RESPONSE TO COMMENT

Comment PH 10-2

The Foothill Extension would be designed in accordance with ADA and CPUC requirements.

Comment PH 10-3

Noise at Lake Street is an existing condition that is not addressed in the Foothill Extension EIS/EIR.

Comment PH 10-4

Overhead wiring is a necessary element of the LRT system. A discussion of visual impacts in the Foothill Extension area is reported in revised Chapter 3-17.
RESPONSE TO COMMENT

Comment PH 10-5
Existing conditions in Phase I are not addressed in the EIS/EIR.

Comment PH 10-6
See response to Comment PH 10-5.

Comment PH 10-7
The LRT system is designed for use by persons of all ages.
RESPONSE TO COMMENT

Comment PH 13-1

See revised Chapter 3-5 for a discussion of cultural resources. A preventative measure to address unanticipated encounter with burials is included in the project.

Comment PH 13-2

See response to Comment PH 13-1.
RESPONSE TO COMMENT

Comment PH 13-3
See response to Comment PH 13-1.

Comment PH 13-4
Mr. Morales, as representative of the Gabrielino/Tongva San Gabriel Band of Mission Indians, has been involved in the consultation process.

Comment PH 13-5
Information about discoveries during Phase I construction is not part of the Foothill Extension EIS/EIR.

Comment PH 13-6
See response to Comment PH 13-5.
RESPONSE TO COMMENT

Comment PH 13-7

Your support for the Foothill Extension project is acknowledged.

card to attach to the report. Thank you.

(A photocopy of Mr. Morales' business card is attached.)

A slide presentation regarding the Gold Line project was presented by Mr. Balian before the city council and then comments were as follows)

MAYOR BRECEDA: I will open the public hearing. Any proponents or opponents at this time may speak on this issue.

MR. ORTIZ: Mr. Mayor, members of the city council, staff and audience, my name is Manuel Ortiz, 4623 More Avenue, Irwindale. And what I’d like to comment on this project tonight is I think it’s something positive for the public and the future generations and as a commuter that I am for public transportation. I usually ride Metrolink and I find it very convenient, and I think it’s a good way of transportation. As we see the freeways congested every day, I think light rail or any other type of public transportation alleviates the problem we have with the freeways.

As I’m seeing this project coming into Irwindale and coming also further east into Montclair in the future, I think it’s very positive. Also, I think future generations will greatly benefit with this project.
Responses to Comments

Irwindale Public Hearing Comments

Response to Comment

Comment PH 13-8

See revised Chapter 5 for a discussion of project funding.

Comment PH 13-9

See response to Comment PH 13-8.
RESPONSE TO COMMENT

Comment PH 13-10

The Irwindale LRT station provides opportunities to connect local transit.
RESPONSE TO COMMENT

Comment PH 13-11

See response to Comment PH 13-10.
ARCADIA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 14-1

Please see revised Chapter 3-1 for an update on acquisitions. The comments of Mr. Walker were considered in developing the station area plan in the Final EIS/EIR.

Comment PH 14-2

See revised Chapter 3-11 for information on noise impacts and the location of sound walls.
ARCADIA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 14-3

See revised Chapter 3-11 for information on noise impacts and the location of sound walls.

railroad tracks are. And so there's a stretch of
tracks -- it's actually like a bunch of bushes and
everything, you walk straight up the hill and there's the
tracks. If they have a train coming through and I do want
to see -- I do want to see the Gold Line come in but if
that -- if those train tracks are being used there is
no -- from what I can tell from being around there there's
no noise abatement being put in there, and that
neighborhood will probably be affected by any noise from
the trains coming through to the Arcadia station because
we're almost right next door to the station. It's across
from those little apartments.

And so someone needs to think about that little
stretch that is there which is old railroad track. I had
a -- I knew someone in the apartments in -- at one point.
that told me when the old train system used to run through
there, run through like middle of the night and everybody
would wake up because it was so loud. And I don't -- I
know the light rail is supposed to be the better but that
whole space just opened there. It needs to be worked out.
I don't -- I haven't seen anything in the EIR yet. I
don't think there would be but someone needs to think
about that place because it's going to become a nuisance
to the neighborhood probably. And you might get
opposition from the people living there because they don't
ARCADIA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 14-4

See revised Chapter 2 for a discussion of operating hours. See revised Chapter 3-11 for information on noise impacts and mitigation.

Comment PH 14-5

The commentor’s opposition to a station in Arcadia is acknowledged.

want the noise.
So that would be an important little piece as a part of planning for the Arcadia rail track is that section because it's next to a residential neighborhood.
That's it. Thanks a lot.
MR. LEE: Could I give you my comments now?
My name is Albert Lee, Jr. I live at 39 East Colorado Boulevard and my concern is with the hours of operation -- the fact that I'm in between two crossings -- the hours of operation, which are almost 24/7. And then I have two crossings, one at Santa Anita and one at 1st, that there may be some noise, and the increased traffic, and that's about it. That's about it, in summary.
I'm just concerned for the traffic and -- and the noise -- and the noise increase because I have the freeway to the north of me and now I'll have the train to the south of me. And I don't think there's any way that you can mitigate adding noise and traffic to where I live, which is basically a semiresidential area.
MR. HOHERD: I want to go on the record. Do you want my name?
Okay. My name is Bob Hoherd, H-O-H-E-R-D. And go on record as saying that one: I'm opposed to a station being in the city of Arcadia. I see no benefits to it. But if
ARCADIA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 14-6

The traffic impact analysis in revised Chapter 3-15 assessed the need for a grade separation at Santa Anita in accordance with the LACMTA’s Grade Hazard Analysis policy. That analysis did now show that a grade separation was warranted. However, the City of Arcadia has expressed its interest in elevating the LRT across Santa Anita and that option has been carried forward in the Final EIS/EIR.

Comment PH 14-7

See response to Comment PH 14-6.

Comment PH 14-8

See response to Comment PH 14-6.
RESPONSE TO COMMENT

Comment PH 14-9

Please see revised Chapter 5 for a discussion of project funding.

Comment PH 14-10

The commentor’s opposition to a station in Arcadia is acknowledged.

ARCADIA PUBLIC HEARING COMMENT

MR. BAILIAN: In addition to that, after we have the
verbal part of the comments, if you don’t want to speak
publicly we understand that we have the court reporter
here. You can just walk over to the court reporter.
She’ll be taking your comments. If you don’t want to
write them down that’s available to you as well; whatever
makes you more comfortable. Again, our purpose here
tonight is not to intimidate anybody. It’s really to get
your public comment. That’s what this all about.

MR. NOHRED: My name is Bob Nohred, N-O-H-R-E-D. I
live at 475 West Wisteria in Arcadia.

I want to bring it to your attention some things
that you may -- for the people that live in Arcadia that
you may or may not know. That if we have a station in the
city of Arcadia the city has to pay for it, not the MTA.
The money comes out of the revenue from the city.

I for one am opposed to having a station in
Arcadia. My reasons is that I do not feel that the number
of residents in the city will use the station and it will
bring in -- it will not benefit the city, but only hinder
the city by other people using the station and adding to
more traffic in the Santa Anita area. So I want to go on
record and I want people to think about when they use the
station.

I have suggested to the city council, on more
ARCADIA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 14-11

No response to this comment can be made by the Lead Agencies.

Comment PH 14-12

Your support for the Foothill Extension is acknowledged.

Comment PH 14-13

See revised Chapter 3-15 for information on traffic impacts and mitigation. Parking on opening day would be 300 spaces.

Comment PH 14-14

The traffic impact analysis in revised Chapter 3-15 assessed the need for a grade separation at Santa Anita in accordance with the LACMTA’s Grade Hazard Analysis policy. That analysis did not show that a grade separation was warranted. However, the City of Arcadia has expressed its interest in elevating the LRT across Santa Anita and that option has been carried forward in the Final EIS/EIR.
ARCADIA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 14-15

See response to Comment PH 14-14.

Comment PH 14-16

The Foothill Extension will not be grade separated.
ARCADIA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 14-17

See revised Chapter 3-15 for information on traffic impacts and mitigation. The LRT system includes all required warning devices at intersections.

Comment PH 14-18

See response to Comment PH 14-16.
Comment PH 14-19

Please see revised Chapter 3-11 for information on noise impacts and the locations of mitigation.

Comment PH 14-20

See response to Comment PH 14-20.
ARCADIA PUBLIC HEARING COMMENT

|
| so the wall really isn't doing anything. You know, it's |
| about eight feet but I could stand there and I could see |
| that the -- the street is here but the wall only comes up |
| to here (indicating) and it doesn't really block out any |
| noise or the dust. |
| So I just want that to be on the record, that if |
| they're going to build this thing, be concerned about the |
| residents that their backyard is the freeway. And they |
| could build that wall taller, you know, I mean to me -- |
| I'm -- when I look back there and I only say -- I don't |
| look back there anyway. So if they can build it, build it |
| taller and it would block out more noise and more dust. |
| It would greatly help the residents who live with their |
| backyard -- |
| MR. PARISI: My name is Steve Parisi. I live on 414 |
| San Miguel Drive. And we've been living here a long time |
| when the train used to run and -- the concern we have is |
| the bells and whistles because the train has to cross |
| Santa Anita. |
| The train wasn't as much of a problem as |
| listening to the whistle. And I think if it goes over a |
| street at grade level, that will be a substantial problem |
| to the whole neighborhood. Hopefully, they'll either go |
| up or under and not have to blow the whistle or chime the |
| bells at 1:00 in the morning and that would be our largest |

RESPONSE TO COMMENT

Comment PH 14-21

See response to Comment PH 14-20.

Comment PH 14-22

Please see revised Chapter 3-11 for information on noise impacts and the locations of mitigation.

Comment PH 14-23

Under current regulations, the sounding of warning devices at grade crossings is required 24 hours a day.
ARCADIA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 14-24

The traffic impact analysis in revised Chapter 3-15 assessed the need for a grade separation at Santa Anita in accordance with the LACMTA’s Grade Crossing Hazard Analysis policy. That analysis did not show that a grade separation was warranted. However, the City of Arcadia has expressed its interest in elevating the LRT across Santa Anita and that option has been carried forward in the Final EIS/EIR.

Comment PH 14-25

The reference to the property as a lumberyard was corrected. See revised Chapter 3-1.

1 concern.
2 Thank you.
3 MS. COSTANZA: I’m Beth Costanza with the Arcadia Chamber of Commerce and our position is that we would also recommend that there be some sort of grade-level separation as well. That has been something that has come up to our government affairs committee on numerous occasions and it is within our legislative priorities at the Chamber of Commerce. So we also feel that grade-level separation, whether it’s above or below, would be a definite -- very important to have in Arcadia.
4 Thank you.
5 MR. TUCKER: I’m Frank Tucker of A & A Building Materials at 310 North Santa Anita Avenue. Here with my partner Curtis Walker who is the owner of one of the area’s other building material companies. The company was located in Arcadia in 1945. We’ve been here for 66 years providing materials to the builders of this community and we hope to do that for another 66 years at least or longer, until I pass away.
6 We would like to point out there are a couple of errors in your report. On page 3-dash-1-dash-A1 it calls us a lumber yard and we’re not. Very little of our revenue comes from lumber; we are a building material company.
ARCADIA PUBLIC HEARING COMMENT

Comment PH 14-26

Please see revised Chapter 3-1 for an update on acquisitions. The comments of Mr. Tucker were considered in developing the station area plan in the Final EIS/EIR.

Comment PH 14-27

Either of the Build Alternatives discussed in the Final EIS/EIR would require use of the parcel that is now leased to A&A Building Materials. See revised Chapter 3-1.
RESPONSE TO COMMENT

Comment PH 14-28

The Build Alternatives discussed in the Final EIS/EIR now include two rail grade separations so that freight can operate independently of the LRT service. However, freight service would be terminated in Irwindale. See revised Chapter 12, Rail Operations. There is no freight service planned for Pasadena over the LRT system.

Comment PH 14-29

See revised Chapter 3-15 for information on traffic impacts.

Comment PH 14-30

Current on-street parking issues are not addressed in the EIS/EIR.
ARCADIA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 14-31

See response to Comment PH 14-29.

Comment PH 14-32

See revised Chapter 3-15 information on traffic and revised Chapter 3-2 for information on air quality.

Comment PH 14-33

The LRT system is electrically powered.
ARCADIA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 14-34

Please see revised Chapter 5 for information on the implementation schedule.
Comment PH 14-35

See revised Chapter 3-11 for information on noise impacts and mitigation and Chapter 3-15 for information on traffic impacts and mitigation.

Comment PH 14-36

LRT warning devices are different that for freight trains. See revised Chapter 3-11 for more information about noise impacts and mitigation.

Comment PH 14-37

Under the Build Alternatives discussed in the Final EIS/EIR, freight trains that now pass through the named streets would be eliminated by a relocation effort being undertaken by the City of Monrovia. See revised Chapter 3-15 for information on traffic impacts and mitigation.
ARCADIA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 14-38

See revised Chapter 3-15 for information on traffic impacts and mitigation.

Comment PH 14-39

See response to Comment PH 14-39.
ARCADIA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 14-40

No grade separation of the Foothill Extension is proposed. See revised Chapter 3-15 for information on traffic impacts and mitigation.

Comment PH 14-41

See revised Chapter 3-11 for information on noise impacts and the locations of mitigation.
ARCADIA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 14-42

No response to this comment can be made by the Lead Agency. Please see the beginning of Chapter 2 for a history of the planning for the Foothill Extension, which has been on-going since 1980.
**ARCADIA PUBLIC HEARING COMMENT**

1. Let the people know that -- you know.
2. **MR. MOREL:** Go for or against it, was it brought to
3. the public's attention?
4. **MR. JANOFAS:** Yeah, yeah.
5. **MR. MOREL:** Yeah, you got it. There you go.
6. **THE INTERPRETER:** Give her your name, your address.
7. **MRS. KARSTAN:** Okay. Actually this is my husband's
8. name. He started to write it and then I finished it --
10. We live in Arcadia, 612 San Louie Rey Road,
11. Arcadia California, 91007. And as a residents in Arcadia,
12. with slogan "the home community," we are very concerned
13. with the safety.
14. The rail is located right next to our backyard.
15. And our children are still small and I know that accidents
16. happen from the rail. And with the long hours of
17. operation, would sound wall be helpful? And then -- who
18. is going to pay for a sound insulation as proposed?
19. Example: windows, door, air conditioning -- and I read
20. that from here -- and then also what about our property
21. value impacts?
22. They are talking about sound insulation, the
23. proposed mitigations and then our -- you know, what
24. happened to our property value, when -- it really comes to
25. so we -- just let us know.

**RESPONSE TO COMMENT**

Comment PH 14-43

Please see revised Chapter 3-14 for a discussion of safety.

Comment PH 14-44

The rail alignment will be fenced

Comment PH 14-45

Please see revised Chapter 3-11 for a discussion of noise impacts and the locations of mitigation. All noise mitigation identified in the Final EIS/EIR would be paid for as part of the Foothill Extension project costs.

Comment PH 14-46

Causal relationships between noise and vibration impacts, and property values have not been established. Therefore, property value analysis as a result of the presence of the proposed project is not discussed in the EIS/EIR.
RESPONSE TO COMMENT

Comment PH 15-1

See revised Chapter 5 for a discussion of project funding.

Comment PH 15-2

See response to Comment Ph 15-1.

Comment PH 15-3

Subsequent to the Draft EIS/EIR, the eastern terminus of Segment 1 was revised to be in Azusa, rather than in Irwindale.
AZUSA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 15-4

Your support for the Full Build Alternative is acknowledged.
AZUSA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 15-5
A station at Citrus Avenue is included in the Full Build Alternative.

Comment PH 15-6
See revised Chapter 3-15 for information on traffic and mitigation measures.

Comment PH 15-7
See response to comment PH 15-6.
AZUSA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 15-8

The information on employment is consistent with the planning for the location of a station at Citrus Avenue that has taken place.

Comment PH 15-9

See response to Comment PH 15-4.
RESPONSE TO COMMENT

Comment PH 15-10

See response to Comment Ph 15-4.

Comment PH 15-11

The information on employment is consistent with the planning for the location of a station at Citrus Avenue that has taken place.

Comment PH 15-12

See revised Chapter 3-11 for information on noise impacts and the locations of mitigation measures.
AZUSA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 15-13

Drainage from the rail alignment will be reviewed during the design process by each city to assure that adjoining properties are not affected.

Comment PH 15-14

Please see revised Chapter 3-11 for information on vibration impacts and mitigation.

Comment PH 15-15

The Citrus Avenue station is included in the Build LRT to Azusa Alternative, which would be the first construction phase of the Foothill Extension.
AVUSA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 15-16

The initial parking at the Azusa Alameda station would be surface parking. The Construction Authority will continue to consult with the City about how long term parking would be accommodated.

Comment PH 15-17

The Draft EIS/EIR included double track and triple track options. The Final EIS/EIR is premised on a modified triple track design, which continues the provision of a dedicated freight track and two LRT tracks.

Comment PH 15-18

The commentor’s remarks about the train movement to the Miller Brewing Company are correct.
RESPONSE TO COMMENT

Comment PH 15-19

The impacts of LRT vehicles are different than those of freight and Metrolink trains. See revised sections of Chapter 3-11 for information on noise impacts and mitigation and Chapter 3-15 for information on traffic impacts and mitigation.
AZUSA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 15-20

The enumeration of LRT service is correct. The operation of freight service on an existing and future track is not under the control of the Construction Authority or LACMTA. Neither agency has any authority to limit freight service.

Comment PH 15-21

See response to Comment PH 15-21.
AZUSA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 15-22

All pedestrian crossings of the LRT line will be designed in accordance with requirements established by the California Public Utilities Commission, which has primary responsibility for the safety of rail crossings.

Comment PH 15-23

The use of crossing guards is at the discretion of the city. LACMTA will present its grade-crossing safety program to schools and other organizations before LRT operations begin.

Comment PH 15-24

See revised Chapter 3-11 for information on noise impacts and the locations of mitigation.
AZUSA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 15-25

The grade separation of Palm Drive is not a project include in the Foothill Extension. However, the future grade separation has been accounted for in the updated noise impact assessment reported in Chapter 3-11.

Comment PH 15-26

See revised Chapter 5 for a discussion of project funding sources. Change in City funding that may occur is not within the scope of the EIS/EIR.
AZUSA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 15-27

Impacts to the city of Azusa, and mitigation for significant impacts, are discussed throughout Chapter 3 of the EIS/EIR. Chapter 5 provides information on the costs and benefits of the project.

Comment PH 15-28

The Foothill Extension would not introduce a division of the city, since it would be built on an existing rail right of way.
AZUSA PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 15-29

See revised Chapter 5 for information on project costs and cost effectiveness.

real regard for the city and its residents, this will be one of the times that living on the south side of town will be an asset. Thank you.

COMMISSIONER FLOWERS: Does anyone else wish to speak for or against this project at this time?

Please state your name and address for the public record.

MR. MAVIG: My name is Dennis Navig. 850 West Dalton, Glendora.

I was doing a little math here earlier. Just so everyone has the numbers, the extension is going to cost over a billion dollars. According to the charts, there is going to be 17,000 people a day riding the extension. We will be paying $70,000 for every rider. The colleges are in favor of it, but the tuitions are going up, programs are being cut, and we are going to subsidize commuters to the amount of $70,000. If you invest that money on an ongoing effect, with the interest, that's $10,000 per rider every year from now on. So while you are doing your calculations, you are doing your figures, look at that.

$10,000 per rider to eliminate a 100th -- or 1/10th of a percent of the commuters in San Gabriel Valley. Those are their figures. I just worked it out about an hour ago.

Thank you.

COMMISSIONER FLOWERS: Does anyone else wish to speak

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