

## 6. RECOMMENDED PROJECT ALTERNATIVES

Based on the two-stage screening process and public input discussed above, the following alternatives will be carried forward to be studied in detail in the Draft EIS/EIR (see Table 4.11 for the Stage II Performance Summary):

- **No Build** – Existing transit and highway plans and programmed improvements through the year 2035.
- **Transportation Systems Management (TSM)** – Lower cost capital and operational improvements to roadways designed to improve bus speeds along existing roadways from the Aviation/Century Station to LAX.

Figure 6.1. Direct LRT Branch Alternative



Source: ConnectLAX, 2012

- Direct LRT Branch Alternative** – As shown in Figure 6.1, this alternative would directly connect Metro Green Line and possibly Crenshaw/LAX passengers to the CTA from the planned Metro Rail station located at Aviation and Century Boulevards. There are two areas where optional station configurations will require additional study: Lot C and the CTA. This alternative was selected to move forward for further consideration in the Draft EIS/EIR because it offers a balance between cost and passenger convenience. Stakeholders cited fewer transfers, competitive travel times for most passengers and higher reliability of the rail mode as key advantages for this alternative. In addition, the transfer at Aviation/Century could occur with a cross-platform transfer with no level changes. This would facilitate the transfer for passengers with luggage. Of the comment forms submitted, 21 percent of respondents preferred the Direct LRT Branch alternative.

- Circulator Alternative (APM)** – As shown in Figure 6.2, this alternative is an airport APM system that connects airport facilities with the Metro Rail station planned at Aviation and Century Boulevards. There are two station configuration options inside the CTA that will require additional study. This alternative was selected to move forward for further consideration in the Draft EIS/EIR because it offers a fast and reliable connection between the transit system and CTA. A central connection point to the Metro Rail system and perceptions that this service could operate more frequently to match the internal airport demand were cited as attractive features of this alternative. The common connection point offered a certain level of clarity and user friendliness for passengers. As a rail mode, this alternative could provide a high level of reliability. The APM Circulator alternative also offers the ability to have the level and frequency of service and the length and size of the trains to be adjusted to match airport-specific demand levels. Of the comment forms submitted, 26 percent of respondents preferred the Circulator (APM) alternative.

Figure 6.2. Circulator Alternative



Source: ConnectLAX, 2012

- Modified LRT Trunk Alternative (Through LAX)** – As shown in Figure 6.3, this alternative routes Metro Rail under the airport with one centrally located station, which will connect both the Metro Green and Crenshaw/LAX Lines directly to the airport. This alternative was selected to move forward for further consideration in the Draft EIS/EIR because it results in the most direct and fastest trips and the highest-ridership potential of all the alternatives. The ability to offer direct, one-seat ride connections with the lowest travel time and fewest transfers was cited by stakeholders as features they found attractive in this alternative. This alternative and its single central station provided a certain level of user-friendliness and clarity for passengers. As a rail mode, this was perceived as a highly reliable alternative as well. Of the comment forms submitted, 42 percent of respondents preferred the Modified LRT Trunk (Through LAX) alternative.

Figure 6.3. Modified LRT Trunk (Through LAX) Alternative



Source: ConnectLAX, 2012

The three Build Alternatives (Direct LRT Branch, Circulator and Modified LRT Trunk (Through LAX) Alternatives), along with the No Build and TSM Alternatives, will be carried forward into the Draft EIS/EIR phase. The focus of the Draft EIS/EIR phase is to identify potential environmental impacts resulting from the implementation of the project alternatives. Several other activities will proceed in parallel, including advanced conceptual engineering, refinement of capital and operating cost estimates, and identification of potential funding sources. The Draft EIS/EIR is scheduled to be completed and available for public review in Spring 2013.

## 7. ALTERNATIVES ELIMINATED FROM FURTHER ANALYSIS

Based on the two-stage screening process and public input discussed above, the following alternatives will not be carried forward to be studied in detail in the Draft EIS/EIR:

- **Intermediate LRT and Circulator** – In terms of passenger convenience, this connection type involves the most number of transfers, least travel time savings and the lowest ridership. All alternatives within this connection type were eliminated. Of the comment forms submitted, six percent of respondents preferred the Intermediate LRT and Circulator alternative.
- **BRT Mode** – This mode would operate on an aerial busway between Aviation and Sepulveda Boulevards and then transition to mixed flow operation using the existing airport roadway inside the terminal area. With this configuration, the BRT mode is subject to roadway congestion within the airport terminal area which reduces reliability and results in the longest travel times. All alternatives that utilize BRT as a mode have been eliminated from further consideration. Of the comment forms submitted, seven percent of respondents preferred the Circulator (BRT) alternative.
- **Century Boulevard Alignment (for both LRT and APM modes)** – Public input suggested that there is a general preference for the 98th Street alignments for both the Direct LRT Branch and Circulator (APM) alternatives. This option has the potential for visual impacts to the existing Century Boulevard corridor landscape as well as negatively affecting traffic circulation and vehicular access to local businesses. Furthermore, for the Direct LRT Branch alternative, an additional transfer with a long walk would be involved between the Metro Green and the Crenshaw/LAX Lines reducing the attractiveness of this alignment option. This situation is caused by the need for a second station associated with the Metro Green Line turning west onto Century Boulevard before reaching the new Crenshaw/LAX station planned at the northwest corner of Aviation and Century Boulevards. Therefore, all options that utilized an alignment along Century Boulevard have been eliminated from further consideration.