

PLEASE MAIL COMPLETED FORMS TO 7929 BREEN AV., LOS ANGELES, CA 90045 OR  
FAX TO 310 338-1550

Be aware of tax dollars used in a desperate attempt to keep political promises to vested interests and sell this fatally flawed plan! Tell our politicians you're tired of the pay to play environment.

## **GRASS ROOTS PETITION--STOP THE LAX MADNESS**

SURROUNDING CITIES AND LA COUNTY HAVE ALL VOICED OPPOSITION TO LAX PLAN ALTERNATIVE D. LA CITY, NONE THE LESS, CONTINUES ACCELERATED APPROVAL.

**The Hahn-Miscikowski “insider compromise plan” to LAX Master Plan Alternative D starts construction this year BEFORE completing a comprehensive analysis by Rand Corporation. Rush to judgment fails to fix the fatally flawed plan yet commits \$\$\$ billions that can be far better spent...**

### **THE QUALITY OF LIFE AND JOB YOU SAVE MAY BE YOUR OWN.**

You are told that without increased airport capacity the economy will be stifled and jobs lost. Yet the LA Times reported lost business due to the excessive freeway traffic around LAX! We need capacity enhancements in other parts of the region, not LAX.

**Concentration of over 75% of passenger and most regional cargo traffic at LAX risks our economy and jobs to any disaster—terrorist or natural.**

#### **The Hahn-Miscikowski Plan accepts ALL of Alternative D:**

- *Increases air traffic over the inner city with attendant noise, pollution, health and safety impacts.*
- *VERY expensive for airlines and public; diverts funds from other public projects.*
- *Security improvements are questionable.*
- *Inconveniences travelers with concentration at Manchester Square and people mover and increases ticket costs.*
- *Master Plan process includes Federal, County, and LA City review yet rejected over 3000 comments. Promises City specific plan protections instead.*
- *Disrupts businesses and traffic during 10 year construction.*
- *Risks spending \$ billions erroneously in order to push expediency.*
- *Puts economy and jobs at risk.*

*We, the undersigned, oppose any variation of the present LAX Alternative D Master Plan including the Hahn-Miscikowski Alternative D project acceptance-deferred review plan:*

Name (Please print)	Signature	E-mail
Address		Phone
Name (Please print)	Signature	E-mail
Address		Phone
Name (Please print)	Signature	E-mail
Address		Phone
Name (Please print)	Signature	E-mail
Address		Phone

For more info: [Http://www.regionalsolution.org](http://www.regionalsolution.org)

Name (Please print)	Signature	E-mail
Address		Phone
Name (Please print)	Signature	E-mail
Address		Phone
Name (Please print)	Signature	E-mail
Address		Phone

Plan Detail Issues

Runways and Air Terminals:

1. *Reconfigured terminals cause airlines major expenses; many are already losing money. The other alternatives including D create substantial reconfiguration costs.*
2. *Runway extensions in LAWA plans are insufficient to accommodate fully loaded takeoff of the current "Newer, Larger Aircraft" the A380 based characteristics posted on the Airbus website. LAWA alternatives including D create longer runways and additional taxiways that could add capacity.*
3. *LAWA Alternatives including D will have greater noise impact on residents. The FAA is already considering multiple, simultaneous landings. More flights will be spread all over the basin.*
4. *The number of gates is reduced, but each of the remaining are enhanced for larger aircraft. Alternatives A,B, &C add gates; D temporarily limits gate numbers but allows for increased capacity per gate. New terminals west of Bradley International can be increased in the future.*
5. *Ends of Bradley International Terminal (and those west of Bradley) may accommodate A380 or other newer, larger aircraft. No other gates need to be upgraded for A380 although D facilitates many more.*

Check in and Safety:

1. *D keeps autos out of central terminal; Manchester Square will have local traffic impacts. Possible 405 impacts.*
2. *Off site facility(Ground Transportation Center) and Intermodal Transportation Center in Alt D provide some security improvement, but being away from LAX grounds splits security and emergency forces.*
3. *D transports passengers and baggage through unsecured areas.*
4. *D increases security delays from baggage check in. D calls for multiple screens away from passengers and/or lugging of bags to central terminal area. At best, inconvenient.*
5. *D calls for transport over uncontrolled areas; has expensive systems such as billion dollar tunnel in an earthquake fault area.*
6. *D has undefined access from local hotels and business areas unlike other alternatives.*
7. *D's resources are not easily shared between check in and aircraft support areas. Emergency services and evacuation is complicated.*
8. *Surrounding residential communities closer to LAX in Alt D.*
9. *Increased Cargo and on-airport access can still make LAX vulnerable.*

Traffic Flow and Impact on surrounding communities improved:

1. *Traffic will infuse into neighborhoods as freeway backs up.*
2. *Makes true intermodal connectivity difficult. People arriving from all parts of Southern California via rapid transit busses and trains will have to transfer several times. Still limits access to "Green Line" or other trains.*
3. *Some streets such as Aviation, LaTijera, Sepulveda, Lincoln, and Manchester will be subjected to more rental car and taxi traffic.*
4. *Consolidated rental car facility is an improvement, but should be located in Continental City.*

Harsher Experience for Travelers and Local Communities:

1. *Removes blighted areas and beautifies, but eliminates walkable business area in support of local business.*
2. *Increased cargo adds traffic and may conflict with passenger travel.*
3. *INCREASES POLLUTION from more traffic.*
4. *ELIMINATES promised park in area where parks are scarce.*