

# Crenshaw Transit Corridor Study

Working Group Meetings  
March 2009



**Metro**

# Concepts to Think About Today

- **Alternatives and Design Options**
- **Grade Separation Analysis**
- **Supplemental Inglewood Alignment Analysis**
- **Evaluation Criteria for Choosing an Investment**

# Two Alternatives in Environmental Analysis



**BRT – Wilshire / Western to Metro Green Line**



**LRT – Expo Line to Metro Green Line**  
(service continues to Metro Green Line Redondo Beach station)



# Alternatives + Design Options



**BRT Alternative: 2 Options**



**LRT Alternative: 6 Options**

# BRT Alternative



## General Assumptions:

- Guided Busway along Harbor Subdivision with wide BRT stations
- Conversion of traffic lanes and removal of parking along Crenshaw in narrow sections (King to Vernon, 60th to 67th) for exclusive lanes

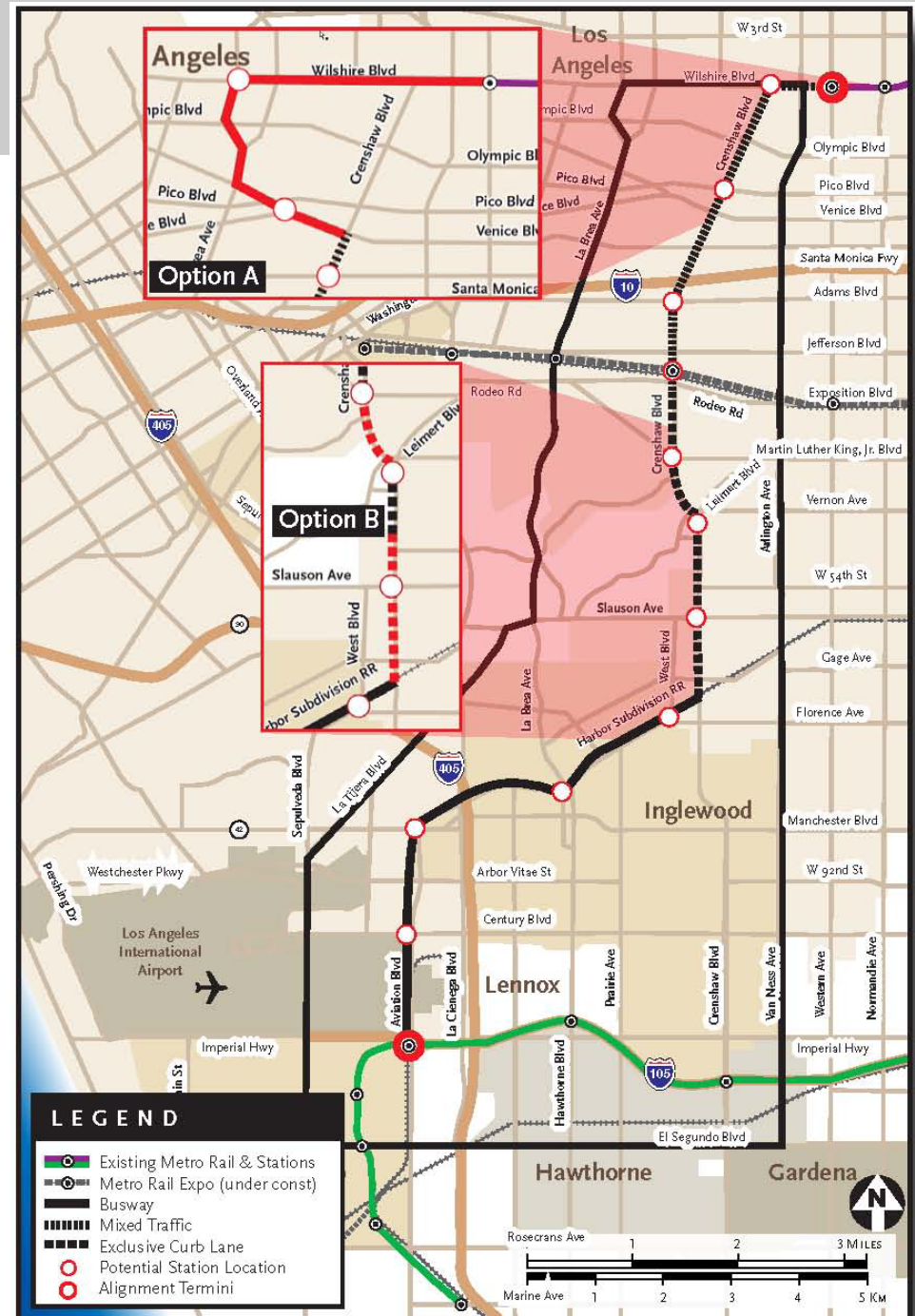
## Analysis to Date / Issues

- Exclusive lanes along Crenshaw create unmitigable traffic impacts between King and Vernon that *exceed* City standards. Requires City action to accept impacts to create exclusive lanes.
- Extra ROW required along Harbor Subdivision for some sections of busway and wide stations
- Street reconfiguration required along Crenshaw between 48<sup>th</sup> & 60<sup>th</sup>
- LAWA still determining airport connections
- BNSF coordination required for ease of construction

# BRT Alternative + Options

## Options

- A: Wilshire Connection – Connect at Wilshire / La Brea (v. Wilshire / Western)
- B: Exclusive Lanes along Crenshaw – Mixed Flow operation if City of Los Angeles does not allow exclusive lanes in narrow sections



# LRT Alternative



## General Assumptions:

- Grade separations are incorporated as required by adopted Metro grade separation policies (La Brea, La Cienega / I-405, Century) and in response to community concerns (between King and Vernon, between 60<sup>th</sup> and 67<sup>th</sup> St)
- Through connection with Green Line
- Accommodates future extension to the north (Wilshire Bl)

## Analysis to Date / Issues

- Requires optimization of traffic signals
- Street reconfiguration may be required along Crenshaw between 48<sup>th</sup> and 60<sup>th</sup>
- LAWA still determining airport connections, FAA review of train compatibility with aircraft operations
- BNSF coordination required to ease construction

# LRT Alternative + Design Options

## Design Options

- 1: Elevated Century / Aviation station
- 2: Potential Manchester grade separation
- 3: Potential Centinela grade separation
- 4: Below Grade Alignment through Hyde Park
- 5: Additional station near Vernon Ave
- 6: Below Grade Exposition / Crenshaw Connection





# Summary of Build Alternatives

	<b>BRT Alternative</b>	<b>LRT Alternative</b>
<b>Travel Time</b>		
Metro Green Line to Exposition Line	28-30 minutes (20% savings compared to equivalent Rapid Bus travel time of 35 minutes)	20 minutes (43% savings compared to equivalent Rapid Bus travel time of 35 minutes)
Metro Green Line to Wilshire Boulevard	39-41 minutes	-
<b>Ridership</b>	17,200 - 24,100 (Wilshire / Western to Aviation / Imperial)	15,200 - 21,300 (Expo to Marine)
(Preliminary Estimates, as of October 2008; ridership is contingent upon the alternative selected and reflective of the speed of the alternative.)	10,200 - 14,400 (Expo to Aviation / Imperial) Assumes ability to secure exclusive lanes along entire section of Crenshaw BI between the Expo Line and Harbor Subdivision. Higher travel times may reduce ridership estimates..	12,800 - 15,600 (Expo to Aviation/Imperial)
<b>Estimated Capital Cost (September 2008\$)</b> (subject to decisions to include/not include design options)	\$500 to 600 million (Costs rise if unable to secure City of LA approval of lane conversion along Crenshaw)	\$1.5 - \$1.8 billion (Includes shared infrastructure with Green Line North Extension to LAX [1 mile + 1 station], estimated at \$325M, September 2008)

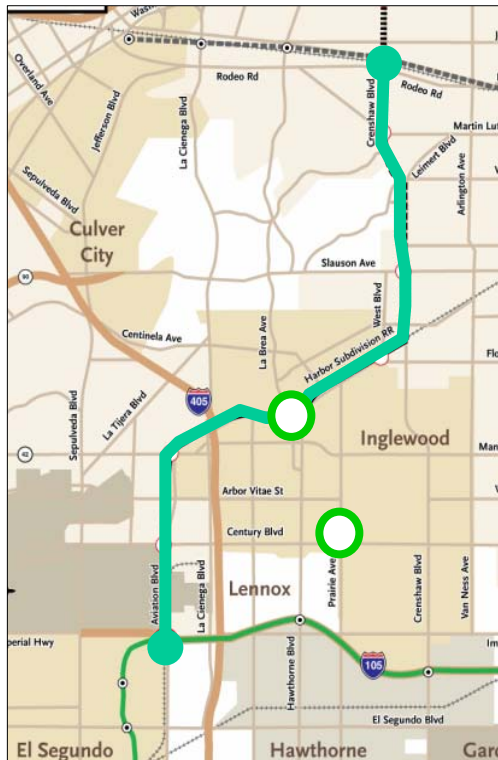


# Grade Separation Decision Process

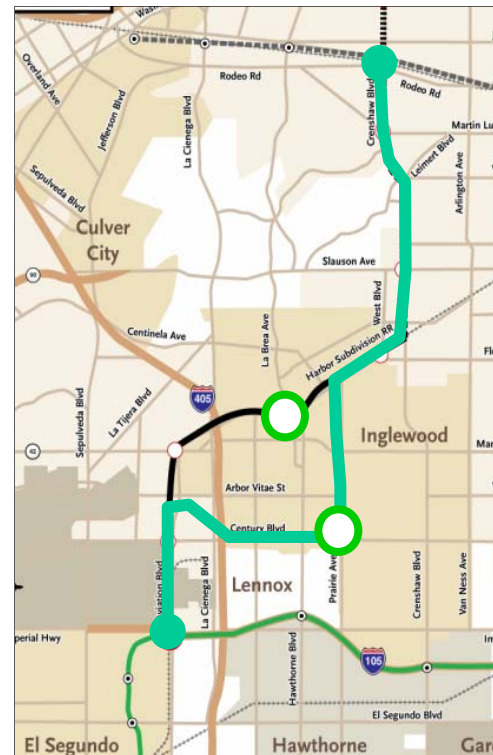
- **Train / Bus Volumes**
- **Traffic Volumes at Crossings**
- **Physical Conditions that affect Safety and Feasibility**
- **California Public Utilities Commission (CPUC) Application**

# Supplemental Inglewood Alternative Alignment Comparison











## Harbor Subdivision



## Prairie / Century



# Summary of Inglewood Alternatives Evaluation

	Harbor Subdivision	Prairie/Century
<b>Length</b>	8.25 miles	9 miles
<b>Travel Time</b> Metro Green Line to Exposition Line	20 minutes	20 minutes
<b>Estimated Capital Cost (2008\$)</b>	\$1.58 - \$1.8 billion	\$2.29 - \$2.47 billion
<b>Minimize Environmental Impact</b>		
<b>Population</b>		
<b>Employment</b>		
<b>Existing Development</b>		
<b>New Development</b>		
<b>Ridership</b>		
Base Estimate	15,200	14,800 (according to current plans) 15,100 (with potential development)
Potential Estimate with LAX Pax	21,300	20,700 (current plans) 21,100 (with potential development)
<b>Transit Connections</b>	11 lines served at Downtown Inglewood (La Brea / Florence) station	3 lines served at Prairie / Century station



  
 Best Worst



The Harbor Subdivision Alignment remains the most reasonable alignment alternative

# Alternatives Analysis Evaluation Criteria

## What factors should we use to decide what investment to make?

- No Build (Do nothing)
- TSM (Improvements to existing bus service)
- BRT Alternative
- LRT Alternative

*Security*

*Capacity*

*Construction*

*Travel Time Benefits*

*Cost-Effectiveness*

*Safety*

*Equity*

*Reliability*

*Jobs Generated*

*New Development*

*Environmental Justice*

*Community Revitalization*

*Traffic Impacts*

*Air Quality*

What else is important to you?  
How important is it?



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# Long Range Transportation Plan

- The Crenshaw Transit Corridor is in the Long Range Transportation Plan (LRTP) and is a Measure R project
- Measure R expenditure plan has an expected completion date between 2016 and 2018
- Metro is updating the LRTP Financial Plan to incorporate anticipated Measure R revenue and state and federal budgets
- Input from the public is important for the Metro Board to make project decisions
- The Project Team will keep you informed

# Community Clock – Group Exercise

- **Break out into four groups (3 minutes)**
- **Discuss (20 minutes)**
  - **Issues Associated with Design Options (20 minutes)**
  - **Alternatives Analysis Evaluation Criteria**
- **Each team reports back (5 minutes each)**
- **Each team chooses 3 speakers (12 speakers, 12 minutes)**