



COMMENT: 30-191. Dorothy Herrera.

30-191

**Abbott, Matthew**

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**From:** Dorothy Herrera [DHerrera@lafla.org]  
**Sent:** Monday, October 26, 2009 11:03 AM  
**To:** Diaz, Roderick; 'crenshaw@fixexpo.org'  
**Subject:** Crenshaw Line

Dear MTA Board of Directors:

I am a homeowner in the Crenshaw/Leimert/View Park community. I am concerned that the Crenshaw Line be kept underground on Crenshaw Blvd, particularly as it effects the safety of the children at Crenshaw High School and View Park Prep. Additionally, we already have significant backups of traffic in both directions on Slauson, as well as Crenshaw. Please make certain that in efforts to improve, the situation is actually worsened. Our community is an important member of the Los Angeles community and the MTA service area. Please treat us with respect and consideration by listening to and incorporating our concerns in your planning and implementation.

A

Sincerely,

Dorothy Herrera Settlage  
5035 Valley Ridge Avenue  
Los Angeles, CA 90043  
[Dorothysettlage@gmail.com](mailto:Dorothysettlage@gmail.com)

11/5/2009

**Response to comment 30-191.**

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children's safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-192. Irene Herrera-Stewart.

30-192

**Abbott, Matthew**

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**From:** Irene Herrera-Stewart [iherrerastewart@ccebos.org]

**Sent:** Monday, October 26, 2009 1:17 PM

**To:** Diaz, Roderick

**Subject:** Metro Rail

I live at 5459 West Blvd. and am a resident of the Crenshaw community.  
I support a below ground rail system along Crenshaw Blvd.  
I oppose an above the ground light rail along Crenshaw Blvd.

A

Irene Herrera-Stewart

"Never doubt that a small group of thoughtful, committed citizens can change the world.  
Indeed it is the only thing that ever has."

Irene Herrera-Stewart  
Principal Residency Network  
Center for Collaborative Education  
(213) 389-8934  
iherrerastewart@ccebos.org

11/10/2009

**Response to comment 30-192.**

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.



COMMENT: 30-193. Matthew Hetz.

30-193

**Abbott, Matthew**

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**From:** Matthew Hetz [hermes333@dslextreme.com]  
**Sent:** Saturday, October 17, 2009 11:15 PM  
**To:** Denny Schneider; Diaz, Roderick; Hetz, Matthew; Rose, Harry; Ken Alpern  
**Subject:** Crenshaw Line, Manchester/Aviation Station  
**Attachments:** 014\_11A.jpg; ATT00001.txt; ATT00002; 012\_9A.jpg; ATT00003.txt; ATT00004; 008\_5A.jpg; ATT00005.txt; ATT00006; 011\_8A.jpg; ATT00007.txt; ATT00008; 013\_10A.jpg; ATT00009.txt; ATT00010; 018\_15A.jpg; ATT00011.txt; ATT00012; 009\_10.jpg; ATT00013.txt; ATT00014; 012\_13.jpg; ATT00015.txt; ATT00016; 010\_11.jpg; ATT00017.txt; ATT00018

I am not an expert on the federal and/or state regulations on turning radii for train stations. However, in the context of a Manchester/Aviation station, some differences need to be presented:

The photo in the Google arial shot is of the existing Harbor Subdivision, which carried freight, it did not carry passenger trains. I remember as a kid sitting in my parent's car at a train crossing at Hindry, or Centinela and Florence, and counting the train cars as they passed. I would, most of the time, make it past one-hundred.

The light rail trains use two or three cars per trip, much less than the freight trains. With a much shorter train length, sharper curves may be possible than now exist at the sweep along Florence/Aviation as it crosses Manchester as shown in the Google photo.

Moreover, the Harbor Subdivision is for heavy rail, which is a much larger gauge. Hence the long sweep of the curve to compensate for the heavy rail gauge and the long trains. It is also single track.

Since light rail is lighter gauge, double tracks are possible where before only tracks were used.

Hence, due to the lighter gauge and shorter car length of light rail, this may make possible turns much tighter than used on heavy gauge as shown the Google arial photo.

On the Blue Line there are turns into and out of stations which are very sharp, close to 90degrees. The stations right before or after these turns are on straights, but immediately past the stations are the curves.

Following are photos I took from two stations which have very sharp curves either going into or leaving the stations.

One is the station at Flower and Washington, downtown Los Angeles, in front of the L.A. Trade Tech.

[http://maps.google.com/maps?f=q&source=s\\_q&hl=en&geocode=&q=los+angeles+trade+tech&ll=33.768327,-118.189486&sspn=0.000961,0.001714&gl=us&ie=UTF8&hq=los+angeles+trade+tech&hnear=&ll=34.0-118.269448&spn=0.001916,0.003428&t-h&z=18](http://maps.google.com/maps?f=q&source=s_q&hl=en&geocode=&q=los+angeles+trade+tech&ll=33.768327,-118.189486&sspn=0.000961,0.001714&gl=us&ie=UTF8&hq=los+angeles+trade+tech&hnear=&ll=34.0-118.269448&spn=0.001916,0.003428&t-h&z=18)

The other is the downtown Long Beach station as it turns onto 1st Street from Long Beach Ave.

[http://maps.google.com/maps?hl=en&source=hp&q=long+beach+ca+downtown&ie=UTF8&gl=us&ei=eK3aSvC\\_C4-AsgPhuaiwCQ&ved=0CA8Q8gEwAA&hq=&hnear=Long+Beach,+Los+Angeles,+California&ll=33.76-118.189486&spn=0.000961,0.001714&t-h&z=19](http://maps.google.com/maps?hl=en&source=hp&q=long+beach+ca+downtown&ie=UTF8&gl=us&ei=eK3aSvC_C4-AsgPhuaiwCQ&ved=0CA8Q8gEwAA&hq=&hnear=Long+Beach,+Los+Angeles,+California&ll=33.76-118.189486&spn=0.000961,0.001714&t-h&z=19)

11/5/2009



The curves in the photos are very sharp, and similar curve radii could be incorporated into the curve crossing Manchester as the trains arrives or departs a station south of Manchester and west of Aviation with that station on a straight.

Matthew Hetz

**Blue Line Washington and Flower**

11/5/2009



**CRENSHAW/LAX TRANSIT CORRIDOR PROJECT**

ATT00001

Blue Line-washington B1. .JPG

Page 1



ATT00007

Blue Line-Washington Bl and Flower. .JPG

Page 1



ATT00013

Blue Line, 1st St. Station, looking out from the station platform .JPG

Page 1



**CRENSHAW/LAX TRANSIT CORRIDOR PROJECT**

ATT00003

Blue Line-washington BL, about fifty yards from the station pictured  
above. .JPG

Page 1



ATT00009

Blue Line-washington Bl and Flower, the station is about fifty yards to  
the right  
in the photo. .JPG

Page 1





ATT00015

Blue Line, Long Beach, 1st St. The previous photo was taken from this  
station platform, train in the station.JPG

Page 1



**CRENSHAW/LAX TRANSIT CORRIDOR PROJECT**



ATT00005

Blue Line-Washington Bl. and Flower Ave..JPG

Page 1



CRENSHAW/LAX TRANSIT CORRIDOR PROJECT

ATT00011

Blue Line-washington Bl. at the other end of the station, looking east  
.JPG

PHOTOS FROM LONG BEACH, BLUE LINE

Page 1



ATT00017

Long Beach, Blue Line, 1st St. Station, turning out of the station onto  
1st St..JPG

Page 1



**Response to comment 30-193.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The turn at Manchester Avenue/Boulevard was designed to not preclude the future inclusion of an aerial station near Manchester Avenue/Boulevard. An aerial station across Manchester Avenue/Boulevard would eventually require a straight segment that would reduce the possibility of tighter turns as suggested by the commenter, especially if the third track is still present.



COMMENT: 30-194. Matthew Hetz.

30-194

**Abbott, Matthew**

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**From:** Matthew Hetz [hermes333@dslextreme.com]  
**Sent:** Friday, October 23, 2009 9:06 AM  
**To:** Diaz, Roderick  
**Cc:** Denny Schneider; stugarrison@ca.rr.com; Strumpell, Kent; Hetz, Matthew; Paul Backstrom; Laura McLennan@lacity.org; kentwoodrwa@aol.com; 'Jerard Wright'; Rose, Harry; Ken Alpern; Denny Schneider; Darrell Clarke; Reed, Bart; Jim Kennedy  
**Subject:** Crenshaw Corridor DEIS/DEIR Comments with photos  
**Attachments:** 002\_16.jpg; ATT00001.txt; ATT00002; 003\_15.jpg; ATT00003.txt; ATT00004; 012\_3.jpg; ATT00005.txt; ATT00006; 010\_5.jpg; ATT00007.txt; ATT00008; 015\_19.jpg; ATT00009.txt; ATT00010; Portland airport Picture.pdf; ATT00011.txt; ATT00012

To: Roderick Diaz, Project Manager, Crenshaw Line Corridor

re: Comments on the DEIR/DEIS proposals

I have been a transit rider since 1992. I began riding out of environmental concerns from air pollution. Since then the environmental hazards of pollution from vehicles has become even more widely known which increase my commitment to mass transit.

Air pollution is still a factor, but now there is more knowledge about the damage to the global environment from vehicles emitting carbon gases; the damage to the oceans from vehicle exhaust, particularly carbon gases; and urban runoff to the oceans and waterways from road. There are also the national security issues of dependence upon foreign oil for vehicles; the problems of the end of oil; and the problems of a carbon based society to power cars/truck/SUVs.

Since riding transit on a regular basis, I've also changed my driving habits, and changed my perspectives on driving. In short, most of the time driving in Southern California is a pain. Indeed, the increasing gridlock of Los Angeles County threatens the area not only environmentally, but also economically.

Employees waste time in their commutes. Those whose work demands a lot of vehicle travel waste time, and the movement of goods and services becomes more and more inefficient.

The environmental and economic health of the region depends upon an area-wide mass transit system. The Crenshaw Corridor is a vital link to creating this system.

Thus, I am in favor of the Crenshaw Corridor. And with my transit riding experiences, I know that light rail is far superior to bus.

I favor light rail for the entire corridor based on:

Efficient use of energy: Light rail can carry many more people than bus per trip.

Ease of riding: From the level entry and exit at light rail stations, to the smoothness of the ride, particularly compared to the stiffness of rapid buses, light rail is far superior for the rider.

Permanence: The rails, once laid, provide a permanence which can be capitalized with surrounding development. This creates a better urban setting.

11/5/2009



However, within that support, I have concerns:

1.) The proposed Maintenance Yard is best suited for Lot D in El Segundo. This is stated in the DEIR. While it is not immediately adjacent to the rail lines, this lot offers more room, more flexibility, it is already located in an industrial area, and does not require the purchase of buildings like in Lot B along Hindry Ave. B

2.) The Florence Station: This is too distant from the major bus routes on Manchester Ave. It should be located just south of Manchester, west of Florence/Aviation. This would make transfers between rail and bus much easier, and should increase ridership. The Florence Station is not conducive to helping the transit rider with transfers between light rail and bus. Its isolated location could also led to safety issues for the riders. C

I do not believe the existing curve of the Harbor Subdivision Line should be used as the basis of a curve for a light rail line, and that very tight curves in the line at that area can be incorporated. There are existing examples of very sharp turns of light rail lines in Los Angeles County: D

A. Downtown Los Angeles, Flower Street and Grand Avenue. There is a very sharp curve just before/after the Blue Line Trade Tech Station on Washington Blvd.

B. Long Beach Boulevard where the Blue Line turns onto 1st street. This too is a very sharp turn and shows that a similar curve can be incorporated for a station at Manchester and Aviation.

3.) Crossing LAX: While a trench is proposed as the tracks pass along LAX parallel to Aviation Blvd., I question if a trench is necessary. A trench would be very expensive to dig, and would take money away from other areas of the line and from other rail transit projects such as Expo Phase II, the Downtown Connector, and the subway westbound extension.

At the Portland, Oregon, airport, a light rail runs directly to the airport. The Portland light rail line with overhead catenary passes within 50 to 100 yards of the tarmac with planes. I have stood on the tarmac at Portland Airport, boarded an Alaska Airlines plane, and then took off from the airport with the Portland MAX light rail train in use which I could see out of the plane's window, again within 50 to 100 yards.

While I do not know all of the particulars, I fail to see why this is the situation in Portland with the light rail operating very close to planes at Portland Airport without catastrophes is not allowed at LAX with the Crenshaw Line running at grade along Aviation Boulevard as the trains enter and depart the existing Green Line Aviation/Imperial Station. E

I attach photos I took from Portland international Airport in which a light rail train passes within yards of planes on the tarmac. I also post links to Google satellite photos which show the light rail lines, and their electrically charged catenary lines, between the control tower and the airport runways. This aerial photo is also attached as a pdf.

The Google map satellite photo shows the control tower. It is in the center, look for the long, thin shadow running to the left of the photo. The light rail tracks, are seen lower in the photo (NE Airport Way), the light rail station is denoted by the blue icon, and the airport runway is seen with planes on the tarmac. It would appear that light rail is very compatible to airport operations.

Please contact me should any questions arise.

11/5/2009



Regards,  
Matthew Hetz  
Los Angeles

11/5/2009



ATT00001

MAX at Portland, control tower-train-catenary. It rains a lot in  
Portland, hence  
the misty photos.

Page 1

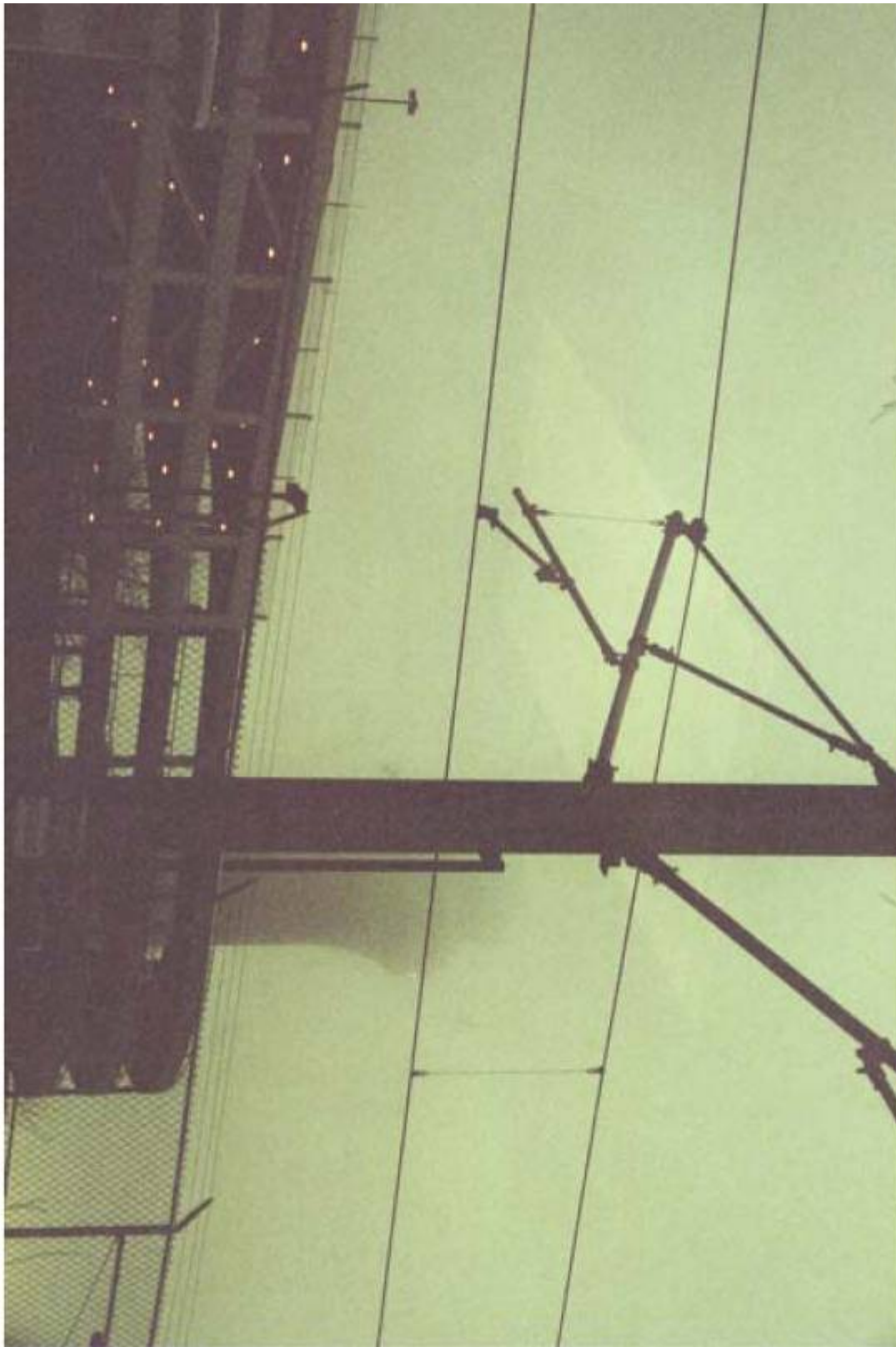


**CRENSHAW/LAX TRANSIT CORRIDOR PROJECT**

ATT00007

MAX station at PDX with trains, the tramac is to the right.

Page 1



ATT00003

closer view of catenary and control tower

Page 1





ATT00009

Portland airport, note the planes to the left and the MAX train, moving, and catenary

Following is the link to a Google map showing the control tower. It is in the center, look for the long shadow running to the left of the photo, the light rail line and station denoted by the blue icon, and the airport runway with planes on the tarmac.

Page 1



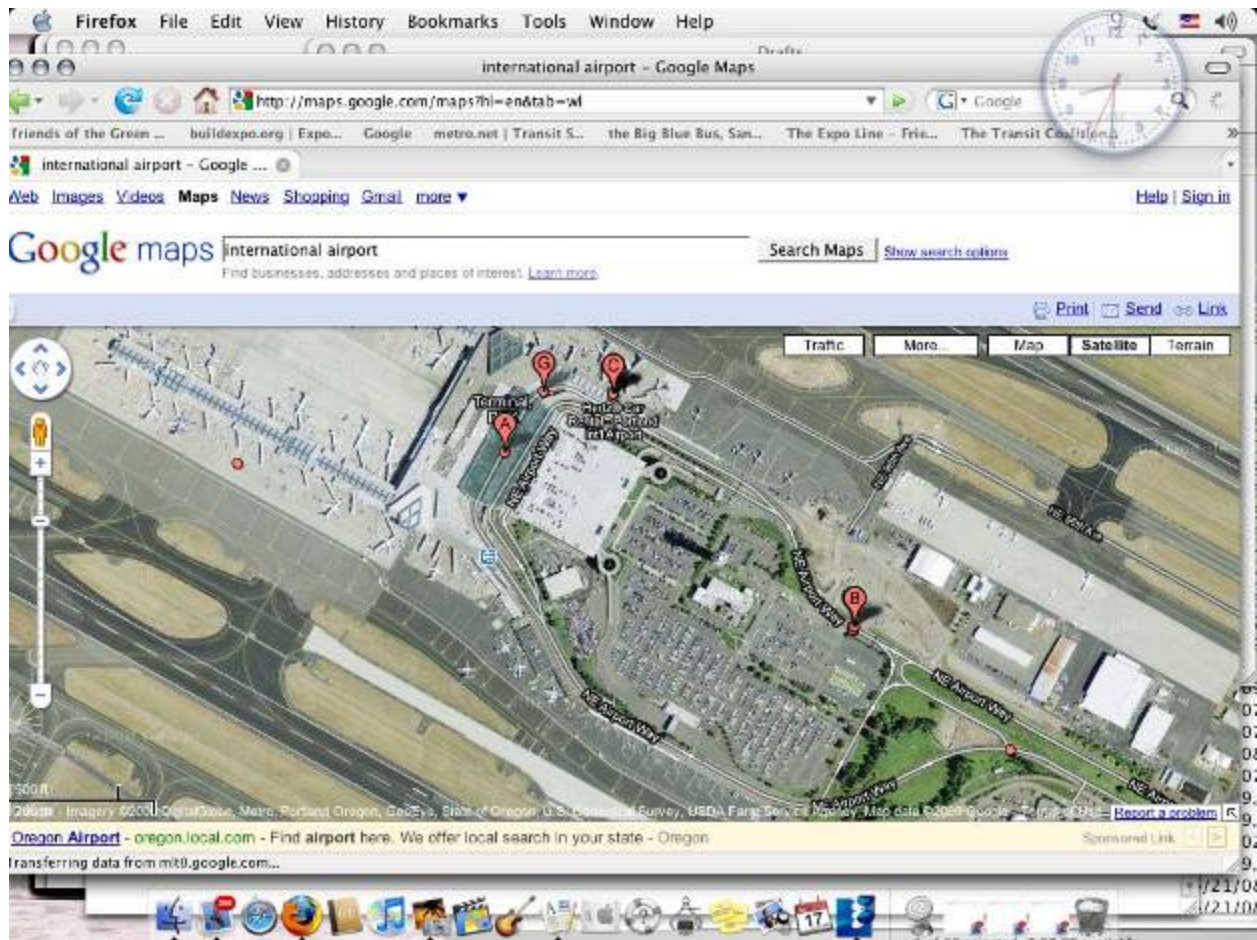
**CRENSHAW/LAX TRANSIT CORRIDOR PROJECT**



ATT00005

MAX station at PDX without train

Page 1



**Response to comment 30-194-A.**

Comment noted. Metro appreciates the views, input, and support from the commenter as it is an important part of the planning process. The Light Rail Transit Alternative was selected as the Locally Preferred Alternative and consideration was given to the reasons cited by the commenter.

**Response to comment 30-194-B.**

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

**Response to comment 30-194-C.**

The Optional Manchester Station was removed from the project definition because of low initial ridership projections. The Crenshaw/LAX Transit Corridor Project is being designed so as not to preclude the future inclusion of a future aerial station across Manchester Boulevard that would be proximate to the bus lines running along Manchester Avenue/Boulevard.

**Response to comment 30-194-D.**

Comment noted. Metro appreciates the views and input from the commenter as it is an important part of the planning process. The turn at Manchester Avenue/Boulevard was designed to not preclude the future inclusion of an aerial station across Manchester Avenue/Boulevard. An aerial station across Manchester Avenue/Boulevard would eventually require a straight segment that would reduce the possibility of tighter turns as suggested by the commenter.

**Response to comment 30-194-E.**

The Federal Aviation Administration discourages land uses that it considers incompatible with airport operation in areas it designates as a Runway Protection Zone. The Crenshaw/LAX Transit Corridor Project alignment crosses a Runway Protection Zone associated with the south runway. While the Portland light rail line the commenter refers to is adjacent to the airport terminal, it never crosses under the flight path of either runway at the Portland International Airport until it is well beyond 3,500 feet from the runways. Similar to LAX, the Portland International Airport does not have any structures within 1,500 feet of the approaches to the runways.



COMMENT: 30-195. Blossom Hicks.

30-195

**COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY**

NAME: Blossom Hicks EMAIL: blossomhicks@yahoo.com

ADDRESS: 746 N. El Calypso St. #6 Inglewood CA 90741 PHONE: 310-703-8549

COMMENTS: We want the train on this of town underground.

**MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23**

**Email:** crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

**Response to comment 30-195.**

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



COMMENT: 30-196. E. Hicks.

30-196

CUT AND SEND

**COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY**

NAME: EURSELL HICKS EMAIL: \_\_\_\_\_

ADDRESS: 433 W. 64th PLACE Agie Ca PHONE: \_\_\_\_\_

COMMENTS: Please have the train to go  
Under ground  
Thank you

**MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23**

mail: [crenshaw@fixexpo.org](mailto:crenshaw@fixexpo.org) • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016

**Response to comment 30-196.**

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



COMMENT: 30-197. Kim Hicks.

30-197

**COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY**

NAME: Kim Hicks EMAIL: Hicks.BICim@aol.com

ADDRESS: 2008 EMORY ST SICA PHONE: (408) 569-2664  
95728

COMMENTS: Keep it underground on Crenshaw Blvd.

**MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23**

**Email:** crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

**Response to comment 30-197.**

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



COMMENT: 30-198. Cita Hill.

30-198

CUT AND SEND

**COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY**

NAME: CITA M. HILL EMAIL: \_\_\_\_\_

ADDRESS: 2208 PALMONT AVE #2 PHONE: 323-981-1469

COMMENTS: We the people who live, work attend school  
in the Crenshaw area want the transit to run under-  
ground.

**MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23**

**Email:** crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

**Response to comment 30-198.**

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



COMMENT: 30-199. Marilyn Hill.

30-199

**COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY**

NAME: Marilyn Hill EMAIL: MHill51@qnet

ADDRESS: 509 E Fairview Pl. PHONE: 310-380-9262

COMMENTS: Please put train under ground

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**MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23**

**Email:** [crenshaw@fixexpo.org](mailto:crenshaw@fixexpo.org) • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016

**Response to comment 30-199.**

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



COMMENT: 30-200. Roger Hill.

30-200

Crenshaw Transit  
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Roger Hill

Address (Street, City, State, Zip)

7406 Midfield Ave. Los Angeles, CA 90045

Email (enter address to receive periodic project updates)

RHill059@sbcglobal.net

Would you like to be added to the project mailing list?

Yes  No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other \_\_\_\_\_

Comment (please print):

I live in Westchester Osage neighborhood and support public transit but these are my concerns:

- Would like the Westchester terminal <sup>to</sup> be a small one, without the maintenance yard A
- <sup>Prefer the</sup> Maintenance yard to be in El Segundo so that less business and jobs are removed from LA tax base. B
- I really enjoy the Kenwood Community Play House on Hindry and hope that it could stay. C
- If the Westchester station or La Cienega overpass is elevated, it would make it very noisy in the Osage neighborhood of Westchester. ~~Don't want that.~~ D
- If the Manchester overpass which I support is done and the La Cienega overpass which I'm against, are both built. Then the track between the two would probably be elevated because there is not very much distance between the overpasses. ~~Don't want Westchester station to be elevated.~~ E

- See back page -

Thank You  
Roger Hill

- OVER -

Also: Thanks for coming to speak in our community.



Comment (continued):

The BRT I prefer because less money to be spent and it could be changed with less cost in the future. Also could travel a longer distance in the future

**TELL US ABOUT YOURSELF**

What is your home zip code? 90045 Work zip code? Retired

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other? \_\_\_\_\_

How do you regularly travel in the project area?  
 (check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other \_\_\_\_\_

**AFFILIATION**

- Resident  Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other \_\_\_\_\_

**Thank You!**

Give this form to project staff or return to Metro:

**Postal Mail**

Roderick Diaz, Project Manager  
 Los Angeles County Metropolitan  
 Transportation Authority  
 One Gateway Plaza  
 Mail Stop: 99-22-3  
 Los Angeles, CA 90012-2952

**Email:**

diazroderick@metro.net

**Project Hotline**  
 (213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.





**Metro**

Mr Roger HE  
7408 McField Ave  
Los Angeles, CA 90045-3230

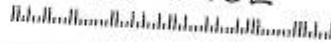
LOS ANGELES CA 900  
16 OCT 2009 PM 11 L



Roderick Diaz  
Los Angeles County Metropolitan  
Transportation Authority  
One Gateway Plaza  
Mail Stop: 99-22-3  
Los Angeles, CA

90012-2952

90012+2952



**Response to comment 30-200-A.**

The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time. Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

**Response to comment 30-200-B.**

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

**Response to comment 30-200-C.**

The Kentwood Community Play House will be preserved, since that site is no longer under consideration for a maintenance and operations facility.

**Response to comment 30-200-D.**

The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The aerial crossing at La Cienega Boulevard and I-405 would eliminate the need for warning signals and or crossing gates that would be necessary if the Light Rail system were to cross at grade. Noise from a light rail vehicle traveling over La Cienega Boulevard and the I-405 was determined not to result in a significant noise impact to residences within the Westchester community.

**Response to comment 30-200-E.**

Comment noted. The grade separations at Manchester Avenue and La Cienega Boulevard have been incorporated to avoid potential traffic impacts that would occur if the crossings occur at grade. The track between the grade separation at Manchester Boulevard and the grade separation at La Cienega Boulevard would be at-grade from west of Isis Avenue to east of Glasgow Avenue. The optional Manchester Station was removed from consideration during the final design process because of low initial ridership projections. The project has been designed so as not to preclude the inclusion of Manchester Station over the aerial crossing at a future time.

**Response to comment 30-200-F.**

Comment noted. Please refer to Master Response 6 for the selection of the locally preferred alternative.



COMMENT: 30-201. Virginia Hill.

30-201

Crenshaw Transit  
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

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Name (First & Last Name, Organization)

Virginia Hill

Address (Street, City, State, Zip)

6028 Acacia St; Los Angeles, CA 90056

Email (enter address to receive periodic project updates)

ginann98@yahoo.com

Would you like to be added to the project mailing list?

Yes  No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements
- (Transportation Systems Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other \_\_\_\_\_

Comment (please print):

A bus system would be more economical, more flexible, less disruptive to the affected businesses and homes in the corridor. The buses should be natural gas, electric, or some low-carbon design. The system should focus on efficient transport from the passenger's point of view, and low cost to the passenger.

- OVER -





**Response to comment 30-201.**

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 for the selection of the locally preferred alternative.



COMMENT: 30-202. Dawn Hines.

30-202

**COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY**

NAME: Dawn Hines EMAIL: \_\_\_\_\_

ADDRESS: 17600 Saticoy St PHONE: (562) 212-3796

A COMMENTS: Keep the metro line underground  
on Crenshaw.

**MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23**

**Email:** [crenshaw@fixexpo.org](mailto:crenshaw@fixexpo.org) • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



**Response to comment 30-202.**

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



COMMENT: 30-203. Tina Hirt.

30-203

**Abbott, Matthew**

---

**From:** Tina Hirt [numberzone@ca.rr.com]  
**Sent:** Sunday, October 18, 2009 10:05 AM  
**To:** Diaz, Roderick  
**Subject:** Re: Crenshaw Transit Corridor

Dear Mr. Diaz,

I saw you a few weeks ago in our neighborhood, speaking about your project, the Crenshaw Transit Corridor, you encourage us to fill out comment forms and submit them to METRO. I have done so. I have also sent you a copy of what I submitted for your files.

Thank you.

Tina Hirt

## Crenshaw Transit Corridor

Thank you for giving us your feedback. Your input is very important to us. For more information about the Crenshaw Draft Environmental Impact Statement/Draft Environmental Impact Report. Please confirm that the following information is correct so that we may contact you.

**Name:** Tina Hirt

**Organization:**

**Email Address:** numberzone@ca.rr.com

**Street Address:** 7837 Toland Ave

**City:** Los Angeles

**State:** Ca

**Zip Code:** 90045

**Additional Comments:** 1) How much revenue will be lost by this project in the form of taxes, jobs, etc. | <sup>A</sup>  
And how much revenue would be lost if the maintenance yard is selected in El Segundo? 2) Stiletto | <sup>B</sup>  
Studios just joined our neighborhood. How much will the light and noise impose on their new  
enterprise? How much will the light and noise impact the property in El Segundo? 3) What sort of | <sup>C</sup>  
impact will a back-up on the 405 and/or La Cienega do to this maintenance yard? How much impact will  
traffic impact the property in El Segundo? 4) Westchester would lose a wonderful property in the | <sup>D</sup>  
Kentwood Playhouse. This Playhouse and it's group are a wonderful addition to our neighborhood. What  
would be done to relocate them in our midst? Would there be a similar loss at the El Segundo site? 5) By | <sup>E</sup>  
placing a maintenance facility so close to LAX and the power plant 2 blocks away - is it not conceivable  
that this makes terrorism a little bit easier? Would the El Segundo site be as vulnerable? 6) Please

11/5/2009



F | explain why the Westchester site is preferable to the El Segundo site. Please detail in dollars how much | G  
each site would cost to obtain and why. 7) Which site is the path to the least resistance? 8) Please |  
describe in detail your plan to block off 83rd street AND provide a detail analysis of emergency exits | H  
from the surrounding streets, with this access blocked off.

For other questions regarding the Crenshaw Transit Corridor Study, contact us at:

**Roderick Diaz, Project Manager**  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza  
Mail Stop: 99-22-3  
Los Angeles, CA 90012-2952  
Email: [diazroderick@metro.net](mailto:diazroderick@metro.net)  
Project Hotline (213) 922-2736

[Crenshaw Transit Corridor](#) | [DEIS/DEIS Comment Form](#)

11/5/2009

**Response to comment 30-203-A.**

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.

**Response to comment 30-203-B.**

Please refer to response to comment 30-203-A.

**Response to comment 30-203-C.**

Please refer to response to comment 30-203-A.

**Response to comment 30-203-D.**

Please refer to response to comment 30-203-A.

**Response to comment 30-203-E.**

Please refer to response to comment 30-203-A.

**Response to comment 30-203-F.**

Please refer to response to comment 30-203-A.

**Response to comment 30-203-G.**

Please refer to response to comment 30-203-A.

**Response to comment 30-203-H.**

83<sup>rd</sup> Street will not be blocked off as part of the proposed project. Please refer to response to comment 30-203-A.



COMMENT: 30-204. Royger Hobson.

30-204

**Abbott, Matthew**

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**From:** Royger L Hobson [roygerhobson@sbcglobal.net]

**Sent:** Monday, October 26, 2009 10:18 AM

**To:** Diaz, Roderick

**Subject:** Crenshaw Line

Please keep the Crenshaw Line underground on Crenshaw Blvd for the safety of the children at Crenshaw High School and View Park Prep. Also traffic already backs up in both directions on Slauson. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire community. A

Sincerely,  
Royger Hobson  
3716 W. 54th St.

11/5/2009

**Response to comment 30-204.**

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-205. Woody Hollier.

30-205

Crenshaw Transit  
Corridor Project

Draft Environmental Impact Statement/Draft Environmental Impact Report

Comment Form

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

Woody Hollier 76th Street (Morningside Park-Hyde Park) Block Club

Address (Street, City, State, Zip)

3010 W. 76th Street Inglewood, Ca. 90305

Email (enter address to receive periodic project updates)

Would you like to be added to the project mailing list?

Yes  No

THIS COMMENT RELATES TO:

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements (Transportation Systems Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other

Comment (please print):

1) I am completely against any plans for the Centinella-Florence crossing that does not include an overpass/elevated passage at this location. I see this as an opportunity to fix this long-standing bottleneck because the trains are switching cars or a very long and slow number of trains and box cars passing this crossing. A subterranean right of way would be an alternative.

2) I am very concerned that setting up one of the maintenance facilities must be completely walled-in or not at all. The last thing we need is something else that will bring down or not increase our property value in the neighborhood.

A  
B

- OVER -





Metro

Woodrow Hallise  
3010 W. 24th Street  
Inglewood, Ca. 90305

Roderick Diaz - Project Manager  
Los Angeles County Metropolitan  
Transpiration Authority  
One Gateway Plaza 201  
Los Angeles, Ca. 90012

90012+2952 0001



LOS ANGELES CA 900  
03 NOV 2009 PM 9 T



**Response to comment 30-205-A.**

During the preparation of the DEIS/DEIR, six additional design options were considered and evaluated to assess environmental impacts and address community concerns. Design Option 3 incorporates a grade separation at Centinela Avenue. This design option was incorporated to eliminate potential traffic impacts that were identified in the traffic analysis. This design option was carried forward into the design process for further consideration and review. Additional review found that no significant traffic impacts would occur at Centinela Avenue and, as a result, Design Option 3 was not included as into the project definition.

**Response to comment 30-205-B.**

Maintenance facility sites are generally located in industrial areas adjacent to a rail line. Because of the minimal environmental impact that these sites typically have, they also are compatible with nearby residential uses. The potential environmental impacts from the maintenance facility for the project are found in the Supplemental Draft Environmental Impact Statement/Recirculated Draft EIR and in the Maintenance Facility chapter of the FEIS/FEIR. Impacts from economic considerations and displacement and relocation were found to occur from the proposed facility. Although property values are not an environmental topic requiring response, there is no documented evidence that the siting of a maintenance site in an industrial area would lower the value of nearby residences.



COMMENT: 30-206. Jita Holsey.

30-206

----- Forwarded message -----

From: Jita Holsey <jholsey@westa.org>  
Date: Mon, Oct 26, 2009 at 11:52 AM  
Subject: Crenshaw Line  
To: "crenshaw@fixexpo.org" <crenshaw@fixexpo.org>  
Cc: Claudia Douglas <Cdouglas@westa.org>

> Dear MTA Board of Directors:

>

> Please keep the Crenshaw Line underground on Crenshaw Blvd for the  
> safety of the children at Crenshaw High School and View Park Prep.  
> Also traffic already backs up in both directions on Slauson. Don't  
> make a bad situation worse. Treat us the same as you intend to treat  
> the Wilshire community.

A

>> Sincerely,

May God continue to perfect and bless you richly in every area of your life.

In His name,

**Jita Holsey**

Administrative Assistant, to  
Dr. Kenneth Hammonds, Director

*Perfecting Believers*

*(discipleship)*

**West Angeles Church of God in Christ**

3045 Crenshaw Blvd.  
Los Angeles, CA 90016  
323/733-8300 X2349

> <insert your name>

> <insert your address>

11/10/2009

**Abbott, Matthew**

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**From:** Jita Holsey [jholsey@westa.org]  
**Sent:** Monday, October 26, 2009 11:51 AM  
**To:** Diaz, Roderick  
**Subject:** Crenshaw Blvd.

> Dear MTA Board of Directors:

>

> Please keep the Crenshaw Line underground on Crenshaw Blvd for the

> safety of the children at Crenshaw High School and View Park Prep.

> Also traffic already backs up in both directions on Slauson. Please don't

> make a bad situation worse. Treat us the same as you intend to treat

> the Wilshire community.

>> Sincerely,

In His name,  
**Jita Holsey**  
Administrative Assistant, to  
Dr. Kenneth Hammonds, Director  
***Perfecting Believers***  
*(discipleship)*  
**West Angeles Church of God in Christ**  
3045 Crenshaw Blvd.  
Los Angeles, CA 90016  
323/733-6300 X2349

11/5/2009



**Response to comment 30-206.**

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-207. Joan Hornbecker.

30-207

**Crenshaw Transit  
 Corridor Project**

Draft Environmental Impact Statement/Draft Environmental Impact Report

**Comment Form**

The Crenshaw Transit Corridor project team welcomes your comments on the findings of the Draft Environmental Impact Statement/Draft Environmental Impact Report or any other aspect of the project or process. Please fill out this form and use additional sheets of paper, if necessary. Give this form to project staff or return to Metro (see directions on reverse).

Name (First & Last Name, Organization)

JOAN HORNBECKER

Address (Street, City, State, Zip)

5500 W. 78<sup>th</sup> ST LA CA 90045

Email (enter address to receive periodic project updates)

JHORNBECKE@AOL.COM

Would you like to be added to the project mailing list?

Yes  No

**THIS COMMENT RELATES TO:**

My support for (check one):

- Bus Rapid Transit (BRT) Alternative
- Light Rail Transit (LRT) Alternative
- No Improvement Necessary (No-Build Alternative)
- Minor Improvements
- (Transportation Systems Management [TSM] Alternative)
- No Opinion

My thoughts about (check any or all that apply):

- Construction
- Noise
- Air Quality
- Traffic
- Safety
- Visual Effects
- Displacement of Property
- Disruption to Business
- Public Services
- Local Land Use & Development
- Economic Impacts and Jobs
- Specific Design Features
- Other \_\_\_\_\_

Comment (please print):

It seems to me, the El Segundo site would be more beneficial to all. No homes affected & no businesses to buy out. Why disrupt a quiet neighborhood when there is an alternative

A

- OVER -



Comment (continued):

Multiple horizontal lines for writing a comment.

TELL US ABOUT YOURSELF

What is your home zip code? 90045

Work zip code? \_\_\_\_\_

Do you: (check all that apply)

- Live in the project area?
- Work in the project area?
- Own a business in the project area?
- Commute through the project area?
- Other? \_\_\_\_\_

How do you regularly travel in the project area?  
(check all that apply)

- Bicycle?
- Bus?
- Car or Truck?
- Walk?
- Other \_\_\_\_\_

AFFILIATION

- Resident  Business
- Community or Neighborhood Organization
- Public Agency
- Environmental Organization
- Civic Organization
- Economic Development Organization
- Other \_\_\_\_\_

Thank You!

Give this form to project staff or return to Metro:

Postal Mail

Roderick Diaz, Project Manager  
Los Angeles County Metropolitan  
Transportation Authority  
One Gateway Plaza  
Mail Stop: 99-22-3  
Los Angeles, CA 90012-2952

Email:  
diazroderick@metro.net

Project Hotline  
(213) 922-2736

Comments must be received by October 26, 2009, 5:00 p.m.







**Response to comment 30-207.**

Please refer to Master Response 2 regarding comments pertaining to the effects of potential Maintenance Facility Site B or D.



COMMENT: 30-208. C Humdy.

30-208

**COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY**

NAME: C. Humdy EMAIL: \_\_\_\_\_

ADDRESS: 12438 Empire Pl., Pacoima, CA 91331 PHONE: \_\_\_\_\_

COMMENTS: Plse Keep it ~~underground~~ (underground)  
on Crenshaw!

**MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23**

**Email:** [crenshaw@fixexpo.org](mailto:crenshaw@fixexpo.org) • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



**Response to comment 30-208.**

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

COMMENT: 30-209. LuJuana Hunter.

30-209

**Abbott, Matthew**

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**From:** Damien Goodman [damienwg@gmail.com]  
**Sent:** Monday, October 26, 2009 2:02 AM  
**To:** Diaz, Roderick  
**Subject:** Fwd: Crenshaw Line Underground

----- Forwarded message -----  
From: <[JHunter690@aol.com](mailto:JHunter690@aol.com)>  
Date: Sun, Oct 25, 2009 at 11:35 PM  
Subject: Crenshaw Line Underground  
To: [crenshaw@fixexpo.org](mailto:crenshaw@fixexpo.org)

Dear MTA Board of Directors:  
Please keep the Crenshaw Line Underground on Crenshaw Blvd. for the safety of the children at Crenshaw High School and View Park Prep. Also, traffic already backs up in both directions on Crenshaw. Don't make a bad situation worse. Treat us the same as you intend to treat the Wilshire Community. A

Respectfully,

Mrs. LuJuana Hunter  
Resident of the Crenshaw Community  
5326 Inadale  
Lo Angeles, 90043

11/10/2009



**Response to comment 30-209.**

Please refer to Master Response 3 regarding comments pertaining to an underground alignment along Crenshaw Boulevard due to children’s safety, traffic at Slauson Avenue, and environmental justice concerns.



COMMENT: 30-210. Teena Hunter.

30-210

**COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY**

NAME: Teena Hunter EMAIL: thhu785@aol.com

ADDRESS: 890 Carlton Privado, Ontario 91702 PHONE: 562-496-8913

COMMENTS:

"Keep it underground on Crenshaw"

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**MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23**

**Email:** crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



**Response to comment 30-210.**

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



COMMENT: 30-211. Sidney Hurd.

30-211

**COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY**

NAME: Sidney Hurd EMAIL: \_\_\_\_\_

ADDRESS: 6206 S. Vernon LA PHONE: \_\_\_\_\_

COMMENTS: I support and request MTA study  
The People's Option for the entire Crenshaw Blvd.  
portion of the Line to be built underground,  
plus a station at Vernon

A  
B

**MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23**

**Email: [crenshaw@fixexpo.org](mailto:crenshaw@fixexpo.org) • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016**



**Response to comment 30-211.**

Please refer to Master Response 4 regarding the People’s Choice Alternative.



COMMENT: 30-212. Nelle Ivory.

30-212

**COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY**

NAME: Nelle Ivory EMAIL: \_\_\_\_\_

ADDRESS: 3970 Hepburn Ave PHONE: (323) 295-8084

COMMENTS: Los Angeles, CA 90008

I support & request MTA study ~~THE~~ **PEOPLE OPTION** for the entire Crenshaw Blvd portion of the line to be built **UNDERGROUND**, plus a station at Vernon for the health, reliability, safety and all other entities to keep our community **SAFE & LIVABLE** for our sake & God's.

**MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23**

**Email:** crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



**Response to comment 30-212-A.**

Please refer to Master Response 4 regarding the People's Choice Alternative.

**Response to comment 30-212-B.**

Please refer to Response to comment 30-212A.



COMMENT: 30-213. Deborah Jackson.

30-213

**COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY**

NAME: Deborah Jackson EMAIL: Djackson@inglewoodparkmorning  
ADDRESS: 1253 E 87th St LA CA 90002 PHONE: 323 589-0640

COMMENTS: \_\_\_\_\_  
I support request MTA study The people's \_\_\_\_\_ A  
option for the entire Crenshaw Blvd portion of \_\_\_\_\_  
the line to be built underground plus a station \_\_\_\_\_ B  
at Vernon. \_\_\_\_\_  
Please put the light rail underground \_\_\_\_\_ A  
on Crenshaw Blvd. \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23**

**Email: crenshaw@fixexpo.org • Fax: (323) 761 - 6435 • Address: P.O. Box 781267 LA, CA 90016**



**Response to comment 30-213-A.**

Please refer to Master Response 4 regarding the People’s Choice Alternative.

**Response to comment 30-213-B.**

Please refer to Response to comment 30-213A.



COMMENT: 30-214. Jackie Jackson.

30-214

**COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY**

NAME: Jackie Jackson. EMAIL: \_\_\_\_\_

ADDRESS: 3936<sup>th</sup> Crenshaw PHONE: \_\_\_\_\_

COMMENTS: Please keep it underground | A

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**MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23**

**Email:** [crenshaw@fixexpo.org](mailto:crenshaw@fixexpo.org) • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



**Response to comment 30-214.**

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



COMMENT: 30-215. Marie Jackson.

30-215

**COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY**

NAME: Marie Jackson *Legally Blind & her request* EMAIL: \_\_\_\_\_

ADDRESS: 6030 Crenshaw Blvd Unit #347 LA CA PHONE: 310 443

COMMENTS:

"She support & request MTA "The Peoples Option" A

Below street entire portion of Crenshaw Blvd & adjacent B

at Vernon," L. Newton 10-24-09

**MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23**

**Email:** crenshaw@fixexpo.org • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016



**Response to comment 30-215-A.**

Please refer to Master Response 4 regarding the People’s Choice Alternative.

**Response to comment 30-215-B.**

Please refer to Response to comment 30-215A.



COMMENT: 30-216. Mark Jackson.

30-216

**COMMUNITY MEMBER'S COMMENT ON MTA'S CRENSHAW LINE STUDY**

NAME: MARK JACKSON EMAIL: 14021

ADDRESS: 11209 So LA Salle A PHONE: 823-356-2967

COMMENTS: Keep it underground

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**MUST BE SENT TO MTA BY OCT. 26, SO PLEASE RETURN BY OCT. 23**

**Email:** [crenshaw@fixexpo.org](mailto:crenshaw@fixexpo.org) • **Fax:** (323) 761 - 6435 • **Address:** P.O. Box 781267 LA, CA 90016