

5. PUBLIC OUTREACH SUMMARY

The Public Outreach process for the Metro Green Line to LAX was comprehensive and involved residents, transit users, elected officials, local LAX-area businesses and airport-related industries and regional stakeholders.

Since introducing the Metro Green Line to LAX project to the public in August 2011, the team has held over 40 outreach meetings and briefings with an array of stakeholders including agency and legislative representatives, neighborhood councils, chambers of commerce, business improvement districts, and transportation organizations and committees.

Concurrently, the team has engaged in ongoing outreach using online and traditional methods, including advertising, social media, online survey, e-blasts, collateral distribution and press releases for purposes of gaining additional stakeholder input. Through digital platforms, stakeholders have been able to interact with each other and have conversations about the project on our social media pages. Online questionnaires were used to collect stakeholder feedback – which respondents were able to access both online and through their mobile devices.

During the first round of community workshops and briefings held in August 2011, which attracted hundreds of attendees, Metro introduced the project and provided an overview of the alternatives analysis process and various aspects of a transit connection to LAX. The series of meetings included: (1) a briefing to agency stakeholders on August 10, 2011; (2) a briefing to legislative stakeholders on August 17, 2011; and (3) three community workshops on August 23, 25, and 30, 2011.

Stakeholders were also able to participate by providing feedback through online questionnaires, social media platforms and online comment forms. This type of engagement provided an opportunity for the public to provide input early on in the process. Participants provided feedback on a range of topics and identified issues to be addressed in the purpose and need statement and in the development of alternatives. Input received helped to clarify criteria for screening and evaluating alternatives, positive characteristics of transit solutions, and the range of potential modes and alternatives.

In early 2012, Metro presented the results of the alternatives screening process, with the goal of further narrowing the number of alternatives to be studied in the Draft EIS/EIR from twenty-seven (27) down to two or three. These alternatives were presented to stakeholders during: (1) briefings to agency and legislative staff on February 28, 2012; (2) an open house held on February 29, 2012; and (3) two community workshops on March 1 and 7, 2012.

The more than 130 attendees at the community workshops and briefings had the opportunity to learn about the alternatives under consideration and to discuss the trade-offs between the alternatives vis-à-vis travel time, cost, convenience, walk distance, and ridership. In addition to physical attendance at these meetings, attendees were able to view the live stream on their computers, tablets, and mobile devices. Stakeholders could provide their input and thoughts about their preferred alternative through an online questionnaire, Facebook and Twitter.

All feedback from local and regional stakeholders is integral to the alternatives screening process. Between September 1, 2011 and January 4, 2012 Metro also held twenty-seven (27) stakeholder briefings with stakeholders in smaller group settings. In advance of Scoping meetings scheduled to occur in May 2012, Metro will hold an additional fifteen (15) stakeholder briefings in March/April 2012 with a focus on groups in Westchester, Inglewood, South Los Angeles, downtown Los Angeles and South Bay and Gateway Cities. This report provides summaries of key public outreach activities as follows:

- Summary of Meetings
- Technical Advisory Committee (TAC) and Legislative Briefings
- Collateral Materials
- Digital Engagement
- Notifications
- Community Workshops
- Summary of Comments
- Stakeholder Briefings Summary

5.1. PUBLIC OUTREACH – AUGUST 2011 – STUDY INITIATION

This round of outreach was designed to introduce the Project and gather initial input on potential ways to connect the growing Metro Rail system to LAX. The project team provided examples of major transit connections at other airports around the country and initiated discussion on the goals and objectives of the study.

5.1.1. Summary of Meetings

Meetings held in August 2011 include:

- Briefing to Technical Advisory Committee (agency stakeholders) on August 10, 2011 at Flight Path Learning Center, 6661 W. Imperial Highway, Los Angeles, CA 90045
- Briefing to legislative stakeholders on August 17, 2011 at Metro Headquarters, One Gateway Plaza, Los Angeles, CA 90012
- Three community workshops on August 23, 25, and 30, 2011 at the following locations:
 - Flight Path Learning Center, 6661 W. Imperial Highway, Los Angeles, CA 90045
 - Metro Headquarters, Plaza Level Lobby, One Gateway Plaza, Los Angeles, CA 90012
 - Veterans' Memorial Complex, 4117 Overland Ave., Culver City, CA 90230

5.1.2. Technical Advisory Committee and Legislative Briefings

At the beginning of the Project, Metro organized a Technical Advisory Committee (TAC) that includes representatives from federal, state and local agencies. The purpose of the TAC is to obtain technical feedback, throughout the planning process, on the alternatives under consideration. On August 10, 2011, Metro staff briefed members of the TAC, and on August

17, 2011 representatives from the offices of federal, state, and local elected officials were briefed. Presentations were followed by question and answer sessions and discussion. Copies of sign-in sheets are included in the appendix of this report.

The TAC briefing included 25 representatives from:

- Caltrans
- City of Los Angeles (Police, Bureau of Street Services)
- City of El Segundo
- City of Inglewood
- Federal Aviation Administration
- Los Angeles County (Regional Planning, Sheriff, Public Works)
- Los Angeles World Airports (LAWA)
- South Bay Cities Council of Governments

The legislative briefing included representatives from the offices of:

- City of Los Angeles Councilmember Bill Rosendahl
- City of Los Angeles Councilmember Eric Garcetti
- City of Los Angeles Councilmember Tom LaBonge
- Los Angeles County Supervisor Mark Ridley-Thomas
- State Assemblymember Betsy Butler
- State Senator Ted Lieu

At the TAC meeting and legislative briefing, Metro staff introduced the project, provided an overview of the initial connection types, including modes, under consideration, described the project development process, and asked for feedback on the draft purpose and need statement and alternatives screening criteria. TAC meeting participants noted that the purpose and need statement should take into consideration safety/security, passenger and employee needs, local traffic impacts, and impacts to LAX operations (such as baggage handling, passenger convenience). They asked questions about the connection types, funding sources, LAWA's parking plans, and lessons learned from other airport transit systems. In addition, they provided input on the alternatives screening criteria, noting that fare policy, construction impacts, right of way acquisitions, and grade separations should all be considered. Legislative briefing participants inquired about coordination with LAWA, funding options, operation plans, coordination with the Crenshaw/LAX Project, needs of hotel employees, and lessons learned from other airport transit systems. Members of the public and stakeholders offered feedback on the relative performance of alternatives, which alternative characteristics they prioritized, and their preferences among alternatives.

5.1.3. Public Outreach Materials

The following materials were created to inform and engage stakeholders. Materials were distributed at the various meetings and on the web. The information included background on

the project, the meeting format, and avenues for stakeholders to provide input and ideas for consideration in project planning. Copies of collateral materials are included in the appendix of this report.

- Fact Sheet (bilingual)
- Contact Card
- Comment Sheets (bilingual)
- Welcome Sheets (customized for each workshop)
- LAX User Questionnaire (customized for each workshop)
- LAX User Questionnaire (also distributed at outreach days and via social media as an online questionnaire)
- Presentation Boards

5.1.4. Digital Engagement

In August 2011, Metro launched the project website and Facebook, Twitter, LinkedIn, and YouTube pages to broaden the study's audience, provide a convenient forum for stakeholders to stay up-to-date on project information and promote peer-to-peer communications. Metro also produced the first webisode in a series with information on the project study options to educate and engage stakeholders and prompt them to provide input.

The webisode was posted to Metro's project website, emailed to stakeholders, and promoted via the project's social media sites, regional blogs, and related organizations' websites. The result has been over 5,000 views on YouTube, in addition to the views that the video received at Pre-Scoping meetings.

In addition, Metro created and distributed the LAX User Questionnaire to collect information useful in defining the alternatives and guiding plans. In order to collect a diversity of feedback, the questionnaire was administered to stakeholders at various strategic locations, including LAX, Metro Aviation/LAX Green Line Station, and Union Station, as well as during Pre-Scoping workshops, stakeholder group and legislative briefings and various community events. A link to an online and mobile version of the questionnaire was also posted on Metro's project web page and social media sites, and emailed to project stakeholders. From August to October, 2011 a total number of 530 valid responses were received.

The results of the questionnaire were as follows:

- More than half of respondents travel to LAX only a few times per year, mainly for personal or business travel. They either drive and park or get dropped off at LAX.
- Airport employees are more likely to take transit than passengers.
- Half of air passengers who take transit to LAX use the FlyAway Shuttle.
- Respondents who use transit at other airports appreciate ease of use, frequent service and few or no transfers.
- There was slight preference for direct rail connection among respondents who commented on a preferred mode.

- There was a limited response from individuals who work near the airport, suggesting a need for more data.

5.1.5. Notifications

The outreach team distributed notifications to a wide array of stakeholders to encourage their participation in the workshops. Copies of supporting materials are included in the appendix of this report.

- Mailings: distributed to the project database.
- Flyers: 22,174 “Take-One” flyers were distributed on-board transit vehicles, including Metro bus and rail lines and municipal operators.
- “Metro Briefs”: advertisement ran during the month of August, 2011 in the following publications:
 - Easy Reader
 - Gardena Valley News
 - Herald Publications Group
 - Daily Breeze
 - Beach Reporter
 - PV Peninsula News
 - Random Lengths
- Regular Display Advertisements: ran in The Argonaut newspaper on August 19, 2011.
- Eblasts: In the weeks prior to the August 2011 meetings, several rounds of email invitations for the open house and workshops were distributed to the following project stakeholder databases:
 - Metro Green Line to LAX
 - South Bay Metro Green Line Extension
 - Crenshaw/LAX Transit Corridor Project
 - Westside Extension
 - Regional Connector

In addition, Eblasts were sent to the Metro Service Council database and federal/state/local elected officials’ databases.

- Flyers and Contact Cards: were distributed at the following locations:
 - LAX baggage claim areas – Sunday, August 14, 2011
 - Aviation/LAX Green Line Station – Monday, August 15, 2011
 - Redondo Beach Farmers Market – Thursday, August 18, 2011
 - Howard Hughes Center – Friday, August 19, 2011
 - Patsaouras Plaza FlyAway area – Friday, August 19, 2011
 - Crenshaw Farmers Market – Saturday, August 20, 2011
 - South Bay Galleria – Sunday, August 21, 2011
- Media Release: issued on August 11, 2011

- Digital Media Channels: Open house and workshop information was also distributed through the following channels:
 - Facebook.com/GreenLinetoLAX
 - Twitter @GreenLinetoLAX
 - Metro.net/GreenLinetoLAX
 - The Source Blog
 - El Pasajero
 - ABC7
 - Beverly Hills Courier
 - CBS
 - Citywatch
 - Contra Costa Times
 - Curbed LA
 - Daily Breeze
 - Huffington Post
 - Inside Bay Area
 - Los Angeles City Councilman Bill Rosendahl's (11th District) website
 - LAist
 - LA Streetsblog
 - NBC
 - Our Weekly
 - Press Telegram
 - Progressive Railroading
 - Southern California Public Radio – AirTalk
 - Transit Coalition Newsletter

5.1.6. Community Workshops

Metro hosted three (3) Pre-Scoping community workshops as follows:

- Flight Path Museum – August 23, 2011
 - 78 stakeholders signed in
- Metro Headquarters – August 25, 2011
 - 57 stakeholders signed in
- Veteran's Memorial Complex – August 30, 2011
 - 54 stakeholders signed in
- **Total Number of in Sign-ins: 189**

Stakeholders were invited to learn about the project and provide feedback at these open-house style workshops held in strategic locations across the county. These workshops encouraged stakeholders' creative engagement with project information and promoted their

collaborative input. Each workshop included the seven information stations (outlined below) that stakeholders visited at their own pace and preference. Project staff were available at each station to answer questions and engage with stakeholders.

- **Sign-in** – Upon arrival, participants were provided a project fact sheet and welcome sheet that outlined information available at each station. They were asked to sign-in; later stakeholder contact information was added to the ongoing project database.
- **Project Setting** – At this station, a television played the webisode on continuous loop, and presentation boards displayed information on the project development process, draft purpose and need statement and alternatives screening criteria.
- **Regional Context** – This station featured presentation boards with a map of Metro's existing system and projects in development, a map of the Project Study Area, and information on alignments under consideration.
- **Potential Connections** – This station featured presentation boards depicting airport connections around the country and initial connection types, including modes, under consideration.
- **Interactive Workshop** – At this station - a table filled with blocks, pipe cleaners, construction paper and figurines - workshop participants built their own vision of an airport transportation connection and described their models.
- **Video Booth** – At this station, stakeholders spoke into a camera, answering questions about their preferences for airport travel. Six of the videos were uploaded to the project YouTube channel.
- **Comments and Questionnaire** – This station was designated for stakeholders to fill out and submit the comment sheets and questionnaires.

5.1.7. Summary of Comments – August 2011

To maximize the range of input during Pre-Scoping, comments were accepted verbally, in writing and digitally. The team collected comments from the following:

- Notes taken at each information station delineating stakeholder questions, comments and concerns
 - Total number of comments, questions and concerns: 219
- Comment forms
 - Total number of comment forms: 45
- Interactive models and drawings
 - Total number of models and drawings: 14
- Video booth (footage of interviews)
 - Total number of interviews conducted: 28
- Comments posted to social media sites or submitted online
 - Total number of comments: 73

In general, stakeholders at the August 2011 workshops expressed a preference for connection types and modes that provided the best passenger convenience. A summary of comments organized by topic is as follows:

- Light Rail Transit (LRT)
 - Many noted a preference for LRT that would serve the Central Terminal Area (CTA) and connects to the regional rail network.
 - Several expressed a preference for a direct service from all areas of the region into LAX, with minimal stops/transfers and periodic express trains.
 - Others said they would like to see connections to rental car facilities and airport-area parking.
- Automatic People Mover (APM)
 - Several said they favored an APM with frequent stops at the terminals as well as at other airport areas, such as rental car facilities, parking and nearby hotels.
 - Several said they preferred an APM because it seemed most realistic and easiest to build, and would be designed to accommodate luggage.
- Bus Rapid Transit (BRT)
 - The majority of comments on BRT were unfavorable - noting access issues for people with baggage and the handicapped/elderly, congestion in the terminal area and inferiority of the mode compared to the train options.
 - Some said that if BRT were chosen there must be a solution to reduce congestion in the terminals.
- Stations Locations and Proximity to Terminals
 - Several noted a preference for a central LAX station as close as possible to airport terminals.
 - Others stated preference for a hybrid system that could loop around the CTA providing service directly to the terminals.
 - Several noted support for a station at Aviation/Manchester.
- Passenger Experience, Transfers and Luggage
 - Many stated a preference for a system that is easy to use, with limited (few or no) transfers, citing systems in other countries that they found easy to use. Many said that transferring in integrated way is less burdensome and that transfers are more difficult when carrying luggage.
 - Several noted a need for transit vehicles that accommodate luggage.
- Traffic Impacts
 - Some noted concerns about possible traffic and congestion impacts at the Aviation and Century Station.
- Green Line Northern Extension
 - Others supported a future extension of the Green Line to the north, noting the need for this project to allow for possible northern connections.
- World Class Airport

- Several referenced the need for LAX to be on par with other airports by providing simple, well-maintained and well-connected transit.
- Bike Accommodations
 - A few suggested that the system include bike accommodations, including storage lockers and bike parking.
- Security
 - Several spoke of security concerns, including the need to provide for a secure luggage check and security checkpoints.
- Cost/Fares
 - Some noted concerns about the cost of an APM, the need to use public funds efficiently and the possibility of leveraging business improvement taxes to fund a station on Century Boulevard.
 - Others noted that people may be less inclined to use the system if they have to purchase multiple tickets.
 - One person suggested that LAWA fund and operate an APM that connects to Metro's LRT network.
- Schedule
 - Many stakeholders stressed the importance of building an extension to the airport as soon as possible using the fastest transit mode.

5.2. STAKEHOLDER BRIEFINGS SUMMARY

Between September 1, 2011 and January 4, 2012 Metro held twenty-seven (27) stakeholder briefings to introduce the project to stakeholders in smaller group settings. Copies of supporting materials are included in the appendix of this report.

5.3. PUBLIC OUTREACH – FEBRUARY/MARCH 2012 – ALTERNATIVES ANALYSIS RESULTS

This round of outreach was designed to provide information on the Alternatives Analysis process, the two-stage screening process and results, and gather feedback on the trade-offs between the alternatives being evaluated. The goal of this round of outreach was to gather community input prior to identifying the alternatives to be carried forward to the Draft EIS/EIR phase.

5.3.1. Summary of Meetings

Alternatives Analysis meetings took place in February and March 2012, as follows:

- Briefings to Technical Advisory Committee (agency stakeholders) and legislative stakeholders on February 28, 2012 at Flight Path Learning Center, 6661 W. Imperial Highway, Los Angeles, CA 90045
- Open House on February 29, 2012 at Union Station/Gateway Transit Center, One Gateway Plaza, Los Angeles, CA 90012
- Two community workshops on March 1 and 7, 2012 at the following locations:

- Flight Path Learning Center, 6661 W. Imperial Highway, Los Angeles, CA 90045
- Union Station Historic Ticketing Concourse, 800 North Alameda Street, Los Angeles, CA 90012
- Stakeholders had the opportunity to view a webcast of the community workshops – which were available to view via computer, tablet and on mobile devices.

5.3.2. Technical Advisory Committee and Legislative Briefings

On February 28, 2012, Metro staff briefed members of the TAC and representatives from the offices of federal, state, and local elected officials. Following the presentation, these stakeholders had the opportunity to ask questions and provide their feedback. Copies of sign-in sheets are included in the appendix of this report.

The TAC meeting included 11 representatives from:

- City of Los Angeles (including LADOT, Bureau of Engineering, Planning)
- City of Inglewood
- City of El Segundo
- Federal Aviation Administration
- Los Angeles World Airports
- South Bay Cities Council of Governments
- Transportation Security Administration

The legislative briefing included representatives from the offices of:

- State Senator Ted Lieu
- State Assemblymember Holly Mitchell
- State Assemblymember Betsy Butler
- Congresswoman Maxine Waters
- Senator Dianne Feinstein

At the TAC meeting and legislative briefing, Metro's presentation included the following elements:

- Project and Funding Overview
- Description of Connection Types, Modes, and Off-Airport/On-Airport Alignments Under Consideration
- Explanation of the Two-stage Screening Process and Trade-offs Between the Twenty-Seven Alternatives as they Relate to:
 - Passenger Convenience
 - Direct LRT Branch vs. Through LAX
 - On-Airport Alignments

- Century Blvd. vs. 98th Street.

TAC meeting participants asked questions about how the Through-LAX alignment would affect the Crenshaw/LAX project, how criteria will be weighted, how ridership estimates were determined, how the travel times, walk times/distances were measured, how Manchester Square will interface with this project, and how the project can be funded. Legislative briefing participants provided feedback and asked questions about passenger experience (“shorter walk times and distances are better”), cost/funding (“what would happen if funding is not realized”), impacts (“have security agencies been involved”), and the alternatives (“circulator is a state-of-the-art connection type”; “the Modified Trunk is most convenient”; “how would the rental car facility and Crenshaw/LAX line connect?”).

5.3.3. Public Outreach Materials

The following informational materials were created to inform and engage stakeholders. Copies of supporting materials are included in the appendix of this report.

- Fact Sheet (bilingual)
- Contact card
- Comment Form (also distributed as an online survey)
- Presentation Boards
- Presentation

5.3.4. Digital Engagement

During the Alternatives Analysis phase, Metro continued to engage with stakeholders using the project web, Facebook, Twitter, Linked In and Youtube pages. The project website was regularly updated with presentations, fact sheets and news articles, the social media pages were continually populated with consistent and up-to-date content, and an “Airport Feature of the Week” – highlighting other U.S. city airport transit connections – was added to the Facebook page to stimulate discussion. As of February 29, 2012, the Facebook page had 239 fans, Twitter had 177 followers, LinkedIn had 31 connections, and YouTube had 5,009 views of the webisode and 786 views of six video testimonials from the August 2011 community workshops.

In addition, for those who were not able to attend the March 2012 community workshops in person, Metro provided an opportunity for online participation by broadcasting the meetings live via a UStream webcast. Approximately 90 people viewed the webcast on March 1, 2012, and 40 viewed the webcast on March 7, 2012.

Metro also created an online and mobile survey version of the comment form so that stakeholders could submit their preferences online. A link to the survey was posted on the project website, distributed to stakeholders electronically and announced at stakeholder briefings. Approximately 40 online survey responses were received. A summary of the survey results is included in the Section 5.3.7.

5.3.5. Notifications

The outreach team distributed notifications to a wide array of stakeholders to encourage their participation in the open house and workshops. Copies of supporting materials are included in the appendix of this report.

- 17,574 “Take-One” fliers were distributed on-board transit vehicles, including Metro bus and rail lines and municipal carriers, during the week of February 27, 2012
- A “Metro Briefs” ad ran during the week of February 20, 2012 in the following publications which reach constituents in the immediate LAX area, the City of Los Angeles, and the South Bay Cities:
 - Easy Reader
 - Gardena Valley News
 - Herald Publications Group
 - Daily Breeze
 - Beach Reporter
 - PV Peninsula News
 - Random Lengths
- In the weeks prior to the February and March 2012 meetings, several rounds of Eblast invitations to the open house and workshops were distributed to stakeholder databases of the following Metro projects:
 - Metro Green Line to LAX
 - South Bay Metro Green Line Extension
 - Crenshaw/LAX Transit Corridor Project
 - Westside ExtensionIn addition, Eblasts were sent to the Metro Service Council database and federal/state/local elected officials’ databases.
- Flyers, fact sheets and contact cards were distributed at the Open House at Union Station on February 29, 2012
- Four boards with open house and workshop information in English and Spanish were displayed in the West and East Portals of Union Station during the weeks of February 27 and March 5, 2012
- Metro issued Media Releases on February 14 and March 5, 2012.
- Open house and workshop information was also distributed through online media channels, including:
 - Facebook.com/GreenLinetoLAX
 - Twitter @GreenLinetoLAX
 - Metro.net/GreenLinetoLAX
 - LinkedIn
 - The Source Blog
 - El Pasajero

- LA Streetsblog
- Transit Coalition Forum and Newsletter
- Progressive Railroading
- LADOT Bike Blog
- Facebook pages for other organizations, such as FAST (Fixing Angelenos Stuck in Traffic)

5.3.6. Open House and Community Workshops

Metro hosted one open house and two community workshops. At the open house at Union Station on February 29, 2012, approximately 50 attendees viewed the boards, spoke with Metro staff and outreach team members and obtained collateral materials about the project.

At the first community workshop, held at Flight Path on March 1, 2012, approximately 44 stakeholders attended and participated in the breakout sessions and another 90 people viewed the UStream webcast.

The second community workshop was held at Union Station on March 7, 2012 and drew approximately 42 stakeholders and an additional 40 viewed the UStream webcast. Sign-in sheets were provided at the open house and workshops, and that stakeholder contact information has been added to the ongoing project database to provide future project updates:

- Union Station Open House – February 29, 2012
 - 28 stakeholders signed in; approximately 22 stakeholders attended but did not sign in
- Flight Path Community Meeting – March 1, 2012
 - 44 stakeholders signed in
- Union Station Community Meeting – March 7, 2012
 - 42 stakeholders signed in
- Total Number of Sign-Ins: 114

The workshops featured an open house session with technical team members on-hand at each of the presentation boards to provide one-on-one interface with stakeholders. Following the open house, Metro staff presented a PowerPoint update on the alternatives under consideration, including a question and answer session. Following the presentation, attendees were directed to one of the rotating breakout sessions that focused on the following four trade-off areas:

- Trade-Offs: Passenger Convenience
- Trade-Offs: Direct LRT Branch vs. Through LAX
- Trade-Offs: Alignments in the Airport Terminal Area
- Trade-Offs: Century Boulevard vs. 98th Street

5.3.7. Summary of Comments – February/March 2012

To maximize the range of input during the Alternatives Analysis phase, the team collected comments in a variety of formats, from written, to spoken and visual, including:

- Comment forms
 - Total number of comment forms: 60 (20 submitted in person or via email or mail; 40 submitted via the online survey)
- Notes on stakeholder comments, questions, and concerns expressed at breakout sessions
 - Total number of comments, questions, and concerns: 275
- Comments submitted online
 - Total number of comments submitted online: 23

At the breakout sessions at the community workshops, stakeholders had the opportunity to provide feedback on the four tradeoff areas. Stakeholders expressed a range of views and suggestions, with key points included below.

- Passenger Convenience
 - Concerns about walk distance
 - Suggestions in favor of moving walkways
 - Concerns about buses (traffic delays, competition with existing service, insufficient space for luggage, etc.)
 - Questions about security check in, luggage
- Direct LRT Branch vs. Through LAX
 - Interest in the Through LAX option and concerns about the additional cost and walk distances for one station and travel time for Through LAX passengers
 - Direct LRT reduces congestion, serves more businesses, serves more people
 - Questions about level changes, moving walkways
 - Some concerns about buses (congestion in the terminal area, duplicative of existing services)
 - Some expressed preference for rail, pointing to other airports (San Francisco, Chicago, Atlanta)
- Alignments in the Airport Terminal Area
 - Questions about proximity to terminals and walk distance
 - Moving walkways and better pedestrian bridges would be helpful
 - Some felt that BRT was a good option for distribution to the terminals (shorter walk time, lower cost)
 - Others felt BRT would be too slow and expressed concern about reliability, convenience for passengers (in terms of narrow aisles, etc.)
 - Rail was seen as more efficient and reliable, especially for connecting passengers
 - 3-station aerial offers balance of convenience and travel time
 - 4-station alternative was suggested by several stakeholders

- Minimal concern about visual impacts to the Theme Building
- Century Boulevard vs. 98th Street
 - Concerns about vertical level changes, walk distances
 - Preference for 98th Street in terms of fewer impacts (Century was just upgraded, etc.)

At a number of the stations, participants asked about LAWA participation in the process and Metro's coordination with LAWA and its LAX plans.

Stakeholder preferences revealed during meetings and in written commentary include the following connection types and alignments:

- Connection types: Modified LRT Trunk and Direct LRT Branch
- Alignment in the terminal area: Two station (aerial or tunnel) and three-station loop
- Alignment outside the airport: 98th Street

In general, stakeholders preferred alternatives or design options that provided fewer transfers and more reliable travel times. Inside the LAX terminal area, many stakeholders suggested that the design options with fewer than three stations include pedestrian enhancements, such as moving walkways, to make the longer average walk distance to/from terminals more manageable for passengers with luggage.

Over the course of the Alternatives Analysis phase a total of 60 written comment forms/surveys were submitted either at meetings, via mail, email or online.

With regard to which alternative is preferred by those who filled out the comment forms and online survey, 42 percent of respondents chose Modified LRT Trunk – Through LAX as their first choice, followed by 26 percent who chose Circulator (APM) and 21 percent who selected Direct LRT Branch. The Intermediate LRT & Circulator connection type and the Circulator (BRT) alternative garnered just 6 percent and 7 percent of total votes respectively.

In terms of on-airport alignment options, 37 percent of respondents chose the three-station aerial loop option, followed by 29 percent who preferred the two-station tunnel and 19 percent who selected the two-station aerial option.

5.4. STAKEHOLDER BRIEFINGS SUMMARY

In advance of Scoping meetings scheduled to occur in May 2012, Metro will hold an additional fifteen (15) stakeholder group briefings in March/April 2012 with a focus on groups in Westchester, Inglewood, South Los Angeles, downtown Los Angeles and South Bay and Gateway Cities. Copies of supporting materials are included in the appendix of this report.