it all -- there's a lot of analysis there that you
17 can comment on -- there is a good executive summary that
18 gives you a good overview. So please, if you don't have
19 time to read through the entire document, there is an
20 executive summary which basically is a summary of all of
21 the issues and helps you understand that there are some
22 trade-offs that are going to have to be made in terms of
23 understanding the project.
24 Next slide, please.
25 So how do you make a comment to this document?

□

11

1 Well, today, attending this meeting, you have a prime
2 opportunity to make a comment. You'll receive your two
3 minutes of fame. But this isn't the last. There will be
4 additional public hearings; there are three more of them
5 scheduled. And then you can mail your comments to me at
6 my Metro address. You can e-mail your comments to me at
Page 8



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7 well, and I will receive it, all those comments. And you
8 can call the project hotline and the person answering the
9 phone will direct you to someone who can record your
10 comments on the project hotline.

11 It's very important: we have 45 days for the
12 comment period. It's very important that you realize
13 there is an end to the comment period, and that's the 26th
14 of October.

15 Next slide, please.

16 So here we are. The board will make a decision
17 on those alternatives in November. And then,
18 subsequently, the full board will make a decision on
19 December 10th. And then following that decision we will
20 do our final version (inaudible) and, hopefully, go into
21 construction soon thereafter and then hoping for service
22 sometime around 2018.

23 And this ends the presentation. And this is
24 where I start to be quiet and listen to all of you.

25 So this is a public hearing, and we'll spend the

12

0

1 next hour or so listening to you and your comments. If
2 you do have additional questions, I won't be able to
3 answer them during this public hearing time, but I will be
4 around afterwards to answer any questions.

5 So I will hand it over to Roxi who will be
6 officiating during this public hearing time.

7 Ms. Reeves: Just to let you know, there will be a
8 clock on the screen with two minutes. So please be
9 mindful of that when you make your comment. And, when you
10 come up to the microphone, please state your name and
11 speak slowly and clearly into the microphone so the court
12 reporter can accurately transcribe the comments.

13 Our first speaker this evening is Joseph Dunn.

14 Joseph Dunn: Good evening. My name is Joseph Dunn,
15 and I'm at 740 South Detroit Street in L.A. here,
16 apartment number two.

17 And my comment is that I think that the train

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18 should go -- start out right at the fisherman's wharf in
19 Redondo Beach. From there it should go all the way up to
20 the Del Amo Mall and the South Bay Galleria; from there it
21 should go to the possible connection with the Green Line,
22 again, at the -- over by the Hawthorne station, then
23 continue over to Hollywood Park and west to (Inaudible).
24 And that there you have a parking lot and continue the
25 train to downtown Inglewood, which would revitalize the

13

1.A

1 area. Continue that to Crenshaw. And after Crenshaw I
2 would continue it up to La Brea and have that service go
3 all the way up and merge with the future west Hollywood
4 Purple Line train at Santa Monica, and then go to continue
5 on over to Hollywood and Highland.

6 And with that in mind, you would -- on the
7 southern part it could be opened up to a future extension
8 to the Long Beach transit model and (inaudible) of the
9 Blue Line (inaudible). So it can be either Hollywood,
10 Redondo Beach or Long Beach or Santa Monica. And if
11 you're (inaudible) that, there is an extender.

12 Ms. Reeves: Thank you very much.

13 I just want to acknowledge a couple of people who
14 have just come in: From the office of Speaker Karen Bass,
15 Jenny Wood; and, we also have Supervisor Mark
16 Ridley-Thomas.

17 Supervisor, did you want to make a couple of
18 comments?

19 Supervisor Ridley-Thomas: Good evening. It's nice to
20 have you here. This is the part of the process where your
21 influence will be taken seriously for the purpose of
22 making sure that the outcomes will benefit the residents,
23 the community, the stakeholders along this corridor.

24 First, I want to make it clear from the very
25 beginning that the community participation and

14

1 organization is very, very important. Second point that I
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2 want to make in that connection is your input is
3 critically important as well.

4 And just as these meetings are happening over the
5 next several days in a number of communities, ultimately,
6 on December the 10th, we want to make sure that as many
7 people as can breathe, as can move are at the MTA Board
8 meeting for the purpose of causing it to be know that this
9 corridor is important and we expect the kind of results
10 that make sense and will elevate the quality of life along
11 the corridor as articulated.

12 I am an unapologetic supporter of the Light Rail
13 Alternative.

14 I want to encourage that position based on a
15 number of things, not the least of which will be,
16 ultimately, the number of jobs that are created.

2.A

17 Anybody here who is opposed to having more jobs
18 in the community, anybody here who wants less jobs, let me
19 simply invite you to go to another meeting right now.

20 Jobs, jobs, and more jobs. And decent jobs, good
21 jobs. Jobs for the community.

22 The other part is economic development of the
23 location is very important. And, obviously, the issues of
24 air quality and traffic congestion will be fundamentally
25 important issues.

15

ii

1 We have argued long for the Crenshaw and South
2 Bay Transit Corridor. We are very close to causing it to
3 come to fruition. It will only happen with your input and
4 your sustained attention to it, you're being here tonight.
5 So a very, very important part of the public record is
6 being created.

7 Again, LRT Alternative, that's the Light Rail
8 Alternative, is really what I think is fundamentally
9 important.

10 In addition to that, I want each of you to put a
11 note on your schedules that December 10th is when we can
12 bring this home in a way that will be worthy of our time

Page 11



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13 and potentially worthy of our celebration if we can lock
14 it in on that day. So do not forget that date. Anybody
15 forget that date -- it's a national holiday; that's
16 December 10th. All right.

17 So thank you very much for being here tonight;
18 and, for what date?

19 The Audience: December 10th.

20 Supervisor Ridley-Thomas: December 10th.

21 Ms. Reeves: Thank you, Supervisor.

22 Our next speaker will be Alan Havens. And then
23 following Alan we'll have Damien Goodmon.

24 Alan Havens: Hello, my name is Alan Havens. I live
25 on (inaudible) Los Angeles. I worked for (inaudible) on

16

ii

1 transit (inaudible) projects.

2 I strongly support the light rail line along
3 Crenshaw and Exposition down to Los Angeles Airport,
4 Inglewood.

3.A

5 And my other (inaudible) significant difference
6 in numbers between those. And I also recommend you put
7 (inaudible). This will be a little bit bigger, but I
8 suggest an extension on the line north of Exposition along
9 Crenshaw, west along Venice, then extending to Pico north
10 (inaudible), down San Vicente. And from there, of course,
11 it can go up La Brea to the (inaudible).

12 I have no problem with some bus operation from
13 Wilshire/Western down to the regional end of the line at
14 Crenshaw and Exposition. But we have a kind of stop gap
15 between the goal to improve local bus service, whether we
16 can get people between those points.

17 That's about it.

18 Ms. Reeves: Thank you.

19 Following Damien we have Gerard Wright.

20 Damien Goodmon: Good evening. My name is Damien
21 Goodmon. I'm the coordinator for the Citizens' Campaign
22 to (inaudible) in Leimert Park.

23 And I want to first commend you for adding these
24 options. It is very clear that at least to some degree on

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25 the Expo Line it is necessary to include options that are
17

||

1 at ground (inaudible) to avoid (inaudible). However, one
2 of those options, many of those options include
3 (inaudible).

4 .A

4 And I want to be clear. My problem is not with
5 expensive transit projects; my problem is with expensive
6 transit projects built inefficiently. Because cost
7 doesn't (inaudible) a problem. I'm talking about a
8 section between Leimert Park (inaudible), going along
9 Crenshaw High School and right in front of (inaudible),
10 which is currently proposed to be street level and there
11 is no option for it to go underground.

12 I believe that it is absolutely essential to put
13 two underground stations in (inaudible). An underground
14 station is not an option; it is essential. Further, this
15 line hasn't (inaudible). Further, the New York City
16 subway passes under (inaudible). Leimert Park Village is
17 the heart of this project, and a station is not an option.
18 Neither is the option of a (inaudible) crossing at
19 Exposition.

4 .B

20 So I'm encouraged. But, like I say, if you
21 continue these options (inaudible) in the process
22 (inaudible), and, importantly, continue to maintain the
23 principles of environmental justice.

24 This project north of Exposition, north of the 10
25 Freeway has to be all underground. If it has to be all

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18

1 underground in Windsor Hills, if it has to go all
2 underground in Wilshire Park, it should be underground in
3 Leimert Park. If it has to be underground in Park Mile,
4 it should be underground in Park Mesa. Anything less is
5 environmental injustice. Anything less is (inaudible); it
6 is not sufficient, and it will cause predictable deaths.

7 Thank you.



8 Ms. Reeves: Thank you. 090930 P09755
9 After Gerard we have Ben Green.
10 Gerard Wright: Good evening, everybody. I'm Gerard
5.A 11 wright, Transit Coalition. Just want to make it very
12 clear that we support the light rail option.
13 Most important thing I think is that BRT as well
14 as Bus Rapid Transit can be applied is that it would ruin
15 and destroy property and raise taxes in Southern
5.B 16 California, specifically Los Angeles and (inaudible). And
17 that's something that no matter how (inaudible), that's
18 something that's too expensive to have work with the BRT
19 option.
20 I have a couple of questions (inaudible):
21 Number one, is what is the strategy, current strategy,
22 that you're thinking about in the environmental process
23 for (inaudible) extension? Are we absolutely looking at
5.C 24 considering waiting until the Wilshire subway (inaudible)
25 is complete to consider an option for the West Hollywood
19
11
1 branch to tie into the Crenshaw project?
2 And another question was of concern: At least on
3 the conceptual design of the Expo-Crenshaw subway station,
4 right now it appears to require the construction to be
5 done twice. Once to build in the station and second to
6 tear open the street again to continue northward up to the
5.D 7 city from Wilshire Park beyond the Red Line.
8 The future modification of that is something that
9 I think should be studied and looked at very carefully
10 because that's an essential piece of the pie. And it's
11 also something that we have to pay careful sensitivity and
12 consideration given that (inaudible) is essential to --
13 essentially, it is the center for the community.
14 And on that note, thank you very much.
15 Ms. Reeves: Thank you.
16 After Ben we have Lynn Kuwahara.
17 Ben Green: Hello, my name is Ben Green. I just
18 wanted to say I do support the LRT option. My
19 understanding is that there are options within the LRT
Page 14



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20 being considered where the train would not run on
21 Exposition and connect to the Expo Line Station. For
22 example the option of the train would be lower (inaudible)
23 Exposition.

24 what I want to point out is I think it's critical
25 that this line -- whether it ultimately goes north of

20

||

6.A 1 Wilshire or not -- I think this should turn onto
2 Exposition and continue, the train should continue, along
3 the Exposition Line and travel all the way to downtown.

4 The reason why I say that's critical is because I
5 think that, having traveled the world and having
6 (inaudible), and I think that having the train where we
7 don't have to transfer and can take one single ride from
8 Inglewood or Leimert Park or LAX all the way downtown is
9 critical. Making it quick and convenient is key for
10 getting people like me out of my car. If it's not quick
11 and convenient, most people are just going to continue to
12 drive. I think that ridership will be a lot higher.

6.B 13 In addition if it doesn't connect all of these
14 communities and LAX to downtown, I think we're missing an
15 important opportunity to create a link between downtown
16 and these communities in L.A.

17 That's it. That's well I wanted to say.

18 Ms. Reeves: Thank you.

19 After Lynn we have Daniel Walker.

7.A 20 Lynn Kuwahara: Hi, my name is Lynn Kuwahara. I'm a
21 resident on Mesa Boulevard.

22 Do we know when the extension from Exposition to
23 La Brea is going to be approved? Because I feel you're
24 sort of putting the cart before the horse here. And why
25 isn't the extension from Exposition to La Brea further

21

7.B

1 ahead than -- the West Hollywood extension seems to be
2 getting more approvals and attention than Exposition to La



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7.C

3 Brea.
4 I'm torn between the train and the bus. If the
5 train -- if the approval to La Brea is there, train; go
6 train. But if it's not going to go any further than
7 Exposition, then I would be more for the bus line.
8 Because you have the train going above ground with the
9 noise and everything, and the major construction will take
10 years and years and be more disruptive, and everyone can
11 be riding the rapid buses faster.
12 I don't feel that the Leimert option should be
13 there, but that the Crenshaw Boulevard should be made more
14 pedestrian friendly between that station and Leimert.
15 Just because there's a hole in the ground in
16 Leimert, doesn't mean that they're going to get off at
17 Leimert. Just because there's an access road along
18 Crenshaw, doesn't mean the MTA gets off easy and can just
19 say, oh, we have this extra wide street, we can just take
20 that.
21 I would like the character -- I would like
22 Crenshaw to be vibrant and bring back its character.
23 Ms. Reeves: Thank you.
24 After Daniel we have Michelle Colbert.
25 Daniel Walker: Thank you. My name is Dan Walker. I

22

8.A

1 live in the Westchester area. I'm also about a ten-year
2 resident of Inglewood. In fact, my sister still lives
3 there.
4 I'm the co-founder of a group called Friends of
5 the Green Line. We've been advocating for better service
6 on the Green Line for many years. It's just great to see
7 so many smart people out there and to hear your comments.
8 What I was going to say, many of those comments were made.
9 In my area definitely would love to see an
10 extension to Century Boulevard and a Manchester station.
11 I think those would be good. But please, please, please,
12 coordinate with LAX and get a good connection to the
13 People Mover. Make it something that people can use and
14 employees at LAX can use; that's not another bad

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15 connection like we have at the (inaudible) station
 16 (inaudible).
 17 I think light rail is the way to go. BRT
 18 (inaudible) along Crenshaw, the light rail is superior in
 8.B 19 terms of ridership, less pollution, more jobs, as the
 20 supervisor mentioned; so I strongly advocate for that.

21 And it should go all the way to Wilshire.
 8.C 22 There's no excuse for just stopping it at Expo. And it
 23 should have a good connection with the Expo Line that
 24 (inaudible).

25 Overall, it seems like two of the alternatives
 23

1 sound pretty pricey. Some of the numbers that I would
 2 question: A one mile length from (inaudible) station to
 3 Century Boulevard costs almost \$230 million. Just
 4 (inaudible) FAA requirements (inaudible), I think you
 8.D 5 could do it much cheaper than that and spend the money on
 6 other areas that really need new stations and grade
 7 separations where it makes sense. So overall to build a
 8 light rail is not going to be cheap so let's spend
 9 (inaudible) to get it right the first time.

10 Thank you.
 11 Ms. Reeves: Thank you.
 12 So after Michelle I have Dante Flores. And that
 13 is the last card that I have.

14 So is there anyone else that has a speaker card
 15 or anyone else that would like to speak?

16 Michelle Colbert: Hi, my name is Michelle Colbert.
 17 I'm a stakeholder in this area as well as Los Angeles.

18 I am for the light rail option; however, I would
 19 like to have it be underground entirely. To highlight,
 20 though, why I would like this area to be underground,
 9.A 21 south Los Angeles in my opinion (inaudible) and this is a
 22 huge discussion in this community. (Inaudible). We
 23 already have an Expo Line that does not raise up the level
 24 of the community. The quality of life at the Expo Line is
 25 absolutely horrific. This entire community (Inaudible.)

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24

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9.B

1 And I would like to express that having -- given
2 both communities, this is not a blueprint. This is
3 visceral. It's palpable. There's a huge difference. And
4 this is the United States of America. The Constitution
5 states that we all have a right to domestic tranquility.
6 With the noise, the air emissions that are going
7 to come into our community with idling traffic at the Expo
8 Line, and then to add another line that's not grade
9 separated is terribly egregious. I would say everyone in
10 this room (inaudible) and the inequity that's happened
11 with the line in various communities and particularly in
12 south Los Angeles.

13 Thank you.

14 Ms. Reeves: Thank you.

15 After Dante we have Owen Smith.

16 Dante Flores: Hello. My name is Dante Flores, and I
17 support this project.

10.A

18 What I think we need is security. In these areas
19 it gets bad at night. And also I think we should have
20 light rail, no buses. I also think there should be lots
21 of things to look at, and it will attract more and more
22 people.

23 Also the train should be at grade and above grade
24 and, if we do have underground trains, make it safe
25 because we have earthquakes here in California.

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11.A

1 Ms. Reeves: Thank you.

2 Owen Smith: Good evening. My name is Owen Smith, I'm
3 president of the Brookside Homeowners Association.

4 I support the light rail. And I think that you
5 guys have done a great job so far. And I'd like to see it
6 in Exposition and (Inaudible). God bless.

7 Ms. Reeves: Thank you.

8 That was the last card that I have. Anyone else
9 that would like to make a comment? No.

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10 okay. well, again, i'd like to thank you very
11 much for coming out this evening and sharing your time
12 with us. For additional information on the project, you
13 can go to our website which is metro.net/crenshaw.

14 You also have the opportunity to submit
15 additional comments in written form. We have comment
16 forms at the registration desk which have Roderick's
17 contact information on them; his Metro address and e-mail
18 information. So you can continue to make comments that
19 way.

20 We have three other hearings, and you're welcome
21 to come to any of those or all of those and provide an
22 additional verbal comment. We have a flyer on the desk
23 which lists the locations and dates of the hearings.

24 We have one tomorrow night at the Los Angeles
25 Church on Crenshaw.

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1 Saturday morning we have one at Inglewood High
2 School that starts at 10:00. And then Tuesday the final
3 hearing is at Transfiguration Church, which is on Martin
4 Luther King Boulevard.

5 Again, thank you very much for your feedback and
6 have a good evening.

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Comment: 40. 1. Joseph Dunn.**Response to comment 40-1A.**

Comment Noted. An Alternatives Analysis was completed during the preparation of the Draft EIS/EIR to identify the transit alignment to be evaluated in the Draft EIS/EIR. The results of the Alternatives Analysis are presented in Chapter 2, Alternatives Considered, of the Draft EIS/EIR. This analysis used criteria including but not limited to, regional connectivity, ridership, and cost-effectiveness to compare the different modes of transit and alignment options and determine which alternatives would be carried forward for further analysis into the Draft EIS/EIR. The Alternatives Analysis identified that one alignment be studied for further consideration based on the evaluation criteria. This alignment begins at the southwest corner of the study area at the Imperial/Aviation Green Line Station and travels along the Harbor Subdivision Railroad Right-of-Way until it reaches Crenshaw Boulevard, where it would travel in the median of Crenshaw Boulevard and connect with the Metro Exposition Line or Wilshire Boulevard. The two alternatives identified for further study in the Alternatives Analysis, along with a No Build Alternative and a Transportation Systems Management Alternative underwent a comprehensive environmental review in the Draft EIS/EIR.

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.

The Harbor Subdivision extension to the South Bay and San Pedro is not part of the current project under consideration. Future investments along the South Bay portion of the Harbor Subdivision will be undergoing a separate and independent environmental review, and it would be more appropriate to provide comments on the Harbor Subdivision route as part of that project. A separate environmental review process for the South Bay Metro Green Line Extension began in early 2010. That project is examining the extension of rail service as far south as Torrance. You can obtain an update on the project by visiting the Metro website or contacting the Metro project manager for that project at the following address: Mr. Randy Lamm, Project Manager, Los Angeles County Metropolitan Transportation Authority (Metro), One Gateway Plaza, Mail Stop: 99-22-3, Los Angeles, CA 90012

Comment 40-2. Supervisor Mark Ridley-Thomas.

Response to comment 40-2A.

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



Comment 40-3. Alan Havens.

Response to comment 40-3A

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

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 40-4. Damien Goodmon.

Response to comment 40-4A.

Comment noted. The initial costs for construction and operation of the Crenshaw/LAX Light Rail Transit Project were refined during the final engineering phase when the exact alignment and type of construction was determined. The initial costs represented a conservative estimate, so that alternatives could be compared with one another. The revised construction and operating costs can be found in Chapter 8.0, Financial Analysis and Comparison of Alternatives of the Final EIS/EIR. The selected LPA includes two underground segments for light rail along Crenshaw Boulevard, between 39th Street and 48th Street and between 60th Street and Victoria Avenue. The inclusion of these two underground segments follows a consistent application of criteria for considering grade separations for LRT. These criteria include availability of right-of-way, environmental impacts (such as traffic impacts, visual impacts, impacts to historic resources, and environmental justice impacts), and Metro's established Grade Separation Policy. In locations where there is available right-of-way, where there is a lack of significant environmental impacts, or where conditions fail to meet the criteria of Metro's Grade Separation Policy, the Light Rail Transit alignment is proposed to remain at grade. Please Refer to Master Response 12 regarding a Crenshaw/Vernon Station.

Please Refer to Master Response 11 regarding the vertical profile of the segment from 39th Street to Exposition Boulevard.

Response to comment 40-4B.

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



Comment 40-5. Jerard Wright.

Response to comment 40-5A.

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

Response to comment 40-5B.

Comment noted. Implementation of the BRT Alternative would have been funded under Measure R and not have required an additional increase in taxes. There is no documented evidence that bus rapid transit would result in a decrease in surrounding property values.

Response to comment 40-5C.

The extension of the Crenshaw/LAX 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.

Response to comment 40-5D.

Although the extension of the Crenshaw/LAX Light Rail Transit Line to Wilshire Boulevard is not part of the project, the design of the existing Light Rail took into consideration the potential extension and would be built to not preclude the future expansion and to minimize the costs of future construction.

Comment 40-6. Ben Green.

Response to comment 40-6A.

The Crenshaw/LAX Light Rail Transit Project examined the possibility of making a rail to rail connection at Exposition Boulevard to enable a one trip travel to Downtown Los Angeles. Due to severe traffic constraints and operational constraints of operating three rail lines on a single set of tracks, this alignment was determined to be infeasible.

Response to comment 40-6B.

The Crenshaw/LAX Light Rail Transit Project will establish a link to Downtown Los Angeles through a single transfer at the Metro Exposition Line. The LRT Alternative cannot go into Downtown Los Angeles because of operational constraints and due to trains having been built to capacity.

**Comment 40-7. Lynn Kuwahara.****Response to comment 40-7A.**

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.

Response to comment 40-7B.

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

Response to comment 40-7C. Lynn Kuwahara.

Comment noted. Ridership projections are based on modeling which is not an exact science. However, the many cultural events that occur within or adjacent to the Leimert Park area and the regional appeal that this area has offers compelling evidence that transit riders would likely take advantage of a transit station at Leimert Park. For these reasons, Design Option 5, a below grade station at Vernon Avenue was carried forward for further consideration during the final design phase of the Crenshaw/LAX Light Rail Transit Project. This station was not incorporated into the final project definition. The King station is located 0.4 miles from Leimert Park Village and would provide service to the Baldwin Hills Crenshaw Plaza, as well as the Leimert Park Village Community. Nonetheless, the tunnels were designed to accommodate a station in the future should such a station be supported by future plans and future funding.

Comment 40-8. Daniel Walker.

Response to comment 40-8A.

The Crenshaw/LAX Transit Project includes a station at Century Boulevard that allows for a connection to LAX and the future planned People Mover. Metro has coordinated with LAWA during the entire planning of the project to ensure that this connection is facilitated.

Response to comment 40-8B.

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

Response to comment 40-8C.

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.

Response to comment 40-8D.

Comment noted. The initial costs for construction and operation of the Crenshaw/LAX Light Rail Transit Project were refined during the final engineering phase when the exact alignment and type of construction was determined. The initial costs represented a conservative estimate, so that alternatives could be compared with one another. The revised construction and operating costs can be found in Chapter 8.0, Financial Analysis and Comparison of Alternatives of the Final EIS/EIR.



Comment 40-9. Michelle Colbert.

Response to comment 40-9A.

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

Response to comment 40-9B.

No adverse operational noise impacts were found to occur with the Crenshaw/LAX Transit Corridor Project. Mitigation measures were also included in Section 4.6.4 of the FEIS/FEIR to reduce the impacts from noise and vibration during operation.

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

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

Comment 40-10. Dante Flores.

Response to comment 40-10A.

Chapter 4.14, Safety and Security, of the DEIS/DEIR determined that no adverse impacts to safety would occur from the construction and operation of the Crenshaw/LAX Light Rail Transit Project. The Crenshaw/LAX Light Rail Transit Project would provide lighting near station areas and security personnel to ensure that the line is part of a safe and secure system.

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



Comment 40-11. Owen Smith.

Response to comment 40-11A.

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



COMMENTS: 41-12 through 41-26 from the West Angeles Church Public Hearing

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1 CRENSHAW TRANSIT CORRIDOR
2 DRAFT ENVIRONMENTAL IMPACT STATEMENT
3 DRAFT ENVIRONMENTAL REPORT
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10 PUBLIC HEARING
11 WEST ANGELES CHURCH - CRYSTAL ROOM
12 3045 CRENSHAW BOULEVARD
13 LOS ANGELES, CALIFORNIA
14 OCTOBER 1, 2009
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24 FILE NO. #09759
25 REPORTED BY DEBRA L. PRESUTTI

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1 Ms. Reeves: Good evening and thank you for coming.
2 Metro welcomes you to the public hearing of the Draft
3 Environmental Impact Statement/Draft Environmental Impact
4 Report for the Crenshaw Transit Corridor.

5 I'm Roxi Reeves, and I'll be facilitating the
6 meeting this evening.

7 I hope you have all had a chance to take a look
8 at the display boards and have your questions answered by
9 project staff. If you haven't had that chance, there will

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10 be another opportunity at the end of the evening to do so
11 because our project staff will be hanging around for a
12 while.

13 When you came in tonight, you were given a few
14 handouts. We have a fact sheet, a comment card, and a
15 speaker card. The fact sheet gives you an overview of the
16 alternatives that are being considered. And the comment
17 form gives you information on how to provide a comment in
18 writing.

19 The format of the meeting tonight will begin with
20 a brief presentation from our Project Manager, Roderick
21 Diaz. Following the presentation we will start our formal
22 public comment portion of the meeting.

23 If you would like to speak this evening, please
24 complete one of the blue speaker cards and then turn it in
25 to the registration table or to another of our team

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1 members.

2 This is your forum so the next hour will be
3 purely devoted to public comment; and, as such, staff will
4 not interrupt during the hearing to make comments or
5 clarifications. If you have additional comments after
6 your time is up, you are welcome to fill out a comment
7 form. And if you do have additional questions, you can
8 stay and meet with Roderick and some of the other team
9 members after the comment period.

10 Each speaker is given two minutes to provide his
11 comment. We'll call you to the microphone in the order
12 that we receive the cards. Your comments are being
13 recorded this evening by a court reporter so please
14 remember to speak clearly and into the microphone.

15 Just a reminder that the public comments for this
16 project are due Monday October 26th by 5:00 p.m.

17 And at this time I'd like to recognize some
18 representatives from our elected office. We have Fernando
19 Ramirez from Supervisor Mark Ridley-Thomas's office. We
20 also have Mary Jones from Supervisor Mark Ridley-Thomas's
21 office as well. B.J. Lamont from the office of Mayor

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22 villaraigosa. And Albert Lord from Councilmember Wesson's
23 office.

24 We also have several community organizations that
25 we'd like to extend our appreciation to. That includes

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1 the Bus Riders Union, Empowerment Congress West Area
2 Neighborhood Development Council, Los Angeles Neighborhood
3 Initiative, Junior Blind of America, Cherrywood Block
4 Club, West Angeles Church, Mothers of East L.A., and the
5 McClung Block Club. Thank you all for coming.

6 At this time I'd like to introduce our Project
7 Manager Roderick Diaz.

8 Mr. Diaz: Thank you all for coming tonight. We
9 do know you're taking time out of your busy schedules and
10 your evenings and dinner to join us for this very
11 important project. And, hopefully, you've had a chance to
12 talk to many of us to get your sense of the project.

13 Many of you we've seen on this journey we've been
14 on for the last two years. But for some of you who are
15 new to us, thanks for taking the time and catching up.

16 So, essentially, we are here at a very important
17 time on this project which began two years ago with the
18 start of this environmental review of what types of
19 investments should we think about for the Crenshaw Transit
20 Corridor. And so what we've been doing is we've been
21 doing a lot of analysis over the last few years, a lot of
22 work with you and to hear your comments and reactions to
23 what we've presented you so far. And we've incorporated a
24 lot of that into what's called a draft environmental
25 impact statement and a draft environmental impact report.

4

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1 The reason why it has two names, it serves two
2 purposes. One at the federal level and one at the state
3 level. And so this document is out there. If you've had
4 a chance, there are CD's of the document here for you to

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5 take home, there are hard copies up there for you to look
6 at. There are also hard copies available at all of the
7 local public libraries. So -- and, essentially, this
8 milestone, this document is now released to the public,
9 and we ask you to review it if you like and then make a
10 comment to us about the alternatives that are contained
11 within that document and described in that document and
12 the analysis that we've done related to those
13 alternatives.

14 So if you want more information, you can go to
15 www.metro.net/crenshaw. But please make sure to give us
16 your comment by the 26th of October; that's when our
17 45-day period ends. And after that day, we will consider
18 all of the comments that we've received by that day.

19 So next slide, please.

20 So, essentially, we have four alternatives in the
21 draft environmental document. And so the first two
22 represent some things that don't involve a lot of
23 infrastructure.

24 And the first one is actually called the
25 No-Build. And that represents what would we do if we did

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1 nothing. If we did everything else that is planned in the
2 county but did nothing in this corridor. So that's the
3 No-Build Alternative.

4 The second alternative is called the
5 Transportation System Management Alternative. So that
6 represents what would we do if we made minor improvements
7 in the corridor. So you see it's represented by a series
8 of Metro improvements to the Metro Rapid System in the
9 corridor. So when you see the 710 and the 740 that
10 operate up and down the corridor right now, you might
11 improve the frequency on that and maybe add a third line
12 that would operate along this corridor.

13 So those are two alternatives that we looked at
14 as part of our federal and state requirements.

15 The next slide shows what we call build
16 alternatives. So build alternatives are what would we do

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17 if we did make an investment in infrastructure and service
18 within the corridor that's more than something minor.

19 So we have two alternatives. We have what's
20 called a Bus Rapid Transit Alternative and a Light Rail
21 Transit Alternative. Both of these alternatives roughly
22 follow the same alignment, following a railroad right-of
23 way called the Harbor Subdivision that used to be the main
24 line that carried all the trains from the ports to the
25 country. But since the Alameda Corridor opened, the

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1 trains don't operate as frequently on that right-of-way
2 anymore. And then they follow Crenshaw Boulevard up to
3 the Exposition Line in the case of a Light Rail
4 Alternative, and up to Wilshire Boulevard in the case of
5 the BRT Alternative.

6 And I'll describe the two alternatives as we move
7 along.

8 Next slide.

9 So we start with the BRT Alternative; that stands
10 for Bus Rapid Transit. Many of you may have been to San
11 Fernando Valley where we have an Orange Line; so it's very
12 similar to that Orange Line service. In this corridor,
13 because there is existing train service that operates in
14 the Harbor Subdivision that has operating rights to
15 continue operating, the right-of-way is narrow.

16 So in order to fit still within the right-of-way
17 with the Bus Rapid Transit lane, we have what is called a
18 guided busway -- so it's kind of a little track for the
19 buses to go on; so it's a narrower lane -- a guided busway
20 as we pass by the airport with a major connection to a
21 People Mover that connects to the airport. And that
22 busway travels through the city of Inglewood, serves
23 downtown Inglewood, and then comes here to Crenshaw
24 Boulevard. In Crenshaw Boulevard we have a bus-exclusive
25 bus lane in Crenshaw Boulevard adjacent to the curb, and

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1 it travels from the Harbor Subdivision up to the
2 Exposition Line.

3 And north of the Exposition Line there are no
4 exclusive bus lanes proposed. Because as you get closer
5 to the 10, traffic volumes increase and the street
6 narrows. It becomes difficult to dedicate a traffic lane
7 for the purposes of buses, a bus lane, so it travels with
8 respect to all the other traffic as we approach Wilshire
9 Boulevard. And it has a connection then at Wilshire and
10 (inaudible).

11 The base cost of this alternative is roughly
12 between \$500- and \$600 million, depending on how we're
13 able to get the bus lanes. So there are some sections
14 where the street narrows and it may be difficult to secure
15 these bus lanes.

16 Next slide, please.

17 So then we have a Light Rail Transit Alternative.
18 So, essentially, the same general alignment following the
19 Harbor Subdivision from the south from the Green Line,
20 through downtown Inglewood, connecting with the airport
21 People Mover here, through downtown Inglewood, and then
22 connecting up Crenshaw and ending here at the Exposition
23 Line.

24 What's important to note is that this Light Rail
25 Transit Alternative does connect you with the Green Line.

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1 So you could foreseeably have some trains that come here
2 from the Redondo Beach Station, continue north to the
3 Crenshaw communities and then connecting for a transfer
4 here at the Exposition Line. And you would have trains
5 here from Norwalk being able to come up also through the
6 same infrastructure and connect to the airport as well.

7 The Light Rail Transit Alternative does end here
8 at the Exposition Line, but it would have a provision to
9 go north toward Wilshire Boulevard when there's something
10 to connect to on Wilshire Boulevard. We right now depict
11 an extension going to Wilshire/La Brea.

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12 Now, there are grade separations associated with
13 this alternative. We do have to pass underneath the
14 runways of LAX and then over Century Boulevard, over La
15 Cienega and the 405, and over La Brea Avenue. And we're
16 elevated between 60th and 67th streets, basically, and
17 then underground between 48th to 39th Street; through the
18 Harbor-Leimert Park Village, we're underground along
19 Crenshaw in that section.

20 This definition of the Light Rail Transit
21 Alternative has an estimated cost of \$1.3 billion, \$1300
22 million that's depicted there.

23 Next slide, please.

24 Okay. In response to our environmental analysis,
25 we incorporated several design options into the Light Rail

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1 Transit Alternative, and there are six depicted in the
2 document. And we'll go through them very quickly.

3 We have a station that's closer to the People
4 Mover, closer to Century Boulevard, near that major corner
5 of Aviation and Century to make it elevated there.

6 Option 2 is a grade separation at Manchester.

7 Option 3 is a grade separation that would pass
8 the tracks underneath Centinela.

9 Option 4 would take this elevated section between
10 60th and 67th Street and place it underground.

11 Option 5 would add a station where there is
12 currently not one planned at Vernon Avenue closer to
13 Leimert Park, the park there.

14 And then Option 6 would, rather than having this
15 underground section come up to street level, would
16 continue the underground section to have passengers
17 transfer at the Exposition Line.

18 So those are six options; they vary in cost
19 between 11 million here and then 236 million for the sixth
20 design option.

21 Next slide, please.

22 Importantly for both the buses and the train

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23 alternatives, we need to clear a site for maintenance
24 facilities. Essentially, they need to go home and get
25 cleaned and maintained for the next day of service. And

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1 there are two sites. One being considered here in El
2 Segundo between two railroad tracks northeast of the
3 corner of Rosecrans and Sepulveda near the Chevron
4 refinery. And then one here in the Westchester
5 neighborhood on the eastern edge of the Westchester
6 neighborhood in this industrial area just north of the
7 tracks just west of the 405 Freeway. So those two
8 maintenance facility sites are also evaluated in the
9 document.

10 Next slide, please.

11 So now we have how do these alternatives compare
12 to one another? Like I said, they follow the same general
13 alignment. So let's try to compare apples to apples.
14 Green Line to the Exposition Line, they both save travel
15 time. BRT saves 20 percent above what the equivalent
16 Metro Rapid Service would be; the Light Rail Transit
17 Alternative saves 43 percent above what the equivalent
18 Metro Rapid Service would be.

19 The BRT Alternative does extend for a longer
20 section, and it would take 40 minutes end to end from
21 Wilshire to the Green Line for the BRT Alternative.

22 Now, daily ridership for similar segments. The
23 BRT Alternative has about 10,000 riders; the LRT
24 Alternative has about 13,000 riders. Taking into account
25 the fact that the BRT Alternative can connect to the

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1 Wilshire corridor without tracks and without an exclusive
2 bus lane, the BRT Alternative is able to achieve a little
3 bit higher ridership.

4 So then we have the estimated capital cost. The
5 BRT Alternative is 500- to 600 million. The base cost of
6 the LRT Alternative is about 1.3 billion.

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7 And then we have a comparison of jobs.

8 Next slide, please.

9 So these two alternatives, there are a lot of
10 potential impacts associated with them, and we have to
11 analyze what those impacts are with respect to a lot of
12 different categories of the environment. And there are
13 many chapters in the environmental document, and these
14 types of impacts are all documented in that document for
15 you to evaluate what you think about those two
16 alternatives.

17 Next slide, please.

18 So then, if you've read the document or you've
19 read the executive summary -- by the way, there is an
20 executive summary if you don't want to wade through that
21 thick book; that's also on the CD and it's also
22 downloadable as well.

23 You can make your comment here tonight. But this
24 isn't the end. You can send me some mail at my office at
25 Metro. You can e-mail me. Just make sure you indicate

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1 that you're writing a comment for the Crenshaw Transit
2 Corridor. Or you can call our project hotline. Just make
3 sure to do one of those things by the 26th of October.

4 Next slide, please.

5 So what does this all mean? If you've spoken or
6 submitted a written comment, what happens? We have a
7 public comment period that ends on October 26th, and then
8 our board makes a decision. It's a two-step process. We
9 go through the Planning and Programming Committee
10 November 18th, and then to our final board meeting
11 December 10th 2009.

12 And then, depending on which alternative is
13 chosen, there's more design work done, more environmental
14 analysis done, and then we come to a formal point called a
15 record of decision. We're planning for that in the fall
16 of 2010, and then four to six years of construction. And
17 we're looking at an opening date of maybe 2018. So that's

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18 what we're looking at here. 091001 P09759
 19 next slide, please.
 20 So this is the point in time where I start to be
 21 quiet and it's time to listen to you. What I will say as
 22 Roxi introduces the comment period is that it helps us if
 23 you make your comment as specific as possible, if you
 24 pinpoint it to a specific location or whatever in written
 25 form or in spoken form. And, if you have any further

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1 questions, we are free to answer them after all of the
 2 public hearing. But out of respect for everyone who is
 3 speaking, this is my time to be quiet and listen to you.
 4 So let's begin the comment period.
 5 Ms. Reeves: Just to reiterate the protocol for the
 6 comment period: Each speaker will have two minutes to
 7 provide his or her comment. Please come to the microphone
 8 when your name is called. And remember to start by
 9 stating your name and speaking clearly into the microphone
 10 so that your comments can be accurately transcribed by our
 11 court reporter.

12 Our first speaker tonight is Damien Goodman
 13 followed by Larry Williams.
 14 Damien Goodman: Good evening, my name is Damien
 15 Goodman. I'm the coordinator of the Fix Expo Campaign, a
 16 group which is fighting for road safety and economic and
 17 environmental justice on the Expo Line that's being built.
 18 And we're obviously concerned about this project.

19 Let's start with the good stuff. We've added
 20 portions of the line underground. In other portions,
 21 you've added options. But then there are other portions
 22 where there are no options. Specifically, the portion
 23 between Leimert Park village and Hyde Park one block off
 24 of Crenshaw High School, right next to View Park. Right
 25 there at Slauson and Crenshaw, there is a substantial

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1 amount of traffic congestion.

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12.A | 2 Let's be clear. Our position is that building a
3 busway is like doing nothing.
4 And let me ask: who here is for 4300 less jobs
5 for South Los Angeles?

6 So let's have a light rail line, but let's have
7 it be equitable; let's have it be safe. And what you
8 didn't mention is that everything that goes to this 10
9 Freeway on this line has to be underground. Everything.
10 The whole project. So if it has to be underground in
11 Hancock Park, it should be underground in Hyde Park. If
12 it has to be underground in the Park Mile, it needs to be
13 underground in Park Mesa. No negotiating, forcing our
14 children, our traffic, our community to negotiate safety
12.B | 15 or environmental disruption.

16 They're getting a first-class subway on Wilshire;
17 \$6 billion. Don't talk to us about money, talk to us
18 about equity. Explain to us why our children, when they
19 are crossing Crenshaw Boulevard, should not have that
20 train 50 feet underground and should instead have it
21 coming at them 35 and 55 miles per hour at street level.

22 So we will support efforts to continue an option
23 of all underground on Crenshaw Boulevard. And we hope
24 that you hear that. We hope that you learn from the
25 mistakes that you made on Expo.

15

11

1 Thank you.
2 Oh, last thing. Anyone here who wants to
3 organize this community to make sure that that option
4 continues to be pushed, we have clipboards. Get us on the
5 way out. There are some people in the room who have
6 clipboards as well. We need you. Power concedes nothing
7 without demand.

8 Thank you.
9 Ms. Reeves: Thank you.
10 After Larry Williams we have Clint Simmons.
11 Is Larry still here?
12 Okay, we'll got to Clint.

Page 11



13.A

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 13 Clint Simmons: Good evening, my name is Clint
 14 Simmons. I'm with Expo Communities United, an
 15 organization that consists of homeowners' associations as
 16 well as shareholders along the Expo right-of-way.
 17 What we see here with the Crenshaw Line, if it is
 18 built by one of the alternatives that are presently
 19 planned, it will create some problems for people in the
 20 area from an aesthetics point of view and a safety hazard
 21 point of view. Specifically, the area from Vernon or 48th
 22 street down to 60th at set grade.
 23 We see what happened with the Expo Line and how
 24 it divided the community north and south traffic. All
 25 that will be interfered with if this train stays at grade

16

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13.B

1 from that point. And as it transitions from the Hyde Park
 2 area up to the overpass as it's called, or there at the
 3 overpass, we have kids coming out of Hyde Park Elementary
 4 School. We have our kids from Crenshaw High, we have kids
 5 from View Park High. That's all along that same
 6 right-of-way there.

7 This could create a bad problem for us going east
 8 and west at Slauson. You know what it's like now trying
 9 to go through in the evening during rush hour. And you
 10 can image what it would be with a train traveling through
 11 there every two-and-a-half to five minutes. We would
 12 never be able to get across the street. And then we will
 13 have a lot of pollution that way.

14 Everyone likes to come in and try to sell jobs.
 15 But when it comes down to it, you find the people living
 16 here are not going to get the jobs unless we get out here
 17 and push for it.

18 So what we are saying is learn from the Expo
 19 Line. Let's keep the Crenshaw Line underground. Cut and
 20 cover would be fine from Exposition all the way out to the
 21 Green Line.

22 So thank you for giving us the chance to speak.

23 Ms. Reeves: Thank you.

24 Our next speaker is Judi Redman followed by
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25 Julian Lamb.

17

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1 Judi Redman: Hello, my name is Judi Redman. I'm with
2 the Bus Riders Union and a resident of the Leimert Park-
3 Crenshaw-Vernon area.

14.A

4 I'm here today to voice support for a system of
5 bus-only lanes on Crenshaw Boulevard and voice opposition
6 to the construction of a light rail.

7 We applaud the experts at MTA and Supervisor
8 Ridley-Thomas to focus on the transit needs of the people
9 of South Los Angeles.

10 As we all know, faster and better service along
11 Crenshaw would be an important step in the right direction
12 given the long history of sub-standard transit service in
13 South L.A. But ever since MTA began building rails in
14 L.A. over 20 years ago, bus riders -- the vast majority of
15 them black and Latino, poor and working class people --
16 have been paying the price. Right now MTA's long-range
17 transit plan calls for 30 years of fare increases and
18 service cuts for bus riders while it plans to spend
19 hundreds of billions of our tax dollars on rail and
20 highway construction.

21 Some will say shouldn't Crenshaw get a rail if
22 the Westside is getting their subway and downtown
23 commuters are getting their regional connector?
24 Challenging racism in MTA policy is our number one
25 concern. But we believe the civil rights of South L.A.'s

18

||

14.B

1 black and Latino transit riders can be guaranteed through
2 a massive expansion of the bus systems that serve all of
3 South L.A. not just the Crenshaw Corridor.

4 The Bus Riders Union's Clean Air and Economic
5 Justice Plan called on the MTA to expand bus service by
6 500 buses, expand night and weekend service, create new
7 rapid and freeway express lines, and invest \$150 million

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8 in a network of bus-only lanes throughout the entire
9 community.

10 We urge Supervisor Ridley-Thomas and the MTA
11 Board to focus on the transit needs of all the South L.A.
12 residents not just the Crenshaw Corridor. We urge them to
13 adopt the BRU's Clean Air and Economic Justice Plan and
14 include a Bus Rapid Transit project on Crenshaw Boulevard
15 as one of its major components.

16 Thank you.

17 Ms. Reeves: Thank you.

18 After Julian we have Tom Burke.

19 Julian Lamb: Good evening, everyone. Hello, my
20 name is Julian, and I am a member of the Bus Riders Union.
21 I'm also a college student.

22 As a public transit user and a long time South
23 Bay resident, I am here today to support bus-only lanes on
24 Crenshaw Boulevard and speak against the proposal for a
25 Crenshaw Light Rail.

15.A

19

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1 Like Judi, I thank MTA and Supervisor Mark
2 Ridley-Thomas for trying to look out for transit riders in
3 South Los Angeles.

4 I want to talk about what this project means for
5 the economy in South L.A.: Supervisor Mark Ridley-Thomas
6 says he supports light rail on Crenshaw because it will
7 create more jobs than a bus rapid system project.
8 Absolutely, South L.A. needs jobs. But construction jobs
9 to build light rail are short-term jobs that will be gone
10 in a couple of years. And we all know from past
11 experience that guaranteeing that these jobs will go to
12 local residents will be an uphill battle.

15.B

13 our Clean Air and Economic Justice Plan creates
14 thousands of jobs; not just short-term construction jobs
15 but also permanent unionized jobs for MTA drivers,
16 mechanics, maintenance workers -- most of whom, as we all
17 know, are black and brown folks.

18 Beyond that, we worry about the negative impact
19 of the light rail project on local businesses and local

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20 renters. Businesses will be hurt by the interruption
21 caused by the long-term period of construction. In the
22 long term a light rail would likely raise rent for local
23 residents and communities and push out a lot of business
24 owners and renters already struggling to stay in the
25 neighborhood.

20

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15.C

1 We urge Mark Ridley-Thomas and the MTA Board to
2 focus on the transit needs of all South L.A. residents not
3 just the Crenshaw Corridor. We urge them to adopt the
4 BRU's Clean Air and Economic Justice Plan and include a
5 bus-only lane project on Crenshaw Boulevard as one of its
6 major component.

7 And one more thing, if anyone wants to organize
8 with us to provide first-class public transportation for
9 all of South L.A., let us know and we'll sign you up.

10 Thank you.

11 Ms. Reeves: Thank you.

12 Following Tom Burke we have Vernard Johnson.

13 Tom Burke: Good evening, my name is Tom Burke.

14 The issues that I was going to address have been
15 addressed. But there is an issue that I'd like to be
16 relayed to those in the ivory tower downtown. I'm a
17 senior citizen, and about a year ago I began to ride the
18 transit systems. Before that my whole stay in Los Angeles
19 I used my car for transportation.

20 Since that time I've stopped riding the transit
21 system, and my observation has been that the senior
22 citizen has really been continuously disrespected by
23 certain people who operate this equipment. And it really
24 bothers me.

25 I've observed senior citizens trying to chase the

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1 bus on their crutches or their inability to chase the bus
2 and the driver would drive away. I've experienced myself

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3 where the train was holding the bus in place and the
4 operator refused to open the door for me, and after
5 leaving the stop he gave me the finger.

6 I went downtown and tried my best to make contact
7 with whomever is responsible for complaints, and I was
8 frustrated. That was over a year ago.

9 Of course, at this time I've come out of
10 retirement and I'm using my car again; so I don't have
11 that problem. But I want this to get downtown. We need a
12 system by which senior citizens have the facility to make
13 legitimate complaints when they're disrespected.

16.A

14 Thank you so much.

15 Ms. Reeves: Thank you.

16 Following Vernard we have Gina Fields.

17 Vernard Johnson: Good evening, my name is Vernard
18 Johnson. I am a Ph.D. student and I am studying community
19 psychology, which involves the health and welfare of
20 community members and also the businesses.

21 And, having once lived in the city of Long Beach,
22 I actually found the rail system convenient because I
23 would ride the blue system the Blue Line from downtown Los
24 Angeles either to work or to school. And I guess I'm the
25 first one, but I do see a positive future in construction

22

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1 of a rail system that travels along the route of an
2 extremely busy roadway which is Crenshaw Boulevard.

17.A

3 I see the same financial impact to happen to
4 businesses along Crenshaw that has greatly influenced
5 businesses in downtown Long Beach. I'm not speaking of
6 (inaudible) parlors or chicken places but actual industry
7 that can employ more than five people at one time.
8 Downtown Long Beach has restaurants and busy stores that
9 align the route of the rail system. There are now malls
10 and condos where nothing existed before.

11 The downtown community of Long Beach -- which I
12 see the same for the Crenshaw corridor -- has apparently
13 prospered from the construction of a rail system, bringing
14 shoppers and for them tourists to its doorstep. And I

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15 would like to favor construction of an LRT and the
16 economic impact it would bring to the South Los Angeles
17 community and adjoining neighborhoods.

18 Thank you.

19 Ms. Reeves: Thank you.

20 Following Gina we have Marcial Vassel.

21 Gina Fields: Hi, I'm Gina Fields, and I am a
22 homeowner. I'm also a member of the McClung Drive Block
23 Club. And having gone to Berkeley and lived in the Bay
24 Area and in San Francisco for a long period of time, I'm
25 extremely excited and definitely support a light rail.

23

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1 But only if it goes underground.

2 I drive up and down Crenshaw, and the traffic
3 there is already horrendous. So blocking off a lane or
4 having a train going through, weaving through traffic,
5 one, just seems dangerous to cars and pedestrians; but,
6 additionally, would just increase the traffic congestion
7 and make the entire thing worse.

8 I think a light rail would be great because
9 environmentally it would be sound. I do think it's sort
10 of the wave of the future with gas prices. They're going
11 to go back up. So I think the buses are going to become
12 more expensive due to the price of gas. So a light rail
13 would be great.

18.A

14 However, it has to go underground; otherwise,
15 it's going to -- I mean, there's children, there's schools
16 right here. There's even the Tom Bradley Elementary
17 School. I mean, I live on McClung, which is just one
18 block east of Crenshaw. So I know that I will be directly
19 affected by it. Especially if they're saying it's going
20 to come up at 39th which is by the post office which is
21 just half a block from my house.

22 I am worried about the noise. If it's at that
23 level, I'm worried about traffic. I'm worried about
24 accidents for pedestrians and cars. So my hope is that
25 yes, yes, I want a light rail. I think it's the wave of

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24

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1 the future. I'm excited about it. But please, please, I
2 urge you put the light rail underground.

3 Thank you.

4 Ms. Reeves: Thank you.

5 After Marcial we have Dante Flores.

6 Marcial Vassel: Good evening, my name is Mr. Vassel.
7 I live in the community.

19.A

8 I would like you -- the first thing I would like
9 to say is where are elected officials? We've got
10 representatives here. That's to show you how important
11 this neighborhood is to them; they couldn't even take time
12 to come out. Okay. Pay attention to that. The same
13 thing they did with the Exposition rail; they never came
14 out either. Okay.

15 They paint the nice picture for the neighborhood.
16 But what happened to the Expo Line? What happened to the
17 Green Line? They start it somewhere, but it never ended
18 up anywhere.

19 I drive a school bus. I watch those rails. I
20 even watch the gold rail that runs down East L.A., and it
21 ends up in the middle of the street. No end. It started
22 in Pasadena, of course. Pasadena has its way in and out
23 of East L.A. But where does East L.A. go? Nowhere.
24 Where does South Central go on the Exposition Line?
25 Nowhere. We can all go to Culver City, but the line stops

25

||

1 there.

2 Now this one is supposed to start in Wilshire.
3 Why is it not starting in Wilshire? Wilshire is in the
4 future. How many of us are going to be here for the
5 future? Okay?

6 Of course, South Central, look at the room. It's
7 half empty. I'm not going to say it's half full; it's
8 half empty because everybody is assuming everything that
9 comes to South Central is going to go through because we

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10 are asleep. we need to wake up.

11 And like I said before, where are our elected
12 officials? Representatives. There's no photo op here.
13 who is he going to take pictures with? This is not even
14 going to come out in the papers because there's no
15 pictures. Okay?

16 Don't let them come in and tell you -- paint the
17 nice picture. Make them do what they're supposed to do.

18 Ms. Reeves: Thank you.

19 Following Dante we have Carol Tucker.

20 Dante Flores: Hello, my name is Dante Flores, and I
21 support this project.

22 What I think we need is security because in these
23 areas, especially at night, it gets really bad. At all
24 stations I think we should have light rail no buses. I
25 also think there should be lots of nature to look at and

26

20.A

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1 it will attract more and more people.

2 Also the train should be at grade or maybe above
3 grade. And if we do have it underground, make sure it's
4 safe because we have earthquakes here in the state of
5 California.

6 I am an 11 year old and I attend St. John
7 Chrysostom School as a 7th grader. And please, please
8 have it underground so it won't affect our learning and it
9 will keep us safer.

10 Also on Centinela it will not be safe because
11 there is too much traffic.

12 Ms. Reeves: Thank you.

13 Following Carol I have Kevin Fridlington.

14 And Kevin's is the last speaker card; so if
15 there's anyone else that has a speaker card or would like
16 to fill one out, please let us know.

17 Carol Tucker: I'm Carol Tucker. I'm president of the
18 Baldwin Neighborhood Homeowners Association and a member
19 of Expo Communities United.

20 Our group -- both of our groups are very

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21 instrumental in keeping up the fight to keep or to make
22 Expo safe. And all I can say right now is here we go
23 again. At grade in certain sections of Crenshaw and
24 traveling past public and charter schools at grade level.

25 So when you begin to make your comments, ladies

27

21.A

1 and gentlemen, please, please, please, put on your
2 comments 100 percent grade separated and we want it
3 underground; light rail underground.

4 Ms. Reeves: Thank you.

5 Kevin Fridlington: Kevin Fridlington. I'm a resident
6 of Leimert Park. I'm with the save Leimert organization.

7 And I've been to many of the scoping meetings
8 historically at Audubon, at Transfiguration. And I was
9 almost shocked and amazed looking at the report that there
10 was even options for at grade. At the meetings that I
11 attended, it was almost universally 100 percent
12 underground, grade divided, grade separated that everyone
13 said. So how the product was to have the at-grade options
14 was kind of beyond me.

22.A

15 But I support the light rail option and think the
16 options for undergrounding must all be considered,
17 particularly in details to work out. But particularly we
18 in Leimert Park -- I believe I'm speaking for myself and
19 my neighbors -- but I believe we want and need the station
20 at Vernon.

21 Thank you.

22 Ms. Reeves: Thank you.

23 We have a couple more cards. Virginia Piper.

24 Virginia Piper: Good evening, my name is Virginia
25 Piper, and I'm here representing the Junior Blind of

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1 America. And I teach blind students and adults how to
2 take public transportation.

3 I would like to be -- after teaching students for
4 12 years that are blind and visually impaired, as the
Page 20

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23.A

5 senior that was talking earlier, I would like to see the
6 rail system put in. Because, like I said, for safety
7 reasons for people who have disabilities. I would like to
8 see that they get accommodation for their disabilities of
9 any kind.

10 And it is much easier for people who are blind
11 and visually impaired to take the public rail system where
12 if they just miss a stop they don't have to worry about
13 having their white cane out in front of them and having
14 buses go by them because the bus driver didn't see them.
15 The same thing with a person in a wheelchair. I've seen
16 this happen many sometimes on my lessons.

17 So I would like so a rail system to make it
18 easier for people to get around and the safety issues
19 involved with a blind person crossing major intersections.
20 It's much easier to cross a platform than it is to cross
21 at a major intersection.

22 So please take into consideration our disabled
23 community also.

24 Ms. Reeves: Thank you.

25 Did Larry Williams ever return?

29

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1 So we have one more speaker. Vincent Harris.

2 Vincent Harris: Thank you, ladies and gentlemen. I'm
3 representing the office of Supervisor Mark Ridley-Thomas,
4 who is en route. He had another event in the Carson area
5 of our district with the representatives of the Samoan
6 community which is mobilizing support for those who died
7 in the tsunami.

8 So to the gentleman that was wondering where he
9 was, he is en route and hopefully will be here by the time
10 I conclude my remarks.

24.A

11 But in the event he isn't, he wanted to make sure
12 that we put on the record the supervisor's support for the
13 Light Rail Alternative. He supports this in part because
14 he recognizes that this is a once-in-a-century economic
15 development as well as traffic congestion relief and

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 16 environmental quality enhancement to the communities that
 17 will be served in the vicinity of the Crenshaw-South Bay
 18 Transit Corridor.

19 There is a recognition that these are Measure R
 20 dollars that the voters of this area supported, and he
 21 believes that that support needs to manifest itself by a
 22 first-class Light Rail Alternative that can provide
 23 significant congestion relief for the north-south access,
 24 405, and transit corridors east of the 405.

25 He believes that this is something that the

30

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1 community will support. It enhances the long-range
 2 economic development. And he will be a firm advocate for
 3 the local hire and economic opportunities that can flow
 4 from construction of this project.

5 So with that, I once again want to reiterate his
 6 support for the Light Rail Transit Alternative.

7 Ms. Reeves: Thank you.

8 Our next speaker is Karen Ceasar.

9 Karen Ceasar: Hello, my name is Karen Ceasar. I'm a
 10 part of Save Leimert. I'm also on the Neighborhood
 11 Council for the West Area for this side. But I'm not
 12 standing here as representing neighborhood council
 13 tonight. I'm standing here as a homeowner.

14 And I'm glad to see all of you out. But we've
 15 got to tell our neighbors. We've got to tell our friends,
 16 and we've got to show with numbers that our safety and our
 17 peace and our neighborhoods will not be ripped and torn
 18 apart. We can no longer be inconvenienced.

19 I take care of my mom. We live together. She's
 20 84 years old. Traffic is hell for her to try to cross the
 21 streets. This is unacceptable.

22 I am appalled at all of us and all of these views
 23 and we sit on our hands and we close our mouths, but we
 24 can tell everybody else at church what we don't like and
 25 what's not cool. It's time for us to be heard. It has to

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1 be underground.

2 Our children mean something to us if they don't
3 mean anything to the people standing. Our children, our
4 grandchildren, our nieces, our nephews, our community. It
5 is important to me; it is important us to.

6 I live on the 41st hundred block of Edgehill. I
7 walked here this evening. So I'm really aware of traffic
8 and driving and trying to park. But I still say, again,
9 we're all for the rail. And never let it be misunderstood
10 that anything that I'm a part of where we're against it;
11 we just want it done correctly the first time. And, in
12 order to do it correctly the first time, it has to be
13 meaningful. And it must be underground.

25.A

14 And we need to be heard, and we need to be
15 respected. And I don't think we have been in the past.
16 But from here on, I plan to make a bold statement: It
17 will be underground; it has to be.

18 Ms. Reeves: Thank you.

19 I'd like to introduce Supervisor Mark
20 Ridley-Thomas.

21 Supervisor Ridley-Thomas: Thank you very much,
22 everyone, for being here tonight. This is an important
23 effort. And it's my view that the more community input
24 that we get, the better. I have already been apprised of
25 the fact that there's been high-quality community input.

32

□

1 You ought to give yourselves a big round of
2 applause for being here tonight and for participating.

3 Don't think that you are limited to this meeting
4 alone. Come to as many as you deem appropriate and say
5 whatever it is that you wish to say because this is an
6 open process built on the premise that democracy matters.
7 And your point of view is of value because, indeed, you
8 are stakeholders. And we will drive that point forward
9 all the way to the conclusion of this process.

10 I want to call your attention rather immediately

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