



Comment 43-46. Juliet Boyd-Benton.

Response to comment 43-46A.

Comment noted. Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project.

Response to comment 43-46B.

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.

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

Comment 43-47. Catherine Walker.

Response to comment 43-47A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.



Comment 43-48. Addie Arbor.

Response to comment 43-48A.

Please Refer to Master Response 1 Regarding support for a below-grade alignment along Crenshaw Boulevard.

A light rail transit system operating through the Crenshaw/LAX Corridor, would consist of a new bi-directional two-track, fixed guideway system that would travel through the median of Crenshaw Boulevard. The system would be powered by overhead wires and overhead contact system (OCS) poles spaced approximately 100 feet apart. This light rail system would be similar in character to the existing transportation infrastructure along Crenshaw Boulevard, which includes lighting, utility poles, signage, and signals. The draft EIS/EIR 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 43-49. Jerard Wright.

Response to comment 43-49A.

Comment noted. 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.

In order to comply with FAA rules and guidelines, the Crenshaw/LAX Light Rail Transit Project would travel in a below-grade configuration when it is adjacent to the LAX runway. The refined costs of this segment can be found in the Financial Analysis and Comparison of Alternatives, of the Final EIS/EIR.

Response to comment 43-49B.

Comment noted. Please see response to comment 43-49-A

**Comment 43-50. Gary Gless.****Response to comment 43-50A.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please refer to Master Response 1 regarding general support for a below-grade alignment along Crenshaw Boulevard. Metro adopted a Grade Crossing Policy for Light Rail Transit in 2003 to systematically address the issue of grade-separating Light Rail Transit Facilities. This policy has been in use as a planning and engineering assistance tool and it requires that rail and highway crossings be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods.

Comment 43-51. Doug Barnett.

Response to comment 43-51A.

Comment noted. Please Refer to Master Response 7 regarding safety treatments and approach to safety for the project. In November 2008, Measure R was approved by a two-thirds majority, committing a projected \$40 billion to traffic relief and transportation upgrades throughout the county over the next 30 years. Measure R will help fund dozens of critical transit and highway projects, create more than 210,000 new construction jobs and infuse an estimated \$32 billion back into the local economy, according to estimates by the nonprofit Los Angeles County Economic Development Corporation. The Crenshaw/LAX Transit Project was identified as a project to be funded by Measure R.



Comment 43-52. Kevin Fridlington.

Response to comment 43-52A.

Please Refer to Master Response 1 Regarding support for a below-grade alignment along Crenshaw Boulevard.

Comment 43-53. Steve Bagby, Sr.

Response to comment 43-53A.

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



Comment 43-54. Alisia Fajinimi.

Response to comment 43-54A.

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. Please Refer to Master Response 6 regarding selection of the locally preferred alternative.

Comment 43-55. Charles Brister.

Response to comment 43-55A.

Construction of the Crenshaw/LAX Light Rail Transit Project would result in approximately 400 jobs per year over the five years that would be necessary to complete the project. In addition, approximately 128 annual jobs would be created during the operation of the project. Metro will be implementing a jobs program for all the Measure R construction projects. The jobs program will be designed to maximize employment opportunities for residents living in the construction area, provide for apprenticeship opportunities, and reduce unemployment for Los Angeles County residents.



Comment 43-56. Tony L. Clarke, Sr.

Response to comment 43-56A.

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

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