

LOS ANGELES COUNTY  
METROPOLITAN TRANSPORTATION AUTHORITY (Metro)

**NOTICE OF INTENT TO PREPARE AN  
ALTERNATIVES ANALYSIS (AA)/ ENVIRONMENTAL IMPACT  
STATEMENT (EIS)/ ENVIRONMENTAL IMPACT REPORT (EIR)**

**TO:** AGENCIES, ORGANIZATIONS, & INTERESTED PARTIES

**SUBJECT:** NOTICE OF INTENT/NOTICE OF PREPARATION OF AN  
AA/EIS/EIR

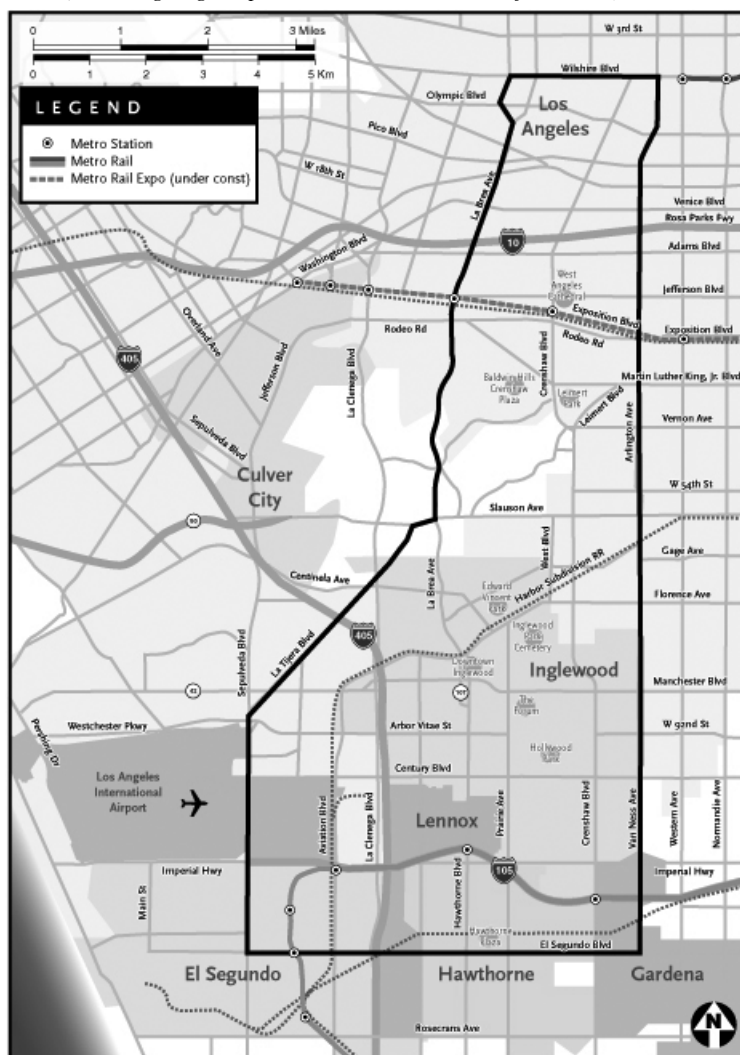
**PROJECT TITLE:** CRENSHAW-PRAIRIE TRANSIT  
CORRIDOR PROJECT

**PROJECT LOCATION AND ENVIRONMENTAL SETTING:**

The study area for the project includes portions of five jurisdictions: the Cities of Los Angeles, Inglewood, Hawthorne, El Segundo, as well as portions of unincorporated Los Angeles County, California. The study area is generally defined as the area extending north to Wilshire Boulevard, east to Arlington Avenue, south to El Segundo Boulevard, and west to Sepulveda and La Tijera Boulevards.

**PROJECT INITIATION:** Metro has initiated the preparation of an AA/EIS/EIR for the Crenshaw-Prairie Transit Corridor Project. Metro is serving as the lead agency for purposes of California Environmental Quality Act (CEQA) environmental clearance, and the Federal Transit Administration (FTA) is serving as lead agency for purposes of National Environmental Policy Act (NEPA) environmental clearance. The proposed project would provide for transit improvements within the Crenshaw-Prairie Corridor, which extends approximately 10 miles from Wilshire Boulevard on the north to El Segundo Boulevard on the south. The FTA and Metro invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the EIS/EIR, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated and the evaluation methods to be used. Comments should focus on alternatives that may be less costly or have less environmental or community impacts while achieving similar transportation objectives and the identification of any significant social, economic or environmental issues relating to the alternatives.

**PURPOSE AND NEED FOR THE PROJECT:** *The project purpose is to improve public transit service and mobility in the Crenshaw-Prairie Corridor between Wilshire and El Segundo Boulevards. The overall goal of the proposed project is to improve mobility in the corridor by connecting with existing lines such as the Metro Green Line or approved transit lines, such as the Exposition Light Rail Transit (LRT) Line (under construction). The proposed project is included in the current Metro Long-Range Transportation Plan and in the Southern California Association of Governments' 2004 Regional Transportation Plan (www.scag.ca.gov/rtp2004/2004/Final/07RTPProjectList.xls).*



**ALTERNATIVES:** *The primary alignment alternatives to be initially considered include:*

**Wilshire/Crenshaw/Metro Green Line:** This alternative alignment would extend south along Crenshaw Boulevard from Wilshire Boulevard through Koreatown, the Crenshaw District, and downtown Inglewood. From Crenshaw Boulevard, the alignment would turn southwest along the LACMTA owned Harbor Subdivision railroad right-of-way, adjacent to Florence Avenue, and continue south to the existing Metro Green Line Aviation Station. A transfer connection would be provided to LAX from the Aviation Station.  
**Exposition/Crenshaw/Metro Green Line:** This alignment alternative would extend from the Exposition LRT Line (under construction) south along

Crenshaw Boulevard, through the Crenshaw District and downtown Inglewood. From Crenshaw Boulevard, the alignment would turn southwest onto the Harbor Subdivision railroad right-of-way, adjacent to Florence Avenue, and continue south to the existing Metro Green Line Aviation Station. A transfer connection would be provided to LAX from the Aviation Station.  
**Wilshire/Crenshaw/La Brea/Hawthorne:** This alignment alternative would extend south along Crenshaw Boulevard from Wilshire Boulevard to the Harbor Subdivision railroad right-of-way in Inglewood. From the right-of-way, the alignment would travel south along La Brea Avenue to Hawthorne Boulevard.

**Exposition/Crenshaw/Prairie/Hawthorne:** This alignment alternative would extend south from the Exposition LRT Line (under construction) along Crenshaw Boulevard to the Harbor Subdivision railroad right-of-way. From the right-of-way, the alignment would turn south along Prairie Avenue, turn west to connect to the existing Metro Green Line Hawthorne Station along the I-105 freeway, and continue south along Hawthorne Boulevard.

The transit alternatives to be considered include:

**Bus Rapid Transit Alternative:** This alternative would utilize BRT and operate via the Wilshire/Crenshaw/Metro Green Line or Wilshire/La Brea/Hawthorne alignments described above.

**Light Rail Transit Alternative:** This alternative would utilize LRT and operate via the Exposition/Crenshaw/Metro Green Line or Exposition/Crenshaw/Prairie/Hawthorne alignments described above.

**No Build Alternative:** This alternative includes the committed highway and transit projects in the current LACMTA Long Range Transportation Plan and the 2030 Southern California Association of Governments' Regional Transportation Plan. For purposes of this EIS and comparison of alternatives, the major fixed-guideway investments under study for the Exposition Phase 2 and Westside Extension transit corridors are not included in the No-Build Alternative. The completion of the Metro Rapid Bus Program is included as well as possible additional feeder bus networks to serve the region's major activity centers.

**Transportation System Management (TSM) Alternative:** The TSM alternative enhances the No Build Alternative and emphasizes transportation system upgrade, such as intersection improvements, minor road widening, traffic engineering actions, bus route restructuring, shortened bus headways, expanded use of articulated buses, reserved bus lanes, expanded park/ride facilities, express and limited-stop service, signalization improvements, and timed-transfer operations.

In addition to the alternatives described above, other transit alternatives identified through the public and agency scoping process will be evaluated for potential inclusion in the EIS.

**PROBABLE ENVIRONMENTAL EFFECTS:** The purpose of the EIS/EIR process is to explore, in a public setting, the effects of the proposed project and its alternatives on the physical, human, and natural environment. The FTA and Metro will evaluate all significant environmental, social, and economic impacts of the construction and operation of the proposed project. Impact areas to be addressed include: transportation; land use, zoning and economic development; secondary development; land acquisition, displacements and relocations; cultural resources (including historical, archaeological, and paleontological resources) and parklands/recreation areas; neighborhood compatibility and environmental justice; visual and aesthetic impacts; natural resources (including air quality, noise and vibration, wetlands, water resources, geology/soils, and hazardous materials); energy use; safety and security; and wildlife and ecosystems (including endangered species). Measures to avoid, minimize, and mitigate all adverse impacts will be identified and evaluated.

**SCOPING MEETINGS:** Public scoping meetings to accept comments on the scope of the EIS/EIR will be held on the following dates: Monday, October 15, 2007, 6 p.m. to 8 p.m., Darby Park, 3400 W. Arbor Vitae Street, Inglewood, CA 90305; Wednesday, October 17, 2007, 6 pm to 8 pm, Nate Holden Performing Arts Center, 4718 W. Washington Boulevard, Los Angeles, CA 90016; Saturday, October 20, 2007, 9 a.m. to 11 a.m., Audubon Middle School, 4120 11th Avenue, Los Angeles, CA 90008. The project's purpose and need, and the initial set of alternatives proposed for study will be presented at these meetings. The buildings used for the scoping meetings are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in a scoping meeting should contact Ms. Susan Gilmore, Metro at 213-922-7287, or gilmore@metro.net. Scoping materials will be available at the meetings and are available on the Metro website (www.metro.net/crenshaw). Hard copies of the scoping materials also may be obtained from Ms. Susan Gilmore. An interagency scoping meeting will be held on Tuesday, October 16, 2007 from 1 p.m. to 3 p.m. at Metro offices (Gateway Room, One Gateway Plaza, Los Angeles, CA 90012).

**DATES:** Written comments on the scope of the EIS/EIR, including the project's purpose and need, the alternatives to be considered, the impacts to be evaluated and the methodologies to be used in the evaluations should be sent to Metro on or before November 5, 2007 at the address below.

**ADDRESSES:** Written comments should be sent to Mr. Alan Patashnick, Project Manager and Director of South Bay Area Team, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Mail Stop: 99-22-3, Los Angeles, California 90012, e-mail address patashnickalan@metro.net. The locations of the public scoping meetings are provided above under **SCOPING MEETINGS.**

**FOR FURTHER INFORMATION CONTACT:** Mr. Ray Tellis, Team Leader, Los Angeles Metropolitan Office, Federal Transit Administration, 888 South Figueroa Street, Suite 1850, Los Angeles, CA 90017, phone (213) 202-3950, e-mail ray.tellis@dot.gov.

