

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.

APPENDICES

- A. Public Outreach – August 2011**
- B. Public Outreach – February/March 2012**