DRAFT FOR

TASK FORCE

REVIEW

Crenshaw/Prairie

Transportation Corridor

Preliminary Planning Study

Task II - Report

IDENTIFICATION OF TRANSPORTATION ALTERNATIVES

February 5, 1993

Submitted to:

Metropolitan Transportation Authority

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Executive Summary

This report documents the work conducted for Task 2, Identification of Preliminary Alternatives, for the Crenshaw/Prairie Transportation Corridor Preliminary Planning Study.

In 1991 the Los Angeles County Transportation Commission (LACTC) added the Crenshaw Corridor to the preliminary list of transportation corridors to be evaluated for inclusion in the 30-Year Transportation Plan. The approved Transportation Plan lists the Crenshaw Corridor as one of four corridors in the Expanded Plan, which means that funds have yet to be identified for its implementation. Civil unrest in several sections of Los Angeles, however, have focused attention on the area and hastened the review of the Crenshaw Corridor.

LACTC will be the lead agency for the preparation of a Preliminary Planning Study for the Crenshaw Transportation Corridor. An interagency task force has been formed to provide direct input to the study, and jointly develop a strategy for implementing the transportation alternatives and development programs that may be proposed for the area.

The base alignment for the Crenshaw Corridor begins at the Pico Boulevard/Rimpau Station or the Crenshaw/Olympic Station of the Metro Red Line Mid-City Extension, travels south through Crenshaw Boulevard, turns west along the Santa Fe railroad right-of-way, and finally heads south through Prairie Avenue to the Metro Green Line Hawthorne Station, then beyond to Rosecrans Avenue.

Chapters 1 and 2 of this report document existing transportation conditions and existing land use conditions in the study corridor. They also provides a preliminary discussion of corridor economic opportunities.

In Chapter 3, the report describes a series of six preliminary alternatives that were identified to address the goals of improving transportation mobility and encouraging economic development in the corridor. These alternatives are the following:

- Alternative 1 - Median Busway (Electric Trolley Bus)
- Alternative 2 - Light Rail Transit At-Grade
- Alternative 3 - Light Rail Transit Aerial
- Alternative 4 - Light Rail Transit to LAX Lot C
- Alternative 5 - Subway
- Alternative 6 - Aerial Automated Guideway Transit

Finally, Chapter 4 summarizes the initial screening of these alternatives to three to be carried forward for more detailed study and evaluation. As a result of this "screening" process, It is recommended that 3 alternatives be dropped from immediate continued consideration, resulting in 3 alternatives which will be developed in more detail and analyzed in the balance of the study.

The screening process took into account the project objectives, input from community meetings, as well as issues of technical feasibility, resulting in a comprehensive consideration of issues affecting the alternatives.

The guiding principles of the Crenshaw/Prairie Transportation Corridor are two-fold, namely, to identify solutions suitable for:

- increasing transit capacity and mobility within the corridor, and
- using such transit improvements as catalysts for economic development and revitalization within the corridor.

It is recommended that the following three alternatives be carried forward for further consideration in more detail:

1. Alternative 3 - Aerial LRT (refined to include at-grade where feasible with minimal impact)
2. Alternative 4 - LRT to LAX
3. Alternative 5 - Subway

The consultant team believes that this set of alternatives represents a range of alternatives with the greatest potential to attain the two key goals to improve transportation mobility and support economic development in the corridor, taking into consideration potential impact and community concerns identified through technical studies accomplished to date as well as input from agency staffs and members of the public.

In addition to the selection of the three most promising alternatives, two other recommendations have emerged:

1. Due to the far greater potential for economic development, it is recommended that the northern terminus of the corridor be at the Red Line Pico/Rimpau station. In addition to providing a transfer to the Red Line, this station is a major hub of bus operations within the corridor.
2. Due to duplication with proposed southern extension of the Green Line, it is recommended that detailed planning for the portion of the corridor south of the Glen Anderson (formerly Century) freeway (I-105) be deferred at the present time.

Introduction

Background and Study Purpose

In 1991 the Los Angeles County Transportation Commission (LACTC) added the Crenshaw Corridor to the preliminary list of transportation corridors to be evaluated for inclusion in the 30-Year Transportation Plan. The approved Transportation Plan lists the Crenshaw Corridor as one of four corridors in the Expanded Plan, which means that funds have yet to be identified for its implementation. Civil unrest in several sections of Los Angeles, however, have focused attention on the area and hastened the review of the Crenshaw Corridor.

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"*A major emphasis of the Crenshaw Transportation Corridor study is to improve the quality of life of people living in the area. While transportation is the focus, its more significant role is that of a catalyst in the development process. As such, the definition of transportation alternatives must result from development choices and goals made by the community. Such goals should become the basis of future development efforts in land use, transportation, commerce, and others.*"

Transportation Alternatives & Study Area

The preliminary planning study will need as a departure point to address the feasibility of the following transportation alternatives:

A. Bus Transit
- -- Exclusive busway
- -- Electric trolley
- -- HOV

B. Rail Transit
- -- Light rail
- -- Heavy rail

Alternatives will particularly include those utilizing technologies already adopted for Metro systems under construction and design, or considered for planned projects undergoing environmental review.

The study area is generally along Crenshaw Boulevard, bounded on the north by Wilshire Boulevard, on the south by Rosecrans Avenue, on the east by Arlington Avenue/Van Ness Avenue, and on the west by La Cienega Boulevard and LAX.

The base alignment for the Crenshaw Corridor transit alternatives begins at the Pico Boulevard/Rimpau Station or the Crenshaw/Olympic Station of the Metro Red Line Mid-City Extension, travels south through Crenshaw Boulevard, turns west along the Santa Fe railroad right-of-way, and finally heads south through Prairie Avenue to the Metro Green Line Hawthorne Station, then beyond to Rosecrans Avenue.

Key Issues and Approach

The emergence of the Crenshaw Boulevard corridor as a possible candidate for consideration in the LACTC 30-year plan is associated with a great many expectations from public agencies, elected officials and community organizations. The most prevalent expectation is that there can be a relationship between transportation and land use, i.e. a significant public investment in the construction and operation of a Crenshaw Corridor transit system will have direct and indirect beneficial impacts on the community development potential for the corridor.

This can be manifested in three principal possibilities within the Crenshaw Transportation Corridor.

The Potential for Redevelopment Opportunities Around Transit Stations

This includes the potential for commercial and residential development in the areas surrounding transit stations, including potential density increases, to enhance accessibility to the transit system. It can also include using the transit stations as the catalyst for spurring not only land use development but also urban design opportunities to enhance community centers and neighborhoods.

To Improve Mobility Within the Crenshaw Corridor

Increased and improved transit along the Crenshaw Corridor will provide for better linkages between homes, jobs, retail, and entertainment uses.

Improve Transit Connections to Other Parts of the Los Angeles Area

For example, the Metro Red Line is planned to traverse the north end of the Crenshaw Corridor, and the Metro Green Line the south end in the Century Freeway. Providing a strong transit linkage between these two rail lines, through the Crenshaw and Inglewood communities, could provide significant increases in accessibility to and from the region in two dramatic ways. Firstly, to improve transit connections for residents in the Crenshaw Corridor to jobs in the rest of the region; and secondly, to increase accessibility to employment opportunities within the corridor to a broader workforce in West and South Los Angeles.

Given the socioeconomic difficulties in the Crenshaw Corridor and the larger surrounding South Los Angeles area, this Preliminary Planning Study has to bring community development considerations into balance with transportation planning and the engineering feasibility of alignment and mode alternatives. Carrying out this assignment demands that transporta-

tion service and engineering feasibility alone cannot be the sole criteria for evaluation of options for the Crenshaw Corridor. In fact, community development objectives such as the minimization of business displacement and disruption; the creation of station area-related joint development opportunities, and the overall stimulus for employment generation could become overriding factors in defining the character of the potential transit alternatives.

This Preliminary Planning Study utilizes a multidisciplinary approach where demographics, economic development, job generation and training, housing, environmental, urban design, quality of life effects, as well as community and public agency input are carefully integrated into what has traditionally been a more transportation service/ engineering feasibility oriented study design. Specifically, the development of transit alternatives for the Crenshaw Corridor must digest a wide variety of issues and concerns (some of which may be conflicting) before viable and credible transit options are fully formulated.

1.0 Existing Transportation Conditions

1.1 Existing Transit Service

Public transit service in the Crenshaw/Prairie corridor is provided by four companies: the Southern California Rapid Transit District (SCRTD), Santa Monica Municipal Bus Lines (SMMBL), Culver CityBus and Torrance Transit. These providers offer a combination of local, limited stop and freeway-express service within the corridor and study area. These routes are illustrated in Figure 1-1. A summary of the bus service in the Crenshaw/Prairie corridor is provided in Table 1-1, including route number, origin & destination, main streets served, average peak and off-peak frequency, number of bus stops and daily boardings. Virtually every major and secondary arterial in the study area is served by at least one bus route. Lines 40, 42, 210, 211 and 442 are the SCRTD bus routes that serve the alignment routes of the study corridor.

Lines 40 and 42 are local services connecting the South Bay and LAX with downtown, traveling mainly on Hawthorne Boulevard and Crenshaw Boulevard. Daily boardings on the two combined lines are about 36,000, with corridor related daily boardings of about 16,700 (46%). Line 210 is a north/south local transit service traveling along Crenshaw Boulevard, connecting the South Bay Galleria to the Hollywood area. Total daily boardings on the route are over 20,400, of which 13,300 (66%) occur within the corridor. Line 211 provides local service along Prairie Avenue; daily boardings are about 2,110, with boardings of about 970 (46%) occurring in the study corridor. Line 442 is freeway express service between Los Angeles and the South Bay Galleria. Daily boardings on the line are about 1,300, of which 650 (50%) occur in the corridor.

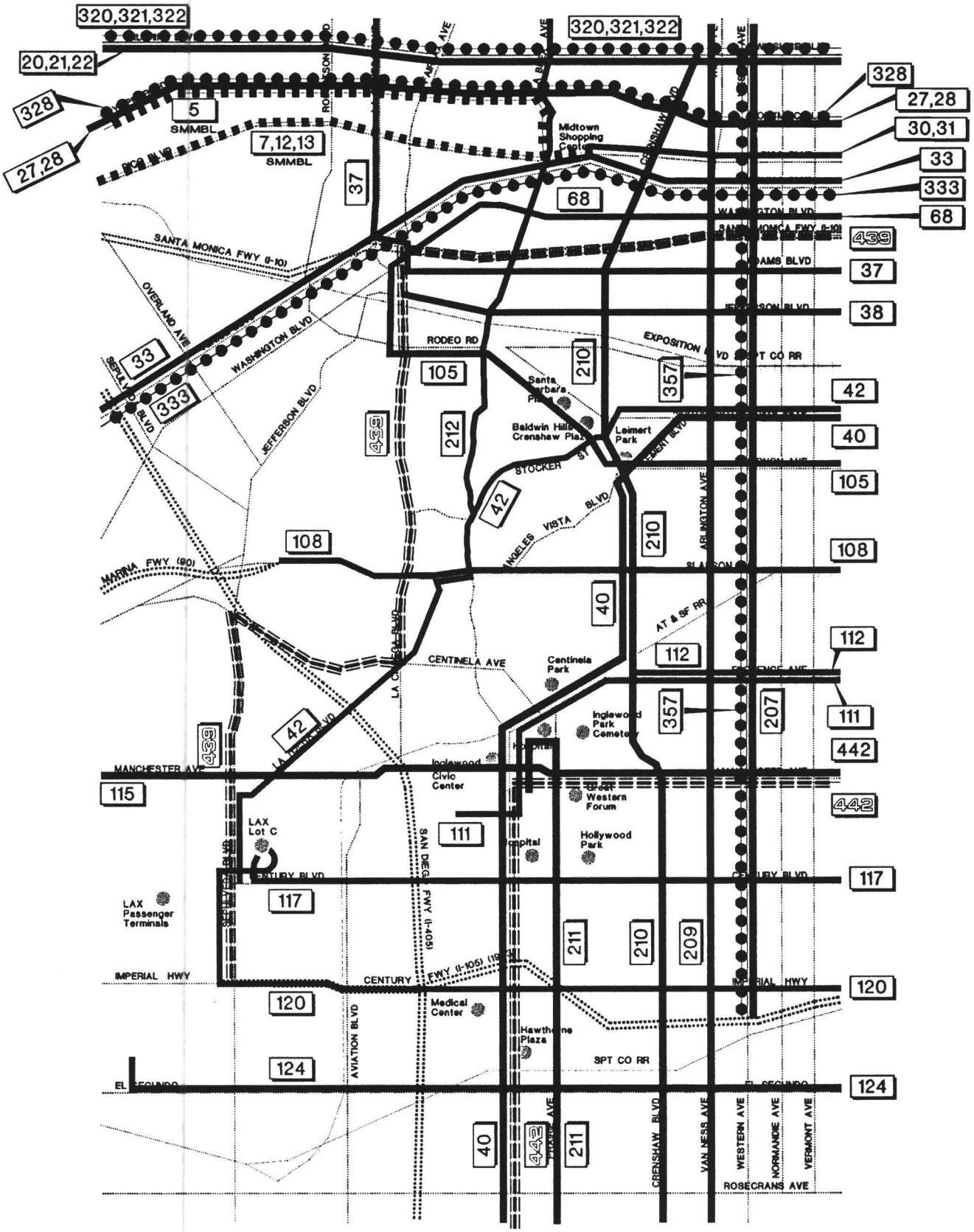
1.2 Existing Traffic Conditions

1.2.1 Corridor Characteristics

Figure 1-2 depicts the curb-to-curb and overall right-of-way (r/w) widths in roadway segments within the study corridor. The dimensions depicted were assembled from as-built drawings and in-field measurement. (Some dimensions were taken from aerial photographs and are approximate.) Included in addition to the designated Crenshaw - AT&SF Railway - Prairie - Hawthorne route are short segments of Pico Boulevard, Venice Boulevard, Market Street, La Brea Avenue and Manchester Avenue, which may be considered for a corridor-long alternative. Descriptions of the principal routes under consideration follows.

Crenshaw Boulevard

The narrowest sections of Crenshaw Boulevard are north of Washington Boulevard, where the curb-to-curb width is as narrow as 56 feet and the r/w is as narrow as 70 feet. Crenshaw Boulevard widens south of the Santa Monica Freeway, where many sections are 70 or 80 feet wide within a 100 foot r/w. Crenshaw is widest immediately south of Vernon, where frontage



123 RTD LOCAL BUS SERVICE

123 RTD EXPRESS BUS SERVICE

123 RTD LIMITED STOP BUS SERVICE

123 SMMBL SANTA MONICA MUNICIPAL BUS LINE

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FIGURE No. 1-1
EXISTING BUS SERVICE

Table 1-1
Summary of Existing Bus Services in the Crenshaw/Prairie Corridor

Route #	Origin	Destination	Main Streets Served	Avg. Peak Frequency	Avg. Off-Peak Frequency	# of Bus Stops	Daily Boardings
SCRTD							
20-21-22/320-322	Downtown LA	Santa Monica	Wilshire Blvd	4 min.	4 min.	NA	NA
27/28/328	Century City	Spring & Temple	Olympic Blvd	4 min.	8 min.	NA	NA
30/31	Pico & Rimpau	Monterey Park	Pico Blvd	7 min.	15 min.	NA	NA
33/333	Downtown LA	Santa Monica	Venice Blvd	8 min.	9 min.	NA	NA
37	West LA Transit Center	1st & Beaudry	Adams Boulevard	6 min.	15 min.	NA	NA
38	West LA Transit Center	Olive & Pico	Jefferson Boulevard	11 min.	15 min.	98	12,364
40	South Bay Galleria Transit Center	Vignes & Bauchet	Hawthorne, Crenshaw	5 min.	10 min.	205	36,031
42	LAX Transit Center	Vignes & Bauchet	King	25 min.	30 min.	[1]	[1]
68	Montebello	West LA Transit Center	Washington Blvd				
102	Coliseum & La Brea	37th & Soto	Coliseum, Jefferson Blvd	25 min.	40 min.	72	1,988
105	San Vicente & Santa Monica	Cudahy	La Cienega, Vernon Avenue	11 min.	15 min.	126	18,910
107	Cecilia & Atlantic	Locust & Grace Ave	54th St	35 min.	40 min.	99	2,158
108	Paramount & Slauson	Washington & Palawan Way	Slauson Avenue	19 min.	20 min.	141	14,065
110	Granger & Florence Ave	Jefferson Bl & Alla Rd	Gage, Centinela	17 min.	22 min.	116	7,258
111	Whittwood Center	LAX Transit Center	Florence Ave	55 min.	60 min.	155	17,977
112	Florence Ave & Crenshaw	San Luis & Norton	Florence Ave	60 min.	65 min.	[2]	[2]
114	Emil & Florence	Maie & Florence	Florence Ave	40 min.	40 min.	37	1,297
115	Pioneer & Rosecrans	Pacific & Culver	Manchester	20 min.	30 min.	130	16,376
117	Rancho Los Amigos Hospital	LAX Transit Center	Century Blvd	25 min.	30 min.	94	12,736
119	Hawthorne Plaza	Josephine & Atlantic	108th Street	60 min.	60 min.	108	1,365
120	LAX Transit Center	Brea	Imperial Highway	13 min.	20 min.	152	11,191
124	El Segundo	Compton Blue Line Stat.	El Segundo Blvd, Santa Fe Ave	50 min.	60 min.	82	1,790
126	Manhattan Bch & Highland	Hawthorne Plaza	Yukon Ave, Manhattan Beach Bl	60 min.	60 min.	NA	NA
207/357	Western & Imperial	Western & Franklin	Western Avenue	8 min.	17/12 min.	79	33,514
209	Crenshaw & Rosecrans	6th & Wilton	Van Ness Ave., Arlington Ave.	30 min.	45 min.	57	1,492
210	South Bay Galleria Transit Center	Highland & Hollywood	Crenshaw Blvd	25 min.	40 min.	103	20,244
211	South Bay Galleria Transit Center	Kelso & Market	Prairie Ave	30 min.	40 min.	106	2,110
212	Lincoln & Empire	La Brea & Kelso	La Brea	30 min.	35 min.	101	14,449
439	Redondo Beach	Vignes & Macy	Highland	35 min.	60 min.	116	2,749
442	South Bay Galleria Transit Center	Vignes & Bauchet	Hawthorne Bl, Manchester Bl	10 min.	20 min.	64	1,312

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Summary of Existing Bus Services in the Crenshaw/Prairie Corridor

Route #	Origin	Destination	Main Streets Served	Avg. Peak Frequency	Avg. Off-Peak Frequency	# of Bus Stops	Daily Boardings
SMMBL							
5	Veteran's Hospital	Pico-Rimpau	Olympic Blvd	20 min.	30 min.	NA	NA
7	Downtown Santa Monica	Pico-Rimpau	Pico Blvd	10 min.	30 min.	NA	NA
12	UCLA	Pico-Rimpau	Pico Blvd	30 min.	30 min.	NA	NA
13	Pico-Westwood	Pico-Rimpau	Pico Blvd	35 min.	35 min.	NA	NA
TORRANCE TRANSIT							
2	Torrance	Downtown LA	Crenshaw, El Segundo	NA	NA	NA	NA

Notes:

1. Ridership and stops on Line 42 combined with Line 40.
2. Ridership and stops on Line 112 combined with Line 111.

NA Not available at this time; data being collected.

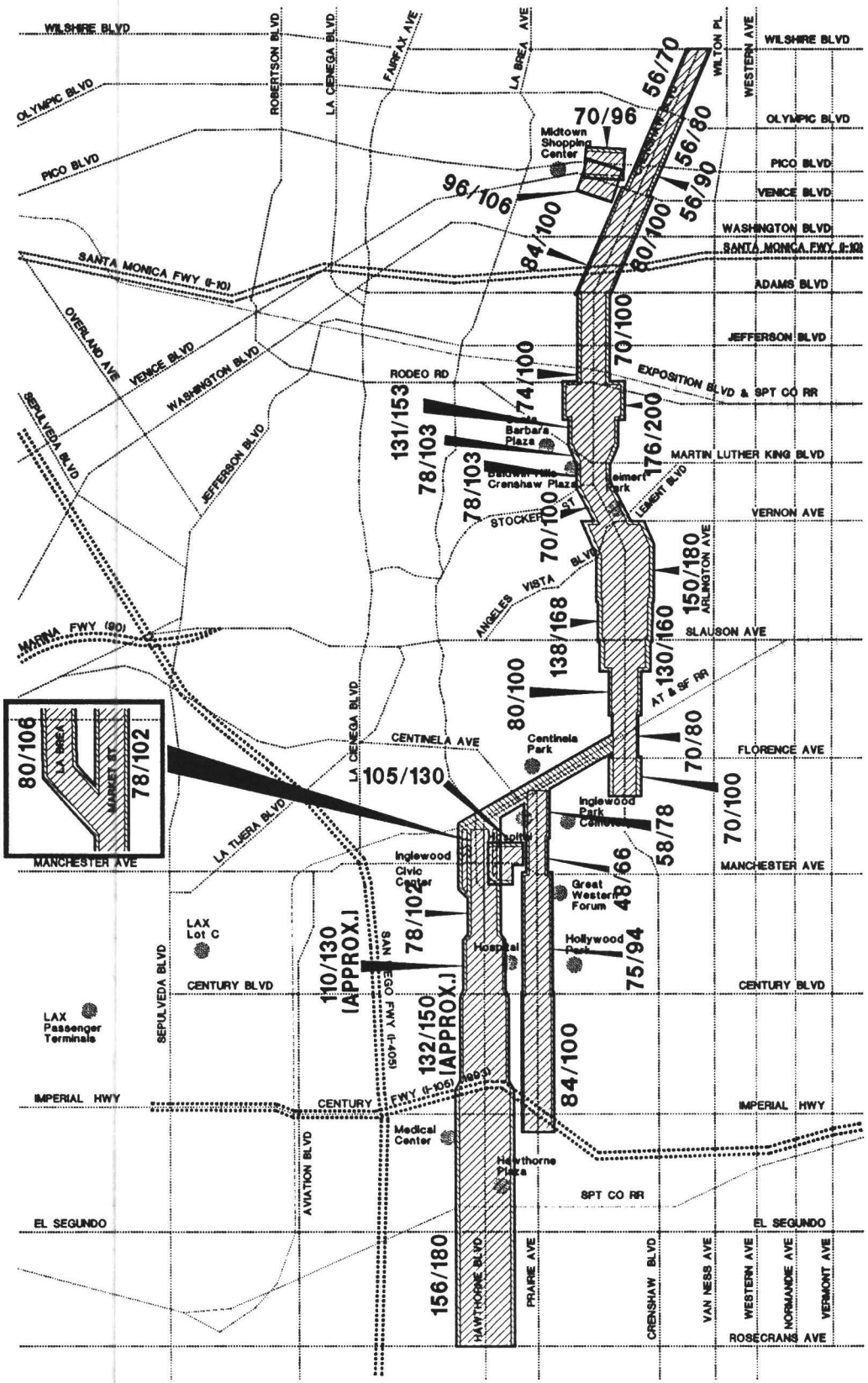

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FIGURE No. 1-2
CURB-TO-CURB WIDTH / ROW

roads are present on either side of the main roadway and the overall curb-to-curb dimension of 150 feet is provided within a 180 foot r/w.

The lane configuration of Crenshaw Boulevard is 4 to 6 primary travel lanes. Figure 1-3 depicts lane configurations at typical sections of Crenshaw Boulevard. North of Washington, in the narrowest segment provides 4 travel lanes and parking, with no median lane. South of Washington, 4 travel lanes and 2 parking lanes are provided in the off-peak periods; during peak periods, the parking lane becomes a travel lane, resulting in 6 through lanes and no parking. A median lane provides access to mid-block driveways as well as left-turn lanes at the intersections. In the widest section (typified by the section from Vernon Avenue to Slauson Avenue) 6 through lanes and a median are present along with one-way frontage roads with parking both sides. Small secondary divider medians separate the frontage roadways from the main travel lanes. These frontage roads are also present on one or both sides at various locations between Rodeo Road and Martin Luther King, Jr., Boulevard.

AT&SF Railway Right-of-Way

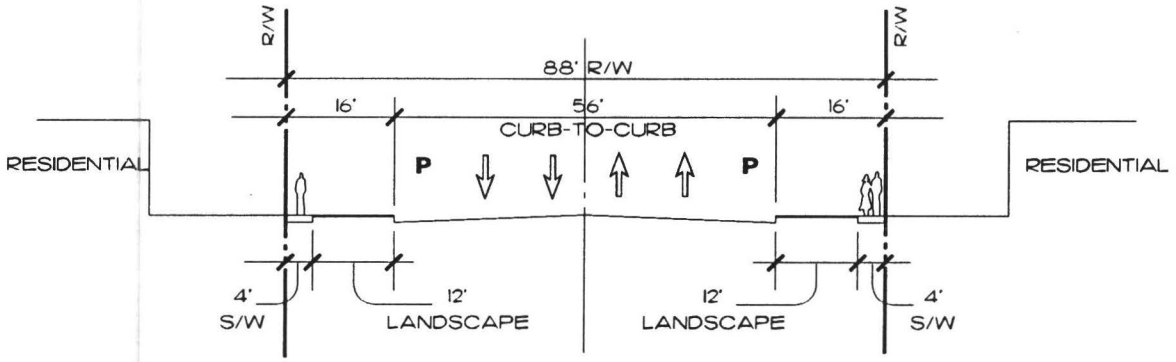
The AT&SF railway r/w would be used to shift from Crenshaw Boulevard to Prairie Avenue, Hawthorne Boulevard, or other segments at the south end of the corridor. The AT&SF r/w is 50 feet wide and includes a single track main with passing sidings and spurs at various locations. Some structures are built out within the r/w on easements.

Prairie Avenue

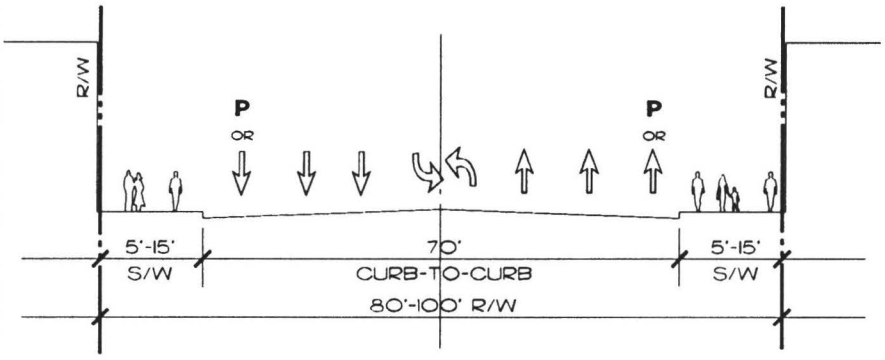
Prairie Avenue is typically an 84 foot curb-to-curb facility within a 100 foot r/w. At these locations, the roadway is similar to Crenshaw Boulevard in that 4 travel and 2 parking lanes with median are provided in off-peak periods with 6 travel lanes and a median, with no parking, at peak periods. In the vicinity of Hollywood Park and the Great Western Forum, overhead sign bridges are provided which allow the use of the median lane as a through travel lane. Typically, the median is used as a travel lane heading away from these special generators at the end of an event, when traffic is most heavily peaked. The section of Prairie north of Manchester is most constrained, with a total of five lanes (including the median) provided within a curb-to-curb width of 48 to 58 feet. Alongside Inglewood Park Cemetery, there is no sidewalk along the east curb, however, a small retaining wall separates the roadway from the Cemetery.

Hawthorne Boulevard

Compared to other roadways in the corridor, Hawthorne Boulevard is a wide facility. North of I-105, the Glen Anderson (formerly Century) Freeway, six or eight travel lanes are provided, along with a median wide enough to provide dual left-turn lanes. The eight lane condition occurs south of Century Boulevard. Wide shoulders are present as well, allowing for on-street parking without peak hour restriction. South of the freeway, Hawthorne Boulevard widens further to provide, in addition to the 8 travel, 2 parking and 2 left-turn lanes, a median parking area with 2 rows of diagonal parking and access lanes, separated by raised divider strips.



"NARROWEST SECTION"



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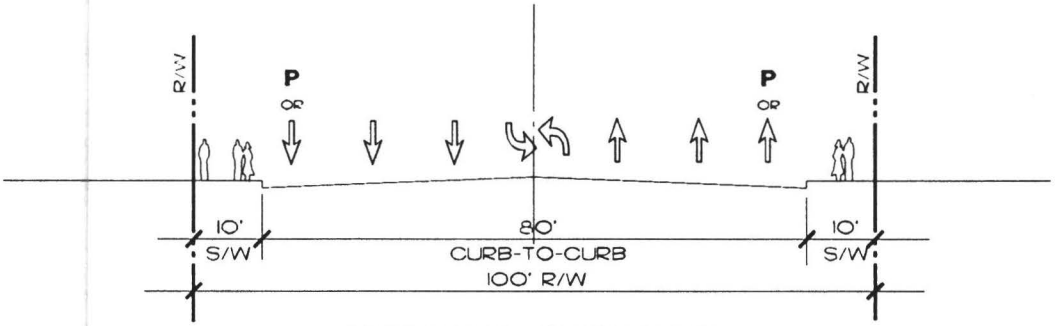
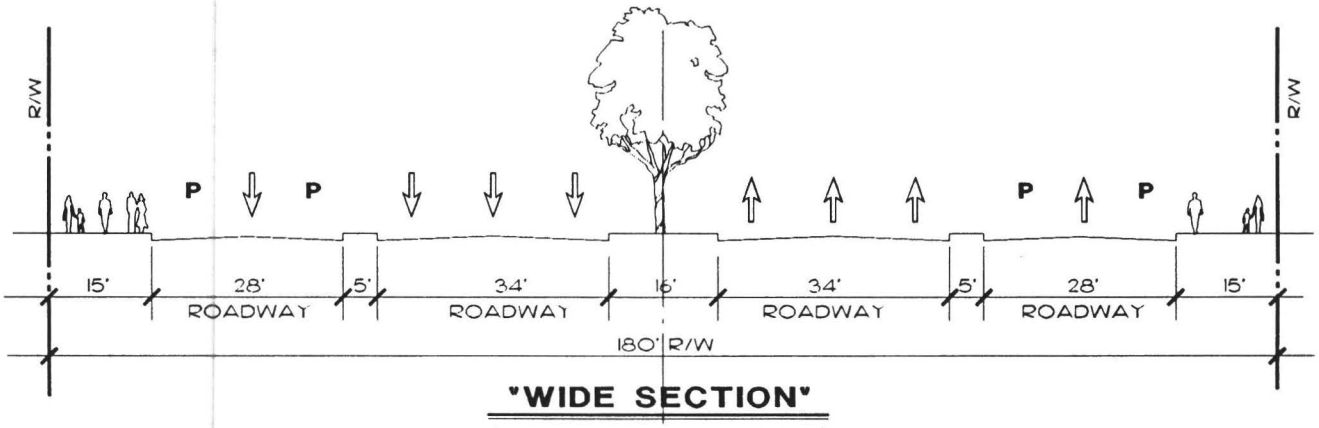


"TYPICAL SECTION"



"WIDE SECTION"

(VERNON TO SLAUSON)

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EXAMPLE CROSS-SECTION
FIGURE No. 1-3
EXISTING CONDITIONS

Other Roadways

Due to the r/w constraint on Prairie alongside Inglewood Park Cemetery, there is consideration for use of La Brea Avenue, Market Street and Manchester Avenue in Inglewood. La Brea is a 4 lane facility with 2 parking lanes and a median. Market Street is a narrower facility which has been converted to a shopping mall with 2 travel lanes and diagonal parking on each side. Manchester is 4 through lanes with 2 parking lanes present at some locations, and 6 through lanes and no parking closer to the Forum, with a raised median.

1.2.2 Daily Traffic

Existing daily traffic volumes on key streets in the study area were obtained from the Cities of Los Angeles, Inglewood and Hawthorne. Figures 1-4 (for north/south streets) and 1-5 (for east/west streets) illustrate the existing average daily traffic volumes on the study area roadways.

Daily volumes on Crenshaw Boulevard range from about 27,200 at the north end to over 55,600 near the Santa Monica Freeway (I-10). The most heavily travelled segment of Crenshaw is between Olympic Blvd. on the north and Slauson Avenue on the south, where volumes are consistently higher than 40,000 vpd. South of Slauson, daily volumes begin to decline, dropping to around 27,000 south of Florence Avenue. Daily volumes near the Baldwin Hills/Crenshaw Plaza are approximately 47,000 vpd.

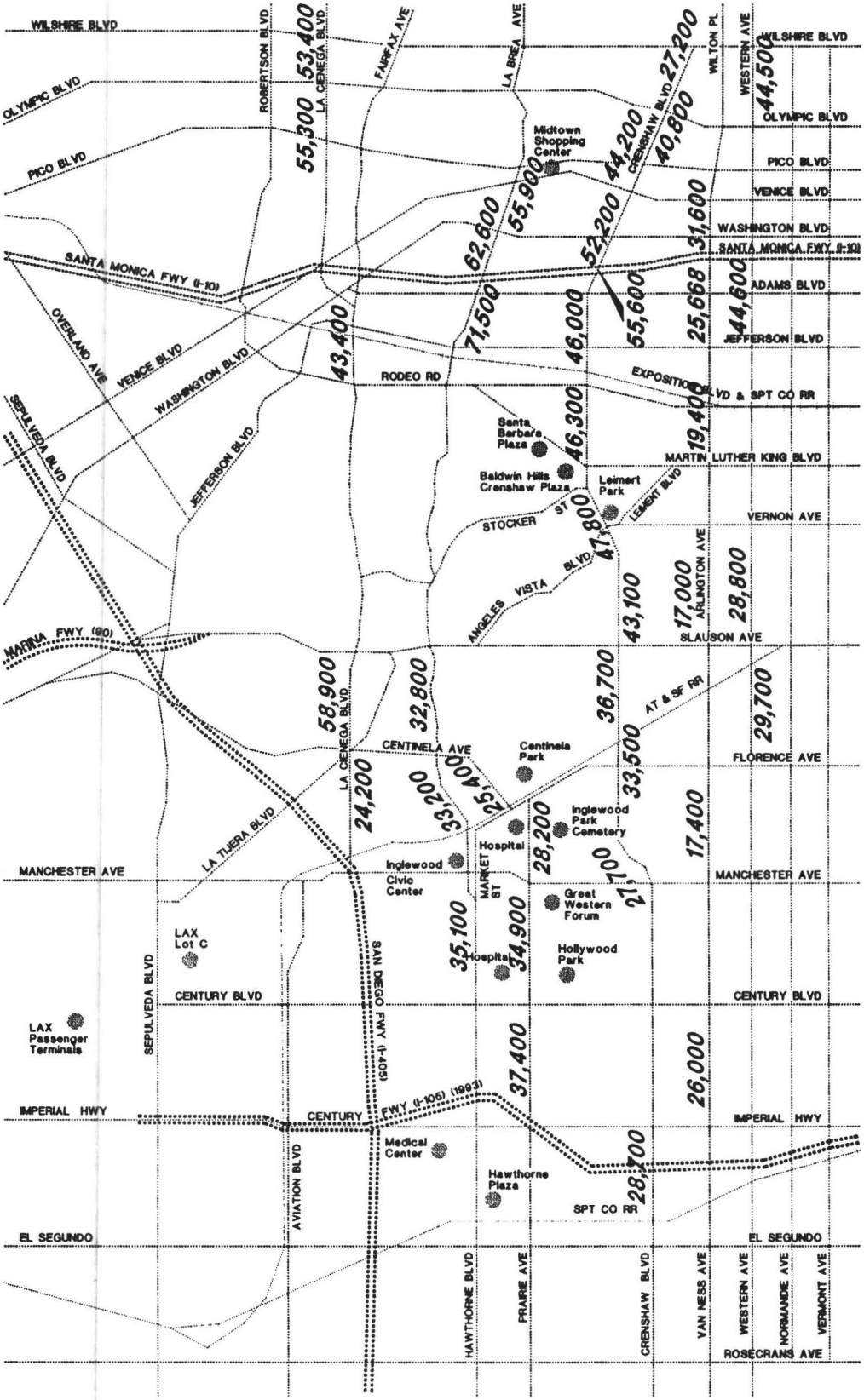
Daily volumes on Prairie Avenue range from about 28,200 vpd just south of Florence Avenue and the ATSF railroad tracks to about 37,400 vpd south of Century Boulevard approaching the Century Freeway.

Other parallel north/south streets carry even higher volumes than Crenshaw and Prairie. North of Rodeo Road, daily volumes on La Brea Avenue are about 71,500, tapering off to about 62,600 vpd north of the I-10 Freeway and to 55,900 vpd near Venice Boulevard. La Cienega Boulevard also carries high volumes in several places, including about 58,900 vpd north of La Tijera/Centinela and over 55,300 vpd near Pico Blvd.

The most heavily travelled east/west streets in the corridor include Century Boulevard, with about 68,100 vpd west of Hawthorne Boulevard and 41,500 vpd between Hawthorne and Prairie Avenue; Imperial Highway, which carries about 49,800 vpd at Crenshaw Boulevard; and Florence Avenue, which carries about 45,700 vpd at Crenshaw Boulevard. Most of the other east/west arterials in the corridor have daily volumes ranging from 23,000 to 35,000 near the potential alignments.

1.2.3 Intersection Levels of Service

Level of service is a qualitative measure that describes the flow of traffic, ranging from LOS A for free flow or excellent conditions to LOS F for overloaded conditions. LOS D is generally considered the acceptable operating standards for urban street systems. In an urban arterial system, it is the intersection level of service that most affects traffic flow and that is most



Source: Los Angeles Department of Transportation (1990-1992)

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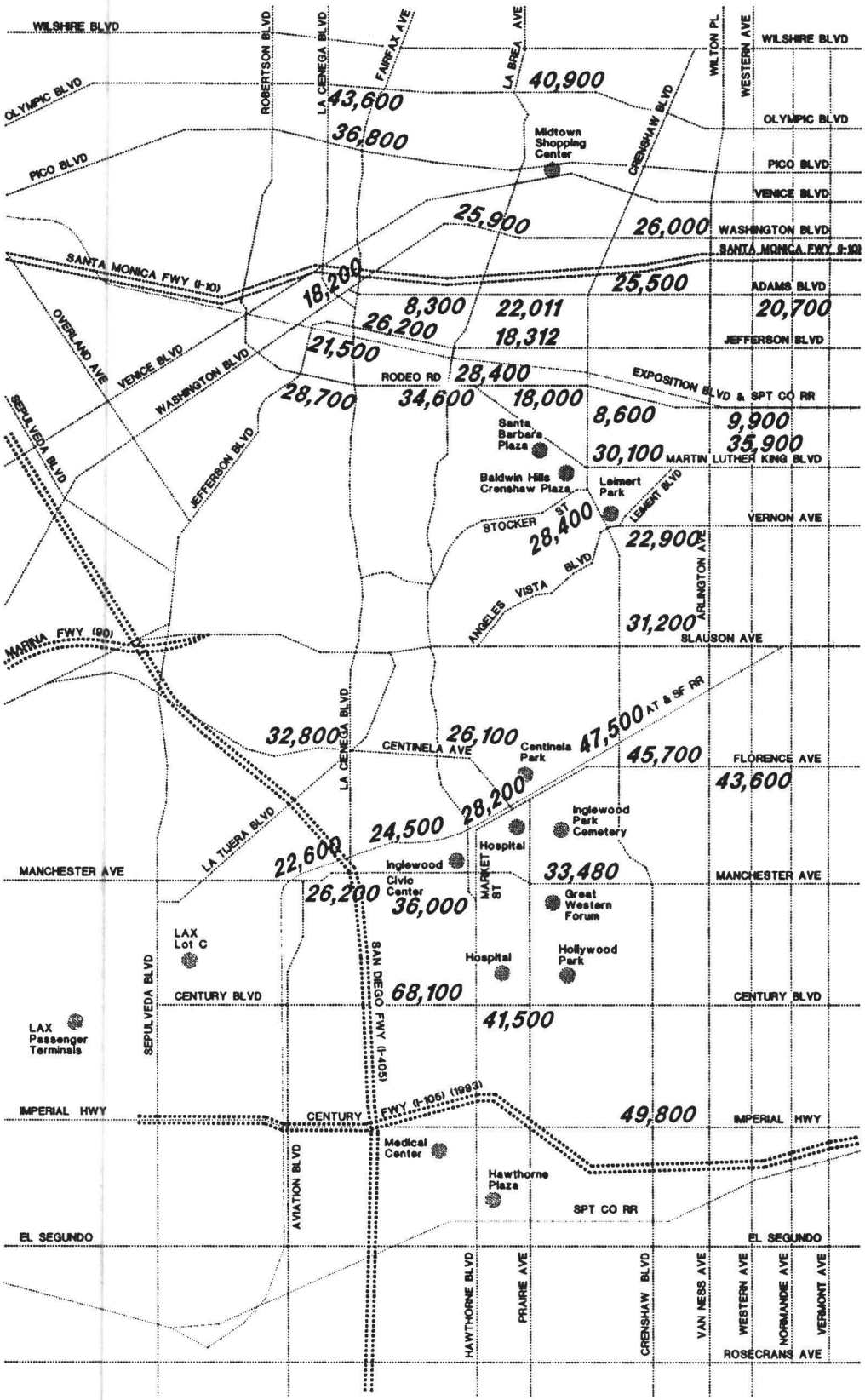
FIGURE No. 1-4
CURRENT DAILY TRAFFIC VOLUMES
(N-S STREETS)



Source: Los Angeles Department of Transportation (1990-1992)

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FIGURE No. 1-5
CURRENT DAILY TRAFFIC VOLUMES
(E-W STREETS)

noticed by drivers. Figure 1-6 illustrates existing levels of service and volume/capacity (V/C) ratios for some of the key intersections in the Crenshaw/Prairie corridor for the evening peak hour . Most of these intersections currently operate at LOS D or worse. Intersections directly on the potential alignments operating at worse than LOS D include Crenshaw Boulevard/Manchester Avenue and Prairie Avenue/Manchester Avenue, which both operate at LOS E. Heavily congested intersections near the corridor alignments include La Cienega/Rodeo and La Brea/Rodeo, both operating at LOS F; and Crenshaw/Manchester, currently operating at LOS E.

1.3 Planned and Proposed Transit Services in the Corridor

Several additional transit projects which would provide service to parts of the corridor are in the planning or construction stages. These include the Metro Red Line, Metro Green Line, Exposition Right-of-Way Line, and the Electric Trolley Bus Project. These projects are described briefly below and illustrated in Figure 1-7.

1.3.1 Metro Red Line

The first phase of the Metro Red Line subway is scheduled to open in January of 1993. This first phase (MOS-1) will provide service from Union Station to MacArthur Park, with intermediate stations at the Civic Center, Pershing Square, and 7th Street/Metro Center. Phase 2 of the Red Line will extend service along Wilshire Boulevard with stations at Vermont, Normandie and Western. This segment is expected to open in 1996. At the same time, construction will extend the service into Hollywood, travelling along Vermont Avenue and Hollywood Boulevard. This segment is expected to open in 1998. The third phase will extend service from Hollywood/Vine into San Fernando Valley, terminating in North Hollywood. Phase 3 service is expected to open in the year 2001.

An additional future extension of the Red Line is planned from Wilshire/Western towards West Los Angeles, although the exact alignment has not yet been determined. The alignment will proceed westward along Wilshire Boulevard to Crenshaw, and then follow Crenshaw southward to Olympic (with a station at Olympic/Crenshaw), where it will veer to the west before reaching the next station at Pico/San Vicente. From there, the alignment will continue west along one of several routes, including San Vicente Boulevard, Olympic Boulevard and Wilshire Boulevard. A supplemental EIR has been completed for the extension to Pico/San Vicente, and this extension is expected to be operational sometime after the 2000.

1.3.2 Metro Green Line

The Metro Green Line is a light rail line currently under construction in the median of the Century Freeway (I-105, also currently under construction). Service is expected to begin towards the end of 1994, about a year after the freeway opens. The initial line will extend from the I-605 Freeway on the east to Freeman and Marine Avenues on the border of the cities of Hawthorne and Redondo Beach. Three extensions of the Green Line are included among LACTC's candidate corridors, two of which have some bearing on transit service in

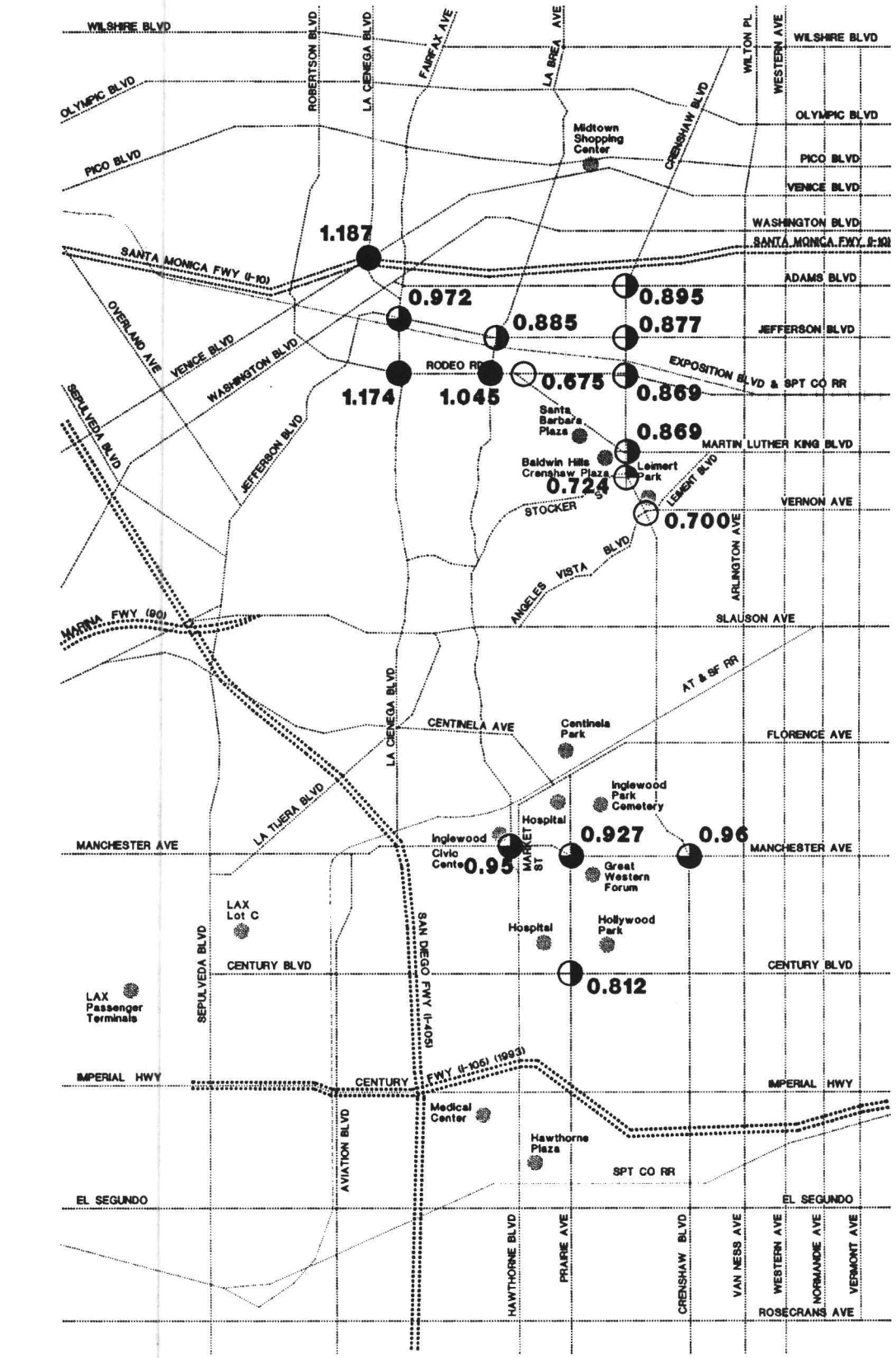

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FIGURE No. 1-6
CURRENT EVENING PEAK "LOS" AND V/C RATIOS

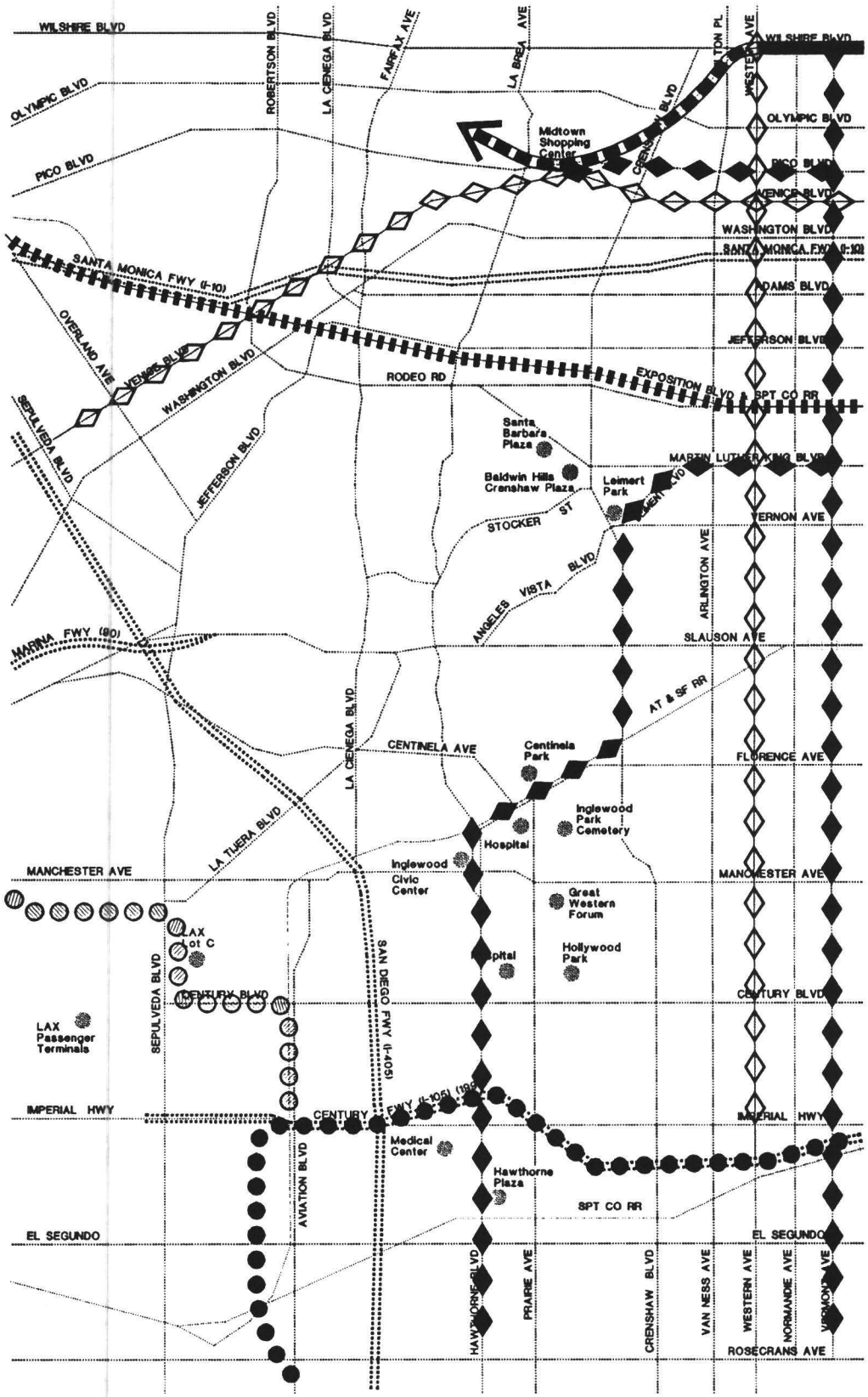

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FIGURE No. 1-7

PLANNED AND PROPOSED TRANSPORTATION SERVICES

the Crenshaw/Prairie Corridor. The northern extension, for which an EIR has been completed, would provide service from the Aviation/Imperial station through LAX to Westchester Parkway. The southern extension, for which an EIR will soon be prepared, would continue south towards the Torrance Municipal Airport, potentially along Hawthorne Boulevard.

1.3.3 Exposition ROW Light Rail

A Preliminary Planning Study has been completed for this corridor, which is also included in the list of candidate corridors. The Preliminary Planning Study considered an alignment that began at Vermont Avenue in the east and continued westward to the San Diego Freeway (I-405) along the Exposition ROW. From there, several options were considered which would continue the corridor to Santa Monica. An EIR will soon be prepared on this corridor. The Exposition ROW traverses the northern part of the Crenshaw/Prairie Corridor.

1.3.4 Electric Trolley Bus Program

The Electric Trolley Bus Program is a cooperative effort between the SCRTD, Long Beach Public Transit and Montebello Bus Lines to convert 19 bus lines within Los Angeles County from diesel-fueled buses to zero-emission electric trolley buses (ETBs). Twelve of these lines have been identified in a recently completed EIR as recommended Phase 1 lines to be implemented by the early 21st century (probably before 2010). These Phase 1 lines include two routes which travel, in part, through the Crenshaw/Prairie Corridor: Route 40 (Hawthorne/Stocker/Crenshaw) and Routes 30/31 (Pico Boulevard from Pico/Rimpau to downtown Los Angeles). Phase 2 includes several other routes which border on or pass through the corridor, including Routes 33/333 (Venice Boulevard) and Route 207 (Western Avenue).

2.0 Existing Land Use Conditions

2.1 Existing Land Use Patterns and Distribution

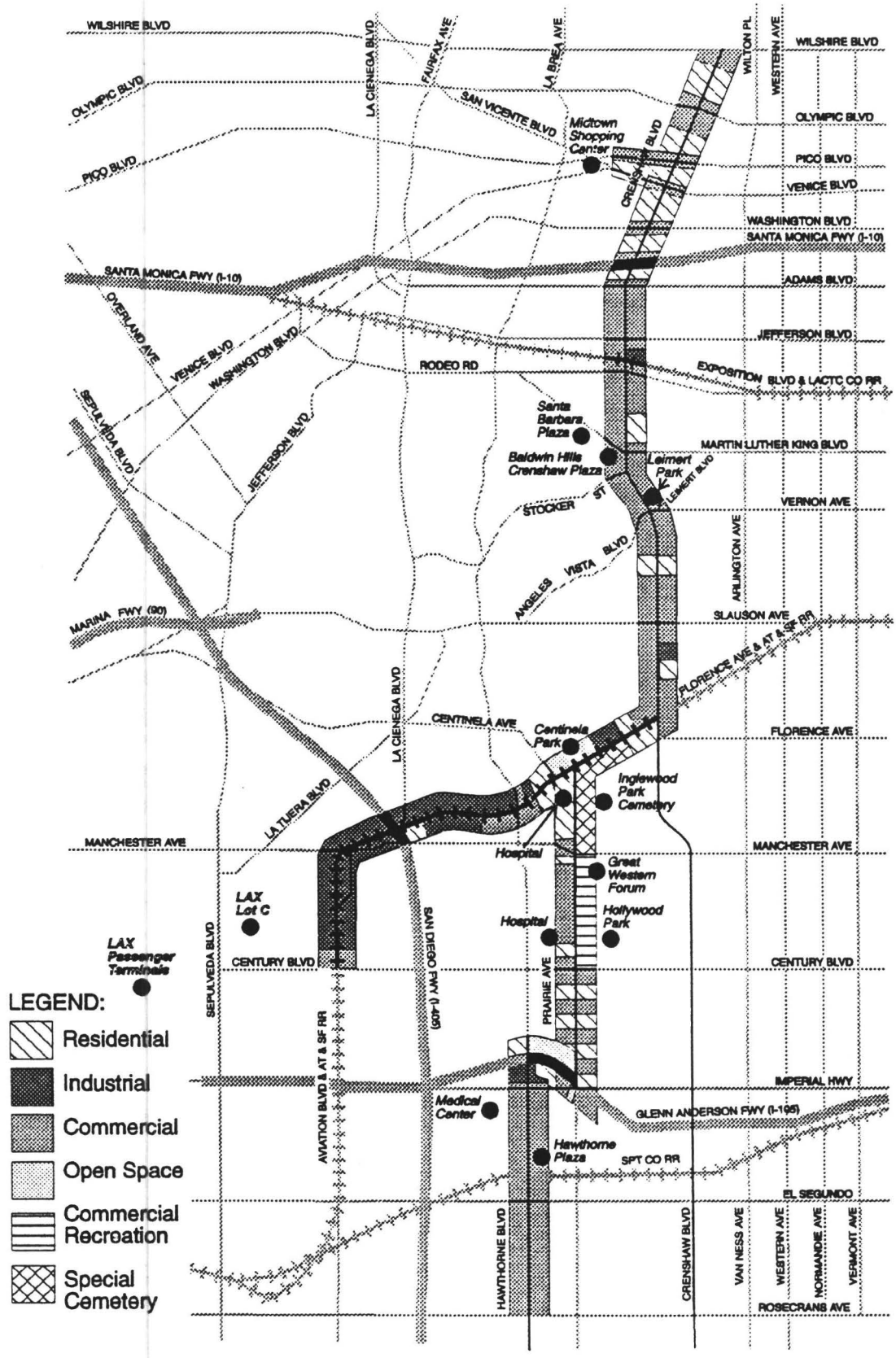
A windshield survey of the proposed Crenshaw-Prairie Hawthorne Corridor was conducted to identify the current land use conditions. This information was supplemented by review of available aerial photographs and other information available from the cities of Los Angeles, Inglewood, and Hawthorne and the County of the Los Angeles. Figure 2-1 illustrates the pattern of existing land use along the corridor. The statistical distribution of land use is shown in Table 2-1. The predominant land use along the corridor is commercial; the next largest category is residential. When proposed land use categories are tabulated, commercial land use remains the largest category, however, industrial land uses replace residential as the second largest category (See Table 2-2). As shown in Table 2-3, the depth of the parcels along the route is variable and ranges from approximately 50 feet to approximately 190 feet.

TABLE 2-1: EXISTING LAND USE CATEGORIES AS PERCENTAGE OF CORRIDOR

Existing Land Use	West Side of Corridor	East Side of Corridor
Residential	22.7	21.3
Industrial	17.9	13.6
Commercial	53.6	50.5
Open Space	5.8	0.3
Commercial Recreation	0	6.3
Cemetery	0	8.0
Source: Terry A. Hayes Associates.		

TABLE 2-2: PROPOSED LAND USE CATEGORIES AS PERCENTAGE OF CORRIDOR

Land Use Category	West Side of Corridor	East Side of Corridor
Residential	13.4	13.0
Industrial	21.6	19.6
Commercial	62.5	52.9
Open Space	2.5	0
Commercial Recreation	0	6.3
Cemetery	0	7.9
Source: Terry A. Hayes Associates.		



SOURCE: City of Los Angeles, City of Inglewood, City of Hawthorne

CRENSHAW-PRAIRIE CORRIDOR
PRELIMINARY PLANNING STUDY
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FIGURE 2-1

EXISTING LAND-USE

TABLE 2-2: APPROXIMATE LOT DEPTHS ADJACENT TO CRENSHAW BOULEVARD AND PRAIRIE AVENUE (FEET)			
	Sections	**West Side**	**East Side**
CRENSHAW BOULEVARD	Wilshire to Venice	140	140
	Venice to Washington	160	160
	Washington to I-10	140	160
	I-10 to Adams	170	190
	Adams to Exposition	140	140
	Exposition to 39th	110	160
	39th to Martin Luther King	80	140
	Martin Luther King to Vernon	90	90
	Vernon to 48th	110	160
	48th to Slauson	160	160
	Slauson to 60th	140	50
	60th to Hyde Park	190	190
	Hyde Park to 67th	190	50
PRAIRIE AVENUE	Florence to Regent	140	Inglewood Cemetery
	Regent to Manchester	70	Inglewood Cemetery
	Manchester to Arbor Vitae	160	Forum & Turf Club
	Arbor Vitae to Hardy	160	Turf Club
	Hardy to Century	50	Turf Club
	Century to Imperial	100	100
	AVERAGE	**130**	**140**
	MOST FREQUENT	**140**	**160**
Source: Terry A. Hayes Associates.			

2.2 Underutilized and Vacant Land

Figure 2-2 illustrates the major areas where underutilized or vacant sites may exist along the proposed corridor. Underutilized sites are those that either have buildings that occupy less than 10 percent of a site, buildings that are in obvious disrepair and exhibit structural damage, and/or sites that do not appear to be builtout to their "highest and best" use. The commercial areas falling into this category would include:

- Midtown Shopping Center
- Crenshaw Boulevard (South of Rodeo Road - west side)
- Santa Barbara Plaza
- Crenshaw Boulevard (60th-63rd Streets)
- Prairie Boulevard (Century Boulevard to Imperial Highway)

2.3 Planned Land Uses

Figure 2-3 illustrates the planned land uses along the corridor. Similar to existing uses the predominant land use category is commercial. However, it should be noted that there are sections where existing residential development may be considered "non-conforming" land uses when compared to the planned land uses and zoning for the corridor jurisdictions.

2.4 Proposed Plans/Projects

Figure 2-4 identifies the major plans that are under consideration in the Crenshaw-Prairie Corridor. A description of some of the on-going planning initiatives are summarized below:

2.4.1 Park Mile Specific Plan

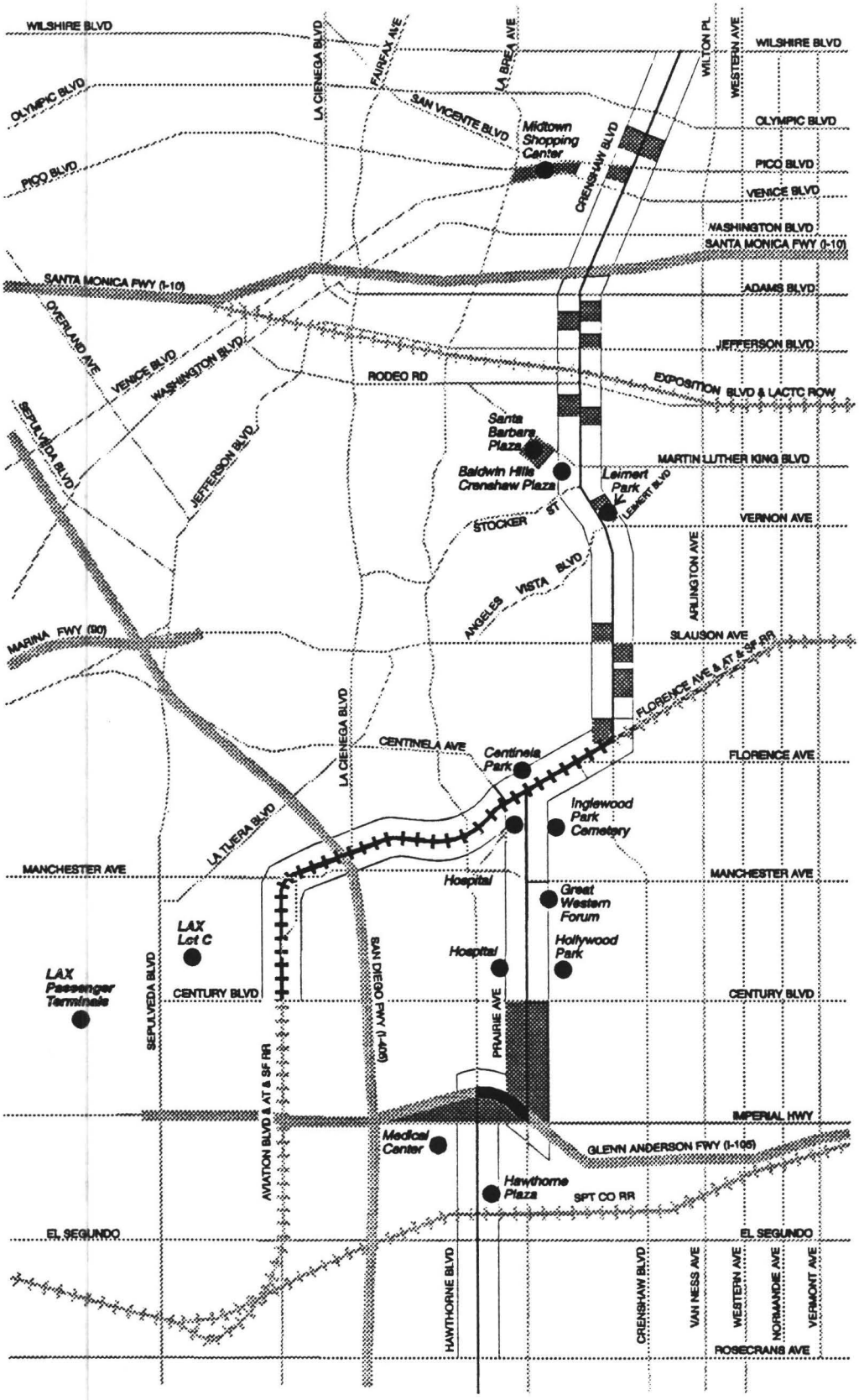
One of eight major centers within the Wilshire District Plan, the Park Mile Specific Plan is part of the Los Angeles General Plan. Park Mile is generally bounded by 6th Street, Highland Avenue, Carling Way, Sycamore Avenue, 8th Street, Wilton Place and Gramercy Place.

The general purpose of the Park Mile Plan is to promote a park-like atmosphere along the frontage of Wilshire Boulevard. Key provisions are aimed at fostering restricted intensity, as well as an open and richly landscaped environment consistent with the surrounding residential environment.

Park Mile is the first specific plan in the City of Los Angeles to institute landscape standards (e.g. promoting the natural appearance of trees by prohibiting their unnatural shaping).

2.4.2 Midtown Shopping Center

The Midtown Shopping Center site, located near La Brea Avenue between the major corridors of Venice and Pico Boulevards, consists of a land area of approximately 10 acres. Prior to



NOT TO SCALE:

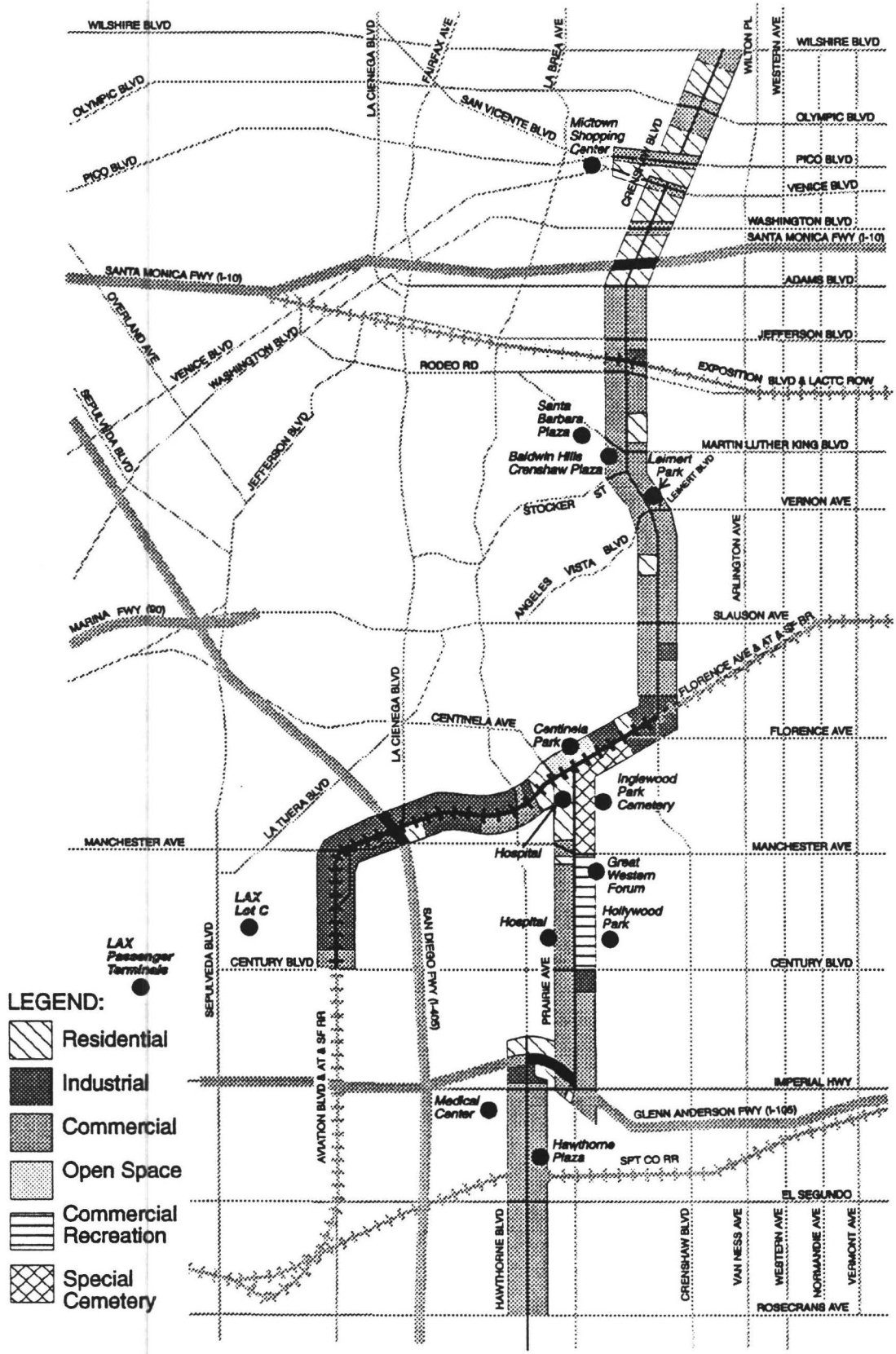
N

SOURCE: Terry A. Hayes Associates

Crenshaw-Prairie Corridor Preliminary Planning Study
METROPOLITAN TRANSPORTATION AUTHORITY
KORVE ENGINEERING / TERRY A. HAYES ASSOCIATES

FIGURE 2-2

UNDERUTILIZED ON VACANT SITES



SOURCE: City of Los Angles, City of Inglewood, City of Hawthorne, Community Redevelopment Agency of Los Angeles

Crenshaw-Prairie Corridor Preliminary Planning Study

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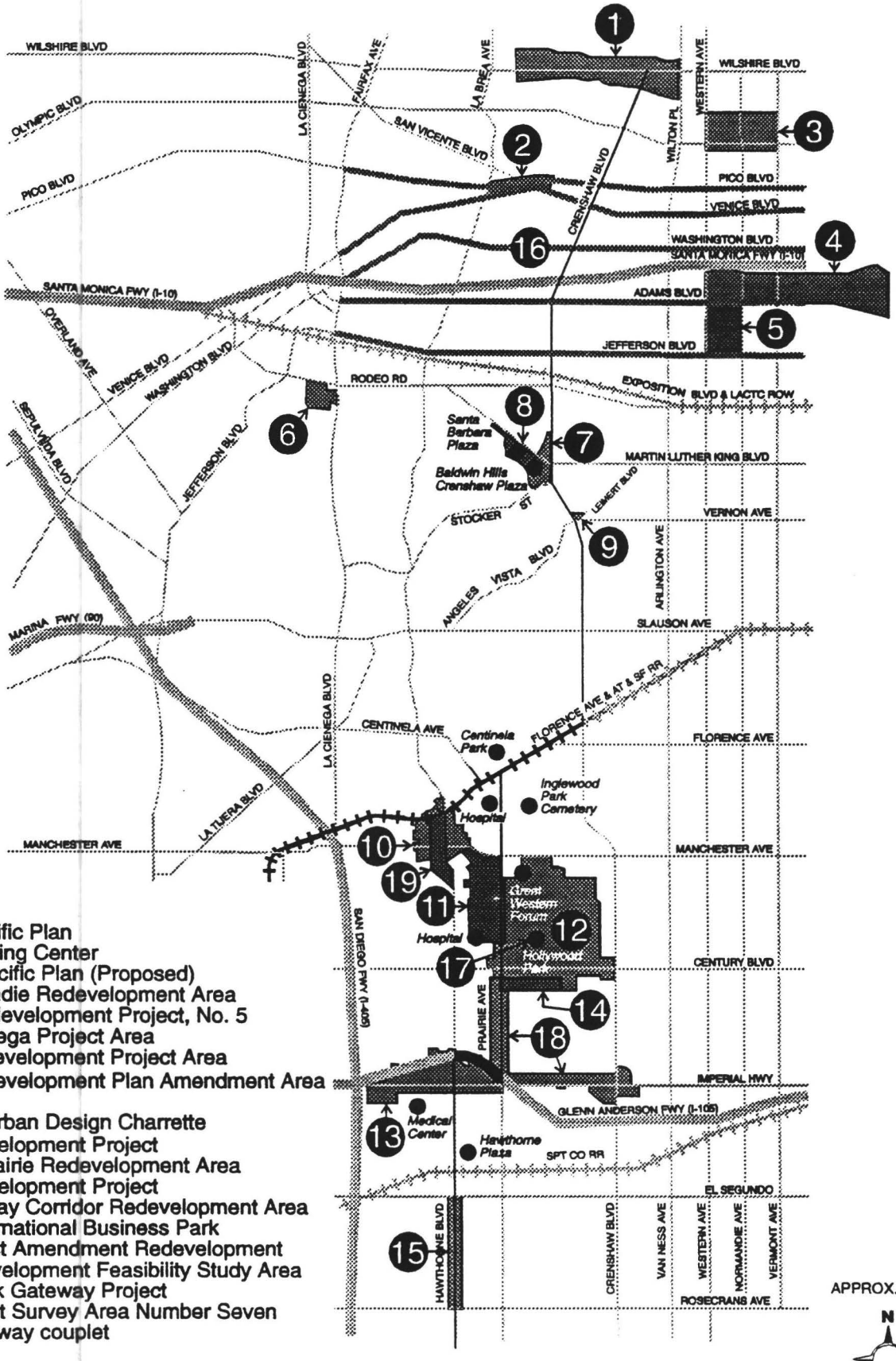
FIGURE 2-3

PLANNED LAND-USE



LEGEND:

1 Park-Mile Specific Plan
2 Midtown Shopping Center
3 Koreatown Specific Plan (Proposed)
4 Adams-Normandie Redevelopment Area
5 Normandie Redevelopment Project, No. 5
6 Rodeo-La Cienega Project Area
7 Crenshaw Redevelopment Project Area
8 Crenshaw Redevelopment Plan Amendment Area (Proposed)
9 Leimert Park Urban Design Charrette
10 In-Town Redevelopment Project
11 Manchester-Prairie Redevelopment Area
12 Century Redevelopment Project
13 Imperial Highway Corridor Redevelopment Area
14 Inglewood International Business Park
15 Hawthorne First Amendment Redevelopment
16 Mid-City Redevelopment Feasibility Study Area
17 Hollywood Park Gateway Project
18 Redevelopment Survey Area Number Seven
19 Proposed one-way couplet

APPROX. SCALE:

N

1" = 1.4 miles

SOURCE: City of Los Angeles, City of Inglewood, City of Hawthorne, Community Redevelopment Agency of Los Angeles

CRENSHAW-PRAIRIE CORRIDOR
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FIGURE 2-4

REDEVELOPMENT AND SPECIFIC PLAN AREAS

the April unrest, the shopping center was the home of 70 established retailers including a major supermarket, a major bank, and numerous retail enterprises.

Conditions surrounding the shopping center were examined in 1990 as part of the Mid-City Redevelopment Feasibility Study (described below) to determine the center's economic viability. Based upon the findings of the feasibility study, the Midtown Shopping Center was found to be a viable candidate for major renovation. Although the shopping center provides a neighborhood commercial node with more than 70 established retailers, this large site is underdeveloped and presents a unique opportunity to create a thriving business and cultural center in the Mid-City region. Recommendations for reinvestment opportunities to enhance the vitality of the commercial/retail enterprise included the need for a systematic commercial revitalization program and the implementation of a variety of development alternatives to provide more uniformity and cohesion in the center.

2.4.3 Greater Mid-City Area Commercial Corridor Revitalization Study

In March of 1990, the Community Redevelopment Agency (CRA) authorized a seven-month feasibility study to access the potential for commercial revitalization in the Greater Mid-City area of Los Angeles. The 539-acre study area encompassed five commercial corridors: Pico, Venice, Washington, Adams, and Jefferson Boulevards between Western Avenue on the east and Robertson Boulevard on the west. (The Midtown Shopping Center is located within the study area)

The study had three primary objectives: 1) determine adverse social, physical, and economic conditions within the Mid-City area which limit economic investment; 2) recommend strategies to facilitate greater reinvestment within the study area; and 3) examine conditions surrounding the Midtown Shopping Center to determine reinvestment opportunities and revitalization needs to enhance the viability of the center.

Based upon the study, it was discovered that while the area has a unique capacity to become a thriving business and cultural center, Mid-City is in large part underdeveloped and in need of both public and private efforts to develop the site to its full potential.

2.4.4 Koreatown Specific Plan (Proposed)

The Koreatown area of Los Angeles is a 60-block (233 acres) area located within the Wilshire District Plan, south of Wilshire Boulevard between the neighborhoods of Westlake/MacArthur Park and the Miracle Mile area. Area boundaries are parcels fronting 11th Street on the south, Vermont Avenue on the east, and Western Avenue on the west. The northern boundary for the plan area is the centerline of 8th Street.

A specific plan is currently proposed for the Koreatown area in an attempt to coordinate the future development of the area through the implementation of comprehensive standards. These standards, designed to be sensitive to the needs of the area, permit the area to function as a viable retail and residential area. Improvements in the quality of the environment are also sought through the imposition of: 1) provisions to eliminate conflicting

land uses and deficits in open space, 2) building height and density restrictions, and 3) the inclusion of landscaping to beautify the area.

The area is largely residential with the exception of highway- and neighborhood-oriented commercial strips along 8th Street, Olympic Boulevard, and Western and Vermont Avenues.

2.4.5 Adams-Normandie 4321 Redevelopment Project

The Adams-Normandie 4321 Redevelopment Project, adopted by the Los Angeles City Council in May of 1979, is a 404-acre area located in the City of Los Angeles, southwest of the Central Business District. The area, a Community Development Agency (CRA) project, is generally bounded by the Santa Monica Freeway on the north, Harbor Freeway on the east, Adams Boulevard on the south, and Western Avenue on the west.

The Adams-Normandie area is one of the oldest residential communities in the greater Los Angeles Area, possessing some of the finest turn-of-the-century architectural districts in the city. To date, over 900 units have been rehabilitated by the CRA. Residential rehabilitation loan and incentive programs, an area-wide tree planting program, expansion of recreation facilities, and other public improvement programs have contributed to the overall improvement of the community.

2.4.6 Normandie Redevelopment Project No. 5

Adopted in October of 1969, the 210-acre Normandie 5 redevelopment project is located in the City of Los Angeles southwest of the Central Business District and northwest of the University of Southern California (USC). The CRA project is bounded by Adams Boulevard on the north, Normandie Avenue on the east, Jefferson Boulevard on the south, and Western Avenue on west.

The Normandie 5 project is within one-mile of the Adams-Normandie 4321 project and shares the same architectural history. The Normandie 5 area was originally subdivided in the 1870's for residential use. By 1920, the area was primarily single-family residential with retail and commercial uses along the thoroughfares of Western Avenue and Adams Boulevard. Large homes with detailed craftsmanship distinguish the area which, like those in the Adams-Normandie 4321 Area, began to show signs of physical deterioration, blight, and a diminishing economic base by the 1960's.

To date the Community Redevelopment Agency has rehabilitated 831 residential dwelling units (which represents approximately 83 percent of the residential units) and has facilitated the development of 296 new residential units.

2.4.7 Rodeo-La Cienega Project Area

Rodeo-La Cienega is a 24-acre revitalization area created in 1982. The project site is bounded by Rodeo Road on the north, Ver Halen Court on the west, and La Cienega Boulevard on the east. The south is bounded generally by Lenawee Avenue. The Com-

munity Redevelopment Agency considers this a closed project, thus revitalization efforts within the area are no longer funded.

2.4.8 Crenshaw Redevelopment Project Area

In 1984, the Crenshaw Redevelopment Plan was adopted by the Community Redevelopment Agency (CRA) and the City Council of the City of Los Angeles. The Plan includes the 54-acre area bounded by 39th Street on the north, Stocker Street on the south, Crenshaw Boulevard on the east, Marlton Avenue on the west and Stocker Street on the southwest. The existing Crenshaw Redevelopment Project was created as part of the overall plan for the revitalization of the greater Crenshaw neighborhood. The redevelopment project area includes the new Baldwin Hills Crenshaw Plaza (previously the site of the Crenshaw Shopping Center), which opened in 1988. The renovated Broadway and May Co. department stores, a new Sears department store, four major financial institutions, a Lucky's supermarket, and V103.9 radio station are just a few of the establishments which resulted from this revitalization effort. In addition, the grand opening of a modern first-run theater (the Baldwin Hills Crenshaw Plaza 8) is anticipated in December of 1993.

2.4.9 Crenshaw Redevelopment Plan Amendment Area (Proposed)

In November, 1991, the Los Angeles City Council approved the survey area for the expanded Crenshaw Redevelopment Plan, referred to here for the sake of clarity as the Plan Amendment Area, and directed the Community Redevelopment Agency to begin the process of amending the existing Crenshaw Redevelopment Project. The expansion area consists of approximately 39 acres, located west and northwest of and immediately adjacent to the existing Crenshaw Redevelopment Project.

The largest component of the proposed Plan Amendment Area is Santa Barbara Plaza, bounded generally by Martin Luther King Jr. Boulevard on the north, Marlton Avenue on the east, Santa Rosalia Drive on the south, and Buckingham Road on the west. The other portion of the Amendment Area is an approximately 2.7-acre strip of commercial development located on the south side of Martin Luther King Jr. Boulevard between Buckingham Road and Hillcrest Drive. The intent of the plan is to continue upgrading the physical and economic environment of the Crenshaw community through new development and rehabilitation.

2.4.10 Leimert Park Urban Design Charrette

Community-based workshops were held October 1 - 4, 1992, in the Crenshaw/Leimert Park community to determine public opinion regarding community revitalization. Approximately 100 residents, merchants, and community leaders were interviewed. The majority of those interviewed expressed interest in revitalization of the area, particularly in the concept of an upscale village and increased pedestrian usages. Concerns among interviewees centered around the need for increased investment opportunity for community residents, poor land use mix between commercial and residential uses, and crime. Concern was expressed by a significant number of merchants and residents regarding regentrification overtaking the community and the fear that the current population would be forced out by higher rents. The

workshops were sponsored by a coalition which included the Mayor's office, the Los Angeles Department of City Planning, and the South Central/Southeast taskforce. Development schemes and strategies are currently being planned.

2.4.11 Crenshaw/Leimert Park Commercial Area Revitalization Effort

The Crenshaw/Leimert Commercial Area Revitalization Effort, also referred to as the Crenshaw C.A.R.E. program, was an economic development assistance program for area tenants and property owners administered by the Community Development Department and the Los Angeles Urban League. Initiated in 1982, the program provided technical assistance for bus development and financing via merchant seminars, rebates, facade incentives, loan packaging, and business management workshops.

The designated area boundaries, which enclosed approximately 4700 acres, were Washington Boulevard to the north, Slauson Avenue and Stocker Street to the south, Van Ness Avenue to the east, and La Brea Avenue to the west.

Businesses throughout the area benefitted from the program by way of public and private improvements. Loans were made to many businesses for facade improvements such as awning and sign replacements and paint. Tree planting programs, landscaping and park renovations were completed throughout the area. Rebates for up to $10,000 were also made available to businesses for interior innovations. By the end of the project in June, 1990, total funding for the program had reached $1,893,059.

2.4.12 In-Town Redevelopment Project

The In-Town Redevelopment Project was adopted in 1970 and most recently amended in 1980 by the Inglewood Redevelopment Agency. The 150-acre project area encompasses the Inglewood Civic Center and the area generally bounded by Florence Avenue on the north, Kelso Avenue on the south, Eucalyptus Avenue on the west, structures fronting Locust Street on the east, and Hillcrest on the southeast. The Inglewood Redevelopment Agency is currently considering development and circulation options in the northern portion of the redevelopment project area.

2.4.13 Manchester-Prairie Redevelopment Area

The 200-acre Manchester-Prairie Redevelopment Project was adopted in December, 1972, by the Inglewood Redevelopment Agency and has a life span of 30 years, expiring December, 2002. The project area is bounded generally by Manchester Boulevard on the north, parcels fronting Prairie Avenue on the east, Myrtle Avenue on the west, parcels fronting Hardy Street on the south with Tamarack Avenue and Hillcrest Boulevard serving as the northwest border.

2.4.14 Century Redevelopment Project Area

The Century Redevelopment Project, under the jurisdiction of the Inglewood Redevelopment Agency, encompasses much of the area surrounding the Great Western Forum and

Hollywood Park, the two major recreational attractions in Inglewood. The general boundaries of the 494-acre project are Manchester on the north, Century Boulevard on the south, 11th Avenue on the east, and Prairie Avenue on the west. Included within the Century Redevelopment Project Area is the Hollywood Park Gateway Project.

The Hollywood Park Gateway Project is the culmination of several development projects planned for inclusion within the Century Redevelopment Area on the site of the Hollywood Park Race Track. The project entails the renovation of present facilities (i.e., the Hollywood Park Pavilion), as well as the development of several new recreation-oriented facilities throughout the current site. Planned projects include the following:

- **The Hollywood Park MusicDome** A proposed 2.5-acre, $50 - 53 million project which would be located on the north end of the track adjacent to the grandstand. The 16,000-seat music facility would have a retractable roof and, upon completion, would be the largest indoor/outdoor music amphitheater in Los Angeles County. The project is scheduled for completion in winter 1994.

- **The Hollywood Park Pavilion Renovation** Located on the southwest corner of the track near Century Boulevard and Doty Street, the Pavilion, formerly the Cary Grant Pavilion is a six-story, 150,000-square-foot facility currently used for inter-track wagering. Renovation, estimated to be completed in fall 1993, will include the development of retail space on the first level; construction of a proposed card club on the second level, and the opening of a first-class restaurant on the top (6th) level. The estimated cost of renovation is $15,000 million.

- **The Hollywood Park Golf Academy** The proposed 14.1-acre Golf Academy would be located on the southeast corner of the park with an entrance off of Century Boulevard. A state-of-the-art, two-tier driving range, the academy would include an 18-hole putting course, a 36-hole miniature golf course, batting cages, and two snack bars. The estimated cost of the facility, excluding land costs, is $2 - 3 million.

- **Recreation World** The complex, as proposed, is designed to meet many of the entertainment, recreation, and social needs of area residents and would utilize over 130,000 square feet of space. Components of the Recreation World complex include the following: a cineplex, a skating rink, bowling alley, daycare, and a health club, in addition to food services and space for retail uses. The complex is also anticipated to house a training academy, a computer learning center, and a teen counselling center.

- **Inglewood Police Station** The proposed 4.5-acre facility would be located on the northwest corner of the park, adjacent to the Airport Park Hotel on Prairie Avenue at La Brea Drive. Currently in the design phase, the new facility would be 45,000 square feet larger than the existing 35,000-square-foot structure located in the Inglewood Civic Center. Excluding the land donated by

Hollywood Park, the estimated cost of the new facility is $12 -18 million, and completion is anticipated some time in 1995.

2.4.15 Inglewood International Business Park Specific Plan (Proposed)

The 44-acre Inglewood International Business Park is located in the southern portion of the City of Inglewood. Project area boundaries are 102nd Street to the north, Yukon Avenue to the east, 104th Street to the south, and Prairie Avenue to the west.

The Inglewood International Business Park Specific Plan establishes land use, infrastructure requirements, and the design character for the area south of Century Boulevard and east of Prairie Avenue. The specific plan also enables private development to create an aesthetically pleasing business park which facilitates large scale corporate users while benefitting the City of Inglewood and residents in the surrounding neighborhood.

2.4.16 Prairie Planning Considerations

The Inglewood Redevelopment Agency and Planning Department are currently considering redevelopment options for the segment of Prairie Boulevard between Century Boulevard and Imperial Highway. Redevelopment Survey Area No. 7 has been established for this purpose. Considerations are focused on the commercial frontage areas on the east and west sides of Prairie Avenue, as well as Imperial Highway.

2.4.17 Imperial Highway Corridor Study Area

The 138.7-acre Imperial Highway Corridor Study Area is located in north Hawthorne in an area defined by the following principal boundaries: the San Diego (I-405) Freeway on the west, roughly the Century (I-105) Freeway on the north, Prairie Avenue on the east, and 115th Street on the south between the San Diego Freeway and Inglewood Avenue.

Imperial Highway has historically been a blighted commercial corridor lined with motels, service stations, eating and drinking establishments, and other low-grade retail uses. The remainder of the Study Area is composed of small residential neighborhoods of modest single-family homes, abandoned or neglected buildings, and vacant land. It is anticipated that completion of the freeway and transit system will significantly increase the potential for commercial development throughout the study area, which is located within two miles of Los Angeles International Airport. The Hawthorne Redevelopment Agency is presently amending its Redevelopment Project Area No. 2 to include the entirety of the Study Area.

2.4.18 Hawthorne First Amendment Redevelopment Area

The proposed redevelopment project, under the jurisdiction of the Redevelopment Agency of the City of Hawthorne, involves approximately 1,286 acres of land throughout the city.

The focus of the redevelopment project is the elimination of blight and inconsistent land uses which currently prevent the full and effective use of the land. Elimination of blight or other

blighting influences includes providing upgraded or new public facilities and services, road improvements, landscaping, development, and the encouragement of new private office, commercial, light industrial, and residential development. Improvements will also include the removal or rehabilitation of substandard structures, the upgrading of infrastructure, and the elimination of parcels which make development problematic. Redevelopment will take place along Hawthorne Boulevard, as well as other areas throughout the city.

2.5 Corridor Economic Opportunities

The initial step in assessing the community development potentials along the Crenshaw-Prairie corridor has been to compile data regarding the demographic and socioeconomic characteristics of the corridor areas as well as to conduct a preliminary evaluation of potential transit station locations that would further enhance community development goals. For purposes of this initial assessment, community development goals have been characterized as follows:

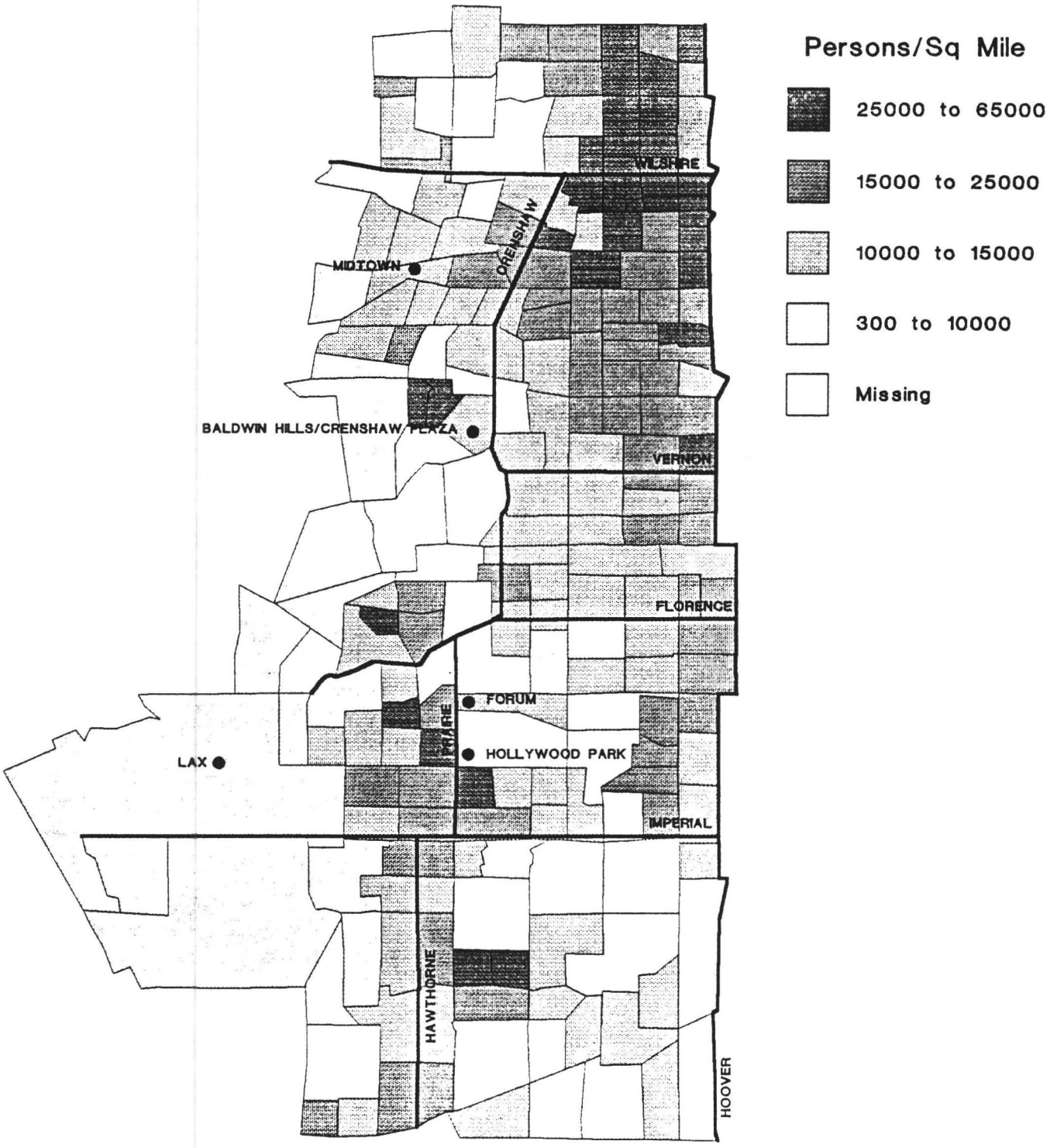
- Build upon existing public or private investments
- Improve or reinforce access to job concentrations within the corridor
- Improve or reinforce access to job concentrations within the region
- Create construction employment (transit as well as development)
- Create long-term employment through new developments
- Stimulate local entrepreneurial activity
- Increase housing resources
- Improve access to major community facilities and services

2.5.1 Socioeconomic Characteristics

For purposes of creating an initial profile of the Crenshaw-Prairie Corridor, 212 census tracts within 2-3 miles of the corridor were selected. The rationale for defining this broad area was to identify major concentrations of population and employment that would be potentially served by transit improvements. As the study progresses, corridor statistics will be compiled for a precisely defined 2-mile-radius area to meet data requirements for the MTA's candidate corridor evaluation.

The socioeconomic characteristics of the corridor area are depicted in Figures 2-5 through 2-29. These figures address the following topics:

- **Population and Population Density** According to the 1990 Census, the corridor population is approximately 1.1 million persons. As shown in Figure 2-5, the density through the corridor ranges from approximately 300 persons per square mile to almost 65,000 persons per square mile. The areas of greatest density are found in the northeastern portion of the corridor study area.



SOURCE: U.S. 1990 Census

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FIGURE 2-5

1990 POPULATION DENSITY

- **Employment and Employment Density** According information available from the Southern California of Governments, there are approximately 510,800 jobs estimated within the corridor for 1990. As shown in Figure 2-6, these jobs are concentrated in four general area:

  - Wilshire Corridor
  - Crenshaw Boulevard (Rodeo Road to Slauson Avenue)
  - LAX vicinity
  - South of Imperial Highway

- **Industrial Employment** In 1990 there are estimated to be approximately 92,000 manufacturing jobs within the corridor study area. The greatest concentration of these industrial jobs is found along the Atchison, Topeka & Santa Fe railroad right of way in Inglewood and south of Imperial Highway, as shown on Figure 2-7.

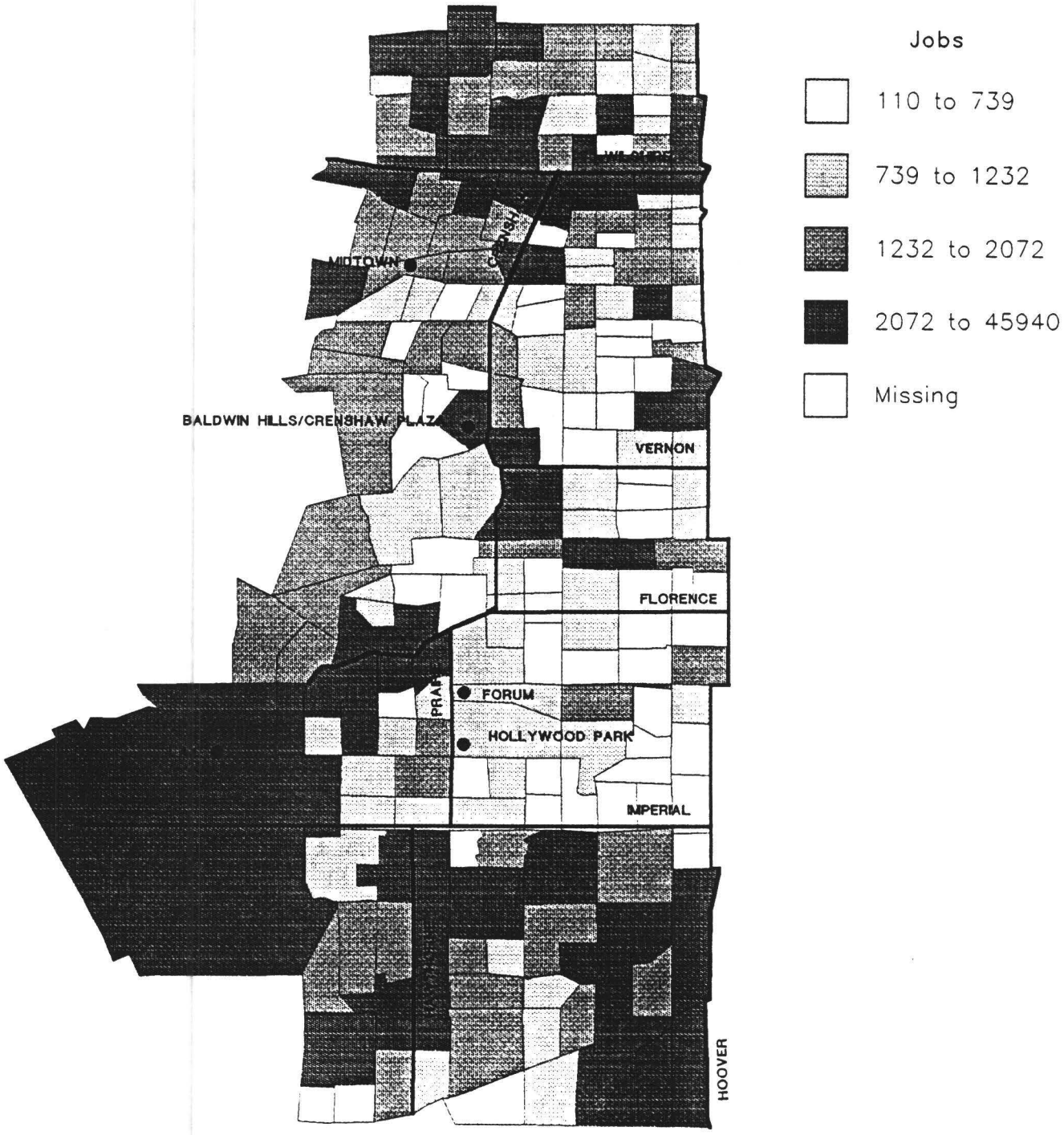
- **Retail Employment** According to SCAG data, there are approximately 77,000 retail jobs within the corridor area. Retail employment in the corridor study area is fairly evenly distributed. Some concentration is found in the following areas as shown in Figure 2-8:

  - Wilshire Corridor
  - Crenshaw Boulevard near Martin Luther King Jr. Boulevard
  - LAX vicinity
  - Hawthorne Boulevard area

- **Finance, Insurance, and Real Estate Employment** Typically this category is considered the primary source of office employees. It is estimated that there area approximately 28,000 jobs in this category within the corridor study area. As shown in Figure 2-9 this employment is concentrated in the Wilshire corridor and in areas south of LAX.

- **Income** Figure 2-10 illustrates the distribution of household income throughout the corridor area. The median annual household income, as reflected in the 1990 Census, ranges from a low of approximately $5,000 to a high of $97,000. The average in the corridor area is approximately $28,140.

- **Race and Ethnicity** Figures 2-11 through 2-14 illustrate the general ethnic characteristics of the corridor. The largest group within the corridor are African Americans (37 percent), followed by Hispanics (34 percent), Whites (17 percent) Asians (11 percent), and Others (1 percent).



SOURCE: Southern California Association of Governments

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METROPOLITAN TRANSPORTATION AUTHORITY
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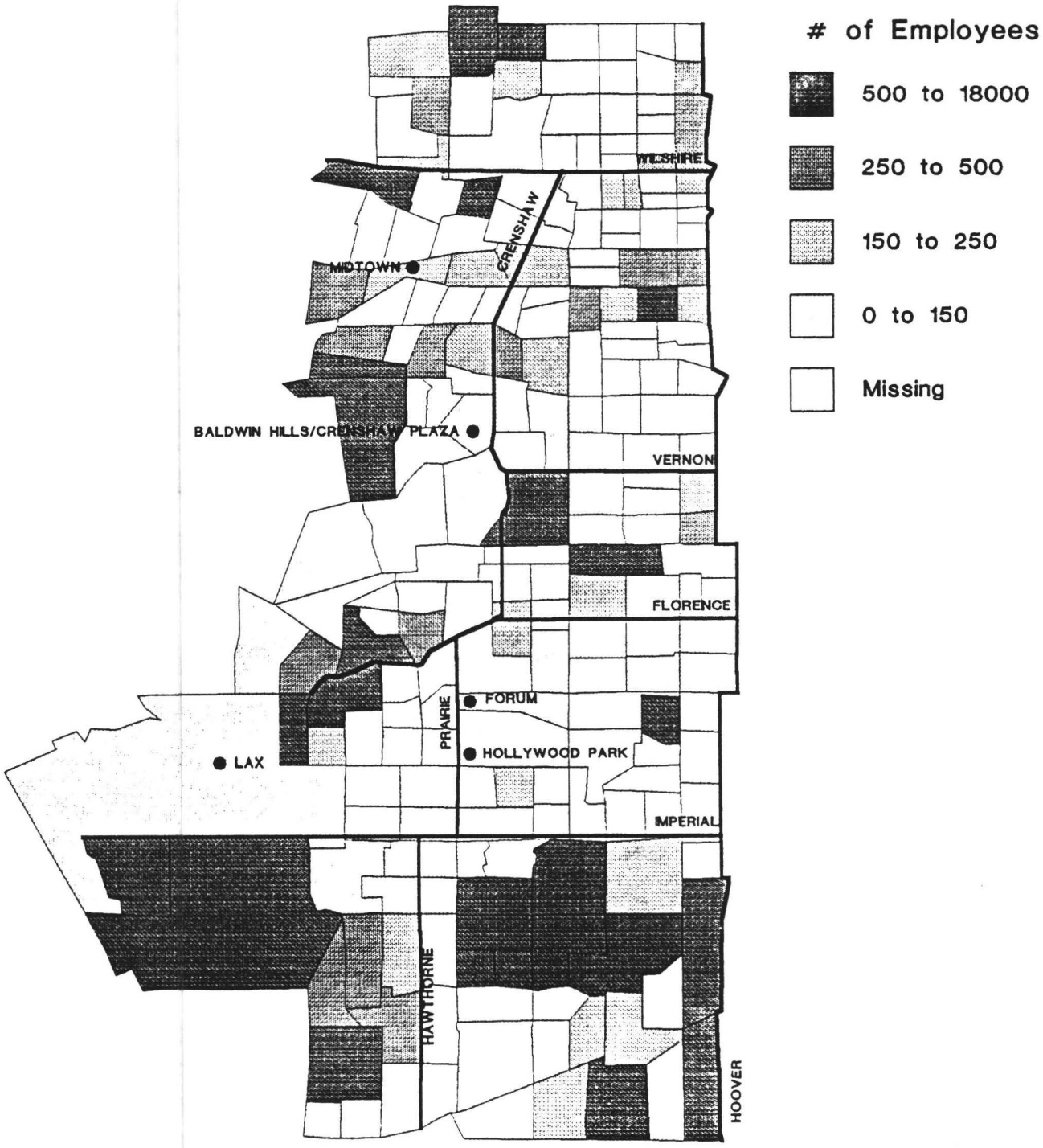
FIGURE 2-6

1990 EMPLOYMENT DISTRIBUTION



SOURCE: U.S. 1990 Census

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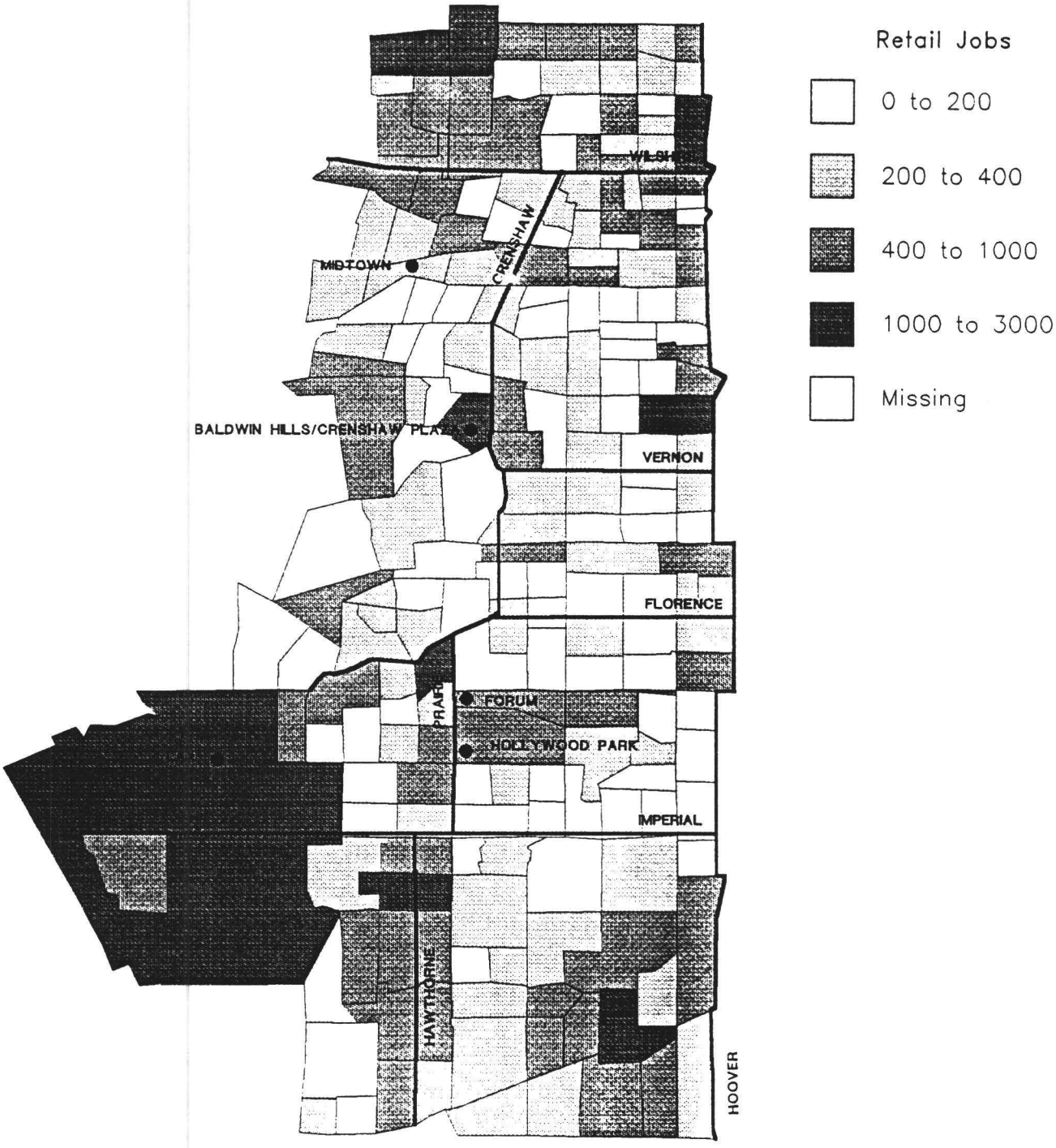
FIGURE 2-7

1990 INDUSTRIAL EMPLOYMENT



SOURCE: U.S. 1990 Census

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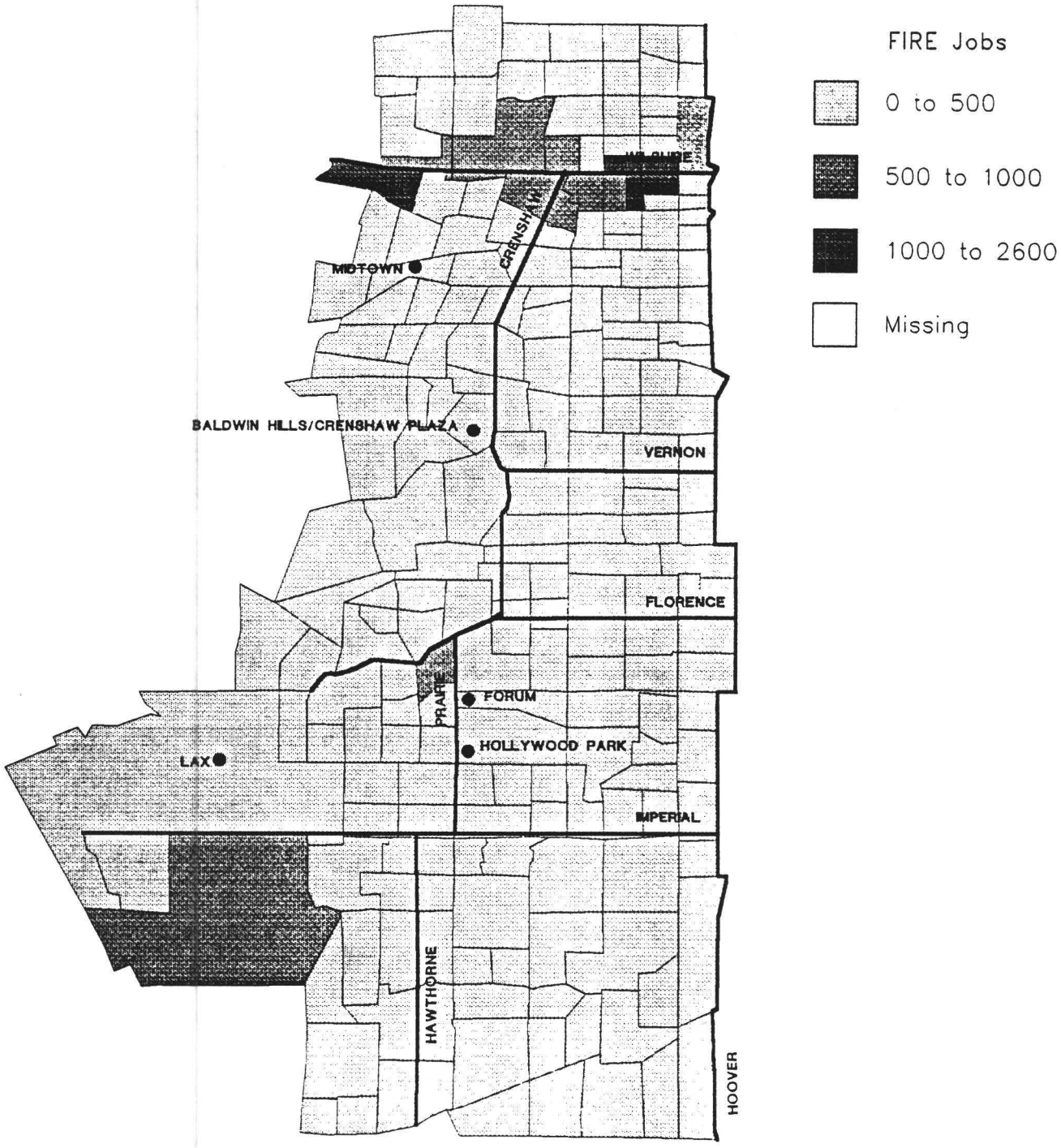
FIGURE 2-8

1990 RETAIL EMPLOYMENT



SOURCE: U.S. 1990 Census

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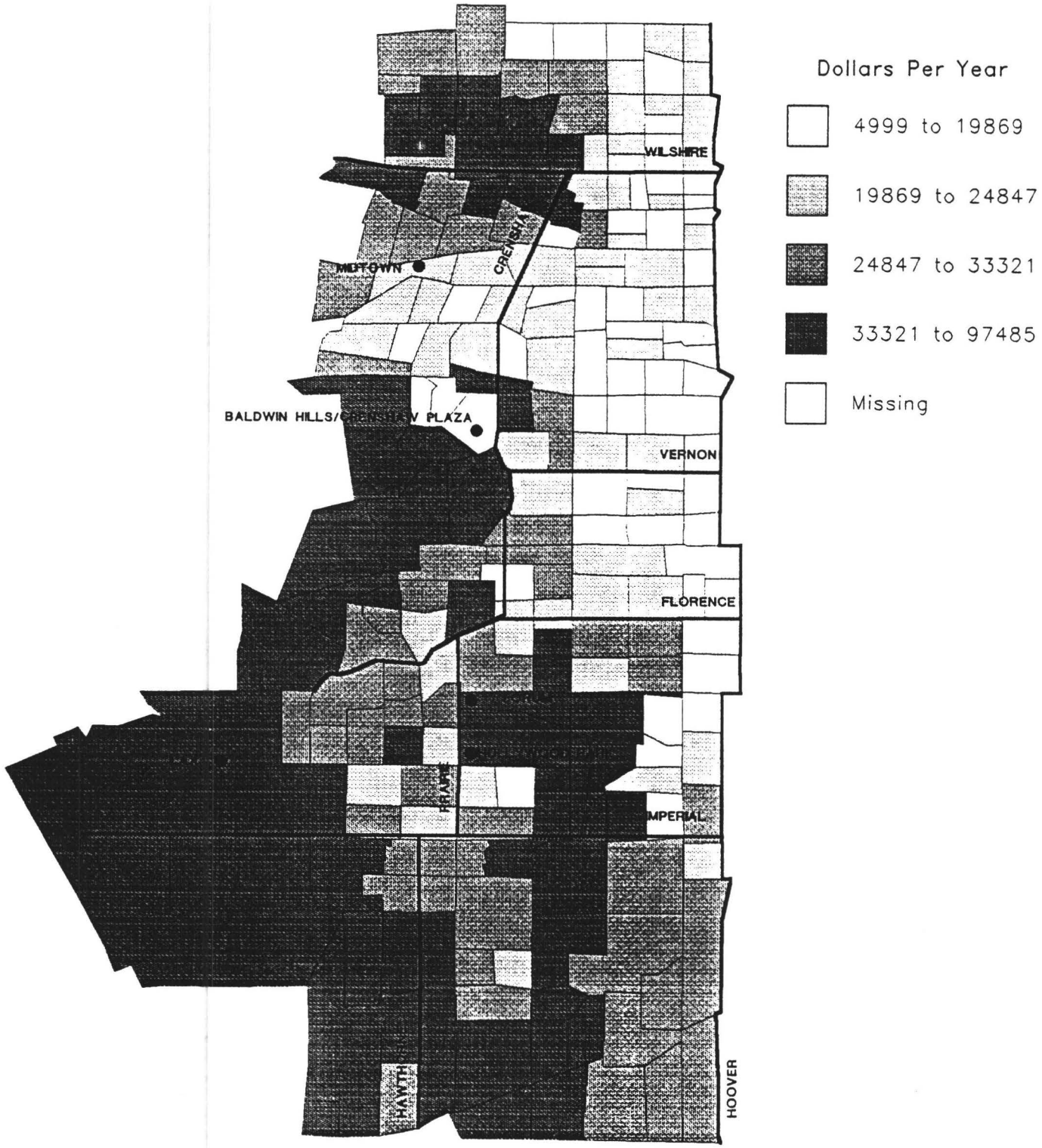
FIGURE 2-9

1990 FINANCE INSURANCE
REAL ESTATE EMPLOYMENT



SOURCE: 1990 U.S. Census

N

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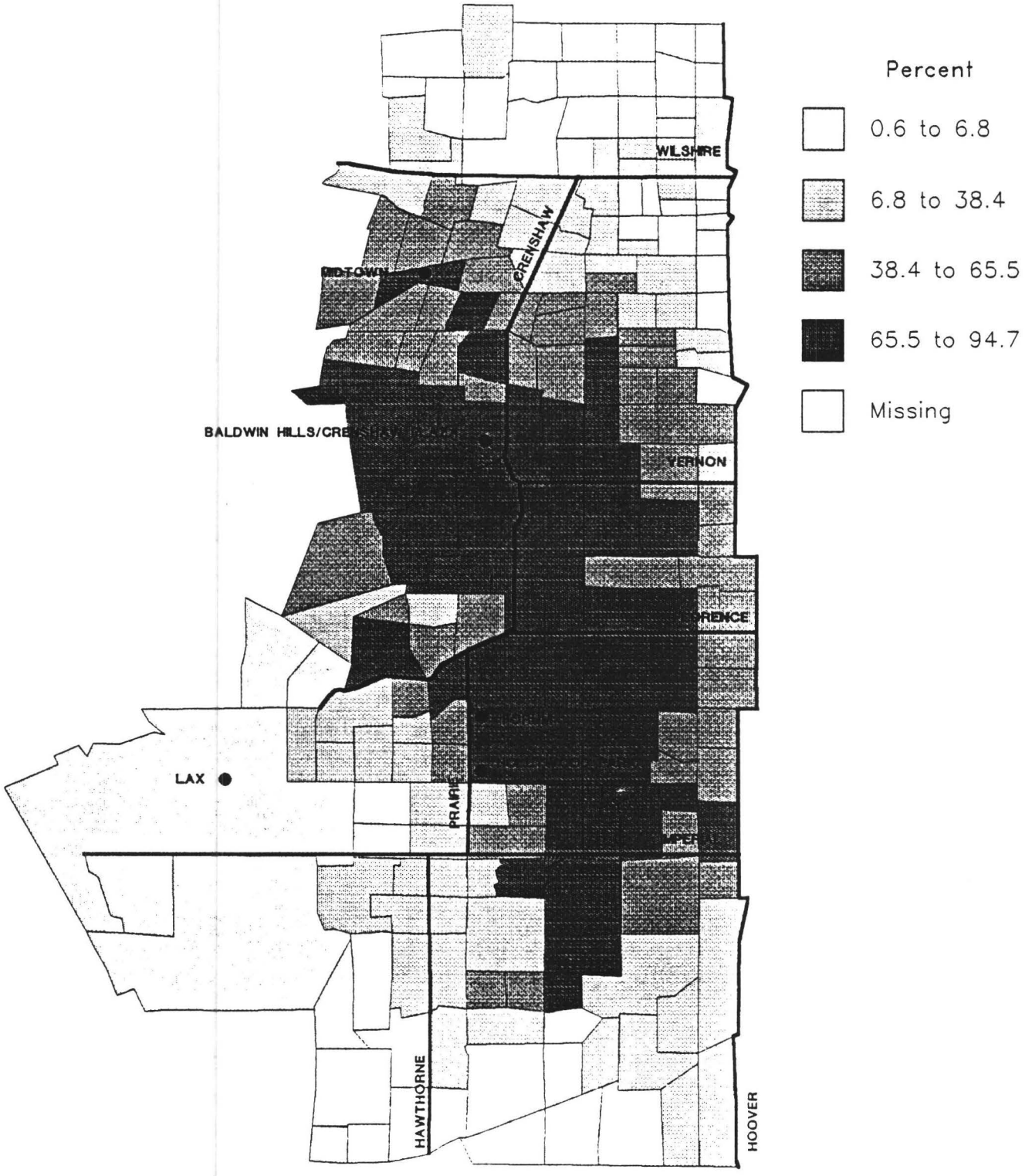
FIGURE 2-10

1990 MEDIAN INCOME



SOURCE: U.S. 1990 Census

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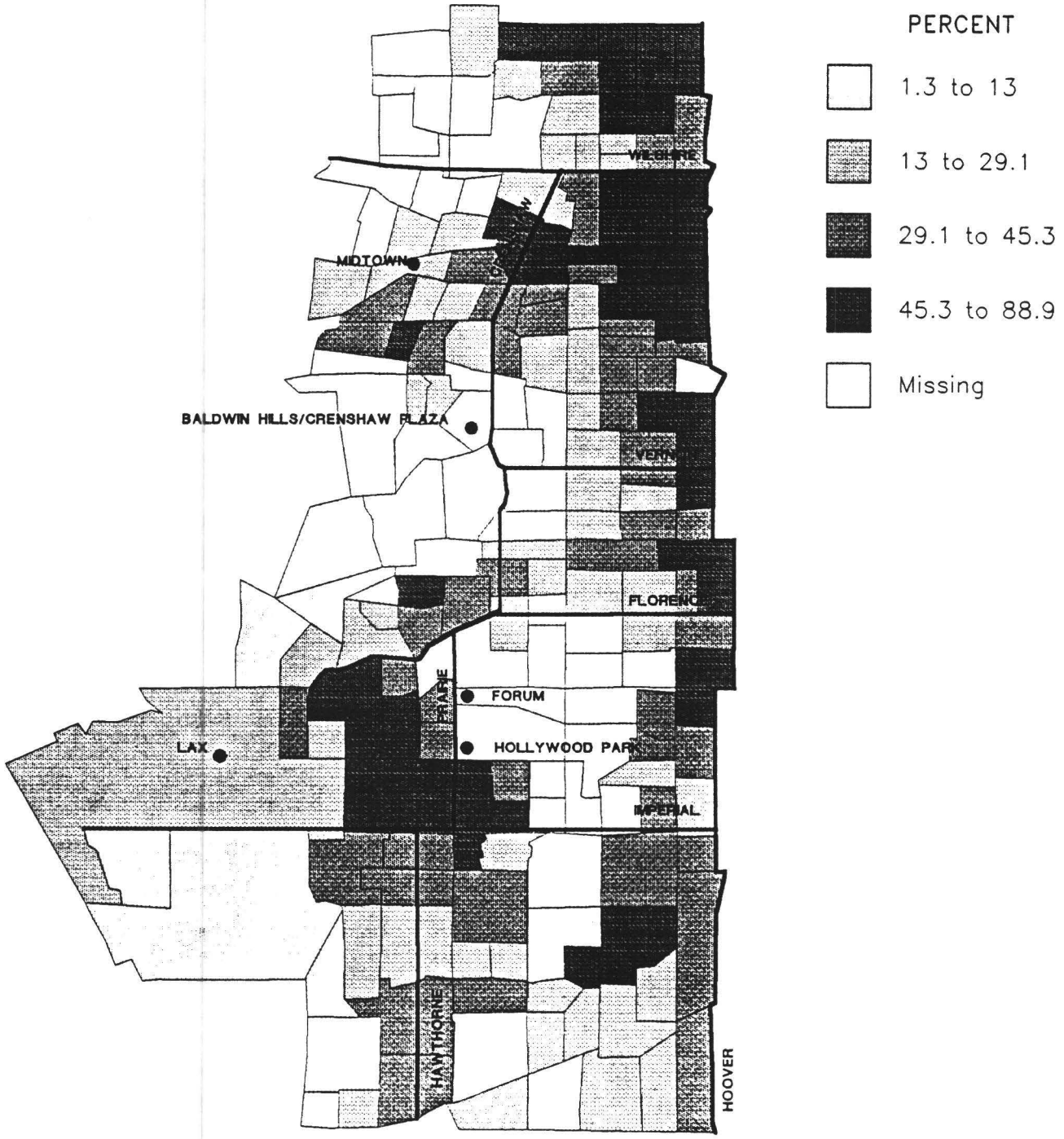
FIGURE 2-11

BLACK POPULATION CONCENTRATION



SOURCE: U.S. 1990 Census

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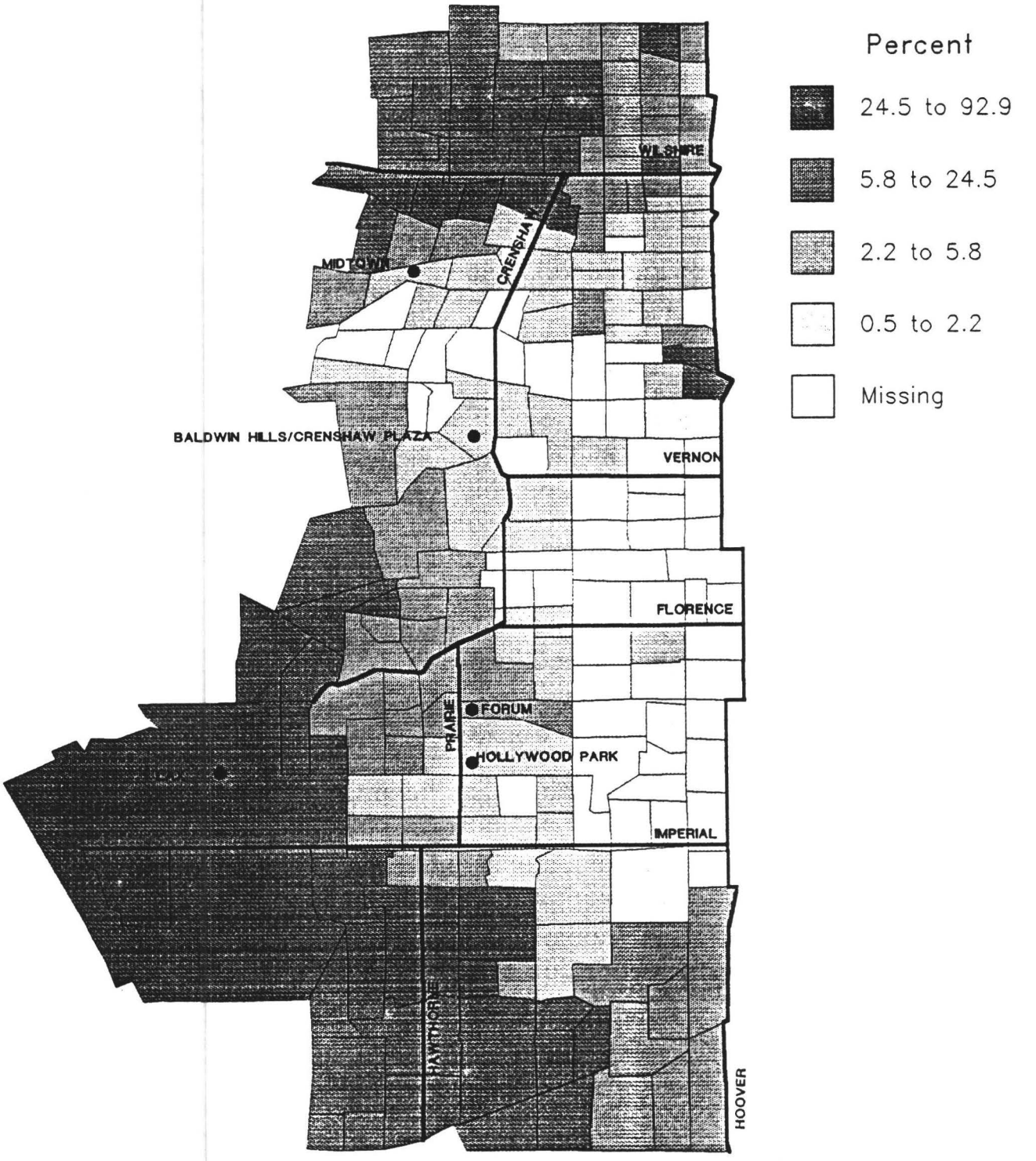
FIGURE 2-12

HISPANIC POPULATION CONCENTRATION



SOURCE: U.S. 1990 Census

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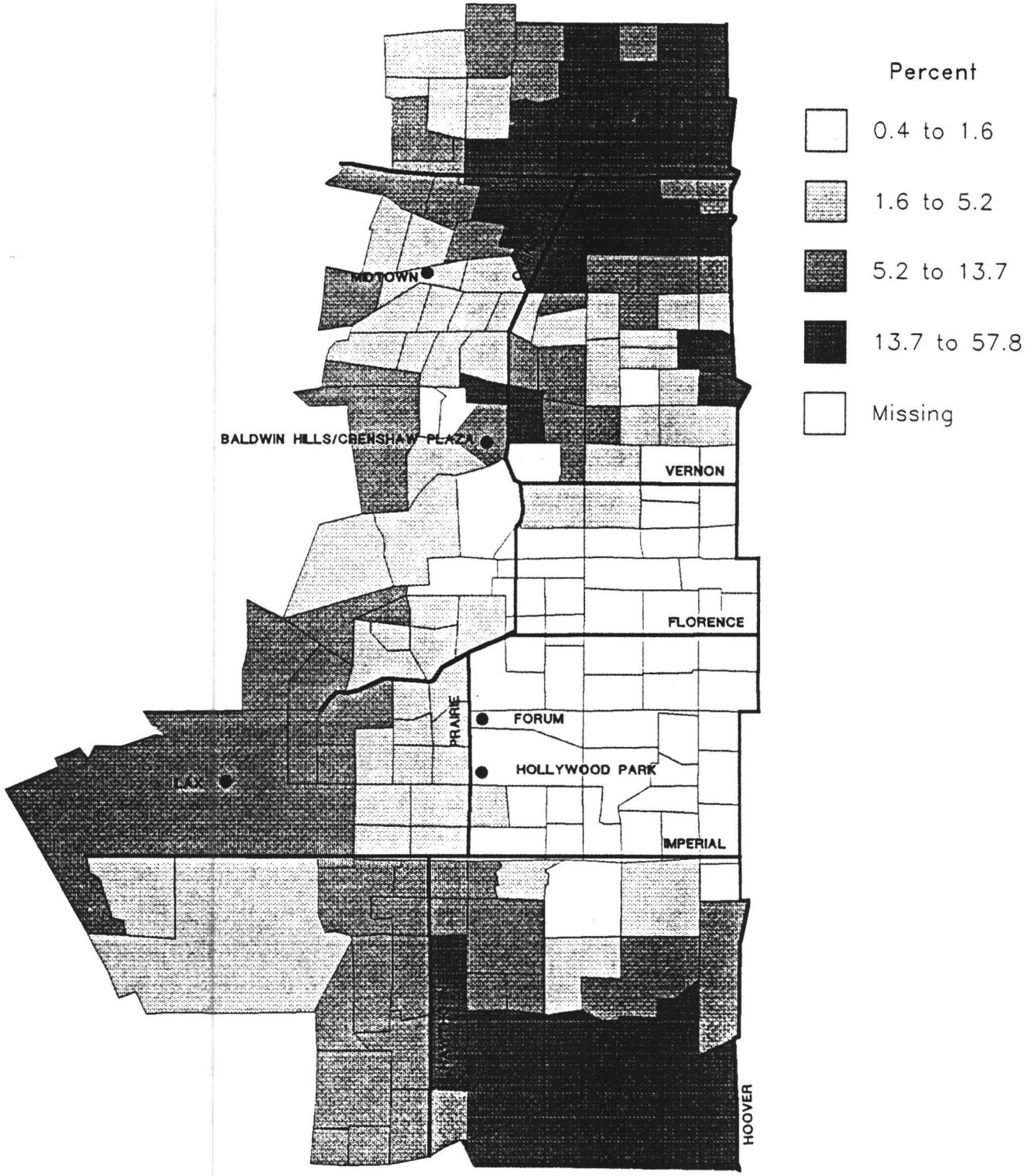
FIGURE 2-13.

WHITE POPULATION CONCENTRATION



SOURCE: U.S. 1990 Census

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FIGURE 2-14

ASIAN POPULATION CONCENTRATION

3.0 Definition of Preliminary Alternatives

3.1 Description of Transit Types

3.1.1 Electric Trolley Bus

The Electric Trolley Bus is a rubber wheeled bus powered by electric motors that receive power from overhead wires. The bus type proposed for the ETB demonstration lines in Los Angeles County would be similar to existing SCRTD diesel powered vehicles: a 40-foot standard length, 102-inch wide urban transit ETB. Alternatively, 60-foot articulated ETBs could be used. The 40-foot coach typically carries 43 seated passengers and 20 or more standing passengers for a total of 63 or more riders. The 60-foot articulated vehicle accommodates 60 seated passengers (with extra wheelchair space) and 30 or more standing passengers, for a total of 90 or more riders. Peak-hour service frequencies can vary, depending on whether the buses travel in mixed-flow lanes with automobiles or in exclusive bus lanes. In mixed-flow lanes, peak hour frequencies of five minutes would be feasible, and in exclusive bus lanes frequencies as low as every two minutes would be possible. Buses could also be platooned in exclusive bus lanes, providing greater capacity. Overall running speeds vary from 15 to 25 miles per hour depending upon whether the ETB runs in traffic ("mixed flow") or in a dedicated lane. Under certain conditions, traffic signal pre-emption can be provided resulting in higher speeds.

3.1.2 Light Rail Transit

Light rail transit is a medium-capacity rail mode. LRT operates on standard gauge railroad track and can operate in exclusive or shared right-of-way as well as on-street. Street crossings are typically at-grade, although grade separations are also common on light rail systems. When running in exclusive right-of-way, crossing gates are provided at cross streets; when running on-street, the LRT is signalized along with other roadway movements at intersections. Pre-emption of cross-street traffic an be provided, resulting in higher operating speeds. LRT generally provides trunk line service on selected corridors in urban and suburban areas. Vehicles draw power from overhead electric lines and operate at up to 55 mph. Actual operating speeds vary depending on the right-of-way conditions. Peak hour service headways may be as low as five minutes and often average 10 to fifteen minutes. Service is usually provided at longer headways during off-peak hours. Vehicles are operated singly or in pairs (with a maximum of three vehicle consists). Light rail vehicles in use on the Long Beach Blue Line (the first light rail line in operation) have 76 seats per car and can carry up to 175 passengers with standees. Station spacing for light rail generally ranges from one to two miles between stations, and the stations have high platforms.

3.1.3 Heavy Rail Transit

The term "heavy rail transit" is used to describe the type of high-speed, high-capacity, trains that typically operate in subways or on aerial structures in many cities in the United States. The Metro Red Line in Los Angeles is an example of heavy rail transit. The vehicles in such

systems are somewhat larger and heavier than LRT vehicles. Vehicles on the Red Line are 75 feet in length, and are designed to carry peak loads of 169 passengers (59 seated and 110 standing). Heavy rail systems often operate at peak hour headways of 3 to 5 minutes, with longer headways of 10 to 15 minutes common during off-peak periods. The trains are powered by an electrified third rail (thus requiring complete grade separation throughout the system) and can travel at speeds up to 70 mph resulting in overall running times of 40 miles per hour or higher. Train consists usually range from 4 cars in off-peak periods to as many as 10 cars in peak periods. Because the trains operate in longer consists, heavy rail systems The Metro Red Line stations are built to accommodate 6-car consists.

3.1.4 Automated Guideway Transit

Automated Guideway Transit is a medium-capacity rail mode that operates on exclusive guideway with totally automated vehicles (no drivers). An AGT system can therefore be operated with one of several types of vehicles or power supplies; e.g., Red Line vehicles with third rail power or modified Green Line vehicles with either overhead catenary or third rail power. For the purposes of the alternatives described herein, AGT is assumed to consist of Red Line vehicles operating in two-car trains on aerial structure, rather than in the four- to six-car subway trains in use on the Red Line. With typically lower peak speeds and shorter trainsets than heavy rail, AGT gains capacity by running more frequent service than heavy rail operation. Driverless vehicles reduce the operating cost and impact typically associated with more frequent operations. The net result is a system with somewhat lower hourly capacity than heavy rail, but with reduced wait times.

3.1.5 Summary Comparison of Transit Types

Table 3-1 summarizes the comparison of transit types under consideration. Included is information on headway, speed and capacity as well as whether an exclusive right-of-way is necessary.

3.2 Preliminary Alternatives

3.2.1 Alternative 1 - Median Busway (Electric Trolley Bus)

Concept:

Provide a continuous, exclusive bus lane linking the Red Line with the Green Line. Aerial structure would be provided at geometrically constrained locations or high traffic locations to avoid impact to the existing roadways. Transfers would be provided to the Red, Blue, and Green Lines.

Description:

Figure 3-1 shows the proposed alignment. The north end of the alignment would be at the Red Line station at either Crenshaw/Olympic or Pico/Rimpau. The route would follow

Crenshaw/Prairie Corridor Preliminary Planning Study

Descriptions of Transit Types

Mode	Nature of Service	Vehicle Capacity	Minimum & Typical Headway	Maximum Per Hour Capacity	Max-imum Speed	Stations	Power	Right-of-Way Requirements
Electric Trolley-Bus	Low-Medium Capacity, Low-Medium Speed	60 seated 30 standing 90 total (single articulated vehicle)[1]	1 min. (minimum) 3-5 mins. (typical)	5,000	45 mph	Double platform. Minimum length 150 ft.	Electric overhead catenary	On-street shared lane - 12 to 14 feet Exclusive median lanes (40-46')
Light Rail Transit	Medium Capacity, Low/Medium Speed	76 seated 99 standing 175 total 2-Car Train 350 total 3-Car Train 525 total	3 mins. (minimum) 5-10 mins. (typical)	7,000 (2-car trains) 10,000 (3-car trains)	55 mph	Single or double platform. Minimum length 200-300 ft.	Electric overhead catenary	On-street (at-grade) or exclusive ROW (aerial or in railroad ROW) 26' minimum 40' at stations
Heavy Rail Transit	High Capacity, High Speed	59 seated 110 standing 169 total 6-Car Train 1,014 total	2 mins. (minimum) 5 mins. (typical)	30,000 (6-Car Trains)	70 mph	Double platform. Minimum length 450 ft.	Electric (third rail)	Exclusive ROW (grade separated subway)
Automated Guideway Transit	Medium Capacity, Medium Speed	59 seated 110 standing 169 total 2-Car Train 338 total	2 mins. (minimum) 3-5 mins. (typical)	10,000	55 mph	Single or double platform. Minimum length 150 ft.	Electric (third rail)	Exclusive ROW (grade-separated aerial)

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1. Capacity of single non-articulated vehicle is 43 seated, 20 standing, 63 total.

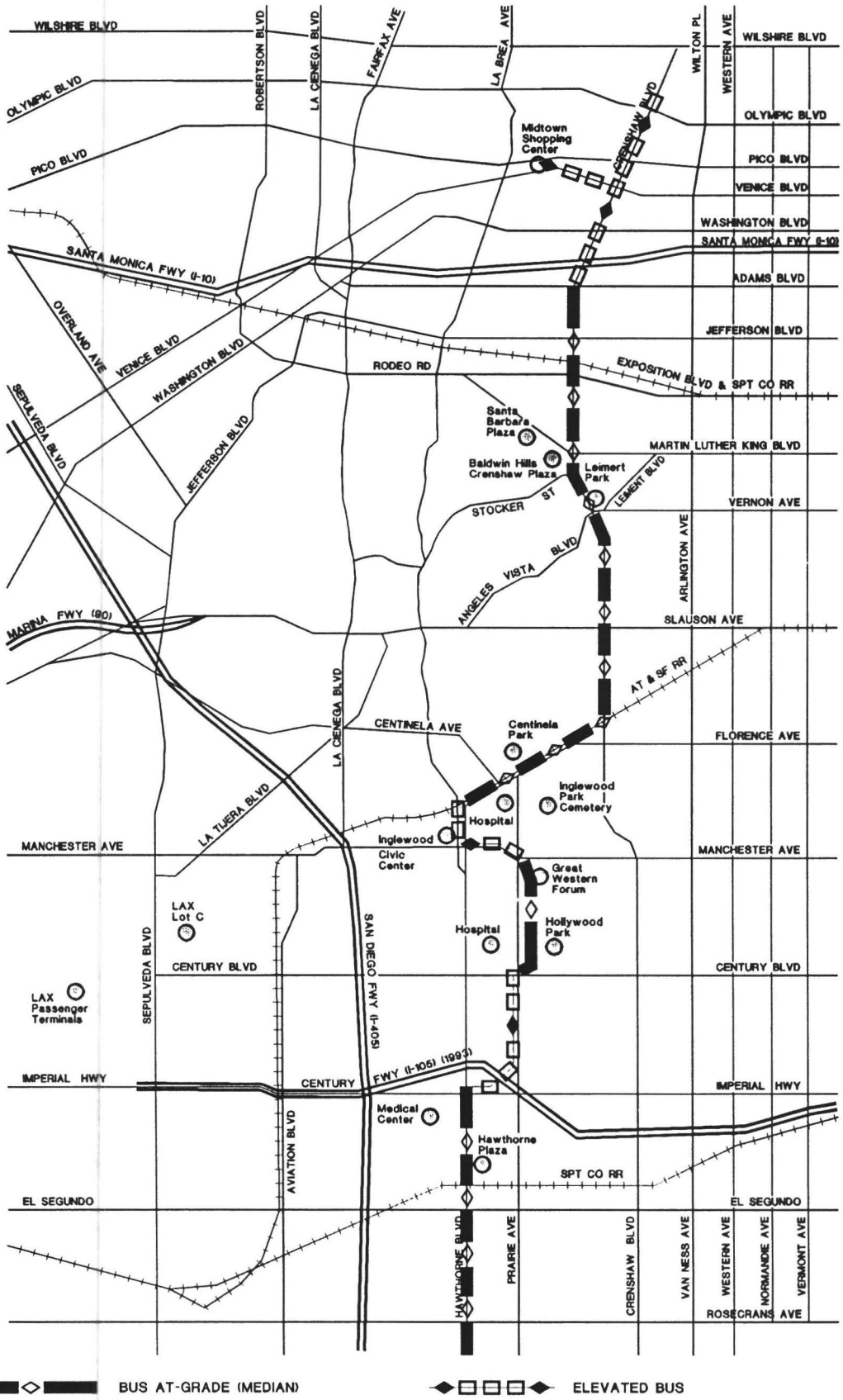

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FIGURE No. 3-1 - ALTERNATIVE 1
MEDIAN BUSWAY (ETB)

Crenshaw Boulevard south to the AT&SF railway right-of-way (r/w), and would then follow the railway to the vicinity of downtown Inglewood, where a route through downtown Inglewood would be utilized to increase potential patronage and avoid the constraint of Prairie alongside the Inglewood Park Cemetery. The alignment would pass through the Great Western Forum and Hollywood Park and would continue on street down Prairie Avenue to the Glenn Anderson (formerly Century) Freeway (I-105). The route would jog to the west in freeway r/w to Hawthorne Boulevard to a transfer with the Green Line. The alignment would enter Hawthorne Boulevard immediately south of the freeway and would continue south along Hawthorne to a terminus at Rosecrans Avenue. (Further extension would be possible south of Rosecrans.)

Typical Cross-Section:

Figure 3-2 shows typical at-grade conditions for the guideway and at a stop and Figure 3-3 shows how the guideway and stop could be constructed in an aerial segment.

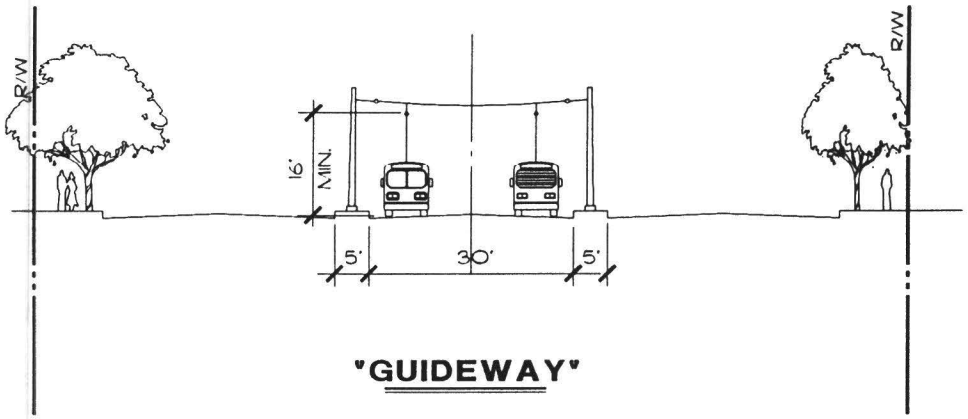
Unique Features:

- An aerial structure would carry the lanes into the median of Venice then into Crenshaw. The route would remain aerial to a point south of I-10, thereby generally preserving existing travel and left turn bays in this high traffic portion of the corridor.
- The facility would run at grade down to the AT&SF RR, displacing travel lanes and left-turn bays.
- The two-lane facility would follow the AT&SF RR, with one lane of travel on either side of the existing single track with passing sidings.
- In order to avoid the need for a tunnel under the highly constrained Florence to Manchester segment of Prairie, the facility would go aerial through downtown Inglewood to Manchester, then east into the Forum and Hollywood Park sites, where it would come down and cross driveway access points at grade.
- Another aerial section would be required south of Century to I-105
- Option to cross to south side of I-105 to connect with Green Line parking lot east of Hawthorne

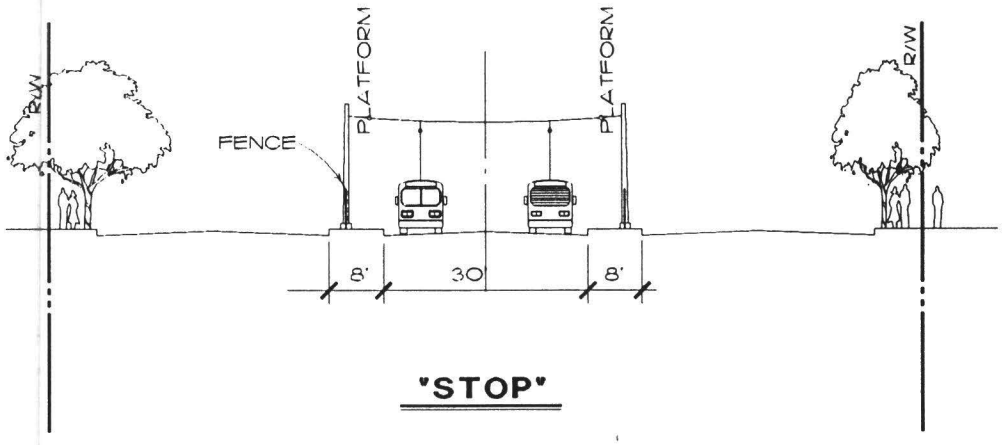
3.2.2 Alternative 2 - LRT At-Grade

Concept:

Provide a Light Rail Transit (LRT) line, running at-grade in an exclusive on and off-street right-of-way where physically possible, linking the Red Line with the Green Line. Where absolutely



"GUIDEWAY"



"STOP"

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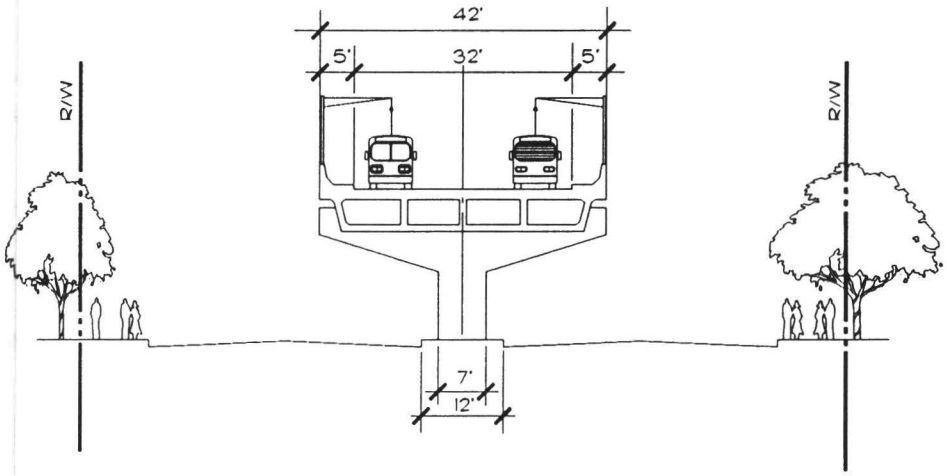
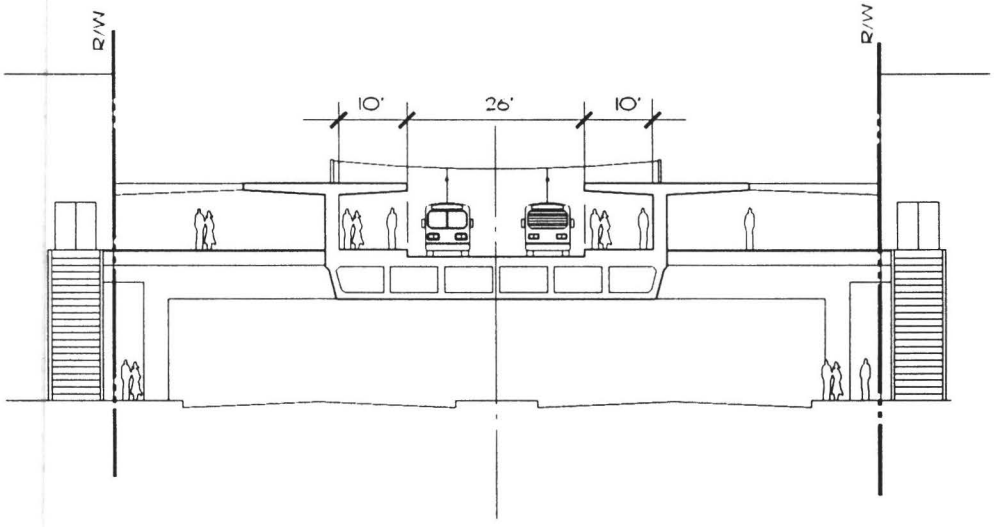
EXAMPLE CROSS-SECTION

FIGURE No. 3-2
ELECTRIC TROLLEY BUS
AT-GRADE ALTERNATIVE



"GUIDEWAY"



"STATION" - SIDE PLATFORM

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EXAMPLE CROSS-SECTION
FIGURE No. 3-3
AERIAL BUSWAY ALTERNATIVE

necessary due to physical constraints, grade separation would be provided. Transfers would be provided to the Red, Blue, and Green Lines.

Description:

Figure 3-4 shows the proposed alignment, which would be generally similar to Alternative 1. The north end of the alignment would be at the Red Line station at either Crenshaw/Olympic or Pico/Rimpau. The route would follow Crenshaw Boulevard south to the AT&SF railway right-of-way (r/w), and would then follow the railway to Prairie Avenue (other options would serve downtown Inglewood and Manchester). The alignment would pass through the Great Western Forum and Hollywood Park at grade and would continue on street down Prairie Avenue to the Glenn Anderson (formerly Century) Freeway (I-105). The route would jog to the west in freeway r/w to Hawthorne Boulevard to a transfer with the Green Line. The alignment would enter Hawthorne Boulevard immediately south of the freeway and would continue south along Hawthorne to a terminus at Rosecrans Avenue. (Further extension would be possible south of Rosecrans.)

Typical Cross-Section:

Figure 3-5 shows typical at-grade conditions for the guideway and at a stop.

Unique Features:

- Provide aerial structure from Pico/Rimpau station down Venice and Crenshaw to south of I-10 to preserve existing roadway lanes through this high traffic, constrained area.
- Provide joint use of AT&SF RR from Crenshaw to Prairie with limited freight service restricted to late night hours.
- Extreme geometric constraint on Prairie, Florence-Manchester requires use of grade separation, such as a tunnel section.
- South of Manchester, would run at grade along east side of Prairie past Forum and Hollywood Park.
- Due to reversible lane in median of Prairie, would run aerial to I-105; would continue on aerial alongside freeway, crossing over to transfer station with Green Line at Hawthorne Boulevard.
- Could continue south along Hawthorne at grade.
- Potential non-revenue connection to Green Line at I-105 or the Blue Line at Exposition Boulevard to provide access to off-corridor yard and maintenance facilities.

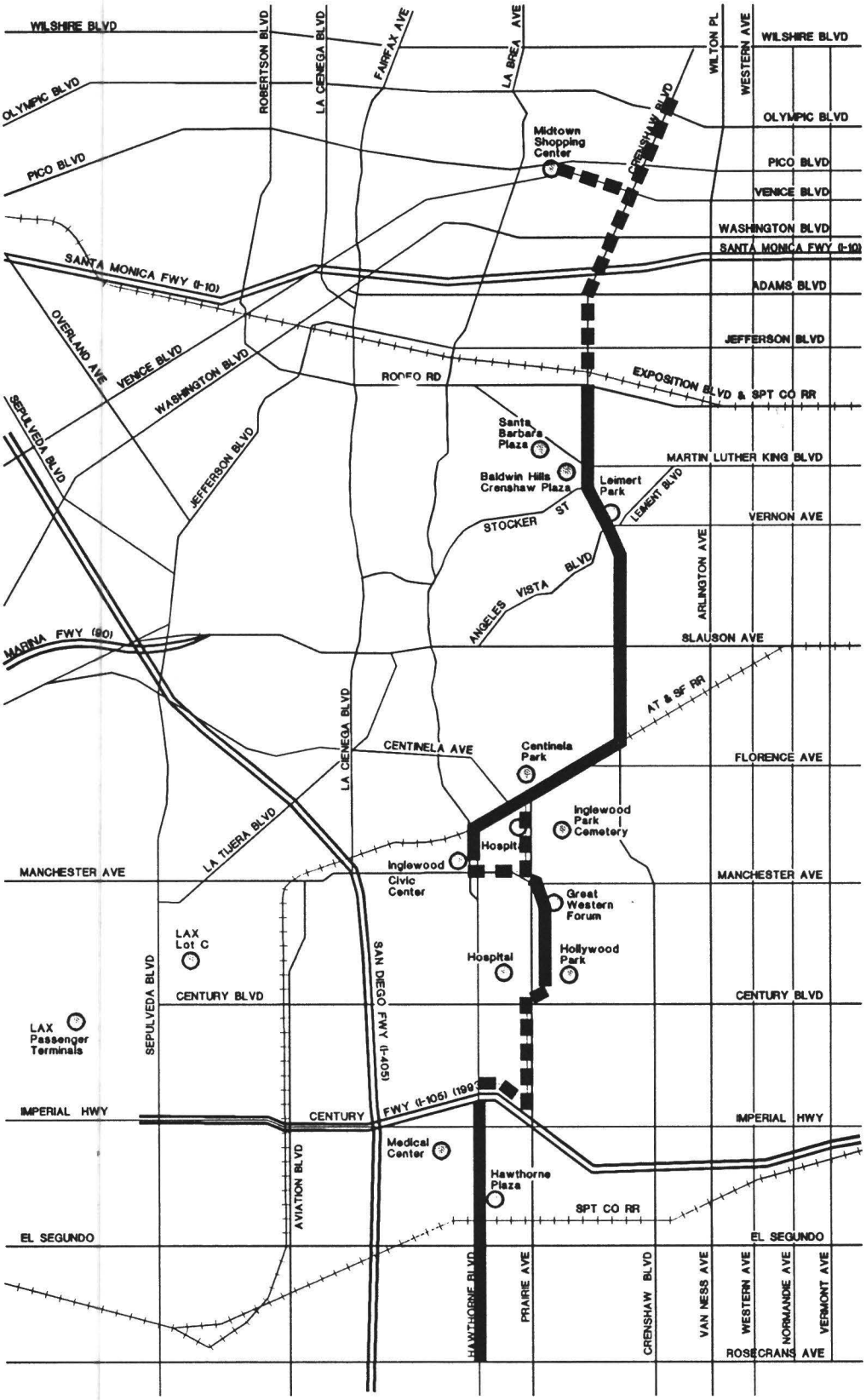

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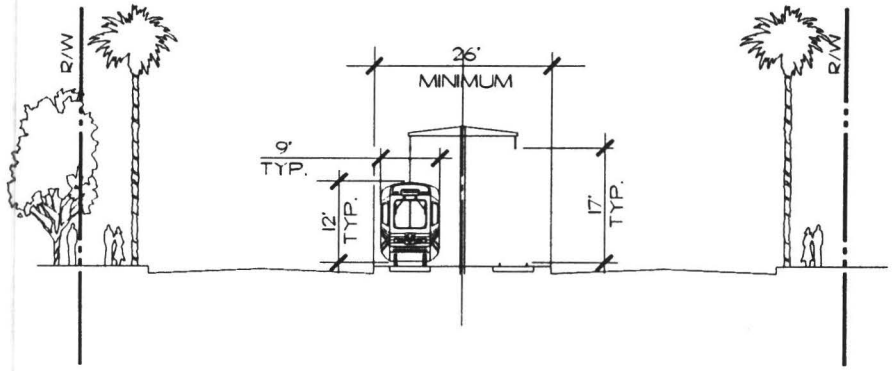
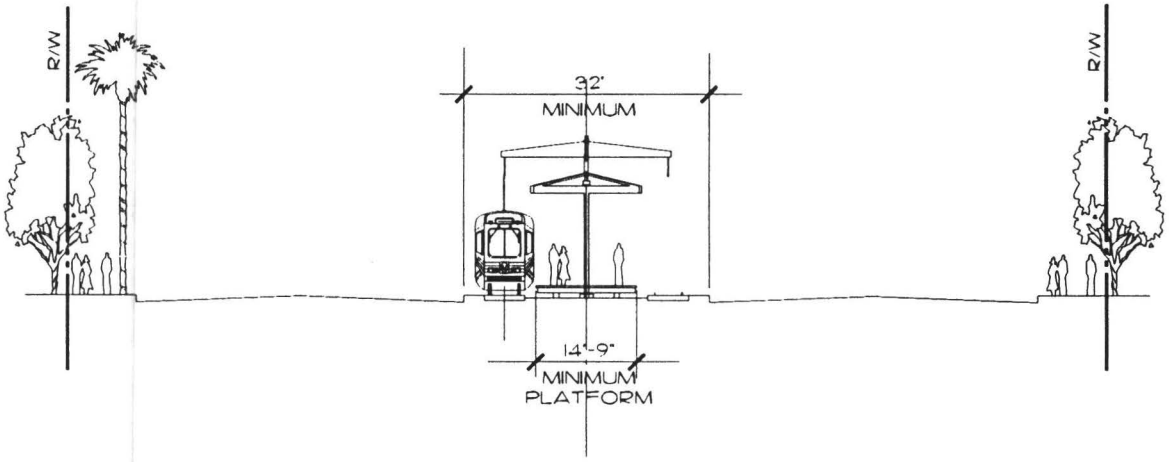
FIGURE No. 3-4 - ALTERNATIVE 2
LRT AT-GRADE (PRAIRIE AVENUE)



"GUIDEWAY"



"STATION"

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EXAMPLE CROSS-SECTION
FIGURE No. 3-5
LIGHT RAIL AT-GRADE ALTERNATIVE

3.2.3 Alternative 3 - LRT Aerial

Concept:

Provide a Light Rail Transit (LRT) line, running in a fully grade-separated aerial guideway, linking the Red Line with the Green Line. Transfers would be provided to the Red, Blue, and Green Lines.

Description:

Figure 3-6 shows the proposed alignment, which would be generally similar to Alternatives 1 and 2. The north end of the alignment would be at the Red Line station at either Crenshaw/Olympic or Pico/Rimpau. The route would follow Crenshaw Boulevard south to the AT&SF railway right-of-way (r/w), and would then follow the railway to downtown Inglewood. The line would continue back to Prairie Avenue along Manchester. The alignment would pass through the Great Western Forum and Hollywood Park over the parking lots and would continue down Prairie Avenue to the Glenn Anderson (formerly Century) Freeway (I-105). The route would jog to the west in freeway r/w to Hawthorne Boulevard to a transfer with the Green Line. The alignment would enter Hawthorne Boulevard immediately south of the freeway and would continue south along Hawthorne to a terminus at Rosecrans Avenue. (Further extension would be possible south of Rosecrans.)

Typical Cross-Section:

Figure 3-7 shows typical at-grade conditions for the guideway and at stations. (Use of joint development could allow a platform to be incorporated with immediately adjoining development in lieu of side platform location wholly within street r/w.)

Unique Features:

- Follow AT&SF west to Hawthorne, then south through downtown Inglewood, and east on Manchester to avoid need for tunnel under Prairie between Florence and Manchester.
- Provide aerial structure through Forum and Hollywood Park parking areas with opportunity for direct connection to event facilities.
- Could continue south along Hawthorne at grade.
- Potential non-revenue connection to Green Line at I-105 or the Blue Line at Exposition Boulevard to provide access to off-corridor yard and maintenance facilities.

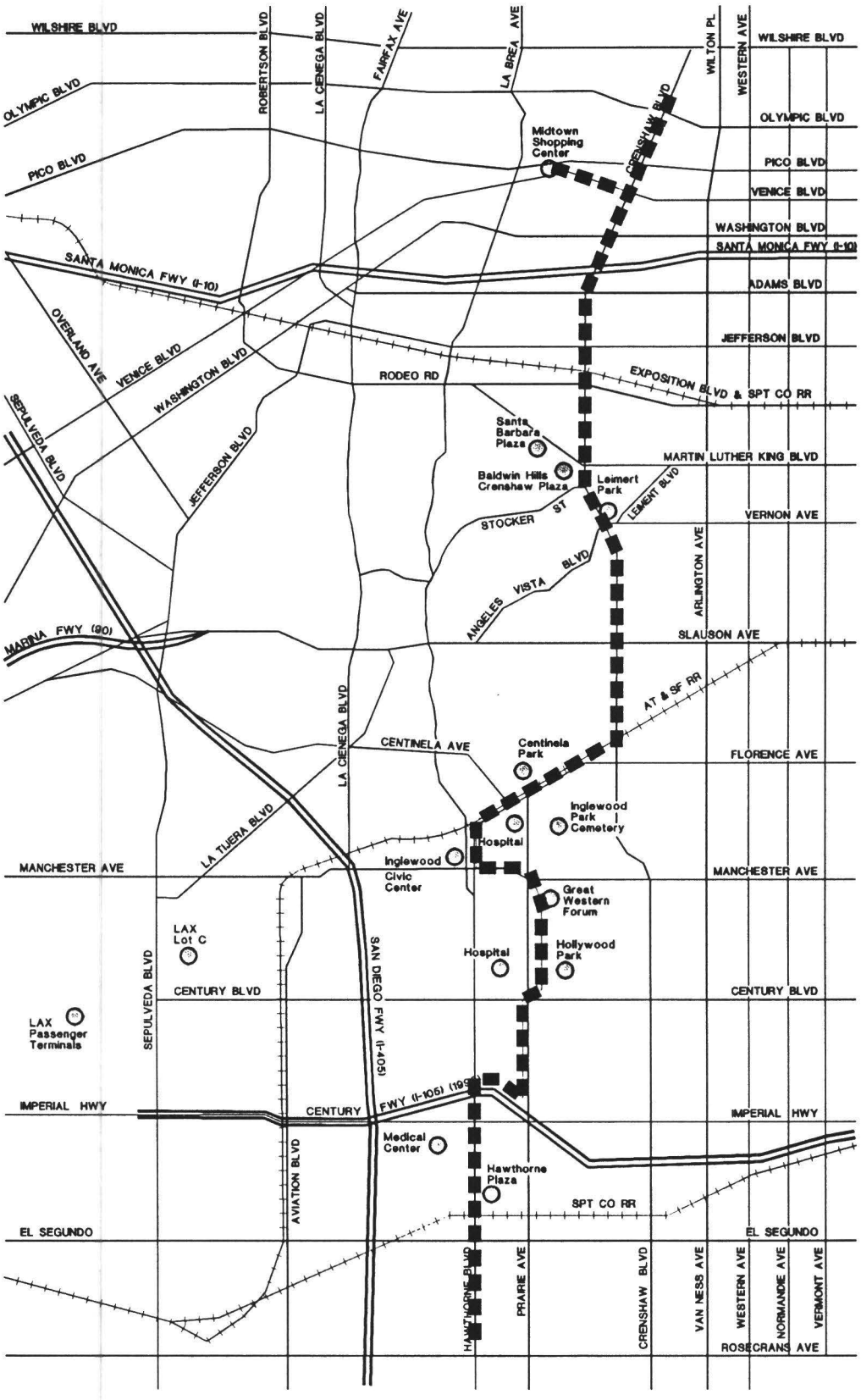

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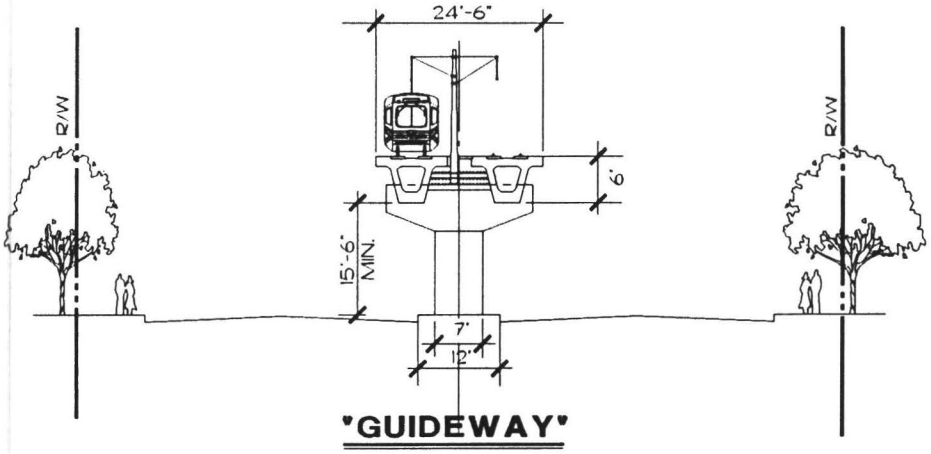
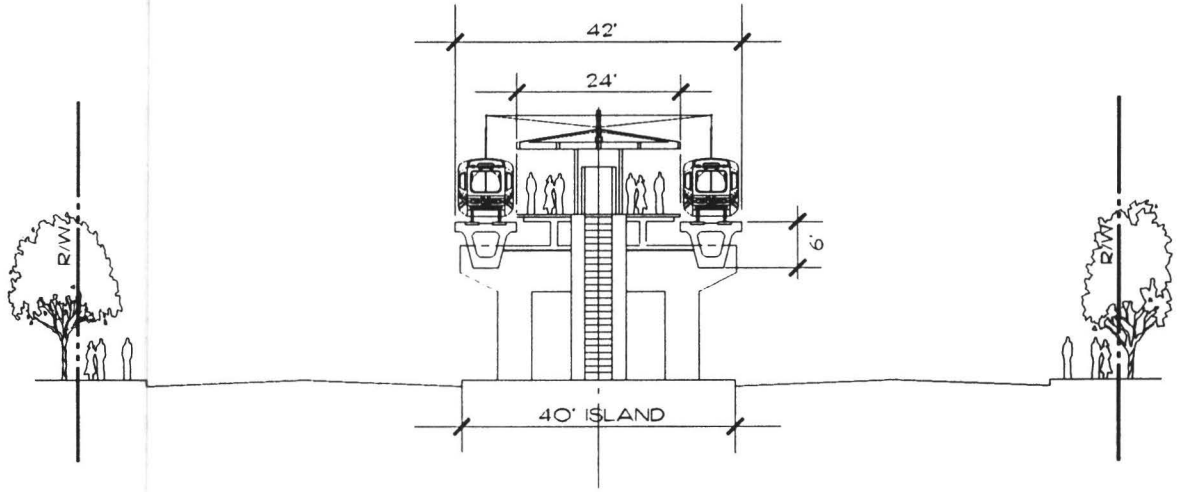
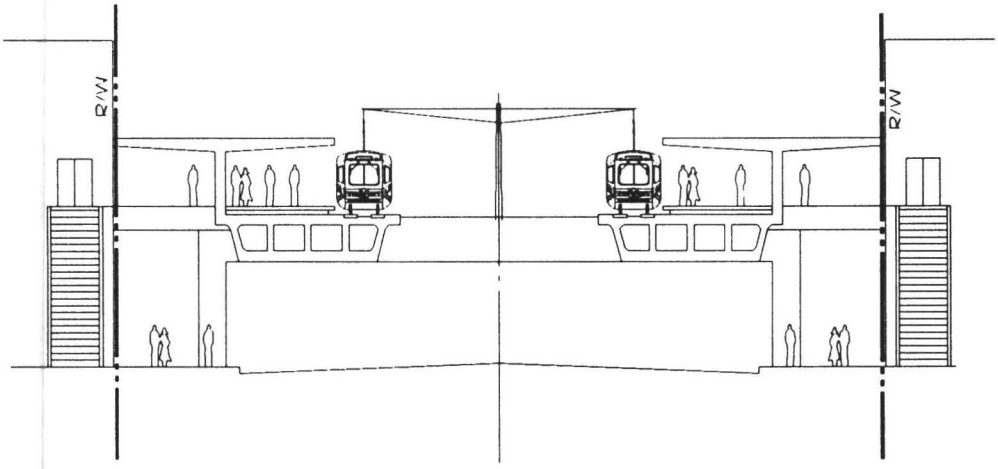
FIGURE No. 3-6 - ALTERNATIVE 3
LRT AERIAL (PRAIRIE / HAWTHORNE)



"GUIDEWAY"



"STATION" - CENTER PLATFORM



"STATION" - SIDE PLATFORM

3.2.4 Alternative 4 - LRT to LAX Lot C

Concept:

Provide a Light Rail Transit (LRT) line, running in an exclusive right-of-way, linking the Red Line with the Green Line at the Los Angeles International Airport (LAX) Remote Parking Lot C. Transfers would be provided to the Red, Blue, and Green Lines. The expectation is that, with a minimal upgrade of the existing AT&SF RR trackage (potentially using single track with passing sidings), this alignment could provide a highly cost-effective means of both serving the needs of the Crenshaw corridor as well as providing a means of serving LAX from the north with rail transit. Bus connections would be provided to the Forum and Hollywood Park.

Description:

Figure 3-8 shows the proposed alignment, which would take advantage of the existing AT&SF right-of-way to provide a relatively low-cost means of providing rail transit access from the north to Los Angeles International Airport. The north end of the alignment would be at the Red Line station at either Crenshaw/Olympic or Pico/Rimpau. The northern portion of the alignment would be on aerial structure, similar to Alternative 3. The route would follow Crenshaw Boulevard south to the AT&SF railway r/w, where it would return to run at-grade in an exclusive r/w. The route would follow the railway r/w to the vicinity of 96th Street, where a turn would be made to LAX.

Typical Section:

The typical aerial section would be similar to that shown in Figure 3-7 for Alternative 3. Along the railway r/w, the line would run at grade with one or two tracks as warranted by the service needs.

Unique Features:

- Joint use of AT&SF RR trackage with minimal upgrade to provide service at lowest possible cost.
- Alignment departs from AT&SF at 96th Street, potentially using cul-de-sac on Bellanca south of Arbor Vitae, then follows 96th into Lot C to connect to airport people-mover.
- Along the AT&SF railroad, grade separations may need to be provided at major/high-traffic-volume arterial roadways.

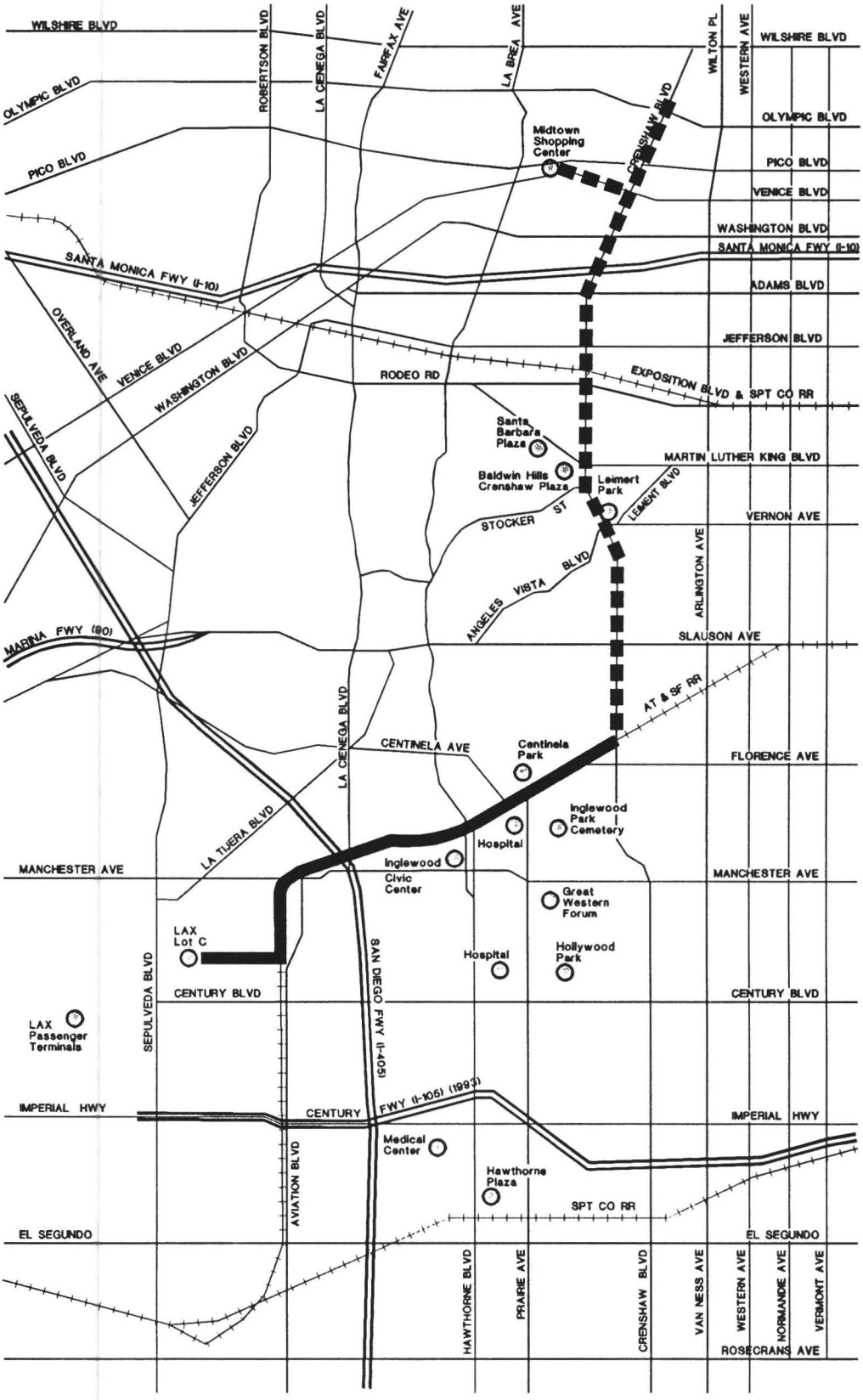


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FIGURE No. 3-8 - ALTERNATIVE 4
LRT TO LAX LOT "C"

3.2.5 Alternative 5 - Subway Alternative

Concept:

Provide a subway connection from Red Line to Green Line via Crenshaw-Prairie-Hawthorne route. Transfers would be provided to the Red, Blue, and Green Lines.

Description:

Figure 3-9 shows the proposed alignment. The north end of the alignment would be at the Red Line station at either Crenshaw/Olympic or Pico/Rimpau. The route would follow Crenshaw Boulevard south. The line would head west going cross-country and/or in street rights-of-way to provide a station in the vicinity of Santa Barbara Plaza. The line would continue under Martin Luther King, Jr., Boulevard back to Crenshaw Boulevard. The line could then continue south under Crenshaw Boulevard to the AT&SF railway r/w, and would follow the railway to Prairie Avenue. The line would turn down Prairie Avenue, passing by the Daniel Freeman Hospital, the Great Western Forum and Hollywood Park to the Glenn Anderson (formerly Century) Freeway (I-105). The route would jog to the west in freeway r/w to Hawthorne Boulevard to a transfer with the Green Line. The alignment would enter Hawthorne Boulevard r/w immediately south of the freeway and would continue south along Hawthorne to a terminus at Rosecrans Avenue. (Further extension would be possible south of Rosecrans.)

Typical Section:

Figure 3-10 shows typical track and station sections for the subway (sections shown pertain to cut-and-cover construction.)

Unique Features:

- Due to operational constraints on Red Line into downtown, non-revenue connection only to be provided at north end.
- Subway needs to be threaded under I-10 freeway clear of existing bridge abutments.
- Subway goes "cross country" south of Rodeo to provide service to Santa Barbara Plaza on King Drive (fosters economic development).
- Subway can continue down tight spots along Prairie with potential for direct service to hospital, Forum and Hollywood Park.
- Alignment may come to grade across I-105 to interface with Green Line parking lot on south side of freeway.

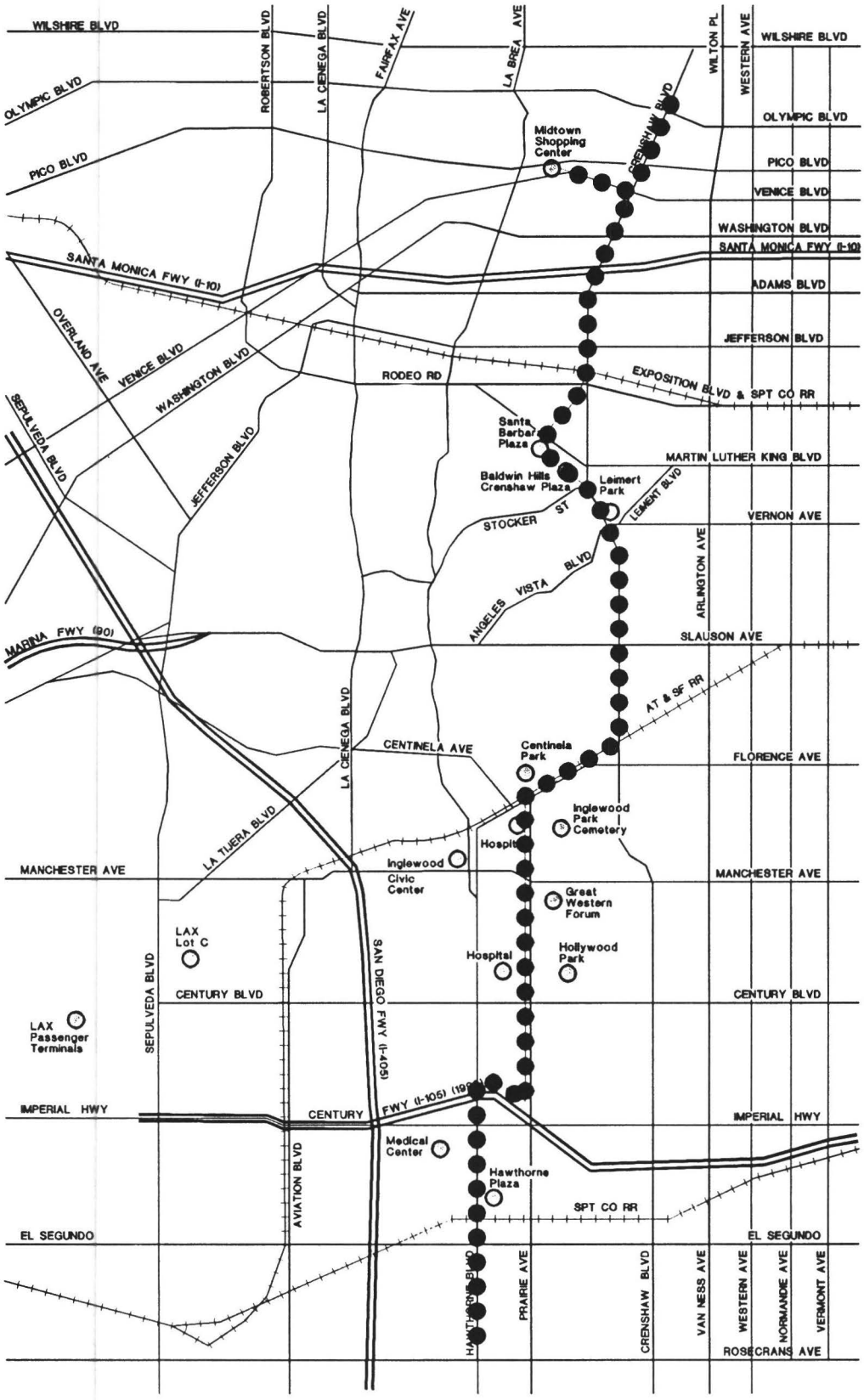

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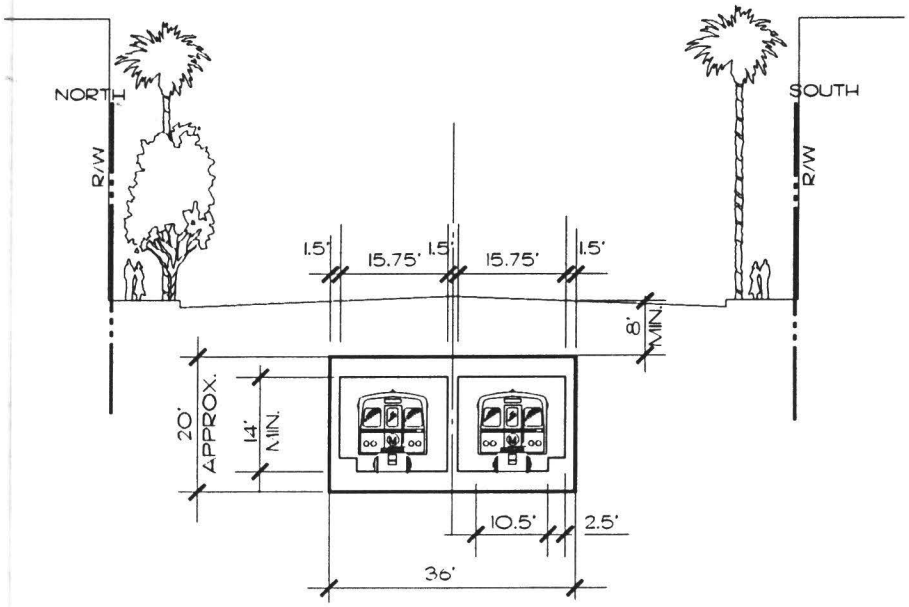
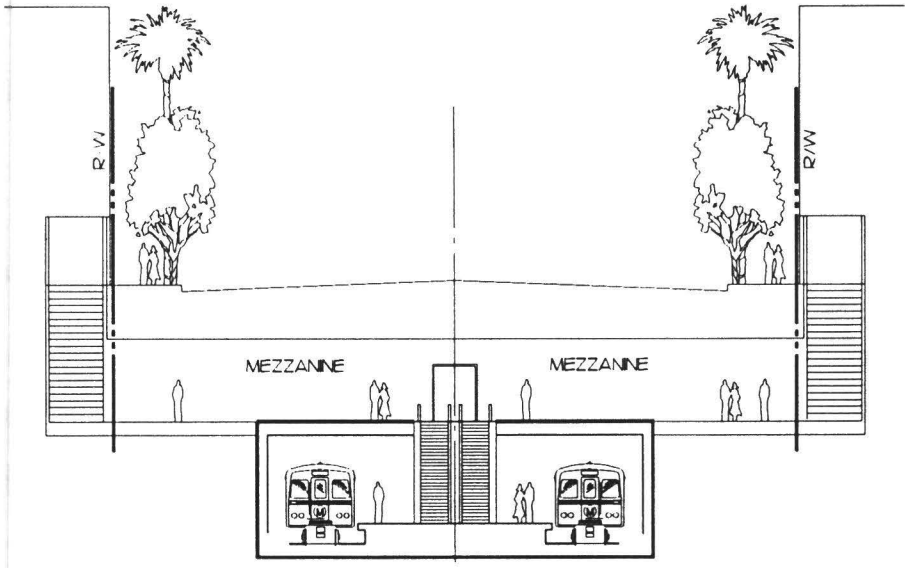
FIGURE No. 3-9 - ALTERNATIVE 5
SUBWAY (PRAIRIE AVENUE)



"GUIDEWAY"



CENTER PLATFORM WITH MEZZANINE

CRENSHAW - PRAIRIE CORRIDOR
PRELIMINARY PLANNING STUDY
METROPOLITAN TRANSPORTATION AUTHORITY
KORVE ENGINEERING / TERRY A. HAYES ASSOCIATES

EXAMPLE CROSS-SECTION
FIGURE No. 3-10
SUBWAY ALTERNATIVE

3.2.6 Alternative 6 - Aerial AGT

Concept:

Provide fully grade-separated, high speed aerial alignment connecting between Red Line and Green Line via Crenshaw-Prairie-Hawthorne route. Use AGT technology to result in smaller stations and less visual intrusion than aerial LRT facility.

Description:

Alignment would be the same as the aerial LRT alternative. Use of AGT technology would result in short platforms (150 feet using vehicles with the Red Line specification), thereby reducing the cost and visual impact of stations. Use of third rail would eliminate need for overhead catenary, also resulting in less visual impact.

Typical Section:

Figure 3-12 shows the typical track and station sections. (Similar to Alternative 3, use of joint development could allow a platform to be incorporated with immediately adjoining development in lieu of side platform location wholly within street r/w.)

Unique Features:

- Follow AT&SF west to Hawthorne, then south and east through downtown Inglewood to avoid need for tunnel under Prairie between Florence and Manchester, and offer higher patronage potential.
- Provide aerial structure through Forum and Hollywood Park parking areas with potential for direct access to facilities.
- Use of AGT technology may require location of yard and maintenance facility in corridor -- possible location is along AT&SF RR trackage.
- Use of Red Line vehicle type could allow non-revenue connection to be made to Red Line thereby eliminating need for storage and maintenance facility within the corridor.

3.3 General Station Area Characteristics

As part of the preliminary assessment process, possible transit locations throughout the corridor were reviewed to determine the possibilities for economic development. These locations, not specifically selected to meet transportation service objectives, are shown in Figure 3.13. It should be recognized that the station locations are preliminary and that station locations will be established in latter phases of this study. One or more of the following

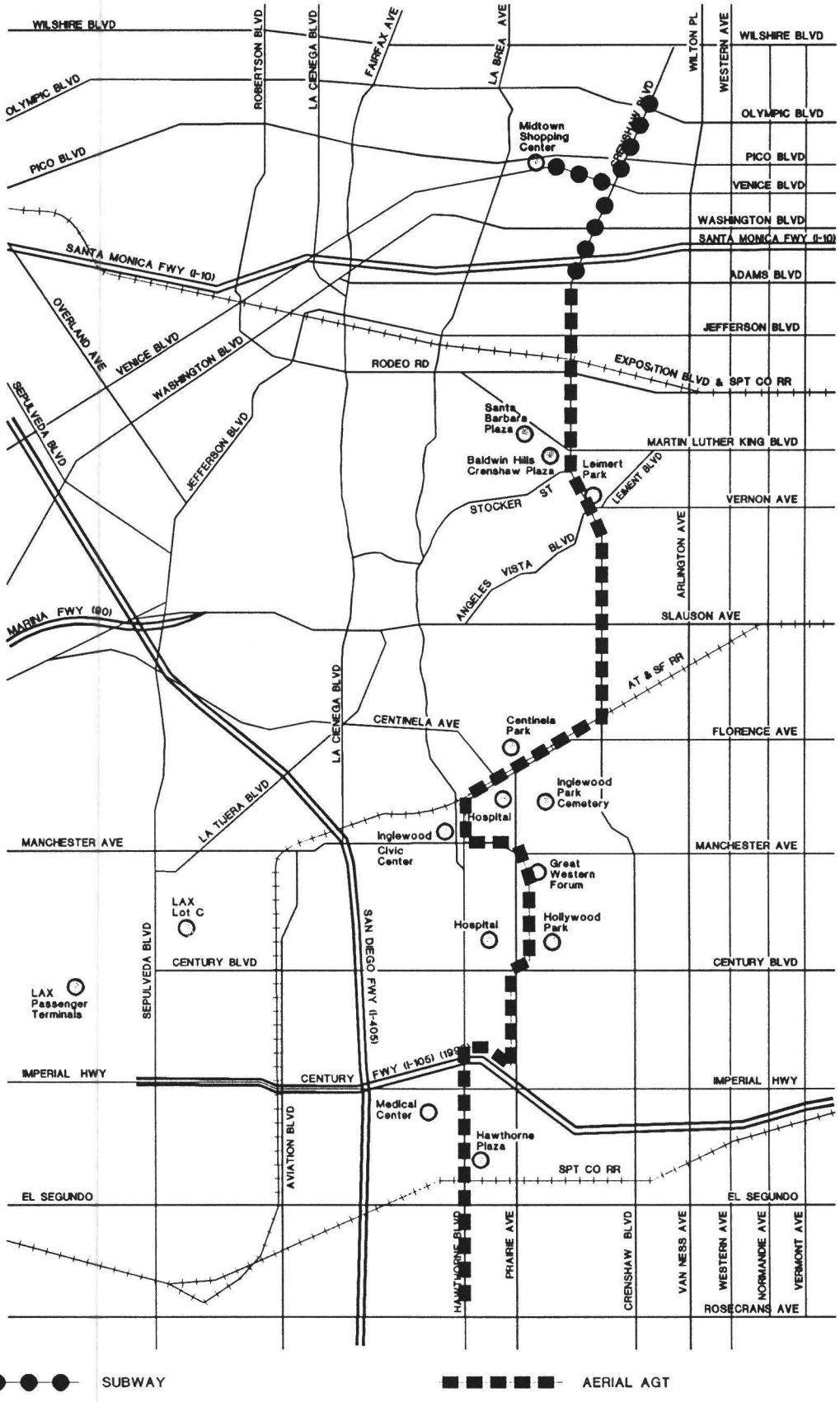


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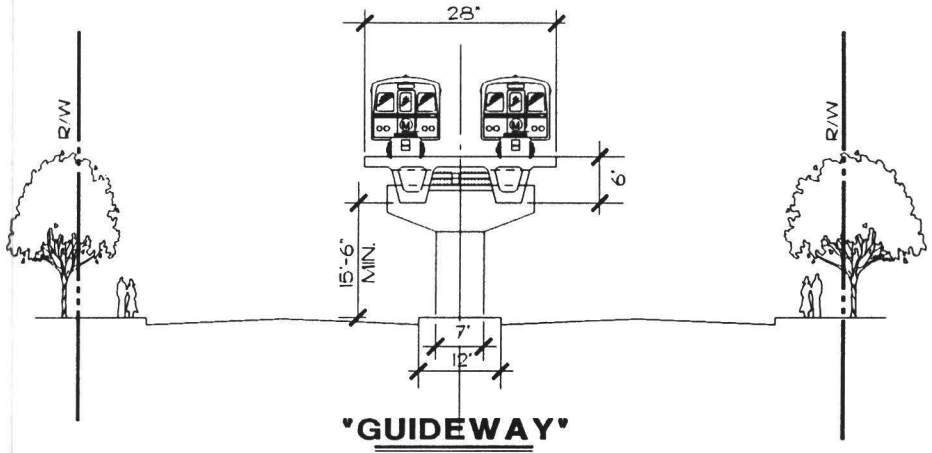
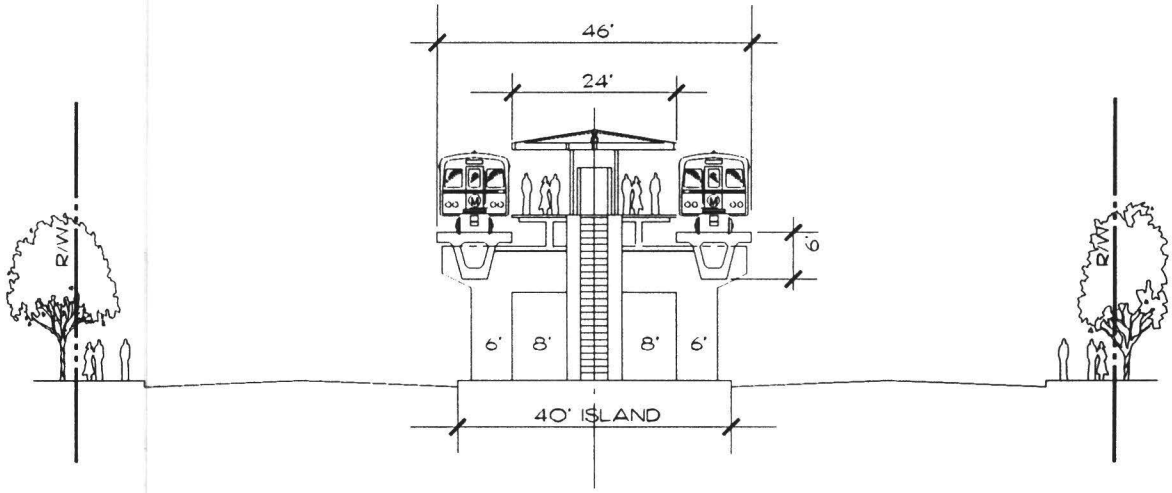
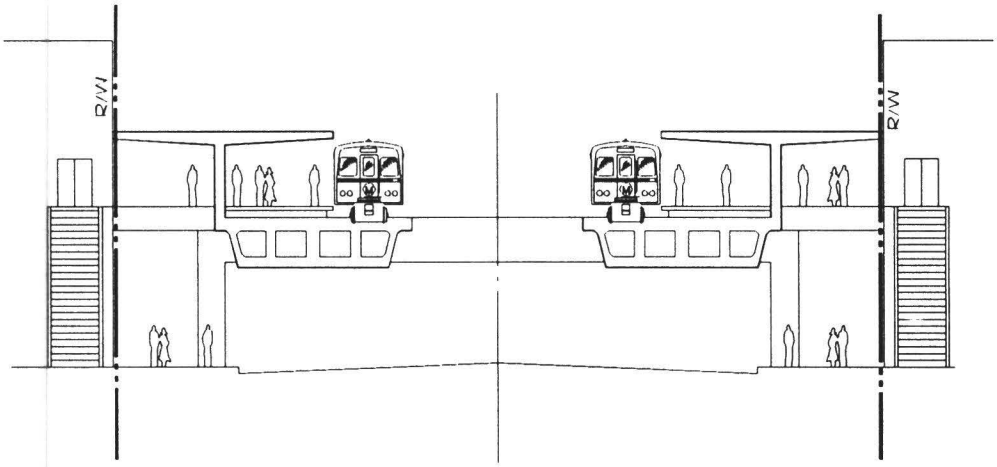
FIGURE No. 3-11 - ALTERNATIVE 6
AERIAL AGT (PRAIRIE AVENUE)



"GUIDEWAY"



"STATION" - CENTER PLATFORM



"STATION" - SIDE PLATFORM

CRENSHAW - PRAIRIE CORRIDOR
PRELIMINARY PLANNING STUDY
METROPOLITAN TRANSPORTATION AUTHORITY
KORVE ENGINEERING / TERRY A. HAYES ASSOCIATES

EXAMPLE CROSS-SECTION

FIGURE No. 3-12
AUTOMATED GUIDEWAY / METRO RAIL
AERIAL ALTERNATIVE

criteria was used in developing this initial listing of station locations that may have economic development potential:

- Adjacent to other planned or on-going public investments
- Adjacent to vacant or underutilized parcels
- Access to existing job concentrations
- Potential support to existing adjacent commercial and/or residential development
- Adjacent to existing community facilities and/or services
- Adjacent to existing transportation services

General characteristics of these areas are highlighted below. Adjacent land uses are shown in Figures 3-14 through 3-27.

- **Crenshaw Boulevard at Olympic Boulevard** Adjacent to on-going developments in the western portion of the greater Koreatown area.

- **Pico Boulevard at San Vicente Boulevard** Midtown Shopping Center site, adjacent to the proposed Metrorail Red Line Station. In recent years, the redevelopment of the shopping center has been considered by the Los Angeles Community Development Department, as well as by the Community Redevelopment Agency.

- **Crenshaw Boulevard at Exposition Boulevard** Location where a potential extension of the Blue Line along Exposition Boulevard would cross Crenshaw Boulevard.

- **Martin Luther King Jr. Boulevard at Marlton Avenue** Location is adjacent to the Baldwin Hills Crenshaw Plaza and the Santa Barbara Plaza site currently under consideration as an amendment to the Crenshaw Redevelopment Project Area.

- **Crenshaw Boulevard at Vernon Avenue** This location is adjacent to the Leimert Park shopping area where a number of arts-related and cultural activities are concentrated. The area has been the focus of a Commercial Area Revitalization Effort (CARE) and in late 1992 an urban design study was conducted by local planners and architects sponsored by the South Los Angeles Taskforce.

- **Crenshaw Boulevard at Slauson Avenue** This location is at the intersections of major east-west/north-south bus routes. There is a significant amount of underutilized and vacant land in proximity to this intersection.

- **West Boulevard near Florence Avenue** This location is at the southern end of a small commercial area on West Boulevard, and it is also adjacent to a Los Angeles County Department of Social Services facility. Currently, the City of

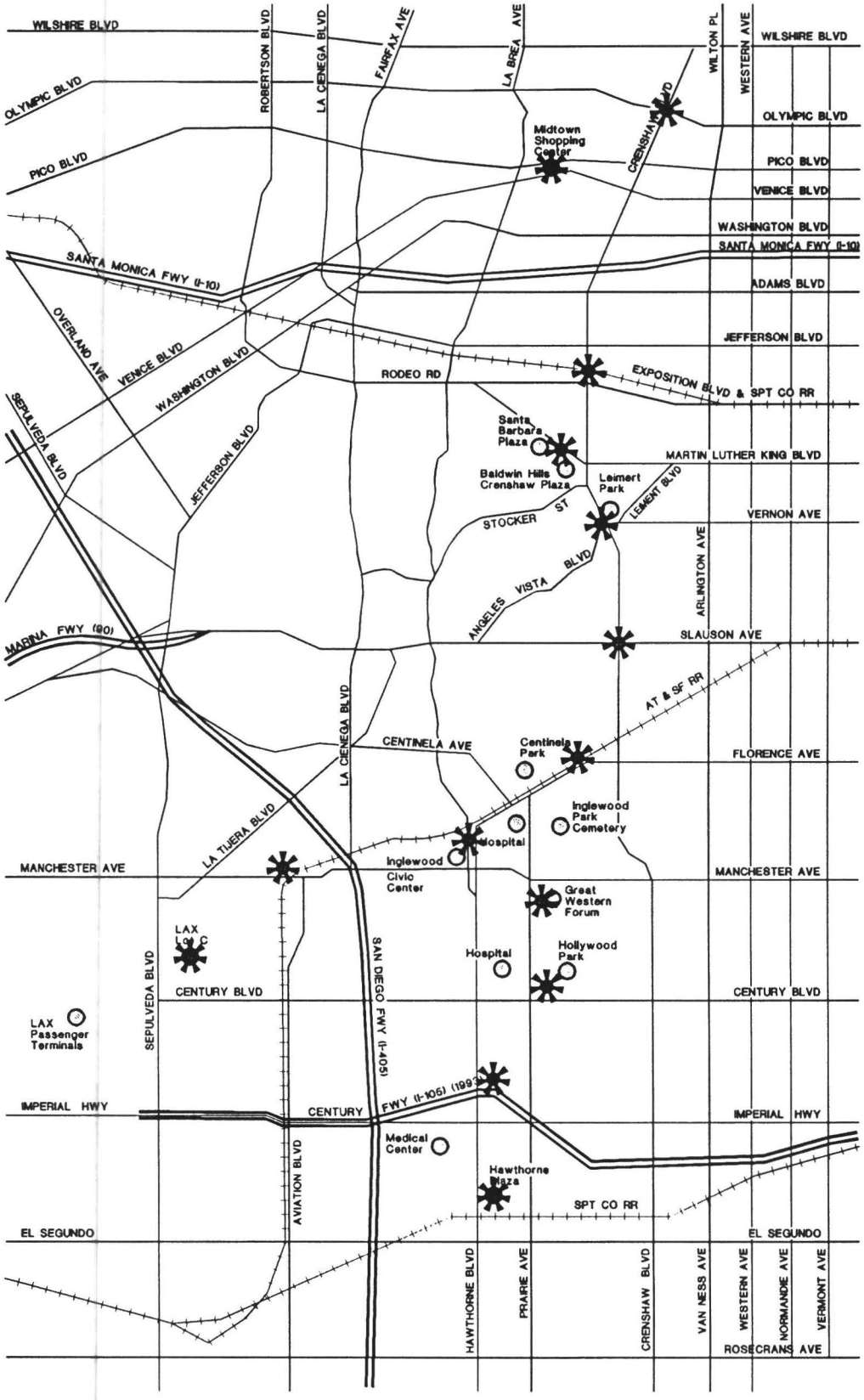
Inglewood is considering development options and alternatives in this area with a focus on increased housing densities.

- **Florence Avenue at La Brea Avenue/Market (Inglewood Civic Center/ Downtown)** This location is within an Inglewood Redevelopment area where a number of circulation and development scenarios are currently being considered.

- **Prairie Avenue at Manchester Avenue** This location is adjacent to the Great Western Forum and would take advantage of the frequent activities that take place at this major sports/entertainment facility.

- **Prairie Avenue at Century Boulevard** This location is adjacent to the Hollywood Park Race Track, as well as to new light industrial areas within the City of Inglewood. The location would benefit from the ridership from race track patrons, but most significantly, it would provide transit access to the newly developing industrial areas in Inglewood along Century Boulevard. The availability of transit at this location is also being considered by the City of Inglewood as the City reviews industrial and commercial development potentials along Prairie Boulevard between Century Boulevard and Imperial Highway.

- **Hawthorne Boulevard at the I-105 Freeway** A station for the Metrorail Green Line is being constructed at this location. A Crenshaw-Prairie Corridor-related station could also be located near this juncture and could be the source of additional ridership activity that may stimulate investment in adjacent land uses.



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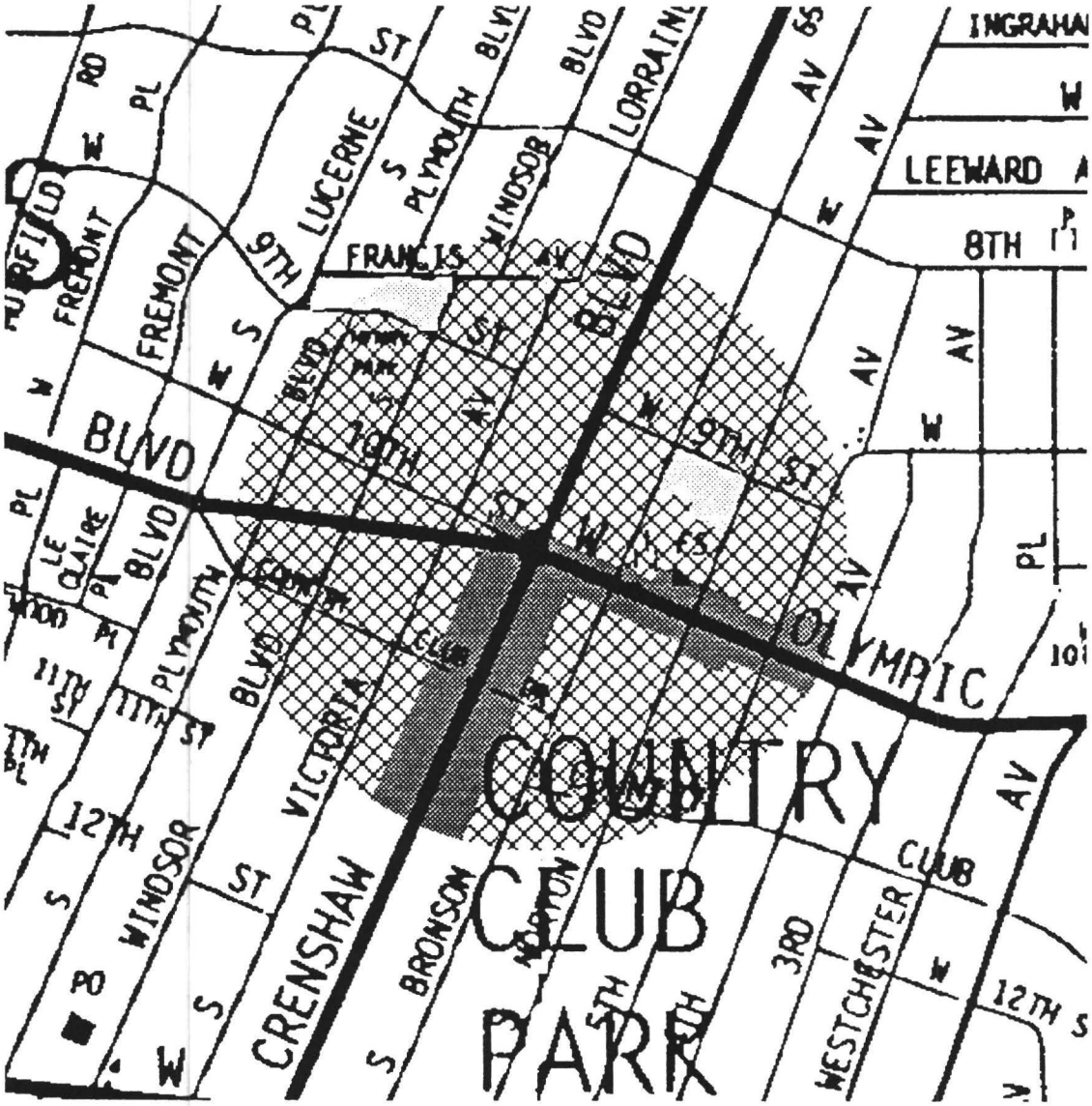
METROPOLITAN TRANSPORTATION AUTHORITY
KORVE ENGINEERING / TERRY A. HAYES ASSOCIATES

FIGURE No. 3-13
POTENTIAL STATION LOCATIONS



LEGEND:

- Residential
- Industrial
- Commercial
- Open Space
- Commercial Recreation
- Special Cemetary

APPROX. SCALE:

N

1" = 0.2 miles

SOURCE: Terry A. Hayes Associates

CRENSHAW-PRAIRIE CORRIDOR
PRELIMINARY PLANNING STUDY
METROPOLITAN TRANSPORTATION AUTHORITY
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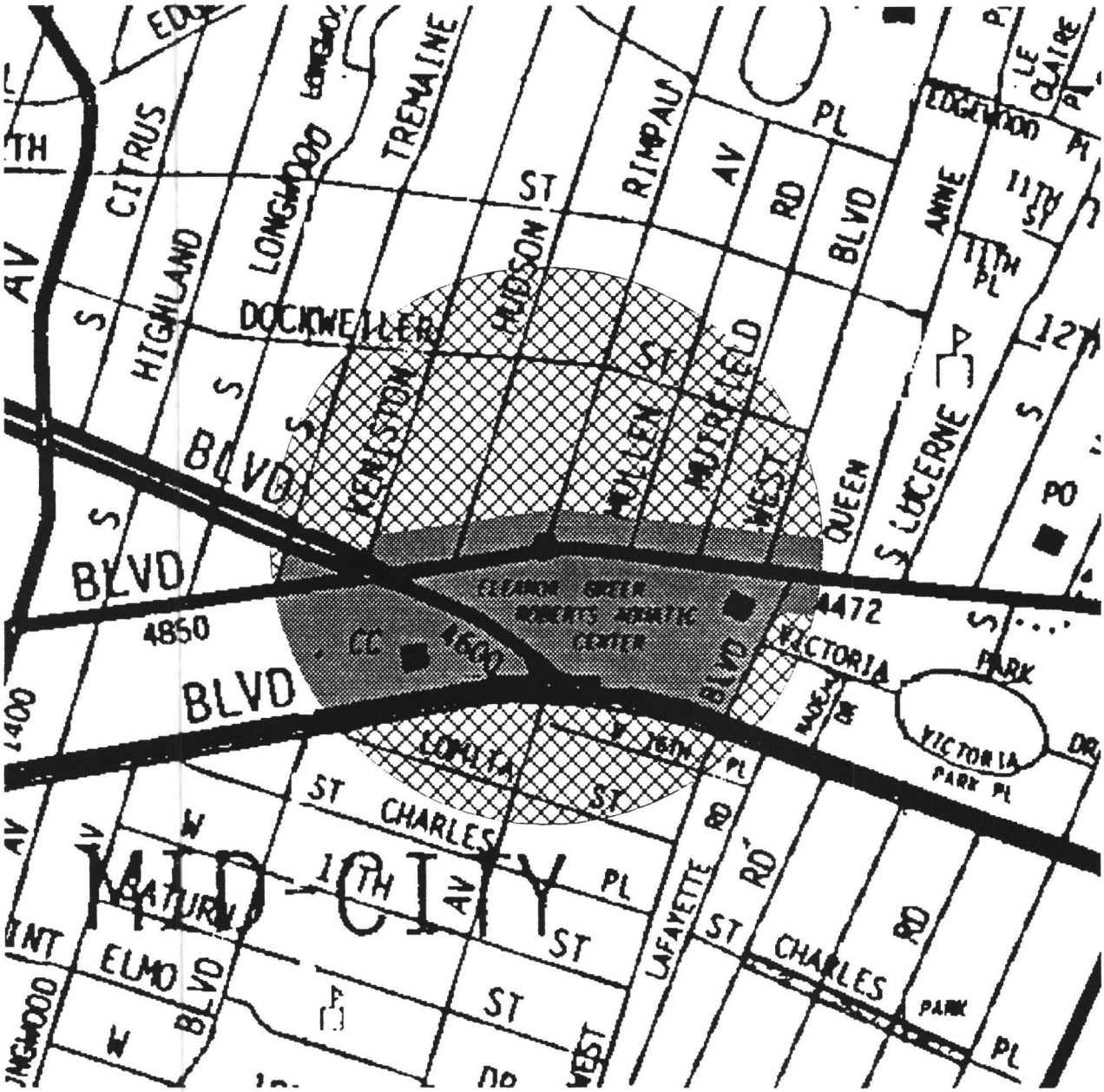
FIGURE 3-14

CRENSHAW AT OLYMPIC



LEGEND:

- Residential
- Commercial
- Industrial
- Open Space
- Commercial Recreation
- Special Cemetary

APPROX. SCALE:

N

1" = 0.2 miles

SOURCE: Terry A. Hayes Associates

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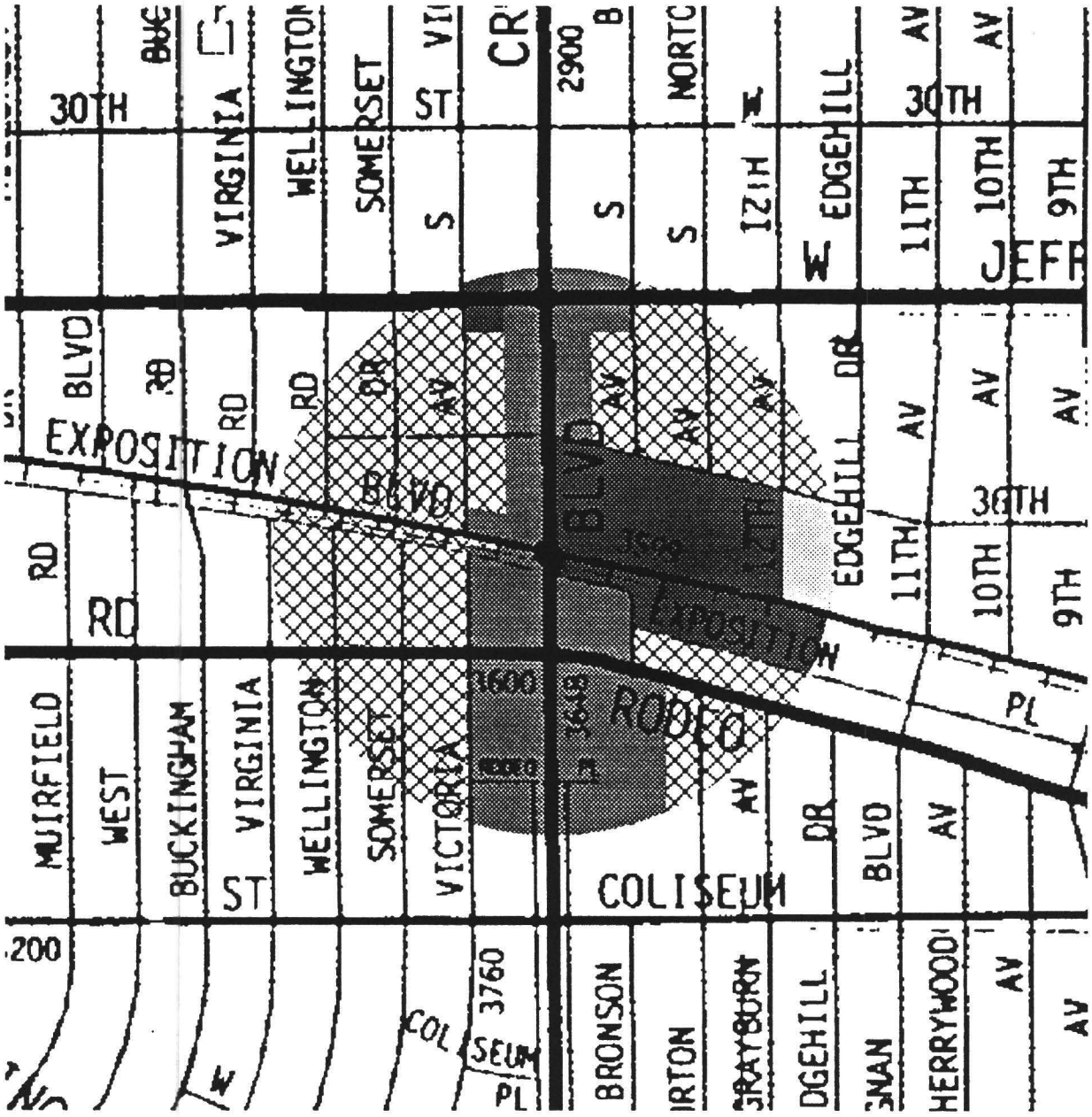
PRELIMINARY PLANNING STUDY
METROPOLITAN TRANSPORTATION AUTHORITY
KORVE ENGINEERING / TERRY A. HAYES ASSOCIATES

FIGURE 3-15

PICO AT RIMPAU



LEGEND:

- Residential
- Commercial
- Industrial
- Open Space
- Commercial Recreation
- Special Cemetary

APPROX. SCALE:

N

1" = 0.2 miles

SOURCE: Terry A. Hayes Associates

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METROPOLITAN TRANSPORTATION AUTHORITY
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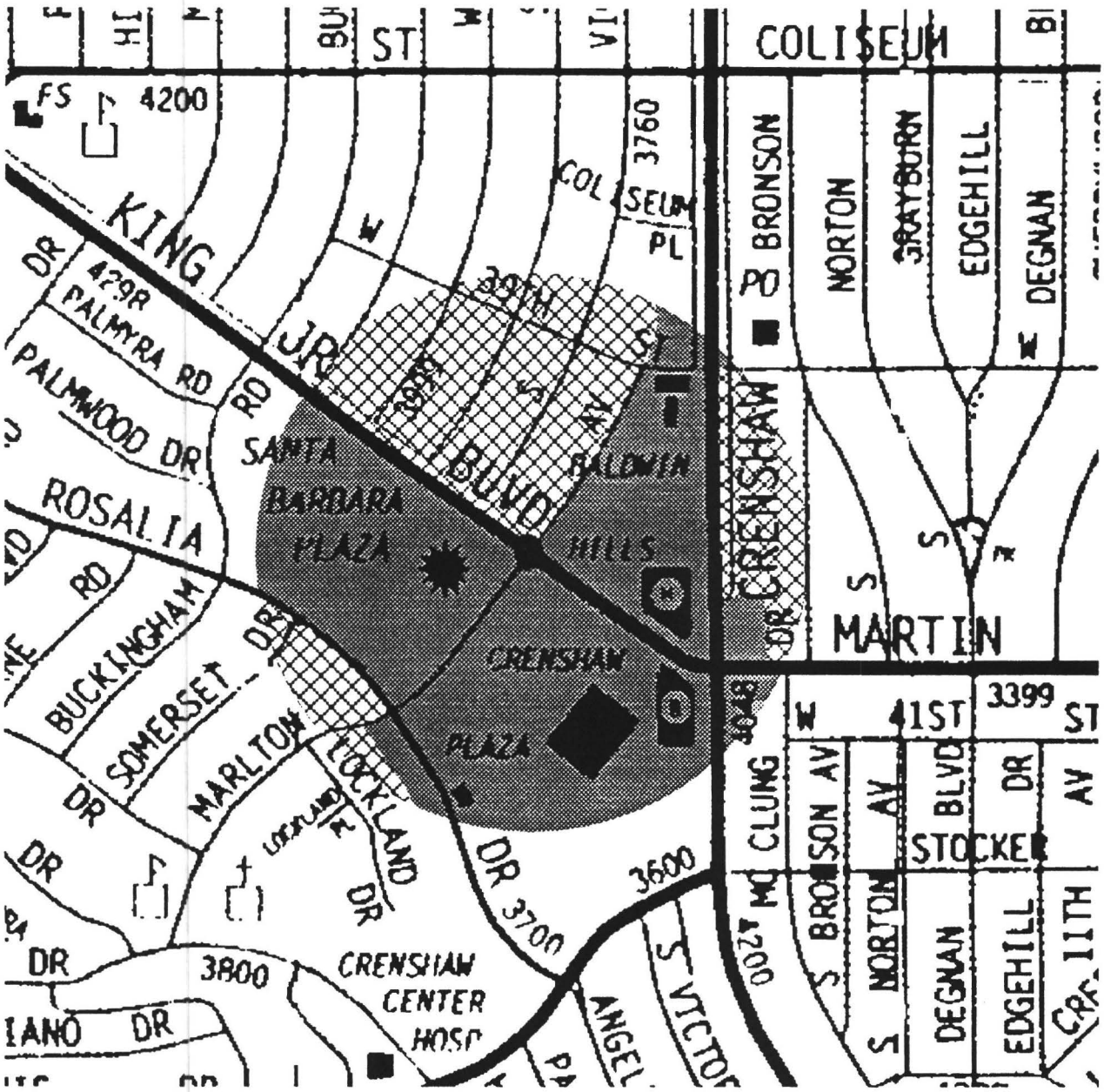
FIGURE 3-16

CRENSHAW AT EXPOSITION



LEGEND:

- Residential
- Commercial
- Industrial
- Open Space
- Commercial Recreation
- Special Cemetary

APPROX. SCALE:

N

1" = 0.2 miles

SOURCE: Terry A. Hayes Associates

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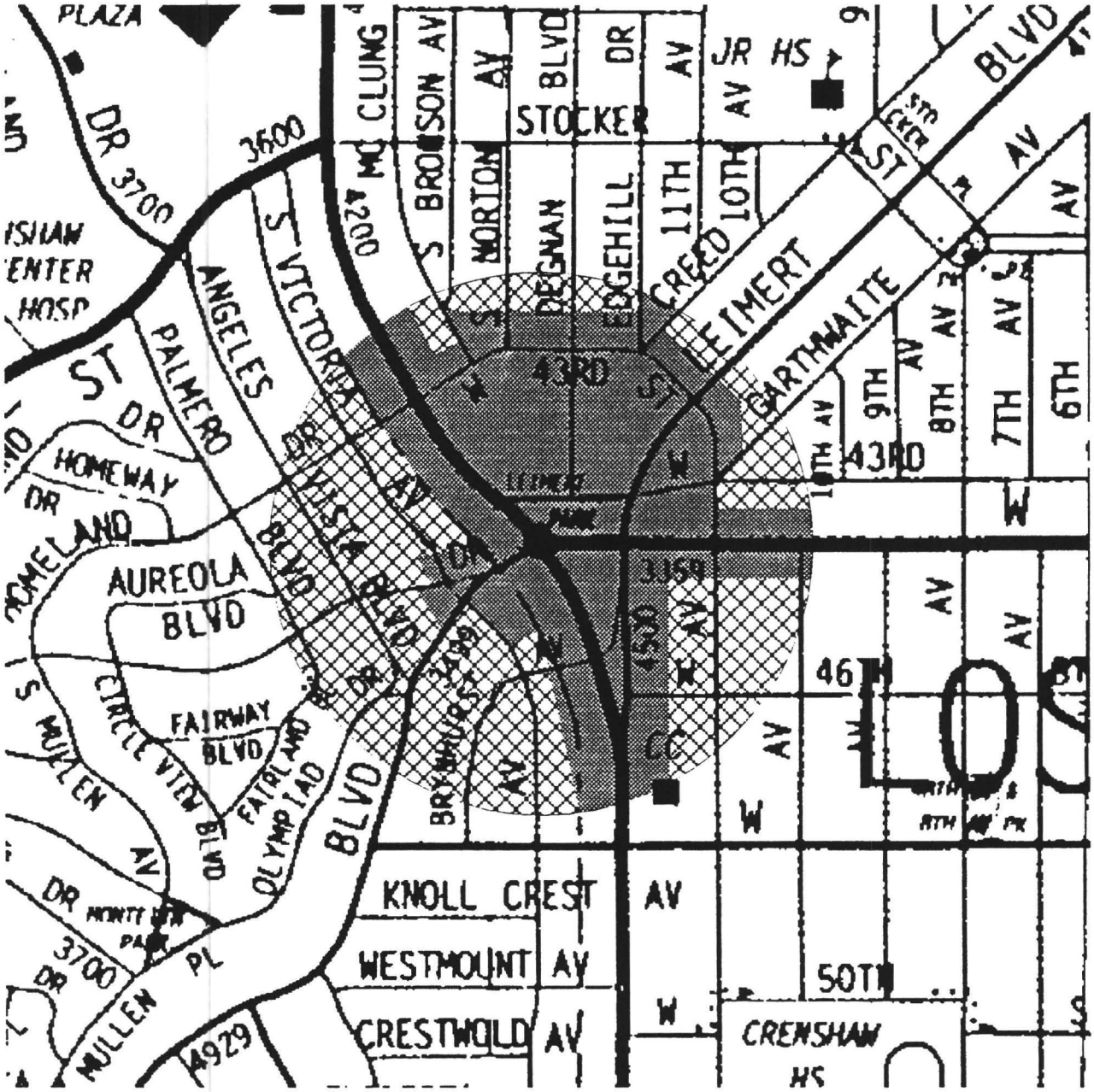
PRELIMINARY PLANNING STUDY
METROPOLITAN TRANSPORTATION AUTHORITY
KORVE ENGINEERING / TERRY A. HAYES ASSOCIATES

FIGURE 3-17

MARTIN LUTHER KING AT MARLTON



LEGEND:

- Residential
- Commercial
- Industrial
- Open Space
- Commercial Recreation
- Special Cemetary

APPROX. SCALE:

N

1" = 0.2 miles

SOURCE: Terry A. Hayes Associates

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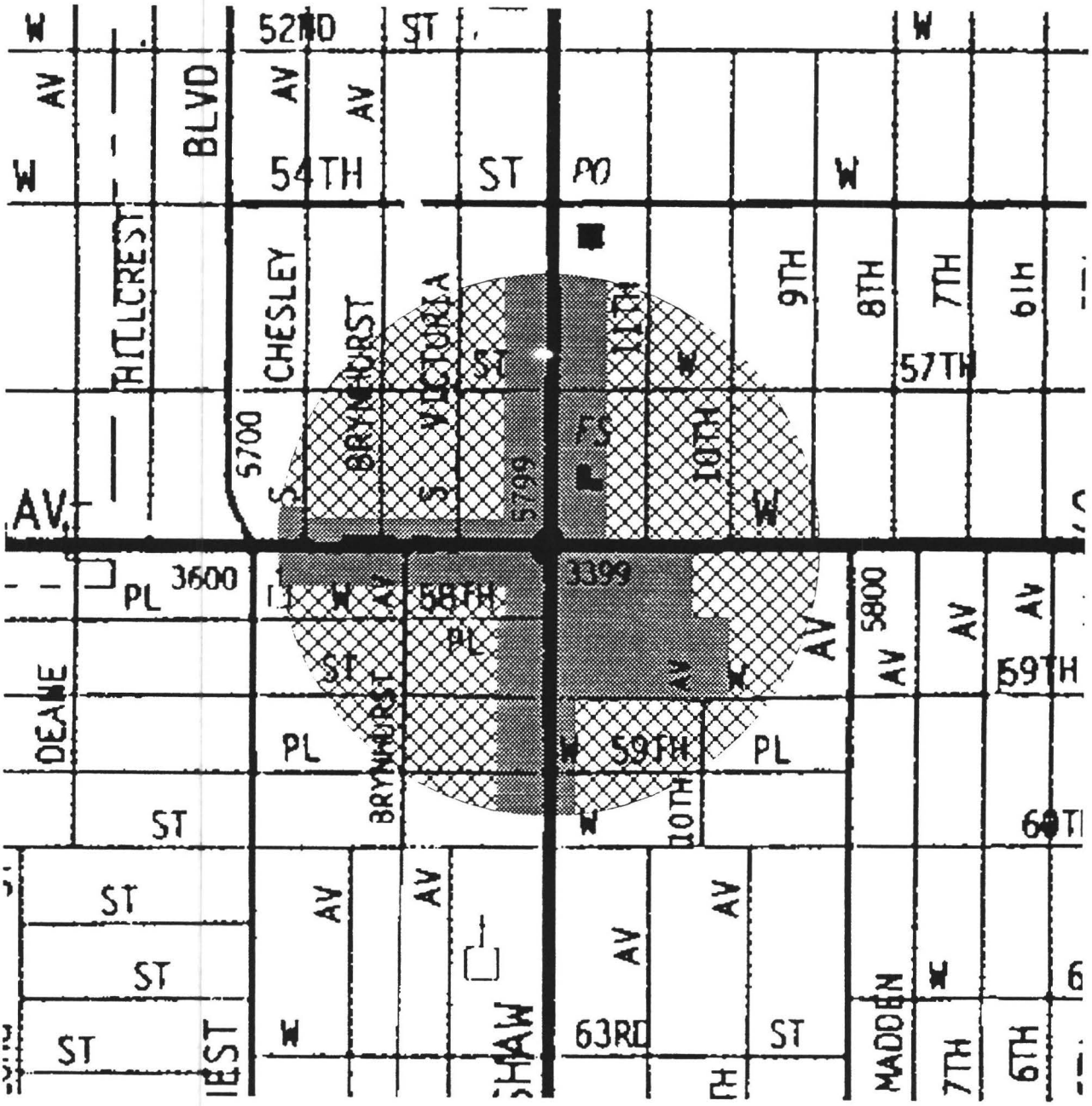
FIGURE 3-18

CRENSHAW AT VERNON



LEGEND:

- Residential
- Commercial
- Industrial
- Open Space
- Commercial Recreation
- Special Cemetary

APPROX. SCALE:

N

1" = 0.2 miles

SOURCE: Terry A. Hayes Associates

CRENSHAW-PRAIRIE CORRIDOR
PRELIMINARY PLANNING STUDY
METROPOLITAN TRANSPORTATION AUTHORITY
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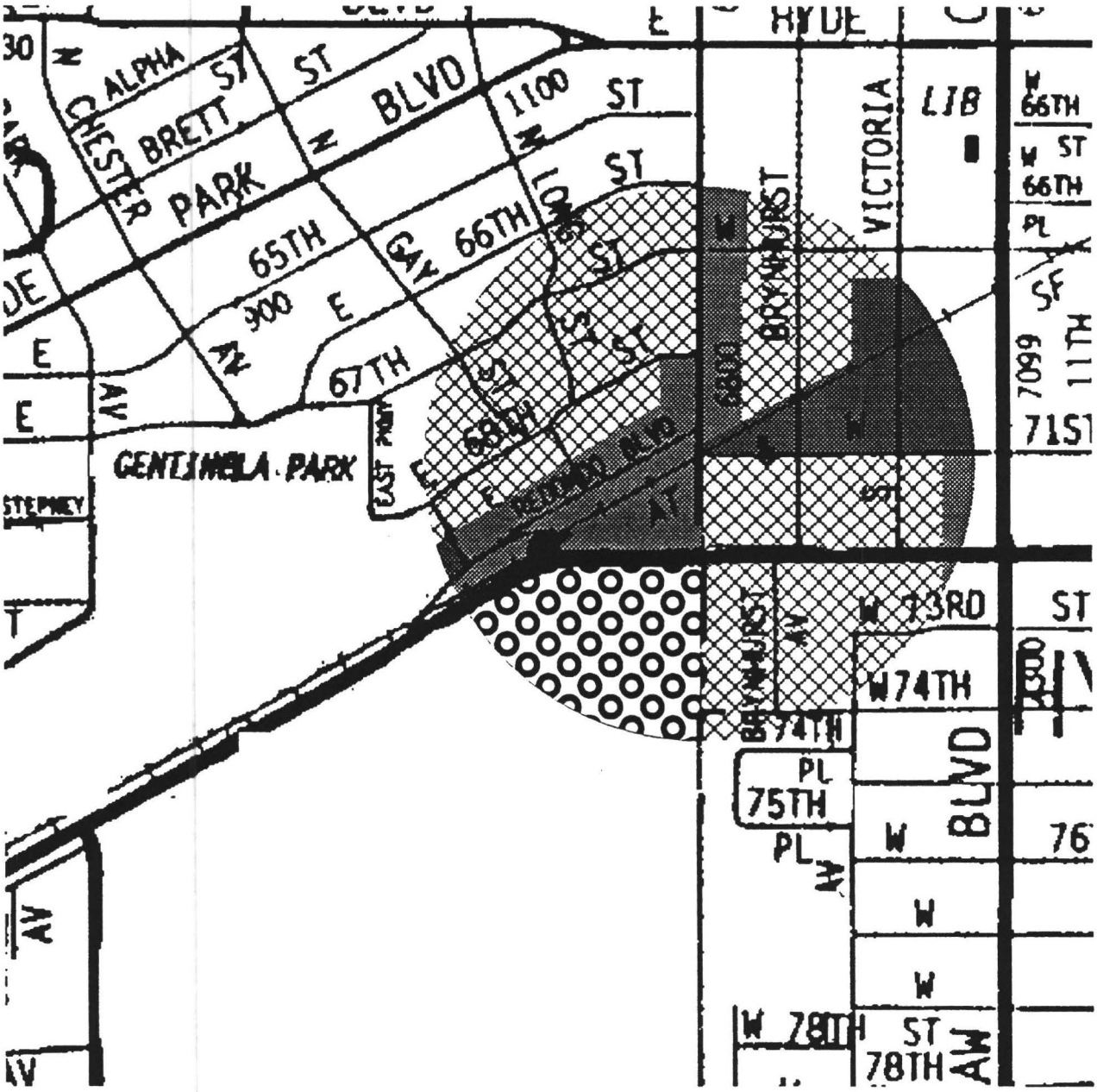
FIGURE 3-19

CRENSHAW AT SLAUSON



LEGEND:

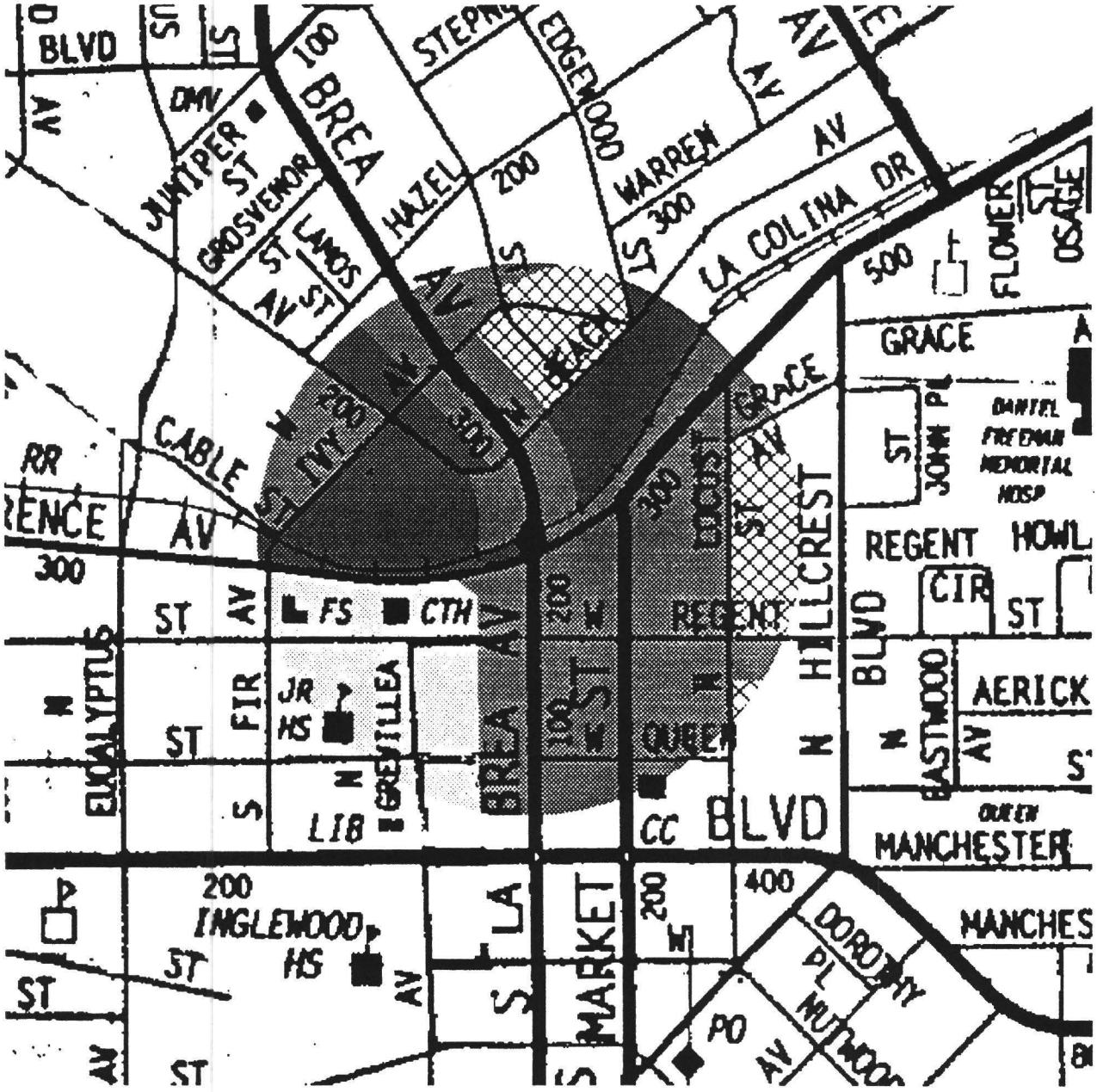
- Residential
- Commercial
- Industrial
- Open Space
- Commercial Recreation
- Special Cemetary

APPROX. SCALE:

N

1" = 0.2 miles

SOURCE: Terry A. Hayes Associates



LEGEND:

- Residential
- Commercial
- Industrial
- Civic Center
- Commercial Recreation
- Special Cemetary

APPROX. SCALE:

N

1" = 0.2 miles

SOURCE: Terry A. Hayes Associates

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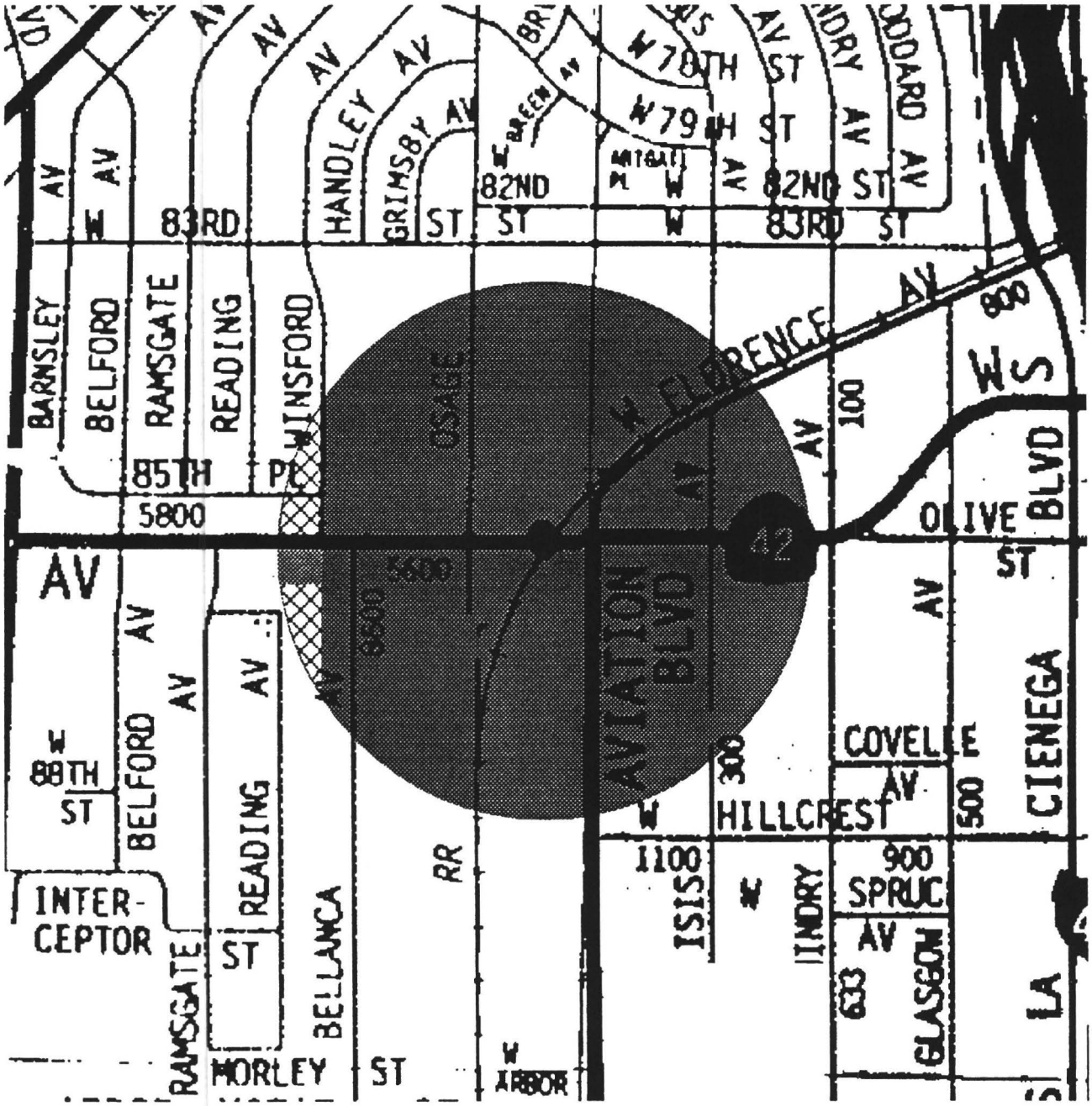
FIGURE 3-21

FLORENCE AT LA BREA



LEGEND:

- Residential
- Commercial
- Industrial
- Open Space
- Commercial Recreation
- Special Cemetary

APPROX. SCALE:

N

1" = 0.2 miles

SOURCE: Terry A. Hayes Associates

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METROPOLITAN TRANSPORTATION AUTHORITY
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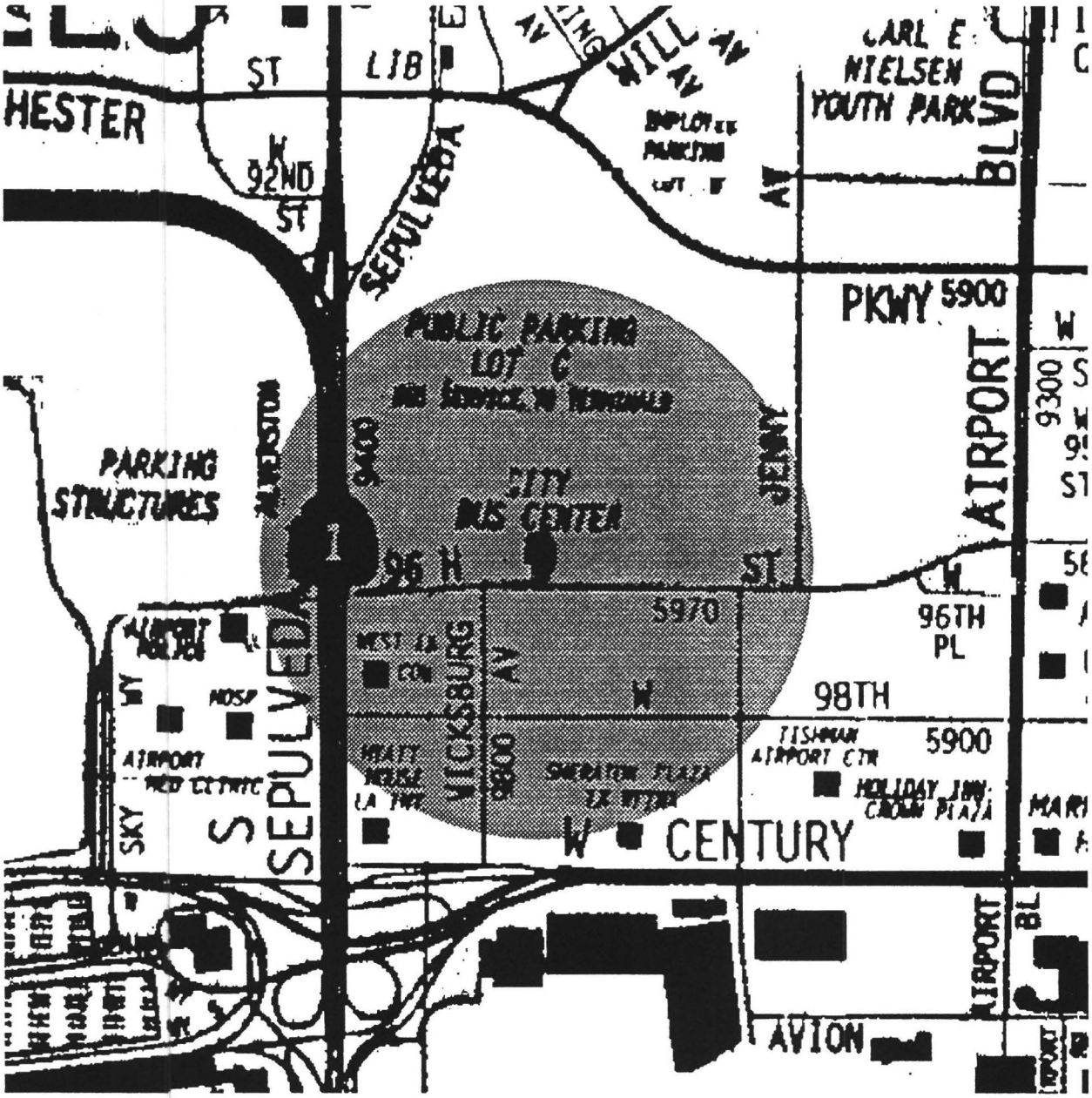
FIGURE 3-22

MANCHESTER AT FLORENCE



LEGEND:

- Residential
- Commercial
- Industrial
- Open Space
- Commercial Recreation
- Special Cemetary

APPROX. SCALE:

N

1" = 0.2 miles

SOURCE: Terry A. Hayes Associates

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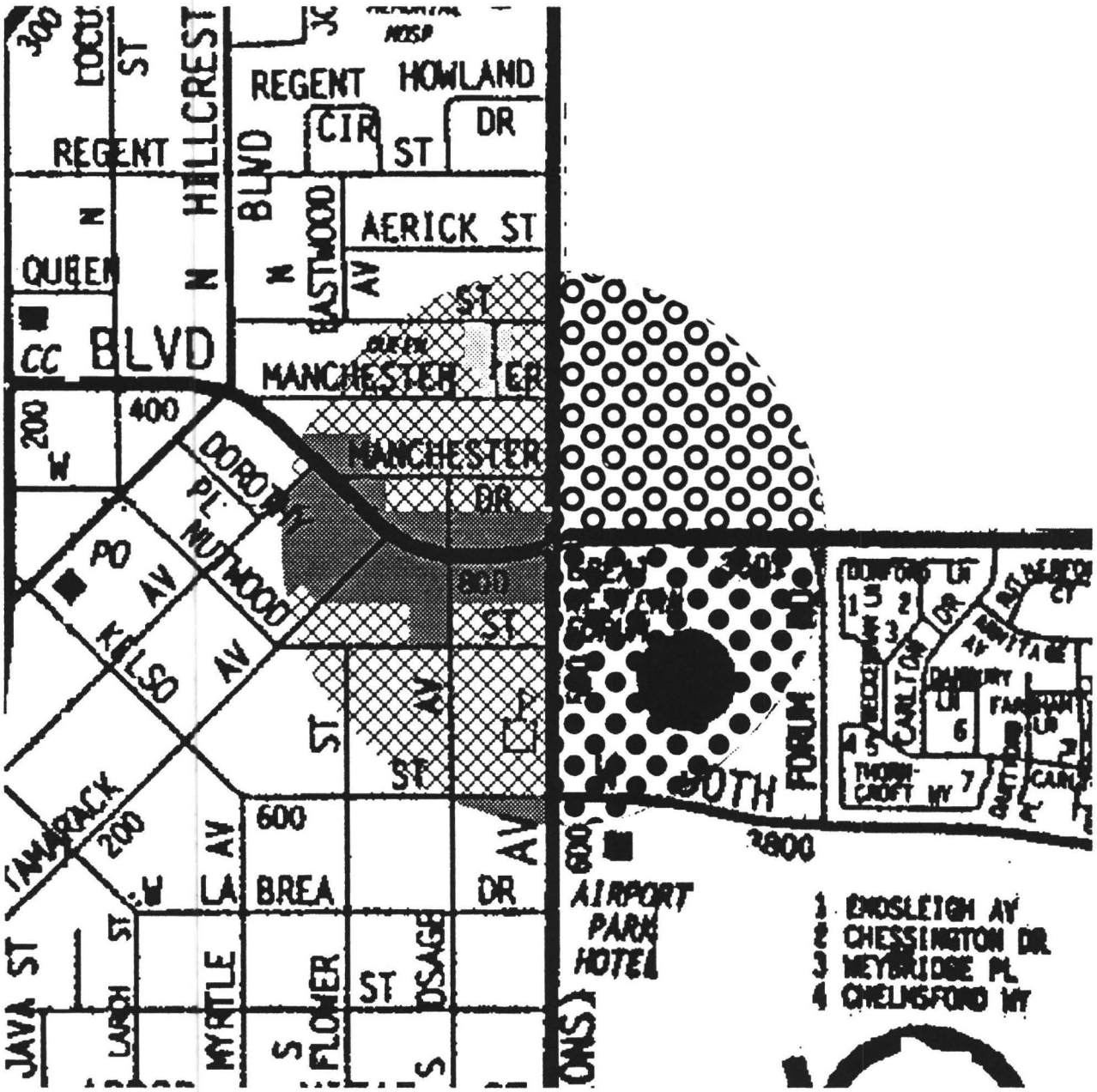
FIGURE 3-23

LOT C, LAX



LEGEND:

- Residential
- Commercial
- Industrial
- Open Space
- Commercial Recreation
- Special Cemetary

APPROX. SCALE:

N

1" = 0.2 miles

SOURCE: Terry A. Hayes Associates

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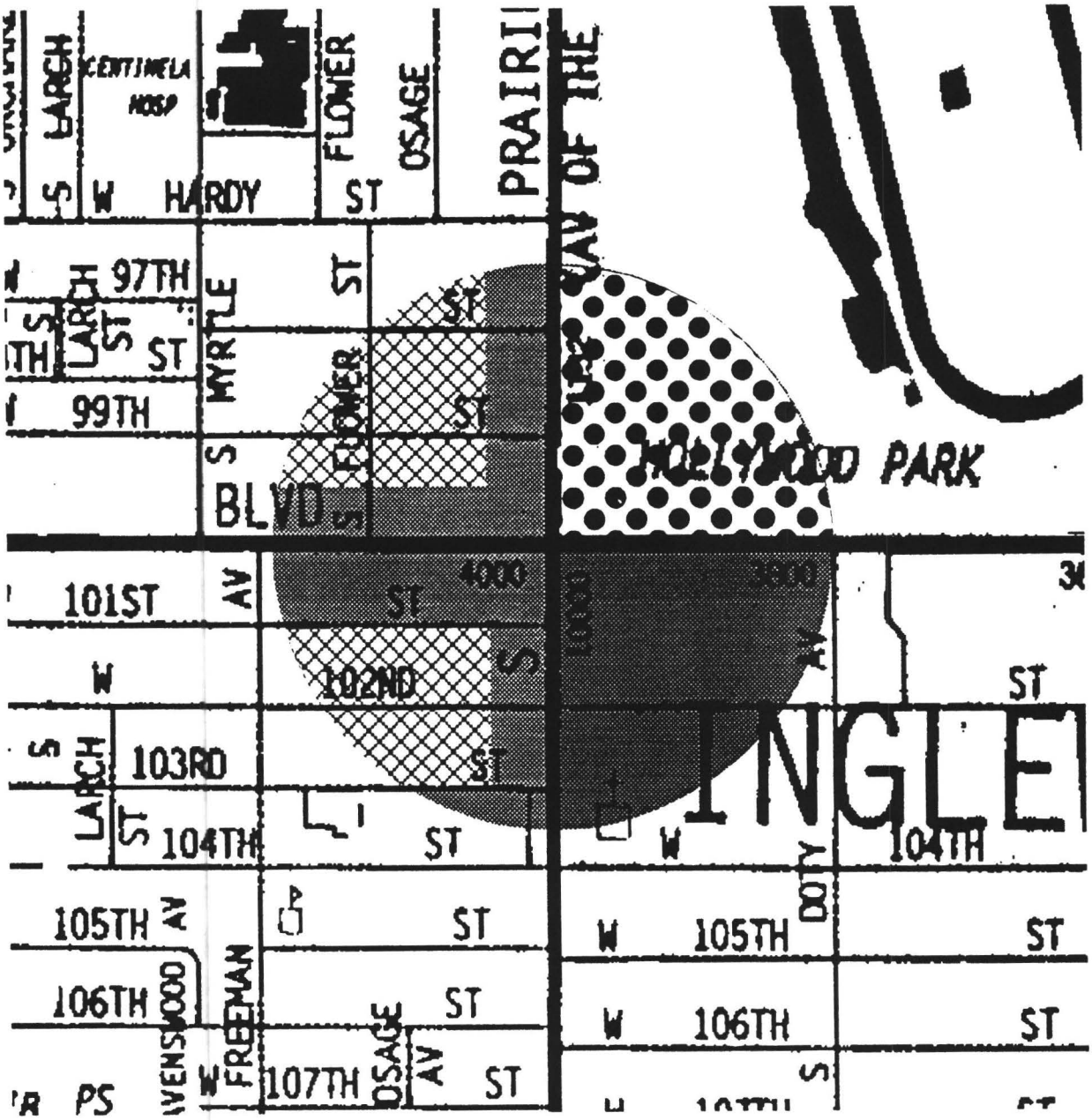
FIGURE 3-24

MANCHESTER AT PRAIRIE



LEGEND:

- Residential
- Commercial
- Industrial
- Open Space
- Commercial Recreation
- Special Cemetary

APPROX. SCALE:

N

1" = 0.2 miles

SOURCE: Terry A. Hayes Associates

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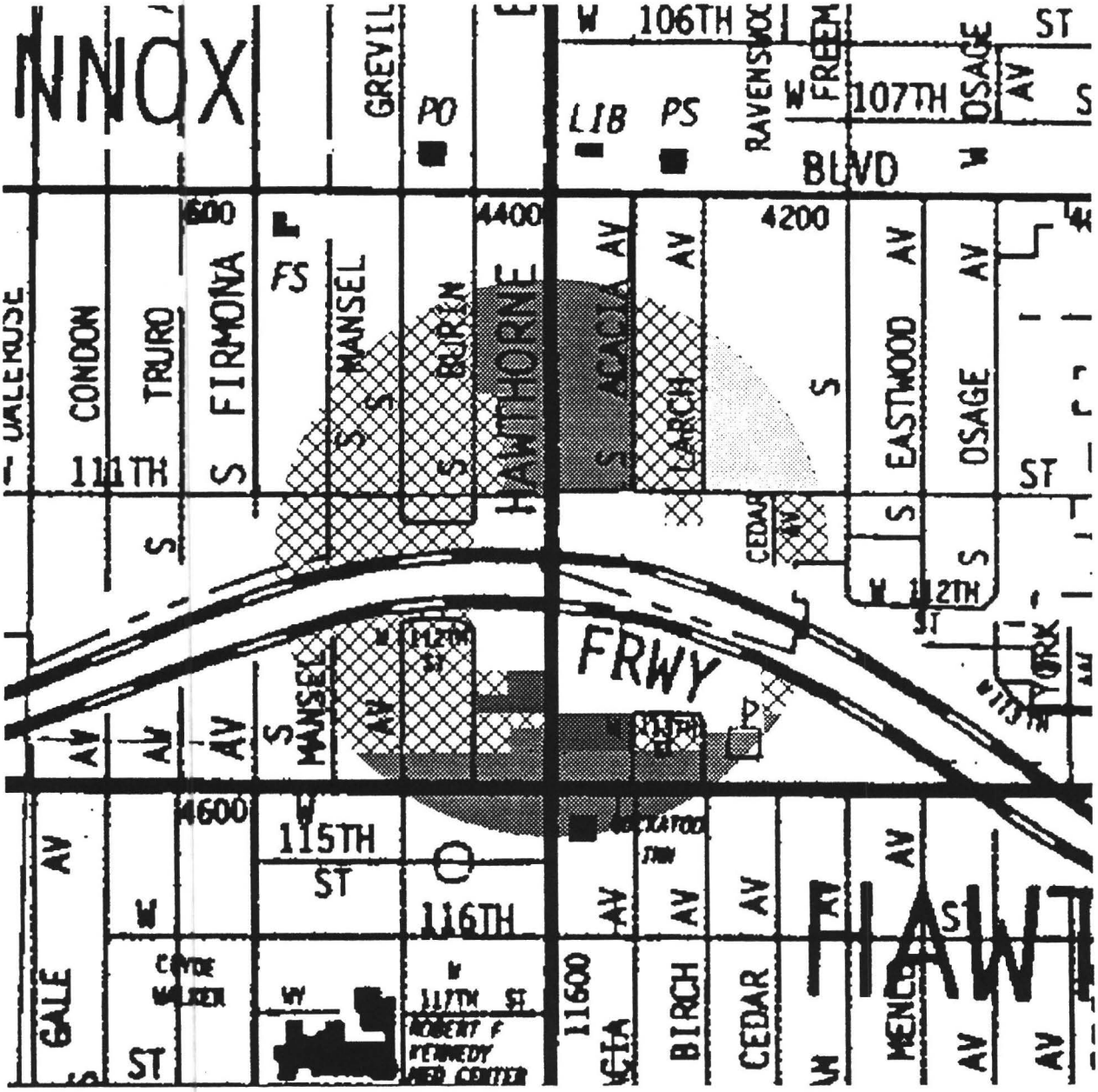
FIGURE 3-25

CENTURY AT PRAIRIE



LEGEND:

- Residential
- Commercial
- Industrial
- Open Space
- Commercial Recreation
- Special Cemetary

APPROX. SCALE:

N

1" = 0.2 miles

SOURCE: Terry A. Hayes Associates

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METROPOLITAN TRANSPORTATION AUTHORITY
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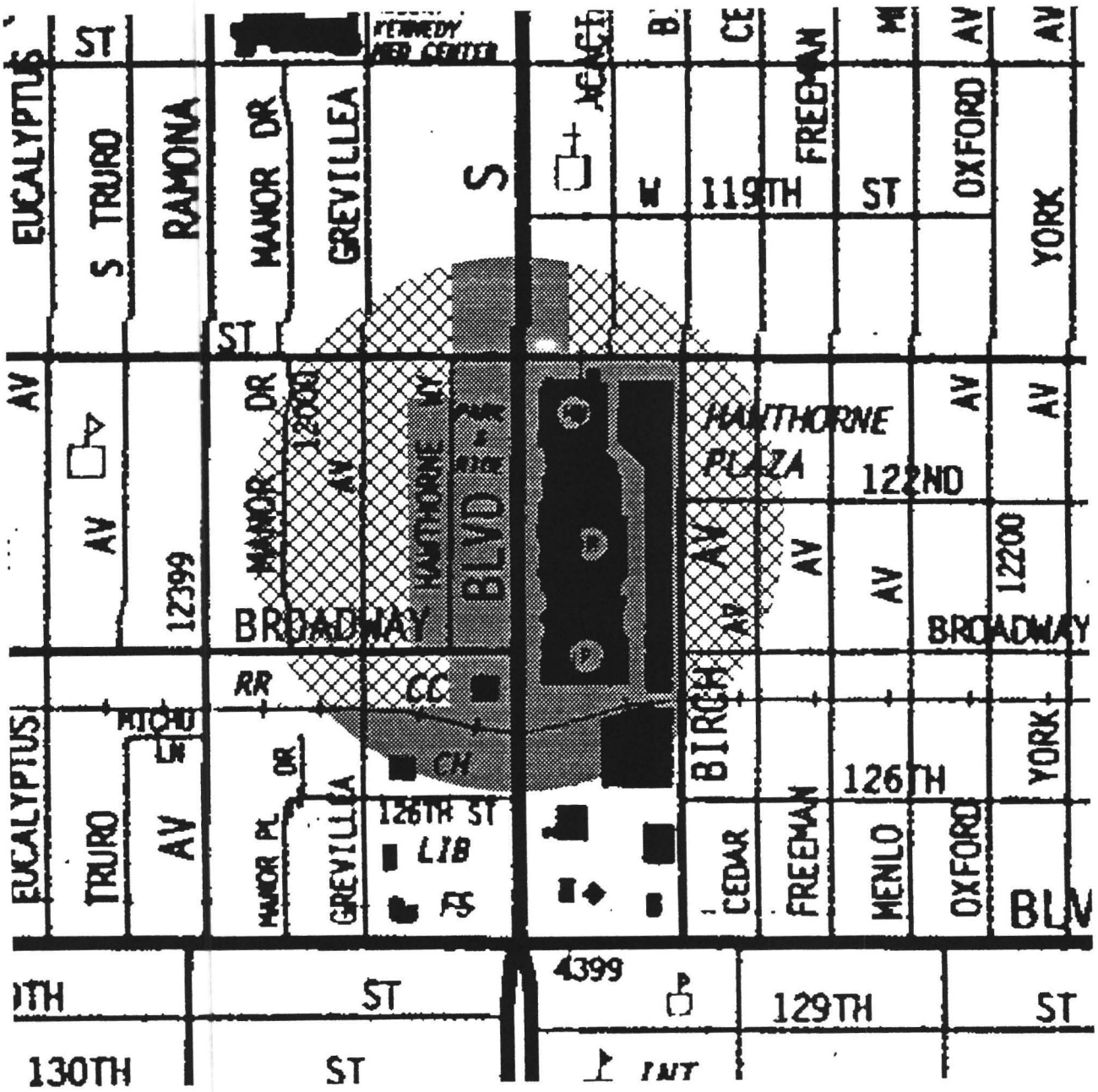
FIGURE 3-26

HAWTHORNE AT 105 FWY



LEGEND:

- Residential
- Commercial
- Industrial
- Open Space
- Commercial Recreation
- Special Cemetary

APPROX. SCALE:

N

1" = 0.2 miles

SOURCE: Terry A. Hayes Associates

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FIGURE 3-27

HAWTHORNE PLAZA

4.0 Initial Screening of Alternatives

The preliminary conceptual planning effort resulted in identification of 6 corridor-long alternatives which were presented to the Task Force and to the public and various agency staff members in a series of meetings held within the corridor.

In order to focus on-going planning efforts on the most promising solutions, the 6 corridor-long alternatives were evaluated to determine which should be carried forward for more detailed analysis. As a result of this "screening" process, It is recommended that 3 alternatives be dropped from immediate continued consideration, resulting in 3 alternatives which will be developed in more detail and analyzed in the balance of the study.

The screening process took into account the project objectives, input from community meetings, as well as issues of technical feasibility, resulting in a comprehensive consideration of issues affecting the alternatives.

A comprehensive community outreach effort was initiated during this early part of the study. This included three meetings in November/December 1992 to introduce the study process to the community, followed by extensive media coverage to inform the public about the study and the community outreach process. In mid-January, three further community meetings were held in the Corridor, in a workshop format. (A copy of the meeting notice is included at the end of this section). At these meetings, information on land use, economic, and transportation conditions was presented, along with the six preliminary alternatives and information about each alternative. A substantial amount of input was received from the community at these meetings on the alternatives.

4.1 Project Objectives

The guiding principles of the Crenshaw/Prairie Transportation Corridor are two-fold, namely, to identify solutions suitable for:

- increasing transit capacity and mobility within the corridor, and
- using such transit improvements as catalysts for economic development and revitalization within the corridor.

Based upon these guiding principles, the following project objectives have been established:

Transit Capacity/Mobility Improvement

Transit improvements should add capacity and improve mobility in the corridor, and enhance access to other parts of the Los Angeles region.

- Add person trip capacity

- Reduce travel time
- Enhance regional system connectivity

Land Use Catalyst

Transit improvements should maximize the potential for economic development and revitalization opportunities.

- Encourage commercial development and job creation in targeted areas
- Encourage increased residential density in targeted areas
- Provide development opportunities at station locations

Community Acceptance

Transit improvements should maximize the potential for enhancing the local community environments. They should be acceptable to, and supported by, the local communities they will serve, and consistent with local objectives and plans.

- Compatible with existing land uses
- Compatible with Community Plans
- Environmental impacts
- Enhance community environment

Technical Feasibility

Transit improvements should be achievable and feasible from a technical and engineering perspective.

- Feasible alignment and profile
- Fit within right-of-way, or affordable/acceptable land takes
- Proven technology, consistent with rest of regional transit system

Implementation Potential

There should be a high potential for early implementation of the transit improvements in order to spur catalyst economic development.

- Minimize costs
- Maximize funding sources
- Potential for near-term implementation

4.2 Screening Issues

4.2.1 Alternative 1 - Median Busway (Electric Trolley Bus)

- The major advantages associated with the median ETB solution are the relatively low cost of implementation in at grade sections as well as the ability to provide direct linkages to other proposed ETB routes in the South Central area.

- The electric trolley bus solution was proposed as an exclusive bus r/w constructed within the existing roadway r/w. This alternative would have similar impacts to an at-grade LRT solution -- namely, it would result in displacement of the median and 2 peak hour travel lanes (or the median and 2 parking lanes in the off-peak) at nearly all locations up and down the corridor.

- Since the busway would be physically separated from adjacent traffic lanes with raised dividers (or would be on an aerial structure at certain locations), it would be necessary to include provision for passing a disabled vehicle. Thus, the width of the bus facility would be greater both at grade (40 feet versus 26 feet for LRT) as well as aerial (42 feet versus 24 feet for LRT). This extra width makes fitting the busway in at grade more difficult.

- There are various locations along the corridor where an at grade solution cannot be considered: Examples include Crenshaw north of Washington Boulevard where elimination of 2 parking and 2 travel lanes resulting in a 2 lane roadway, or along Prairie south of Century where reversible lanes are operated when the Great Western Forum is in operation, and where traffic volumes are expected to increase significantly with the opening of the Century Freeway. Therefore, a significant percentage of the corridor would need to be constructed as an aerial facility with resulting cost and visual impacts.

- At grade sections of the busway would have many stops, thereby providing good local transit service along the corridor. However, such stops were not judged to provide a significant catalyst to economic development. With stops every 2-3 blocks travel time would be increased, resulting in slower and less effective connections to areas outside the corridor.

- At public meetings held throughout the corridor, there was a strong expression that a bus type solution would not provide a significant improvement in transit service compared to existing surface bus routes regardless of the cost effectiveness of such a solution to be worthy of continued consideration. There was repeated negative reaction to a bus alternative which was not perceived as a strong commitment to economic development in the corridor.

The conclusion of the screening process was that the median busway ETB would not provide enough benefits in relationship to other more promising solutions.

4.2.2 Alternative 2 - Light Rail Transit At-Grade and Alternative 3 - Aerial Light Rail

Considerations affecting both of the LRT alternatives are substantially the same; therefore these two alternatives were jointly screened.

- Similar to Alternative 1, an at-grade LRT solution is not feasible from end to end within the corridor. Therefore this solution was proposed with various grade-separated segments.

- Some of the locations which are designated as "at-grade" may be found to be infeasible from a traffic operations perspective when the full impact of loss of the median and left-turn lanes is identified in detail.

- Other impacts associated with an at-grade solution include the displacement of parking lanes and/or median landscaping (even in the widest sections of Crenshaw Boulevard where frontage roadways are provided.), as identified in the preceding discussion for Alternative # 1.

- Because of the high traffic volumes along and across the corridor, and the physical right-of-way constraints at certain locations, it is unlikely that a significant level of signal pre-emption and priority could be provided for LRT, thus limiting the travel speed.

- Although in principle at-grade construction is less costly than aerial structure (certainly this is true at station locations), in reality it is often found appropriate or necessary to reconstruct the entire roadway from curb-to-curb to install at-grade LRT. Once the scope of construction expands to such an extent, there may ultimately be significantly less difference in the per foot of track cost of at-grade LRT versus aerial LRT.

- Residents along the corridor expressed concern that the displacement of travel and median lanes would significantly disrupt existing traffic and could result in intrusion of traffic into adjoining neighborhoods.

- Past experience with at-grade LRT has shown that businesses along the corridor are likely to object to loss of across the median access, loss of parking and loss of travel lanes. (These impacts are at cross purposes to the goal of providing a catalyst for economic development.)

- Similar to the Median Busway solution, at-grade LRT would have more stops, which would result in diminished potential for station areas serving as a catalyst to major economic development.

- A positive aspect of an LRT solution (either Alternative 2 or Alternative 3) is that LRT could be developed at lower cost than a subway solution, while providing many of the same rail transit benefits.

While Alternative 2 was originally conceived of as being at-grade wherever feasible, and that Alternative 3 was conceived of as being entirely aerial, the conclusion of the screening process is two-fold: 1) LRT should be carried forward for further development, and 2) consideration should be given to providing an aerial facility at most locations, except where at-grade operation can be provided without significant cost or impact.

4.2.3 Alternative 4 - LRT to LAX Lot C

- This alternative was proposed as an aerial solution at the physically constrained portions of the corridor and at-grade along the AT&SF r/w approaching Los Angeles International Airport (LAX). Therefore, many of the costs and impacts associated with running at-grade in a roadway median would not occur.

- This alternative would provide transit service to LAX as well as downtown Inglewood but would not provide direct service to the Great Western Forum, Hollywood Park and sections of Hawthorne Boulevard further south. (It would, however, provide a transfer to the Green Line at Lot C.) Such a solution could have significant patronage due to access to jobs in the LAX area.

- The aerial segment along Crenshaw Boulevard and use of railway r/w would result in more widely spaced stations, higher operating speeds, and increased potential for station area economic development compared to the primarily at-grade Alternatives 1 and 2.

- Use of railroad r/w with generally at-grade operation could result in higher cost effectiveness than solutions requiring greater lengths of aerial or subway construction.

As a result of the screening process, it was determined that this alternative is worthy of further consideration. Further analysis will result in identification of the patronage potential of this alignment, as well as the potential cost.

4.2.4 Alternative 5 - Subway Alternative

- Due to the higher unit cost of subway track and station construction, this alternative is expected to have the highest capital cost.

- Although the track alignment would be largely within (but under) the roadway r/w, station portals will typically be provided outside of the existing street r/w, resulting in significant economic development and potential and urban design opportunities through joint use of land.

- Concentration of patrons at station areas may be beneficial for economic development.

- Relatively widely-spaced stations (up to one mile or more) will result in highest travel speeds, and good access from the corridor to the rest of the L.A. region. However, for this same reason, this solution may not provide the best local service to the corridor.

In conclusion, while it is not known at this point in time whether the patronage potential of the corridor is consistent with the capacity of a subway solution, it is recommended that this alternative be continued for further analysis.

4.2.5 Alternative 6 - Aerial AGT

- With regard to alignment, this alternative is identical to Alternative 3. The main distinction is that stations would be somewhat shorter (150 feet with two-car Red Line equipment versus nearly 200 feet with LRT). Use of third rail would eliminate the need for an overhead catenary system, with reduced visual impact.

- This alternative could provide some of the same advantages as the subway option (Alternative 5) in terms of station spacing and overall travel speed. However, use of aerial structure would significantly reduce the urban design opportunities and joint development of station portals compared to the subway solution.

- This solution would provide a lower capacity system within the corridor than the subway, but a capacity that could be comparable to aerial LRT.

As a result of these considerations, it is recommended that the aerial AGT solution not be carried on for detailed consideration as a separate alternative. At the same time, the aerial LRT facility (Alternative 3) would be suitable for automated operation (similar to the recent decision made to use modified Blue Line equipment on the Green Line.)

4.3 Summary of Initial Screening Recommendations

Table 4-1 summarizes the pros and cons of each of the 6 preliminary alternatives in terms of the technical feasibility aspect as well as the potential economic development aspect. As was noted in the preceding discussion, it is recommended that the following three alternatives be carried forward for further consideration in more detail:

1. Alternative 3 - Aerial LRT (refined to include at-grade where feasible with minimal impact)

2. Alternative 4 - LRT to LAX

3. Alternative 5 - Subway

The consultant team believes that this set of alternatives represents a range of alternatives with the greatest potential to attain the two key goals to improve transportation mobility and support economic development in the corridor, taking into consideration potential impact and community concerns identified through technical studies accomplished to date as well as input from agency staffs and members of the public.

Except for the relatively short section along the AT&SF right-of-way, much of the Crenshaw/Prairie Corridor is in street and not railroad right-of-way. While an at-grade solution may technically be feasible, there would also be significant potential impacts on traffic and local parking, and because of the low potential for signal pre-emption, an at-grade system would offer lower speed and lower capacity. Compared to the three alternatives recommended for further study, an at-grade system appears to offer less potential for patronage, limited effectiveness in linking the three east-west rail corridors (Metro Red, Exposition, and Green Lines), and limited potential for economic development.

In addition to the selection of the three most promising alternatives, two other recommendations have emerged:

1. Due to the far greater potential for economic development, it is recommended that the northern terminus of the corridor be at the Red Line Pico/Rimpau station. In addition to providing a transfer to the Red Line, this station is a major hub of bus operations within the corridor.

2. Due to duplication with proposed southern extension of the Green Line, it is recommended that detailed planning for the portion of the corridor south of the Glen Anderson (formerly Century) freeway (I-105) be deferred at the present time.

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Crenshaw/Prairie Transportation Corridor PPS

Pros & Cons of Alternatives

B(292086x0):\WORKPLAN\ProsCons.Alt/zhm/01-18-93

Alternatives	Pros	Cons
Alternative 1 Median Busway (Electric Trolley Bus)	° Near-term potential ° Links to county-wide ETB system ° Low cost for at-grade sections ° Many stops ° Least disruptive construction	° Slow speed ° Limited vehicle capacity ° Low/moderate patronage potential ° Low economic catalyst potential
Alternative 2 Light Rail At-Grade	° Near-term potential ° "Trolley" with local stops ° Minimal community impact after construction period ° Moderate cost	° Slow speed ° Limited system capacity ° Limited economic catalyst potential ° Traffic conflicts ° Significant construction impacts
Alternative 3 Aerial Light Rail	° High travel speed ° Moderate capacity system ° Good access to region via rail system ° Moderate economic catalyst potential at stations	° Visual and urban design impacts of aerial structure, especially stations ° Higher cost ° Increased technical complexity ° Fewer local stops

Crenshaw/Prairie Transportation Corridor PPS

Pros & Cons of Alternatives

B(292086x0):\WORKPLAN\ProsCons.Alt/zhm/01-18-93

Alternatives	Pros	Cons
Alternative 4 Light Rail to LAX	° Connects to LAX and jobs at/around airport ° Uses available railroad right-of-way ° Lower cost ° Moderate capacity system ° Moderate economic catalyst potential	° Does not serve Prairie Corridor, including Forum and Hollywood Park ° Visual and urban impacts of aerial structure section
Alternative 5 Subway	° High travel speed ° High capacity system ° Low community impact after construction period ° High economic catalyst potential	° Very high cost ° Longer-term implementation ° Longer construction period
Alternative 6 Aerial Automated Guideway Transit	° Moderate/high travel speed ° Moderate patronage potential ° Lower cost than subway option ° Use automated Red Line trains ° Smaller aerial stations than Alternative 3 or 4.	° Community impact of aerial structure ° Uncertain economic catalyst potential ° Moderate system capacity

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COMMUNITY • MEETING

Do you want to see our community improve?
Build local businesses and support education and employment opportunities for local residents?

Transportation can make a difference. And you can help.

The Crenshaw Blvd./Prairie Avenue Transportation Corridor Study is underway to evaluate transportation alternatives and related economic development opportunities for neighborhoods near Crenshaw Boulevard and Prairie Avenue in the cities of Los Angeles, Inglewood and Hawthorne.

Residents, business owners and civic leaders are encouraged to attend community meetings to learn more about the project, and let the Los Angeles County Transportation Commission (LACTC) hear your suggestions and concerns about transportation improvements along Crenshaw Boulevard and Prairie Avenue.

COMMUNITY MEETINGS WILL BE HELD:

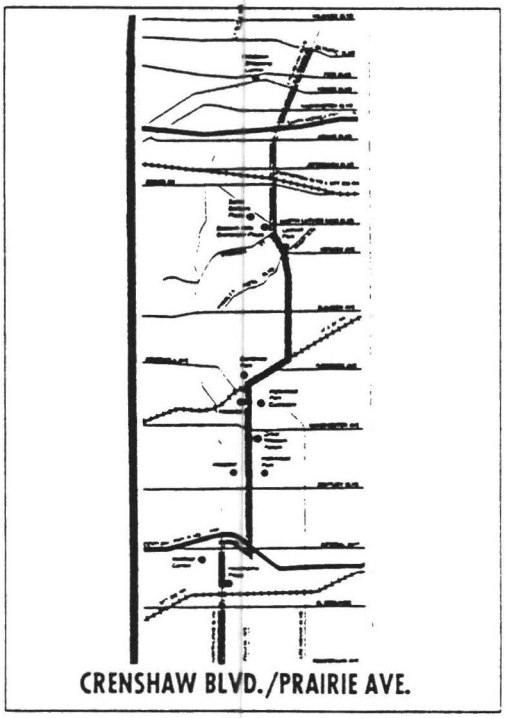
Tuesday, January 19th
McCarty Memorial Christian Church
4103 W. Adams Boulevard
(near 11th Avenue)
Los Angeles, CA
6pm to 8pm

Wednesday, January 20th
Department of Water & Power
4030 Crenshaw Boulevard (near King Blvd.)
Los Angeles, CA
6pm to 8pm

Thursday, January 21st
Centinela Hospital
Ira Kaufman Pavilion
555 E. Hardy Street (near Prairie)
Inglewood, CA (follow posted signs)
6pm to 8pm

For more information:
(213) 389-6123

LOS COUNTY TRANSPORTATION COMMISSION
818 W. 7TH STREET
LOS ANGELES, CALIFORNIA 90017



CRENSHAW BLVD./PRAIRIE AVE.

IMPORTANT NOTICE: COMMUNITY MEETING