RTD

**METRO RAIL PROJECT**

**Southern California Rapid Transit District**

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# Discussion Paper

# on

# Crenshaw Station Alternative Site Plans

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JANUARY 4, 1984

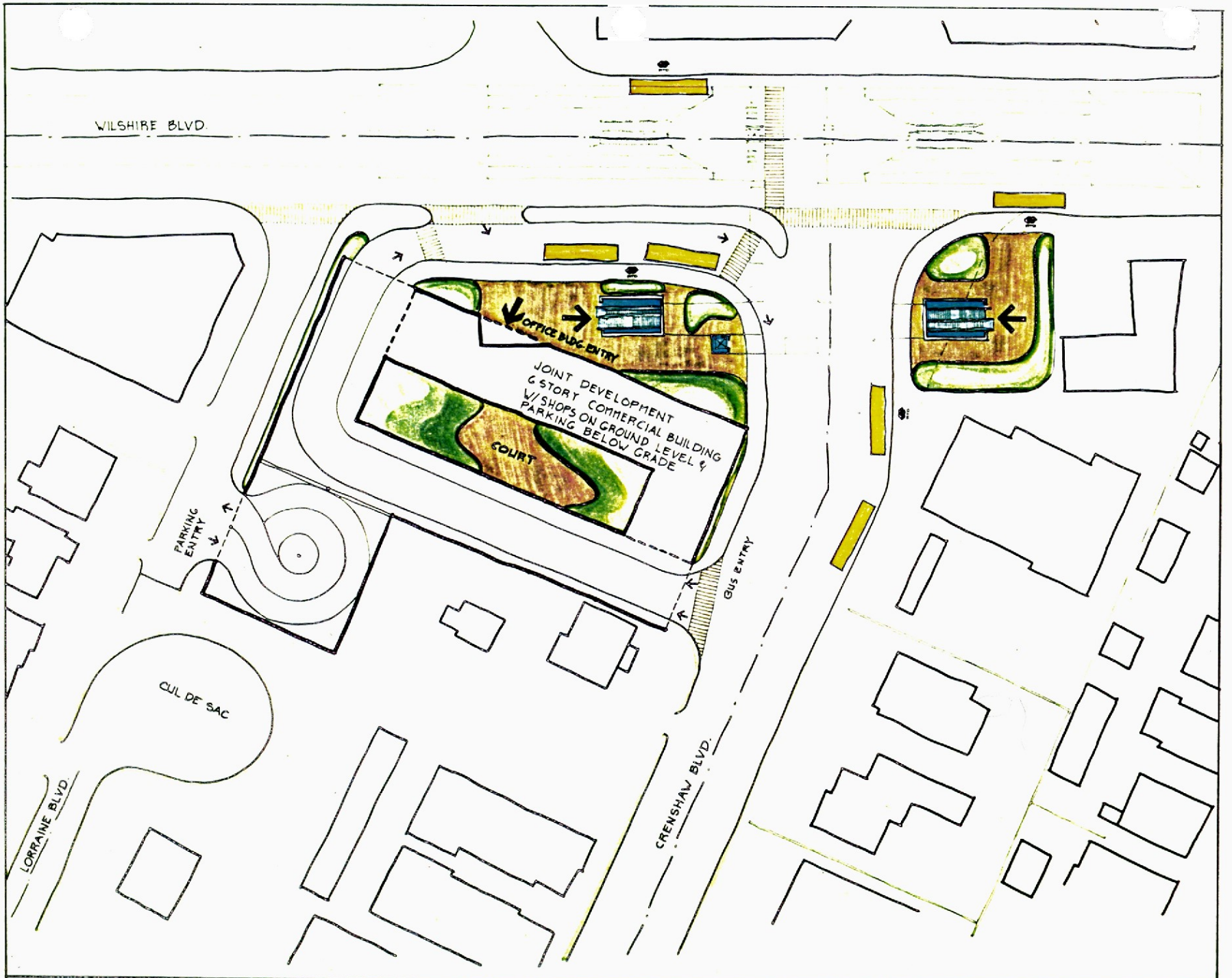
# Introduction

DISCUSSION PAPER ON
SITE PLAN FOR METRO RAIL CRENSHAW STATION

This paper addresses issues raised by the community regarding the Metro Rail Crenshaw Station. There are six alternative station site plans presented for discussion purposes. These alternatives were developed on the basis of concerns, comments and suggestions provided at several meetings held with interested citizens and with City of Los Angeles officials.

The purpose of this discussion paper is to describe what SCRTD believes to be the range of alternatives which responds to various interests and concerns that have been expressed. It is the intent of the RTD to use this paper in meetings with the community and LA City officials in order to arrive at a final decision regarding the final design and construction of the Crenshaw Station.

RTD staff will develop a recommendation to its Board of Directors following the meetings with the community and the City of Los Angeles. Following Board approval of the site plan, all subsequent design and development activity will proceed on the basis of the Board approved plan.




SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT

RTD

WILSHIRE / CRENSHAW STATION

ALTERNATIVE #7

# ALTERNATIVE 1

A. Summary Description

This is the baseline alternative. It is the conceptual site plan currently contained in the Milestone 10 report adopted by the RTD. It provides for a single Metro Rail station entrance and a bus turnaround and layover area on a new roadway adjacent to the station entrance.

B. Metro Rail Entrances

A single escalator entrance is provided as proposed in the currently adopted site plan. An elevator is provided for the handicapped.

C. Street Improvements

A new roadway (called Metro Circle for discussion purposes) is provided which encircles the Metro Rail entrance.

D. Transit Operations

Wilshire buses (10 pk. hour/10 off-peak) load/unload on Wilshire. This is 18/8 less than currently. Wilshire eastbound bus stop moved to east of Crenshaw. Crenshaw buses (20 pk/10 off-pk) load/unload on Metro Circle and 7/3 load/unload on Crenshaw. 15 pk hour N/B Crenshaw buses currently load/unload on Crenshaw. Crenshaw buses (generally no more than 4 at any one time) layover on Crenshaw Circle (for periods of 19-15 minutes) in between scheduled runs.

E. Joint Development

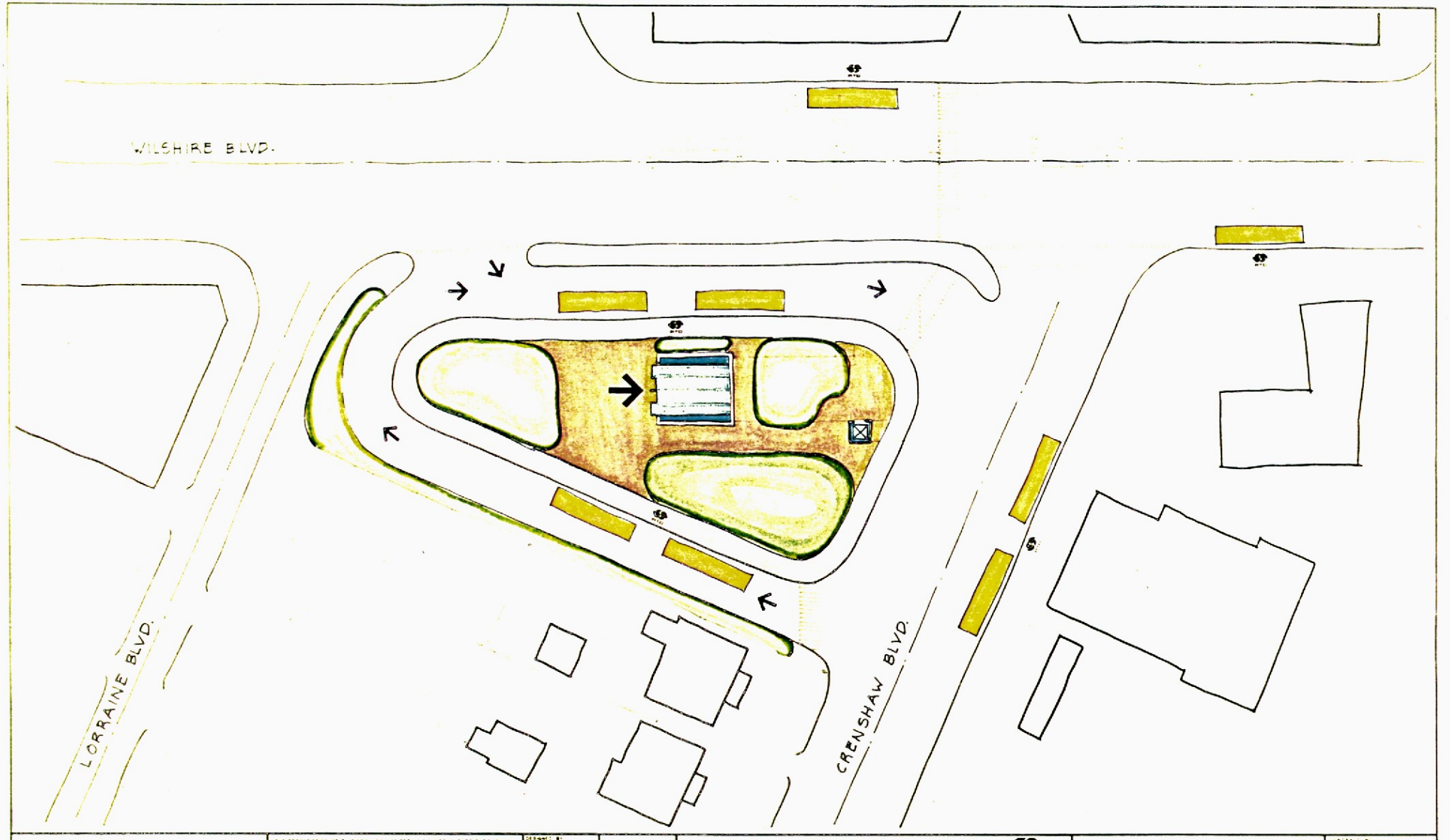
Joint development is restricted, but maybe not impossible, due to size of parcel. Current plan calls for open plaza within Metro Circle.

F. Pros and Cons

Pros:
1. Reduced bus and pedestrian traffic through the Wilshire/Crenshaw intersection.
2. Direct, convenient access between bus and station entrance for 72% of the patron transfers.
3. Efficient bus operations, minimizing dead-head and traffic impacts for turnaround operation.

Cons:
1. Community concern about visual appearance of what may be likened to a "bus terminal" facility.
2. Less than highest and best use of property from a development standpoint.

NOTE: Daily pedestrian bus-station movements are estimated at 17,500 daily for lines 20, 21, 22, 66, 67, 209 and 210.




SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
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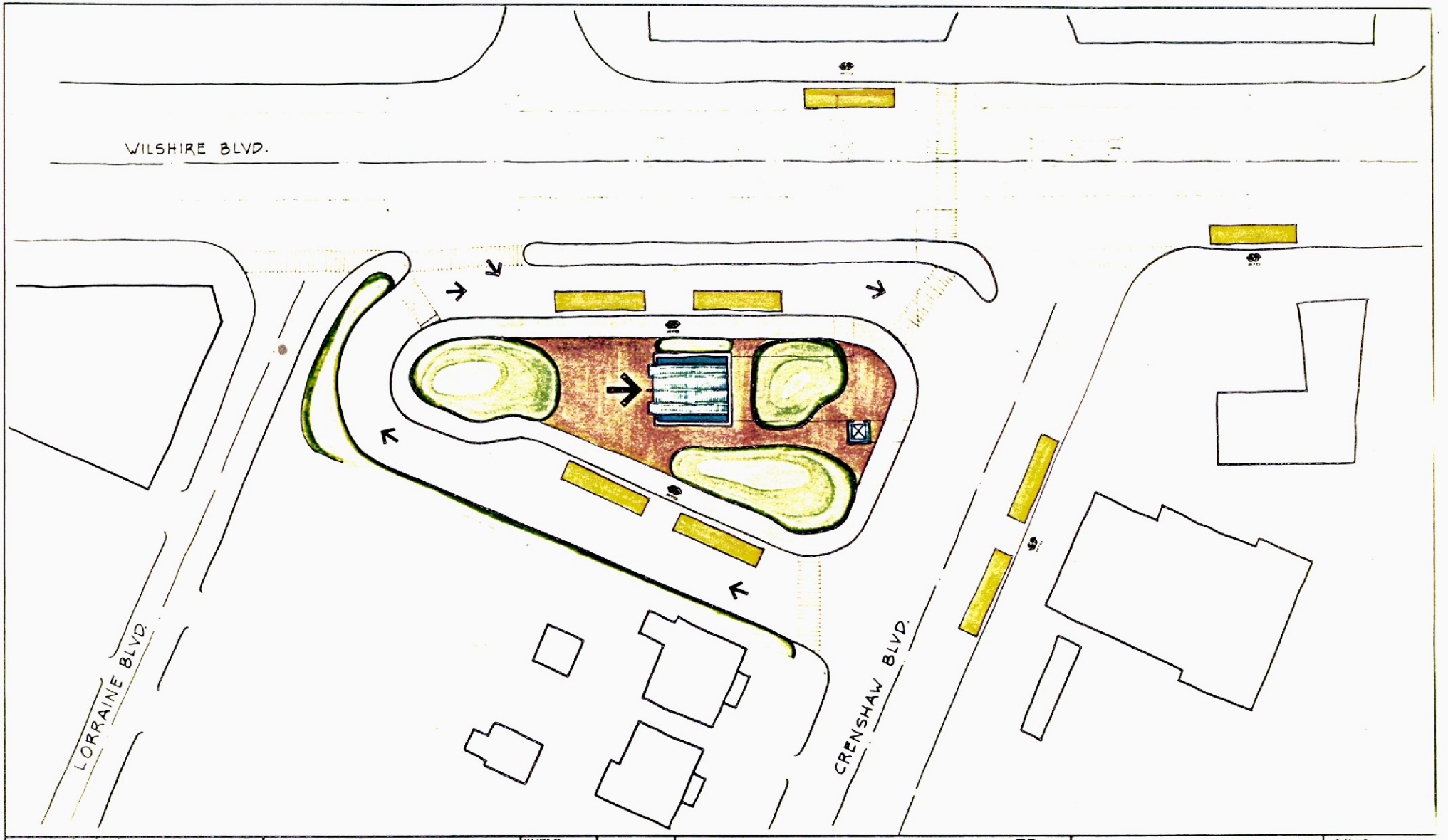
WILSHIRE / CRENSHAW STATION

ALTERNATIVE #2

2

1" 20' 0"




SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
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WILSHIRE / CRENSHAW STATION

ALTERNATIVE # 1

1


## WILSHIRE / CRENSHAW STATION ENTRANCE

VIEW LOOKING SOUTHEAST ACROSS WILSHIRE BLVD.
BETWEEN CRENSHAW & LORRAINE BLVDS.

SCRTD

March 198

# BUS LAYOVER AND TURNAROUND ALTERNATIVES

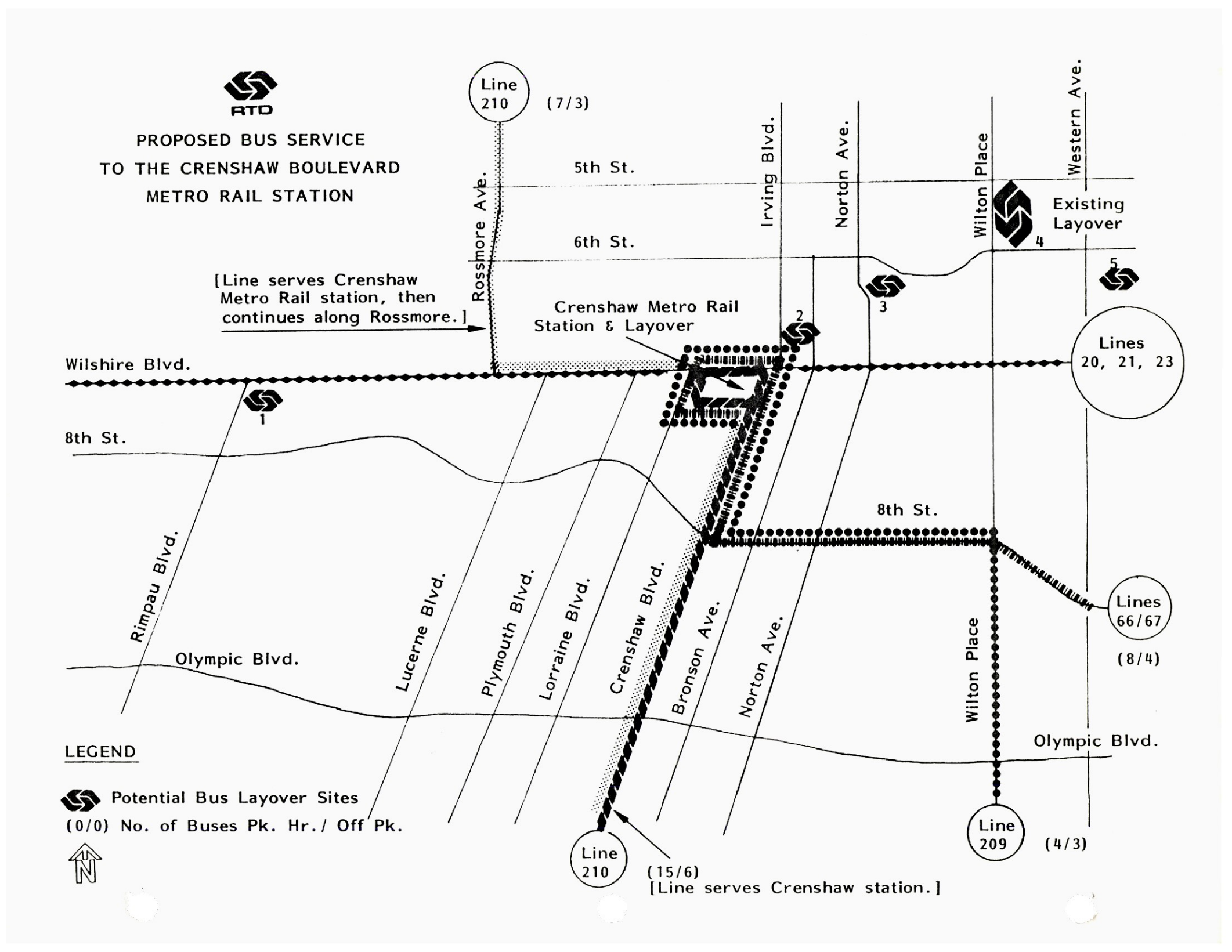
As indicated in the discussion of alternate site plans for the Crenshaw Boulevard Metro Rail station, several plan alternatives require that some of the buses serving the station would layover and turnaround at a remote site. These alternatives were designed to reduce bus operating impacts on property adjacent to the station. The sketch above shows potential layover sites that have been determined by RTD staff to be the most feasible alternatives to the Crenshaw Boulevard site. Due to the characteristics of the lines serving this location, such as line length, it is necessary to have a bus layover/turnaround near the Crenshaw Metro Rail station.

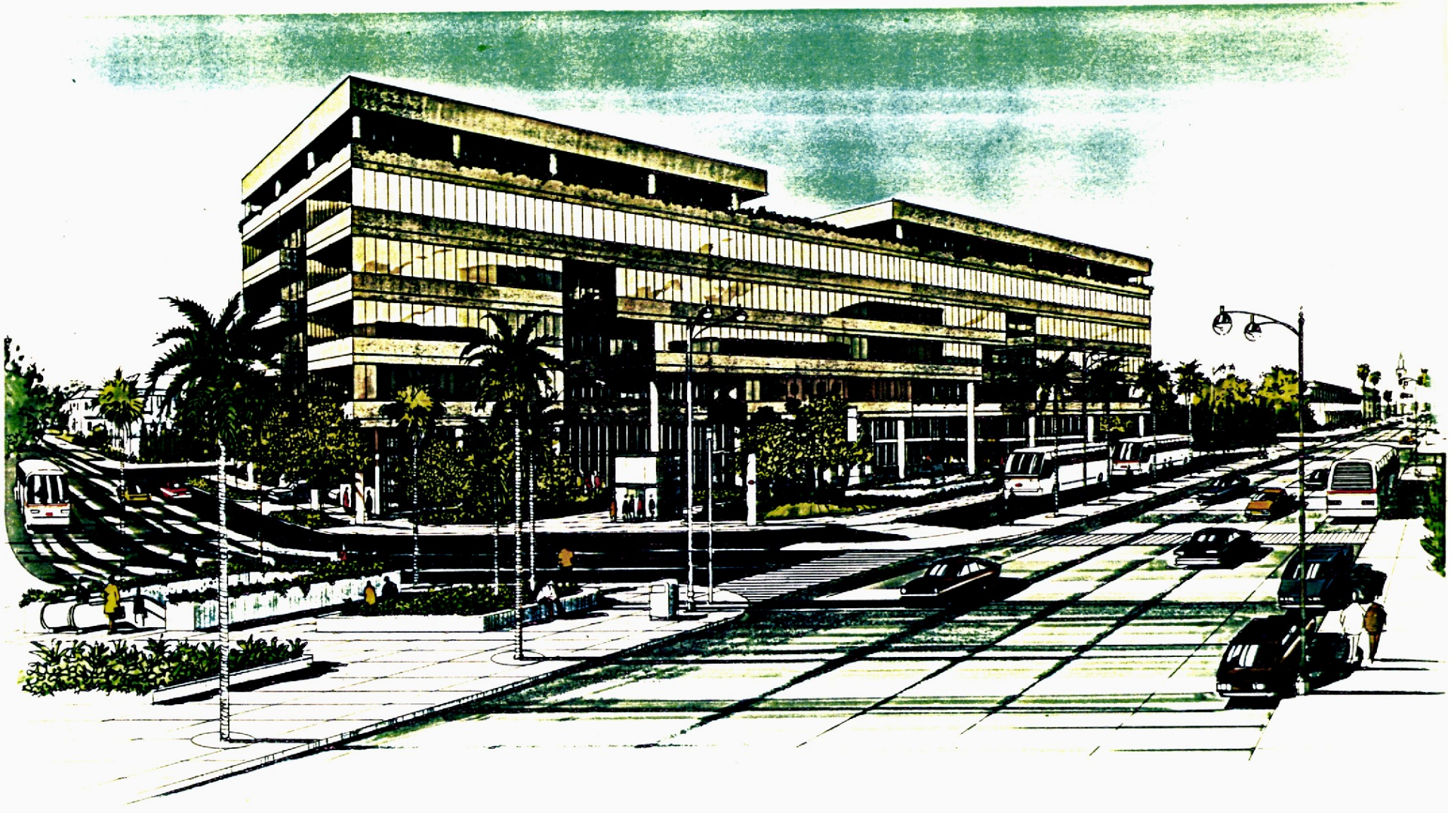
The impact of locating the layover at the alternate sites is as follows:

| | Alt. 1 | Alt. 2 | Alt. 3 | Alt. 4 | Alt. 5 |
|---|---|---|---|---|---|
| Extra Bus "Dead Head" Miles | $144,915 | $ 9,607 | $ 38,428 | $ 60,043 | $ 72,053 |
| Extra Buses Required | 1 | 0 | 0-1 | 1 | 1 |
| Additional Cost Per Year | $414,315 | $27,476 | $109,904 | $171,725 | $206,070 |
| Additional Properties Impacted by Bus Operations | 22 | 26 | 32 | 35 | 15 |
| Additional Intersections Impacted | 23 | 2 | 8 | 9 | 12 |

It has also been suggested that the bus turnaround be located at the southeast corner of Crenshaw and Wilshire as opposed to its currently proposed location at the southwest corner. This alternative would create additional traffic conflicts at the Wilshire/ Crenshaw intersection which are not offset by positive improvements to the current location.

On the basis that the currently proposed site will minimize the adverse impacts on the entire community, RTD staff at this point believes it is preferable to retain the layover/turnaround at the current site at the southwest corner of Wilshire and Crenshaw. The site plan alternatives described in this discussion paper have been developed to minimize the impact of bus operations further.


RTD
PROPOSED BUS SERVICE
TO THE CRENSHAW BOULEVARD
METRO RAIL STATION
Line 210
(7/3)
Rossmore Ave.
5th St.
6th St.
Irving Blvd.
Norton Ave.
Wilton Place
Western Ave.
Existing Layover
4
5
3
[Line serves Crenshaw Metro Rail station, then continues along Rossmore.]
Crenshaw Metro Rail Station & Layover
2
Lines 20, 21, 23
Wilshire Blvd.
1
8th St.
8th St.
Rimpau Blvd.
Lucerne Blvd.
Plymouth Blvd.
Lorraine Blvd.
Crenshaw Blvd.
Bronson Ave.
Norton Ave.
Wilton Place
Lines 66/67
(8/4)
Olympic Blvd.
Olympic Blvd.
LEGEND
Potential Bus Layover Sites
(0/0) No. of Buses Pk. Hr./ Off Pk.
N
Line 210
(15/6)
[Line serves Crenshaw station.]
Line 209
(4/3)



**WILSHIRE/CRENSHAW STATION**
JOINT DEVELOPMENT POTENTIAL - VIEW LOOKING SOUTHWEST

SCRTD Metro Rail
MRTC
November 1983

**WILSHIRE/CRENSHAW STATION**
JOINT DEVELOPMENT POTENTIAL - VIEW LOOKING EAST

SCRTD Metro Rail
MRTC
November 1983

# ALTERNATIVE 7

A. Summary Description

This alternative is similar to Alternative 5 except that the size of the property acquisition and development is reduced and Metro Circle is partially enclosed within the joint development at the station entrance. Parking access to the development is off of Wilshire.

B. Metro Rail Entrances

As in Alternative 5, two entrances are provided, one on each side of Crenshaw. (The second entrance will be funded by others).

C. Street Improvements

Crenshaw would be realigned and widened and Metro Circle would be increase in length.

D. Transit Operations

Operations are similar to Alternative 5. All Metro Circle buses load/unload at the north side of the joint development building.

E. Joint Development

A development would be constructed at the station entrance. The portion of Metro Circle bordering residential property to the south would be incorporated inside the development. Joint development potential exists for the second entrance on the east side of Crenshaw.

F. Pros and Cons

Pros:
1. Direct, convenient access between bus and station entrance for 98% of patron transfers.
2. Reduced bus traffic through Crenshaw/Wilshire intersection and auto/pedestrian conflicts.
3. Minimized impact of bus access facilities and visual appearance of bus "terminal".
4. Enhanced development and revenue generation from benefit assessment district.
5. Reduced noise impact of Metro Circle buses on neighboring residential property.

Cons:
1. Additional right-of-way acquisition and construction cost.
2. Additional displacement of residential property relative to existing plan (but less displacement relative to Alternative 5).

# ALTERNATIVE 2

A. Summary Description

This alternative is the same as Alternative 1 except that there is no provision on Metro Circle for laying over buses.

B. Metro Rail Entrances

As in Alternative 1, a single escalator entrance is provided as propsoed in the currently adopted site plan. An elevator is provided for the handicapped.

C. Street Improvements

As in Alternative 1, a new roadway (Metro Circle is provided which encircles the Metro Rail entrance.

D. Transit Operations

Operations is generally the same as in Alternative 1 except that after deboarding their passengers, end-of-the line buses exit Metro Circle at Wilshire and proceed to an off-site layover location. Buses return, entering Metro Circle at Crenshaw.

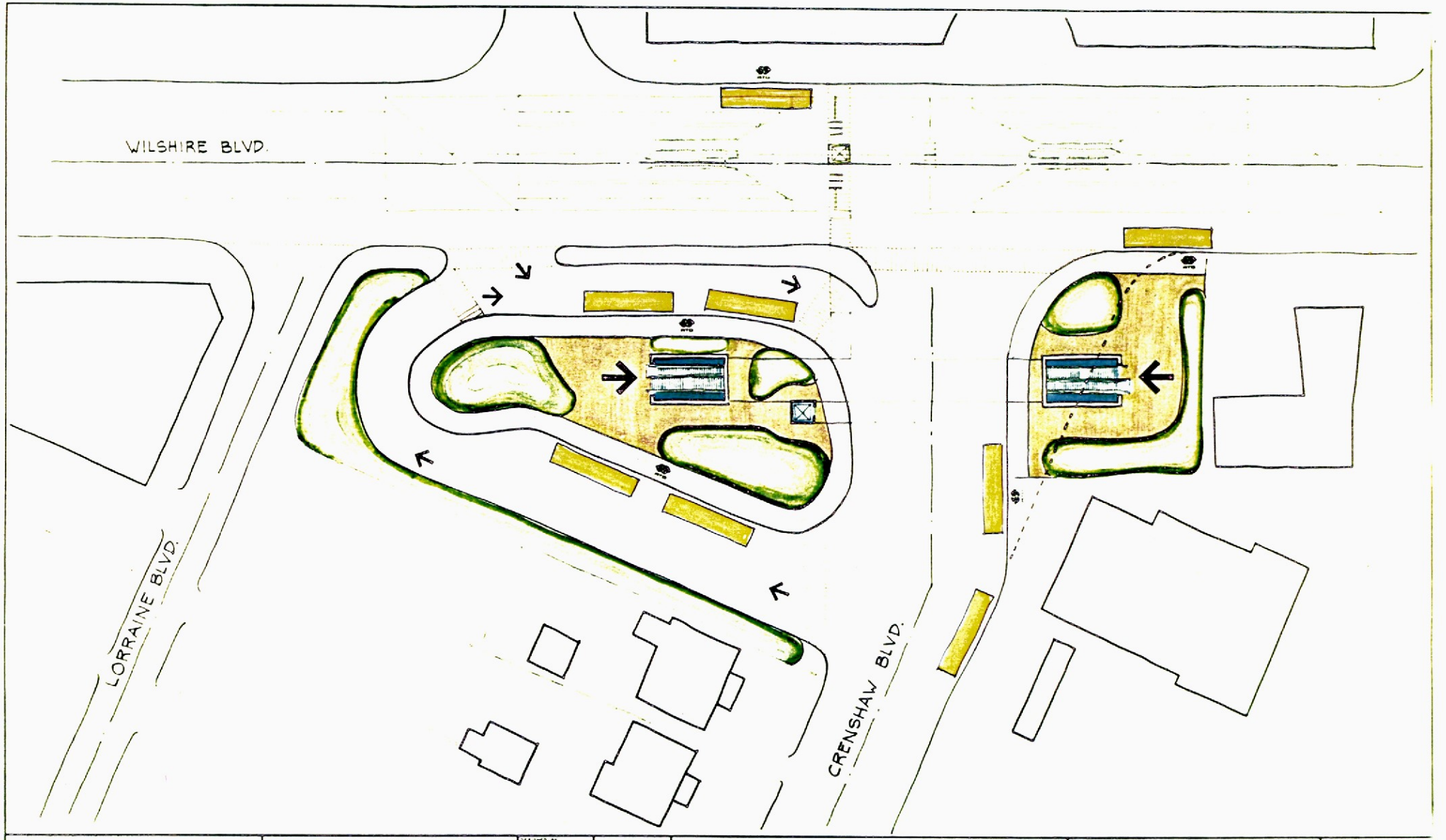
E. Joint Development

As in Alternative 1, joint development is restricted, but maybe not impossible, due to size of parcel. Current plan calls for open plaza within Metro Circle.

F. Pros and Cons

Pros:
1. Community perception of reduced adverse impact on neighboring properties due to buses not laying over on Metro Circle.
2. Direct, convenient access between bus and station entrance for 72% of the patron transfers.

Cons:
1. Additional traffic impacts from dead-head buses going to off-site layover area.
2. Relocation of bus layover will impact another area in the community where mitigation may be less practical.
3. Additional dead-head mileage and cost to operate feeder bus service.




SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT
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WILSHIRE / CRENSHAW STATION

ALTERNATIVE #3

3

# ALTERNATIVE 3

A. Summary Description

This alternative is similar to Alternative 1 except that Crenshaw is re-aligned to be perpendicular to Wilshire and a second entrance is added on the east side of Crenshaw.

B. Metro Rail Entrances

In addition to the primary entrance at the south/west corner of Wilshire and Crenshaw a second entrance would be provided (to be funded by others) at the south/east corner.

C. Street Improvements

As in Alternative 1, Metro Circle is provided for bus loading/unloading. In addition, Crenshaw is re-aligned to make it perpendicular to Wilshire.

D. Transit Operations

Operations would be the same as for Alternative 1 except that transferring passengers from E/B Wilshire and N/B Crenshaw bus would use the second entrance on the south/east corner and not have to cross the intersection. This makes the transfer more convenient and reduces auto/pedestrian conflicts at the intersection.

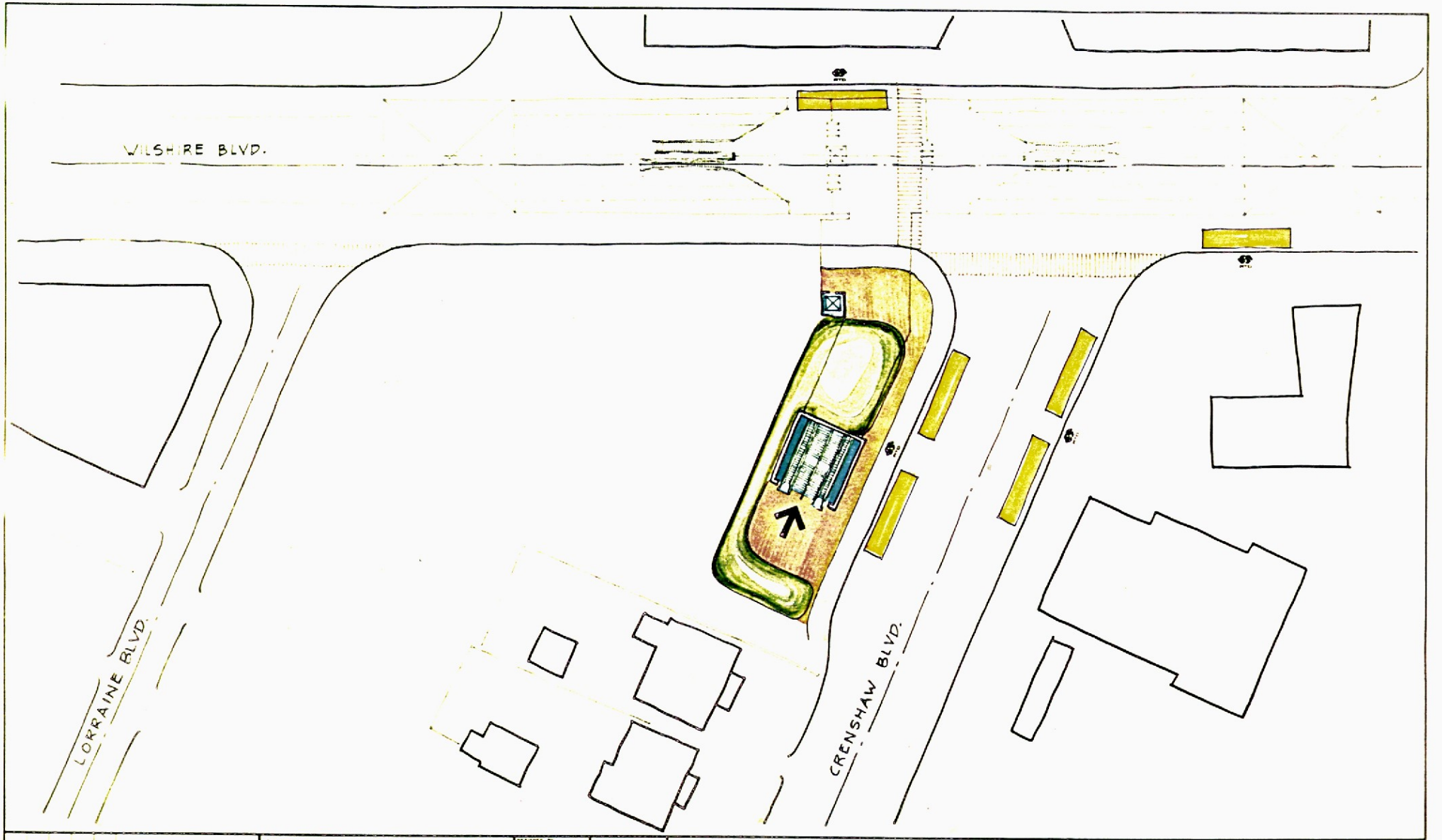
E. Joint Development

Joint development with owner of property east of Crenshaw would be possible.

F. Pros and Cons

Pros:
1. Same as Alternative 1 with the addition of reduced pedestrian/auto conflicts at the intersection of Wilshire and Crenshaw.
2. Opportunity for joint development at second station entrance.
3. Improved traffic operations/visibility due to Crenshaw/Wilshire being at right angle.
4. Direct, convenient access between bus and station entrance for 98% of the patron transfers.

Cons:
1. Reduced size of station plaza/bus loading area at primary entrance location.
2. Additional cost of second entrance location (to be funded by others) and of re-alignment of Crenshaw Boulevard.




THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U. S. DEPARTMENT OF TRANSPORTATION, URBAN MASS TRANSPORTATION ADMINISTRATION, UNDER THE URBAN MASS TRANSPORTATION ACT OF 1964, AS AMENDED, AND IN PART BY THE TAXES OF THE CITIZENS OF LOS ANGELES COUNTY AND OF THE STATE OF CALIFORNIA.

DESIGNED BY
DRAWN BY
CHECKED BY
IN CHARGE
DATE

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT
RTD

DMJM PBQD KE HWA
GENERAL CONSULTANTS

SUBMITTED

APPROVED

# WILSHIRE / CRENSHAW STATION

ALTERNATIVE #4

4

SCALE 1" 20'-0"

# ALTERNATIVE 4

A. Summary Description

In this alternative, the new roadway (Metro Circle) is eliminated and all bus loading/unloading would be done on Wilshire and Crenshaw. Variations of this alternative would be to provide a second entrance as in Alternative 3, and/or to re-align Crenshaw as in Alternative 3. Bus layover and turnaround would be at an off-site location.

B. Metro Rail Entrances

A single entrance is provided and oriented so as to enable convenient transfer to buses on Crenshaw. A simple plaza surrounding the entrance could be integrated into adjacent development.

C. Street Improvements

Crenshaw is widened to provide a bus loading/unloading lane at the station entrance.

D. Transit Operations

Wilshire buses (10 pk. hr/10 off-peak) load/unload on Wilshire. All Crenshaw buses (27 pk hr/13 off-peak) load/unload on Crenshaw. 20/10 of the Crenshaw buses continue to remote turnaround/layover area after unloading. This increases the number of bus movements thru the intersection by 40/20.

E. Joint Development

This alternative minimizes the property needed for the access facilities (bus loading/layover) and allows for development of the area between Lorraine and Crenshaw south of Wilshire.

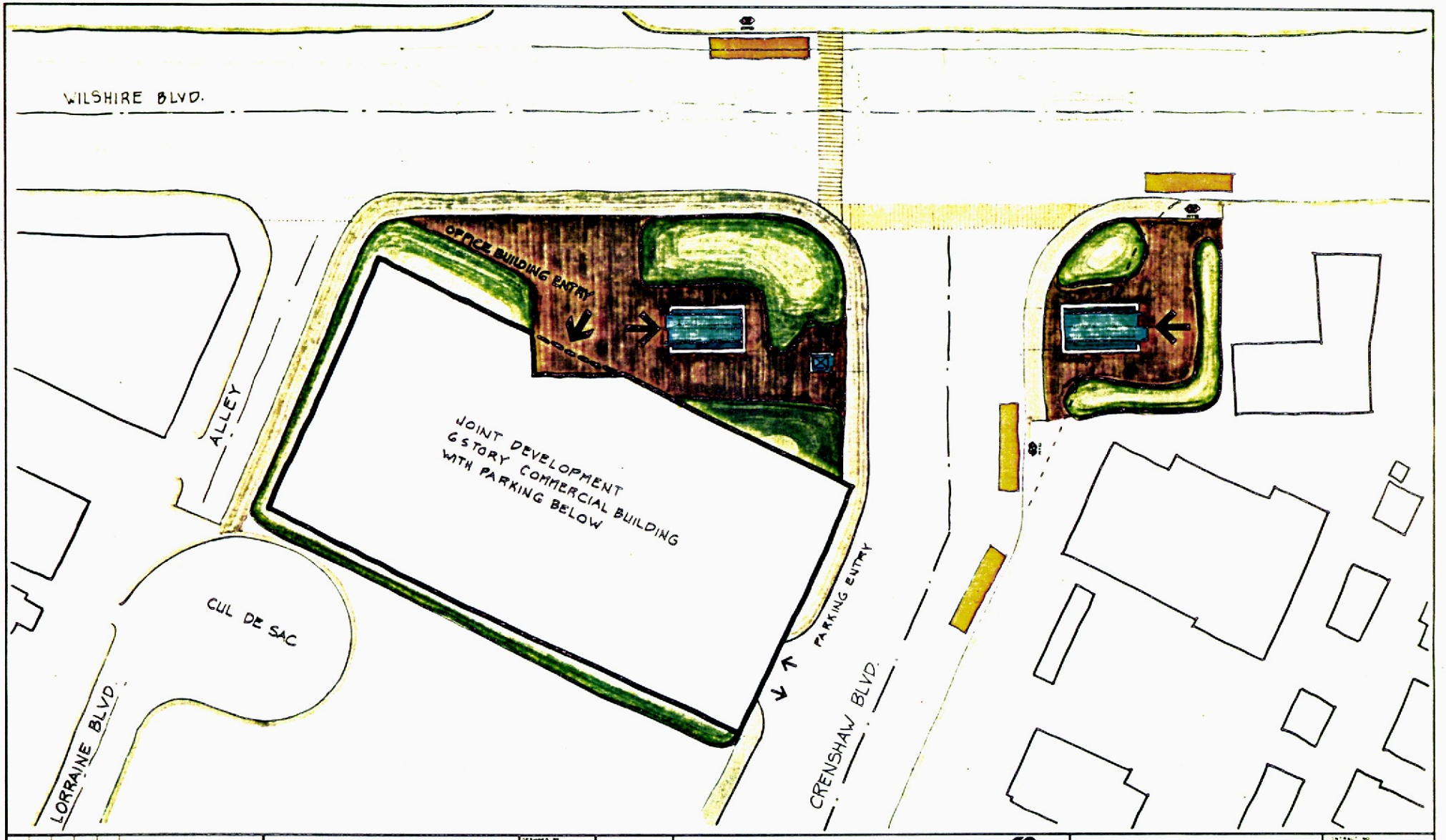
F. Pros and Cons

Pros:

1. Minimizes property acquisition costs.
2. Minimizes impact on property on Lorraine south of Wilshire.

Cons:

1. Increases traffic congestion at the Wilshire/Crenshaw intersection.
2. Adds bus dead-head miles and operating costs due to buses having to turnaround and layover at off-site location.
3. Increases impacts on the community due to increased bus operations between this site and remote layover site.
4. Direct, convenient access between bus and station entrance not available for 52% of the patron transfers. If second entrance is provided, direct transfer is available for 98%.

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DESIGNED BY
DRAWN BY
CHECKED BY
IN CHARGE
DATE

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT
RTD

DMJM PROD KE HWA

SUBMITTED

APPROVED

WILSHIRE / CRENSHAW STATION

ALTERNATIVE #4A

4A

CONTRACT NO.
DRAWING NO.
REV.
SCALE 1"=20'-0"
SHEET NO.

# ALTERNATIVE 4A

A. Summary Description

This alternative is similar to Alternative 4 except that Crenshaw is realigned to be at right angle to Wilshire, a second entrance is provided east of Crenshaw, a joint development is shown and a cul-de-sac is provided on Lorraine. As in Alternative 4, the new roadway (Metro Circle) is eliminated and all bus loading/unloading would be done on Wilshire and Crenshaw. As in Alternative 4, bus layover and turnaround would be at an off-site location.

B. Metro Rail Entrances

Two entrances are provided and oriented so as to enable convenient transfer to buses on Crenshaw and Wilshire. A simple plaza surrounding the entrance could be integrated into adjacent development.

C. Street Improvements

Crenshaw is realigned and widened to provide a bus loading/unloading lane at both station entrances.

D. Transit Operations

Wilshire buses (10 pk. hr/10 off-peak) load/unload on Wilshire. All Crenshaw buses (27 pk hr/13 off-peak) load/unload on Crenshaw. 20/10 of the Crenshaw buses continue to remote turnaround/layover area after unloading. This increases the number of bus movements thru the intersection by 40/20.

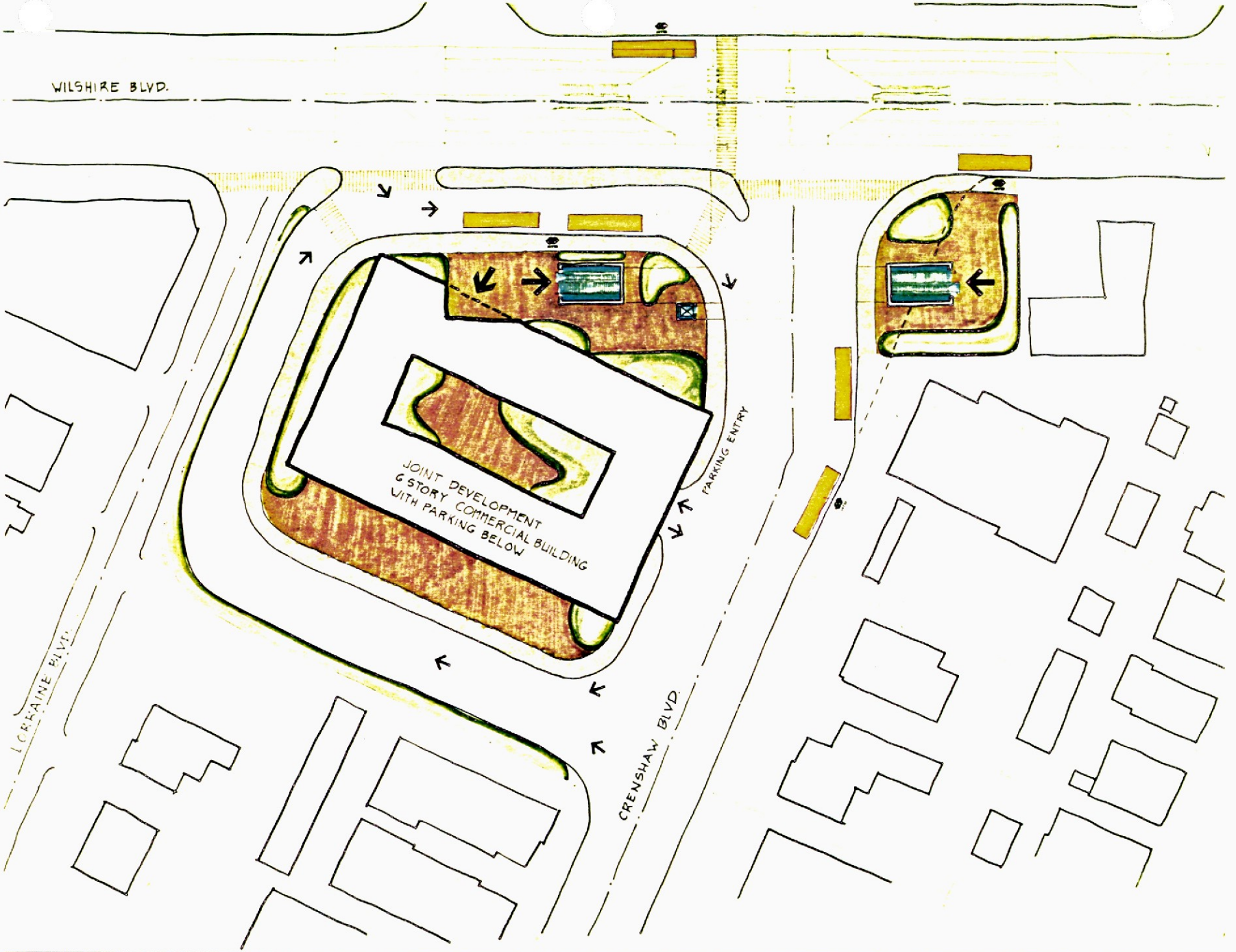
E. Joint Development

This alternative minimizes the property needed at this location for the access facilities (bus loading/layover) and allows for development of the area between Lorraine and Crenshaw south of Wilshire.

F. Pros and Cons

Pros:
1. Minimizes property acquisition costs at this site (Property would have to be acquired at remote site).
2. Minimizes impact on property on Lorraine south of Wilshire.
3. Direct, convenient access between bus and station entrance for 98% of patron transfers.
4. Enhanced development and revenue generation from benefit assessment district.

Cons:
1. Increases traffic congestion at the Wilshire/Crenshaw intersection.
2. Adds bus dead-head miles and operating costs due to buses having to turnaround and layover at off-site location.
3. Increases impacts on the community due to increased bus operations between this site and remote layover site.




SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT
RTD

WILSHIRE / CRENSHAW STATION

ALTERNATIVE #5

5

1" = 20'-0"

# ALTERNATIVE 5

A. Summary Description

This alternative is similar to Alternative 3 except that the plaza within Metro Circle is enlarged to enable joint development at the station entrance. It also eliminates the open plaza of Alternative 1. This alternative requires acquisition of additional property along Crenshaw south of the current site.

B. Metro Rail Entrances

As in Alternative 1, two entrances are provided, one on each side of Crenshaw. (The second entrance will be funded by others).

C. Street Improvements

Crenshaw would be re-aligned and widened and Metro Circle would be increased in length.

D. Transit Operations

Operations are similar to Alternative 3. A variation to Alternative 3 is that all Metro Circle bus load/unload at the north side of the joint development building.

E. Joint Development

A development would be constructed at the station entrance. Joint development potential exists for the second entrance on the east side of Crenshaw.

F. Pros and Cons

Pros:
1. Direct, convenient access between bus and station entrance for 98% of patron transfers.
2. Reduced bus traffic through Crenshaw/Wilshire intersection and auto/pedestrian conflicts.
3. Minimized impact of bus access facilities and visual appearance of bus "terminal".
4. Enhanced development and revenue generation from benefit assessment district.

Cons:
1. Additional right-of-way acquisition and construction cost.
2. Additional displacement of residential property.


SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
METRO RAIL PROJECT
PTD

WILSHIRE / CRENSHAW STATION

ALTERNATIVE #5A

5A

1"=20'-0"

# ALTERNATIVE 5A

A. Summary Description

This alternative is similar to Alternative 5, except that "Metro Circle" is redesigned and placed within a joint development structure with access entirely from Crenshaw Blvd.

B. Metro Rail Entrances

Three entrances are provided, one from the island within the bus loop, and the other two (funded by others) the same as in Alternative 5.

C. Street Improvements

Improvements are similar to Alternative 5, except that the bus entrance from Wilshire into site would not be provided. Lorraine Blvd. would be terminated in a cul-de-sac, if so desired.

D. Transit Operations

Operations are similar to Alternative 5, except that "Metro Circle" is completely contained within the joint development structure and buses moving from E/B Wilshire to S/B Crenshaw go thru the intersection before going unto Metro Circle to load/unload.

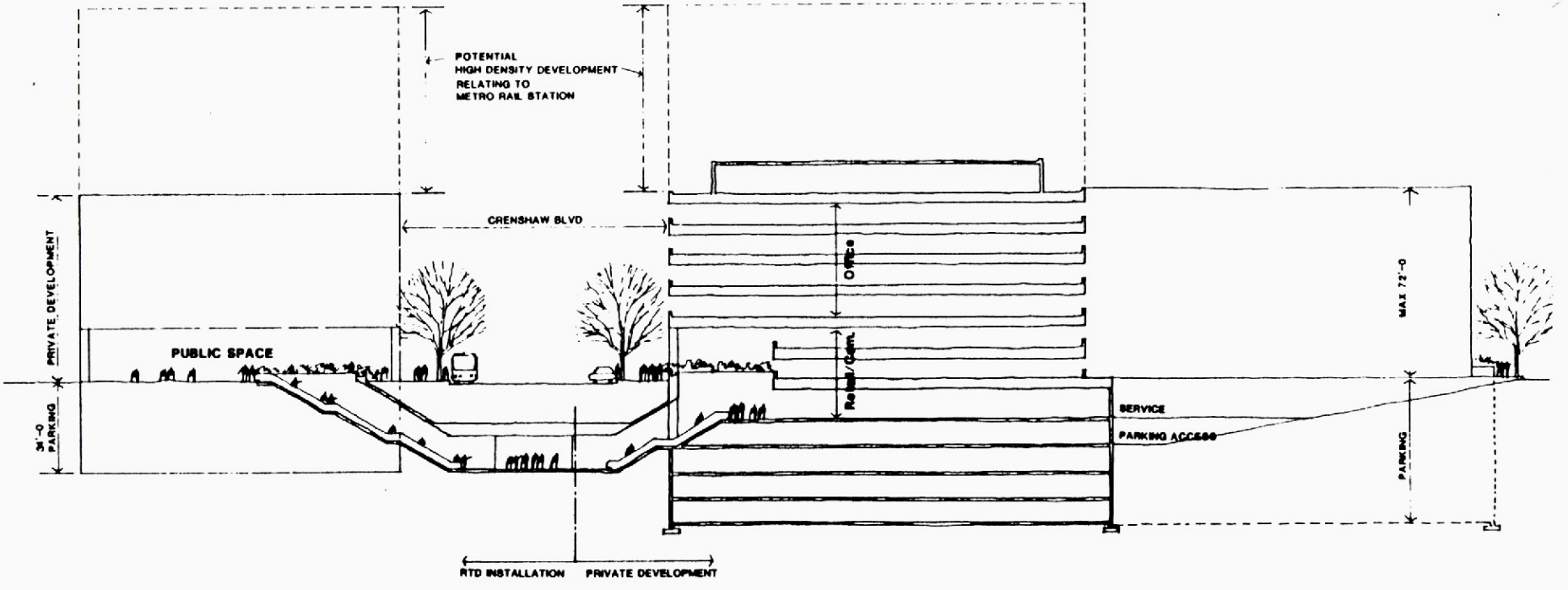
E. Joint Development

The development is similar to Alternative 5, although a larger structure is required to accommodate the bus loading area.

F. Pros and Cons

Pros:
1. Convenient transfer between bus and Metro Rail.
2. Reduced bus traffic through Wilshire/Crenshaw intersection and auto/pedestrian conflicts.
3. Eliminates impact of bus operations on property on Lorraine.
4. Separation of joint development parking access from bus access.
5. Improved Wilshire Blvd. access to joint development.
6. Enhanced development and revenue generation from benefit assessment district.

Cons:
1. Additional right-of-way acquisition and construction cost.
2. Displacement of two additional residential properties.




**SECTION AA / CRENSHAW BLVD**

# CONCEPT 2.1

## WILSHIRE / CRENSHAW FEASIBILITY STUDY

KLRT MEYER PARTNERS

# ALTERNATI 5A

A. Summary Description

This alternative is similar to Alternative 5, except that "Metro Circle" is redesigned and placed within a joint development structure with access entirely from Crenshaw Blvd.

B. Metro Rail Entrances

Three entrances are provided, one from the island within the bus loop, and the other two (funded by others) the same as in Alternative 5.

C. Street Improvements

Improvements are similar to Alternative 5, except that the bus entrance from Wilshire into site would not be provided. Lorraine Blvd. would be terminated in a cul-de-sac, if so desired.

D. Transit Operations

Operations are similar to Alternative 5, except that "Metro Circle" is completely contained within the joint development structure and buses moving from E/B Wilshire to S/B Crenshaw go thru the intersection before going unto Metro Circle to load/unload.

E. Joint Development

The development is similar to Alternative 5, although a larger structure is required to accommodate the bus loading area.

F. Pros and Cons

Pros:
1. Convenient transfer between bus and Metro Rail.
2. Reduced bus traffic through Wilshire/Crenshaw intersection and auto/pedestrian conflicts.
3. Eliminates impact of bus operations on property on Lorraine.
4. Separation of joint development parking access from bus access.
5. Improved Wilshire Blvd. access to joint development.
6. Enhanced development and revenue generation from benefit assessment district.

Cons:
1. Additional right-of-way acquisition and construction cost.
2. Displacement of two additional residential properties.

ALTERN E 6
(Proposed by Kurt Meyer Partners)

A. Summary Description

This alternative has all the elements of Alternative 5 but re-arranges them by placing the development directly on Wilshire and the bus loading/layover behind the development on Crenshaw.

B. Metro Rail Entrances

Two entrances are provided, one on each side of Crenshaw. (The second entrance privately financed).

C. Street Improvements

Crenshaw would be realigned and widened.

D. Transit Operations

Operations would be similar to Alternative 3 except that S/B Crenshaw buses coming from Hollywood via Wilshire would travel through the intersection and enter Metro Circle south of the development.

E. Joint Development

Development potential at the primary station entrance would be reduced somewhat in relation to Alternative 5 although it may be feasible to use airspace above bus layover area.

F. Pros:
1. Convenient transfer between bus and Metro Rail.
2. Reduced bus traffic through Crenshaw/Wilshire intersection (although not as good as Alternative 5) and reduced auto/pedestrian conflict.
3. Development would be closer to Wilshire. Buses would not be circling around the development.
4. Benefit assessment revenues.

Cons:
1. Additional right-of-way as in Alternative 5.
2. Additional displacement of residential property as in Alternative 5.
3. Concentration of bus activities between the proposed development and residential development to the south.
4. Reduced bus turnaround, loading and layover areas relative to Alternative 5.