



Crenshaw Northern Extension Project

Sent: December 22, 2021

Happy Holidays and thank you to everyone who participated in the Spring scoping meetings for the Crenshaw Northern Extension project. Your submitted comments and questions were documented, reviewed, and added to the public record.

As mentioned during the scoping meetings, Metro would update stakeholders about the comments we heard, what the next steps are, and how we are proceeding with the analysis. As you will see below, project staff reviewed comments on the three alternatives, station design, and other project-related items.

Below is a summary of verbal and written comments yielding a total of 217 comments resulting from three virtual scoping meetings.

	Date	Oral	Written	Total
Public Scoping Meeting #1	April 29	24	16	40
Public Scoping Meeting #2	May 6	45	62	107
Public Scoping Meeting #3	May 8	33	37	70
	Total	102	115	217

423 comments were also gathered via email and the hotline during the scoping period, which spanned the following categories:

- Support for the Fairfax/San Vicente (Hybrid) alignment – 201
- Opposition to the Fairfax/San Vicente (Hybrid) alignment – 3
- Support for the Fairfax alignment – 11
- Support for the Fairfax or Fairfax/San Vicente (Hybrid) alignment – 5
- Support for the La Brea alignment – 29
- Alternative suggestions which did not fall under any of the previous alignments – 88
 - La Brea alignment with a Santa Monica spur – 18

General themes of comments included:

- *Project Acceleration* – Many members of the public want the project to be built sooner than the Measure M date. They feel that this project is long overdue, and Metro should do everything possible to expedite the process.
- *Environment* – Most people think this project will benefit the environment. Very few felt that it would impact the environment negatively.
- *Traffic Impacts* – Some people think construction will cause a lot of traffic considering the number of years it will take to complete. Few think the train itself will cause traffic. Most think the project will alleviate current traffic problems once it's built.
- *Grade Separations* – People want the project to be built underground, especially if the alignment chosen ends up being the Fairfax/San Vicente (Hybrid) option. Reasons mentioned were lack of consideration of area residents, the idea of an above-ground alignment destroying the community greenspace in the median, and devaluation of property.
- *Cost/Funding* - Many highlighted the importance of benefit-to-cost ratio and how that needs to be factored into the decision-making process. Several comments mentioned being opposed to the Fairfax/San Vicente (Hybrid) alignment because of higher costs. People also made it known that the project would require additional funding beyond funding identified in Measure M.
- *Travel Time* – Most people who supported the La Brea alignment noted that it would allow for faster, more efficient travel between the Metro E (Expo) Line and the Metro B (Red) Line at Hollywood/Highland. Some people said the Fairfax/San Vicente (Hybrid) alignment was long and some might choose other modes of travel.
- *Access to Jobs* - People addressed the importance of job accessibility, noting the higher number of jobs served by the longer alignments including the Fairfax/San Vicente (Hybrid) alignment. Some would like to see an increase in job opportunities upon completion of the project.

Metro continues to refine the alternatives based on the input heard during scoping, as well as

additional technical analysis. The project team is now working on the conceptual design drawings for the station locations and entrances. We look forward to hosting public workshops in 2022 to share information and gather more input on the project.

If you were unable to participate in one of the scoping meetings, you can contact us at crenshawnorth@metro.net, visiting metro.net/crenshawnorth or call our hotline at **213.418.3093**.

Scoping meetings were recorded and posted on the [project page](#). You can also view the [story map](#).

Check out The [Source Blog](#) and video about the Crenshaw Northern Extension.

The Crenshaw Northern Extension EIR Project will extend the Crenshaw/LAX Line north to the D (Purple) Line and continue to the B (Red) Line at the Hollywood/Highland station, with a potential terminus station at the Hollywood Bowl.

This project will connect communities in the South Bay, LAX area, South Los Angeles, Inglewood and Crenshaw corridor to Mid-City, Central Los Angeles, West Hollywood, and Hollywood, and allow for further connections to points north in the San Fernando Valley via the Metro B (Red) Line.

We look forward to seeing you next year with another update on the Crenshaw Northern Extension Project!

Thank you for your continued interest in the Crenshaw Northern Extension Project and again, HAPPY HOLIDAYS FROM METRO!



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