

Crenshaw-Prairie Transit Corridor Study

Board Staff Briefing

March 13, 2008



Metro

Crenshaw-Prairie Transit Corridor



Project Study Area

- Approximately 10 miles in length, covering 33 square miles
- Includes portions of five jurisdictions
 - Los Angeles
 - Inglewood
 - Hawthorne
 - El Segundo
 - unincorporated Los Angeles County



Alternative Alignments Considered

- Based on comment, added northern alignment to Wilshire/La Brea
- Consideration of grade separations in constrained locations



Alignments Eliminated for Environmental Analysis



Southern Section



Northern Section

- Will be examined in Technical Feasibility Study

BRT Alignment Alternative

- Alignment
 - Wilshire Corridor to Metro Green Line
 - Via Crenshaw Boulevard and Harbor Subdivision
- Connections
 - Future LAX People Mover
- Design Options
 - Exclusive lanes along Crenshaw Boulevard
 - Exclusive busway in Harbor Subdivision
 - Operates mixed-traffic or requires re-allocation of lanes:
 - north of Exposition Blvd
 - between MLK and Vernon
 - between 60th St and Florence
- Issues
 - Regulatory issues: Grade Crossing Safety Treatments, Joint Operation with Railroad
 - Requirements for dedication of lanes along constrained sections of Crenshaw Boulevard
- Cost: TBD



LRT Alignment Alternatives

- Alignment
 - Direct connections from Expo Line to Metro Green Line
 - Via Crenshaw Boulevard and Harbor Subdivision
- Connections
 - Open to future connection to Wilshire corridor
 - Future LAX People Mover
- Design Options
 - Potential Grade Separation: Between MLK and Vernon, 60th St. to Florence, La Brea Ave., and Manchester Ave.
 - Investigation into Prairie / Century may lead to another additional alignment alternative
- Requires Maintenance Facility near ROW
- Cost: \$1.0 – \$1.6 billion (2008\$)



Alternatives for Comparison

- No Build
 - Includes all existing highway and transit services and facilities committed in the current regional plans that are under construction or are environmentally cleared.
 - Includes completion of the Metro Rapid Bus Program
- Transportation System Management
 - Improvements to services on Metro Rapid Lines in the corridor: 710 (Crenshaw) and 740 (Crenshaw / La Brea / Hawthorne)



Summary of Comments from Latest Public Meetings (February 20 – February 25)

- Affirmation of core direction:
 - Metro Green Line, LAX, and Expo Line as primary connections
 - Future northern connection toward Wilshire/La Brea is preferable to Wilshire/Crenshaw
- LRT has more proponents than BRT
- Some comments for stronger / more direct connection into LAX terminals
- Service and/or connections through Inglewood commercial corridors, esp. the Prairie corridor
- Key focus on grade separations / subway sections; emphasis on regional equity
- Key impacts of concern: traffic, safety, aesthetics

Next Steps

- Environmental Analysis / Conceptual Design (AA/DEIS/DEIR – Spring 2009)
- Discussions with BNSF railroad related to Harbor Subdivision operations
- Coordination with City of Inglewood related to Prairie Avenue corridor
- Continued Public Outreach