

Previous Studies



1988: Coastal Corridor Rail Transit Project



1991: LAX/Metro Green Line Interagency Task Force



1994: Metro Green Line Northern Extension Supplemental Environmental Impact Report



2002 – 2004: LAX Master Plan



2004 – Present: LAX Specific Plan Amendment Study (SPAS)



2007– Present: Crenshaw/LAX Transit Corridor Project



2008: LAX/Metro Green Line Interagency Taskforce

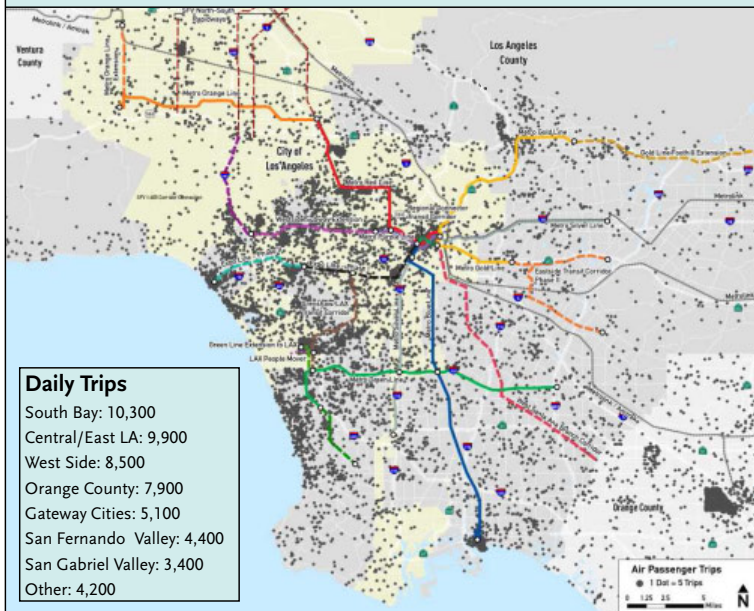


Metro

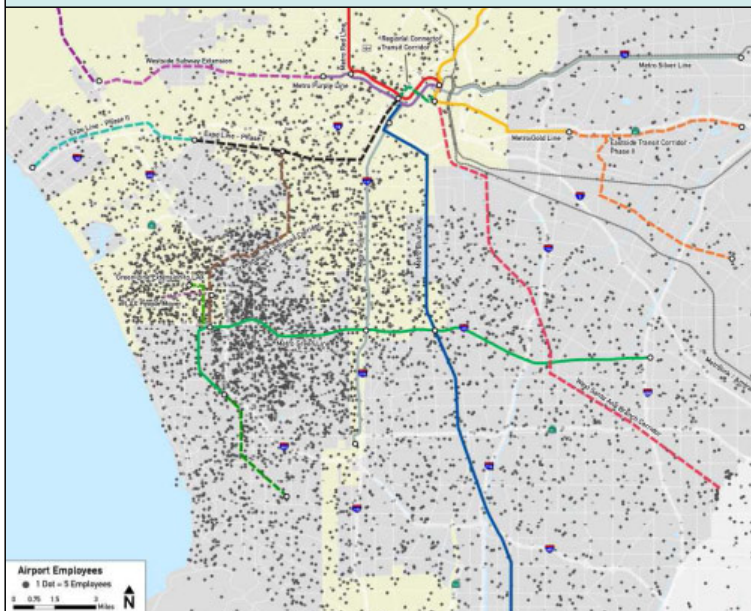


Who is Traveling to LAX?

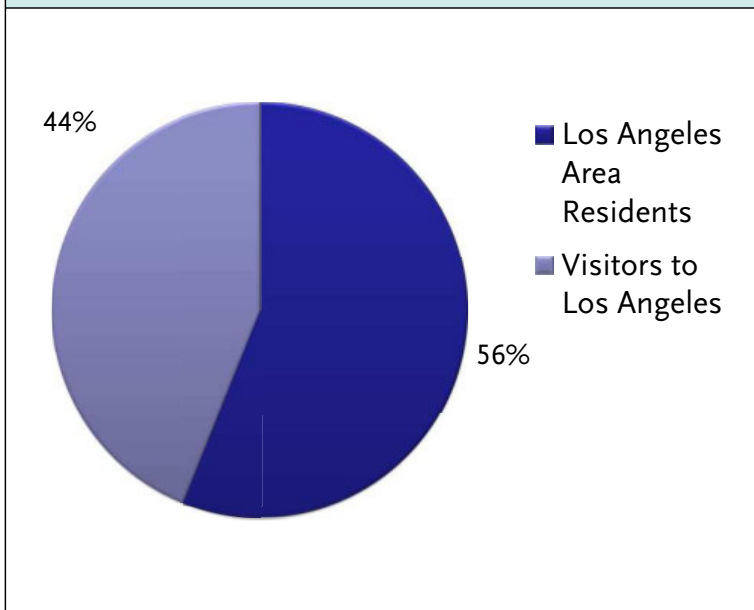
Where do Passenger Trips Begin?



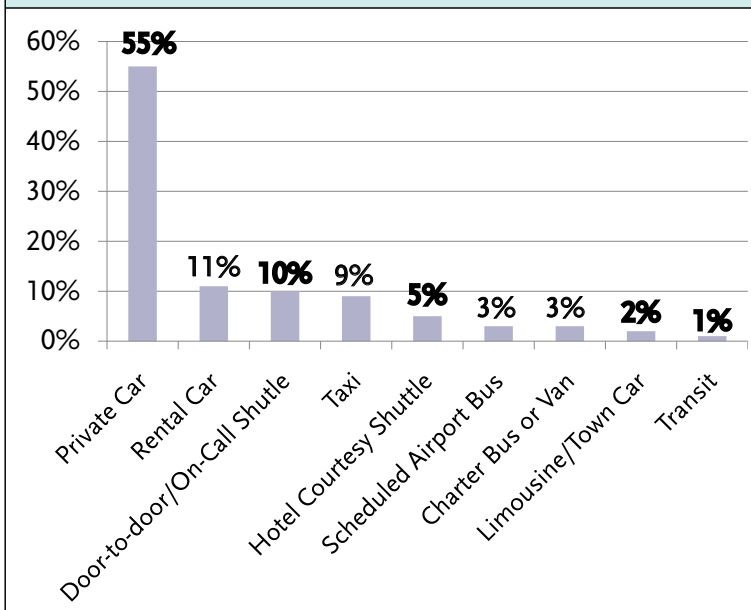
Where do LAX Employees Live?



Who is Using LAX?



How do Passengers Travel to LAX?



Sources: LAWA Air Passenger Survey, 2006; LAWA Employee Data, 2011

Comparison of SPAS to Metro Green Line to LAX

Specific Plan Amendment Study (SPAS)

- Sponsor: LAWA
- Program-level environmental review focused on airport-wide improvements
- Focus: support modernization of LAX to accommodate nearly 79 million annual passengers
- Address concerns about certain LAX Master Plan projects
- Projects under study:
 - Bus Rapid Transit (BRT) or Automated People Mover (APM)
 - Terminal, runway, and taxiway improvements
- Completion of DEIR expected early 2012; FEIR expected early 2013

Metro Green Line to LAX

- Sponsor: Metro
- Project-level environmental study of transit connections to LAX
- Focus: connect regional transit networks to LAX terminals
- Measure R funded project: \$200M (2008\$)
- Modes being considered:
 - Bus Rapid Transit (BRT)
 - Light Rail Transit (LRT)
 - Automated People Mover (APM)
- Completion of DEIS/DEIR expected early 2013; FEIS/FEIR expected 2014

Common Goal:
Connect regional travelers to LAX

Purpose and Need

1. Provide a high-quality experience for passengers traveling between airport terminals and the regional transit system
2. Satisfy travel demand associated with a modern, world-class international airport
3. Increase the share of transit trips to and from LAX and reduce regional traffic congestion with minimal impact on airport facilities and surrounding communities
4. Integrate with existing and future transit connections and airport facilities
5. Design an airport connector project that best leverages all potential funding sources

Screening Criteria

1. Enhance the passenger experience
2. Facilitate ease of connectivity from Central Terminal Area (CTA) to off-CTA airport-related functions and regional transit network
3. Promote ridership
4. Avoid conflicts with FAA safety areas, utilities, and passenger-restricted zones
5. Yield high project benefits in relation to costs
6. Maximize institutional and funding support
7. Reduce traffic impacts on the regional transportation network
8. Demonstrate compatibility with long-term regional plans
9. Accommodate high-volume passenger loads in a line-haul configuration

Growing Transit Network with Measure R

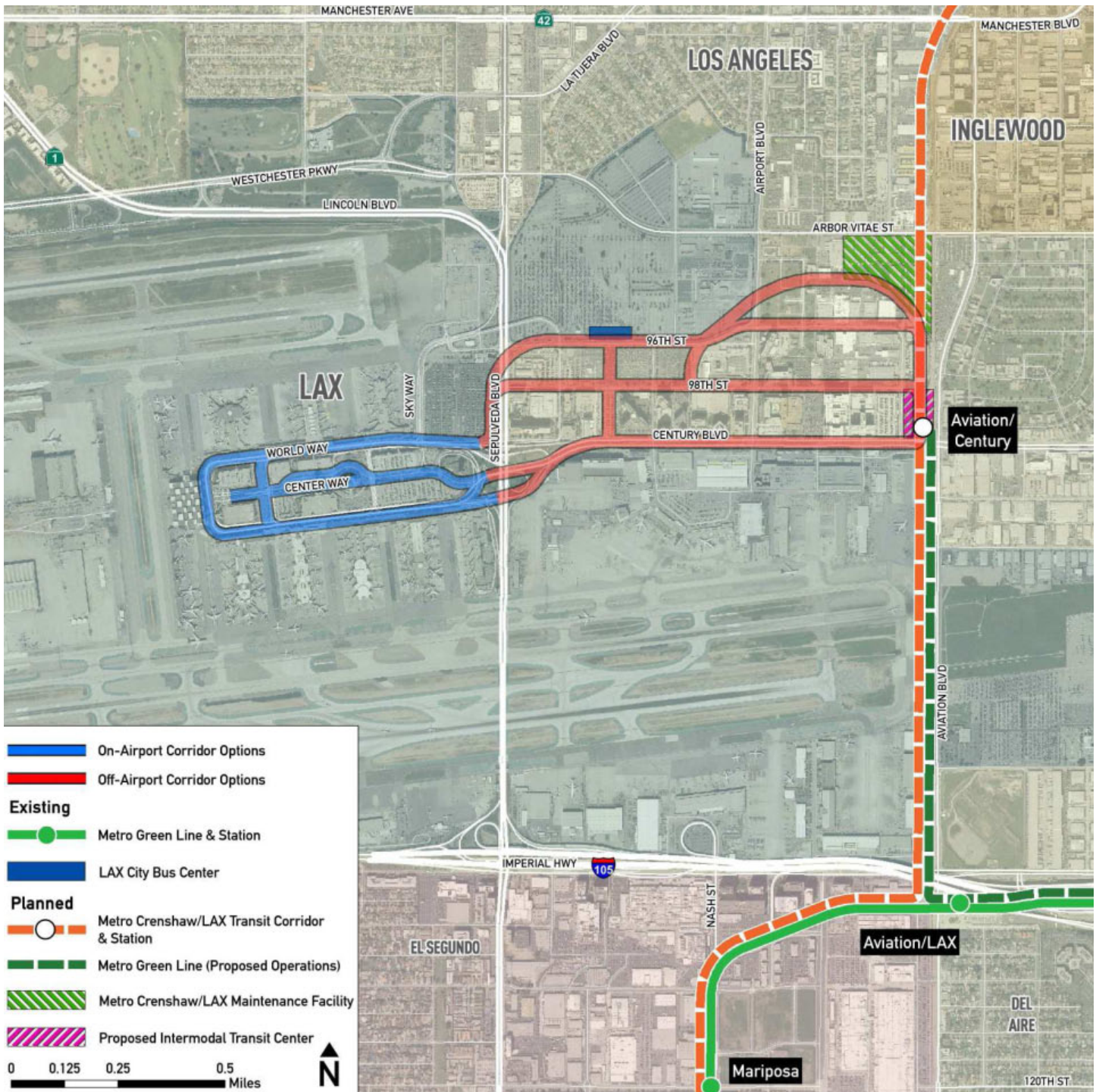




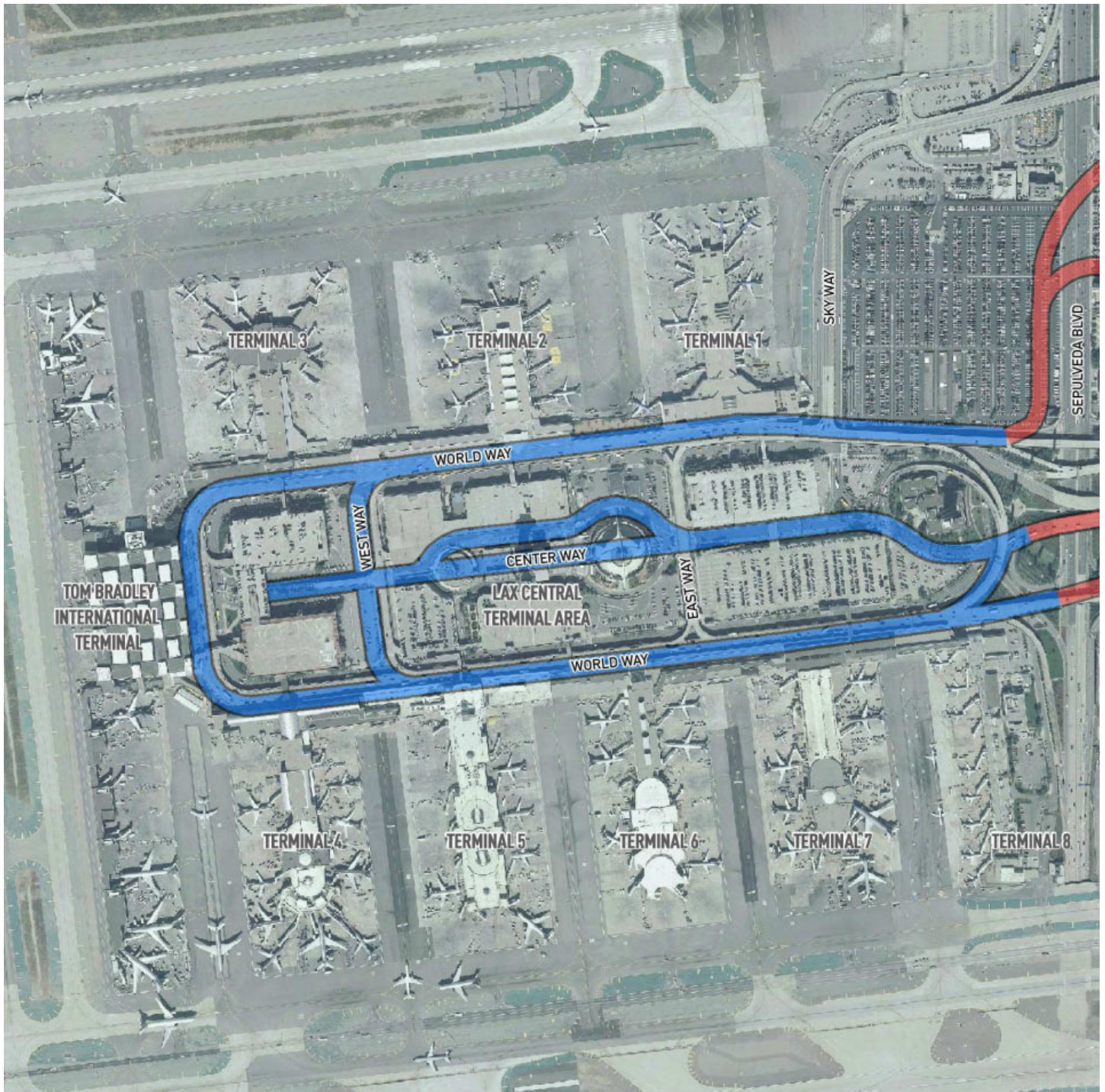
Project Study Area



Alignments Under Consideration



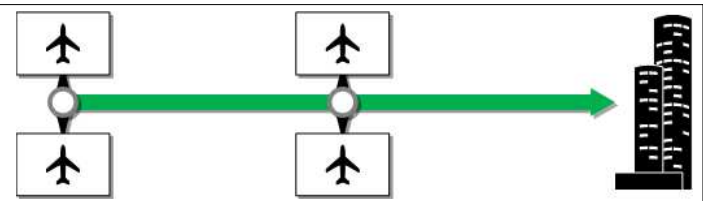
Central Terminal Area (CTA) Alignments Under Consideration



Airport Connections Around the Country

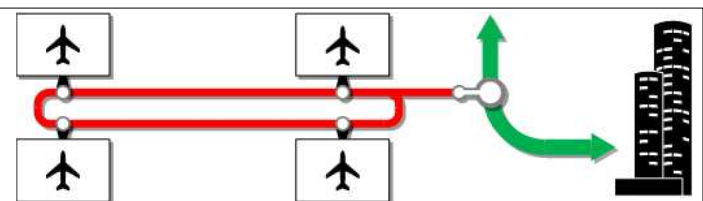
Direct Regional Rail

Shown as **D** on map below



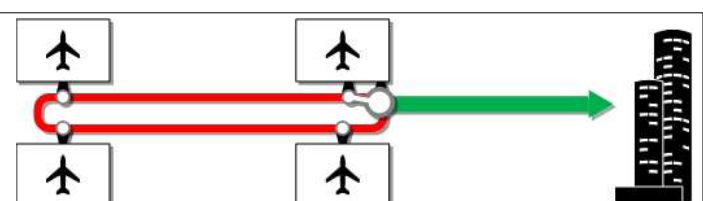
Airport Circulator

Shown as **C** (fixed guideway) or **C** (bus)

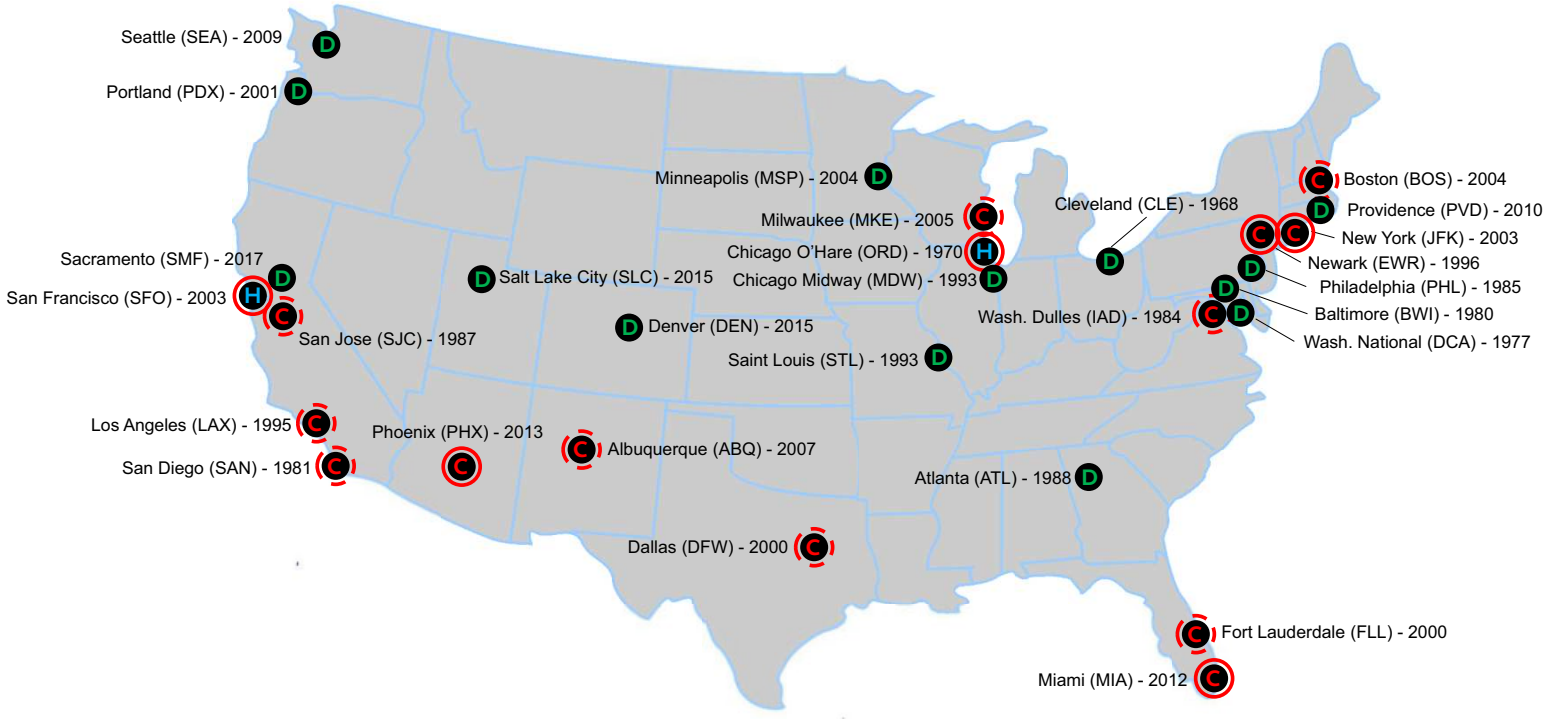


Hybrid

Shown as **H** (rail) on map below



Note: Years shown correspond to the opening year or planned opening year of the system



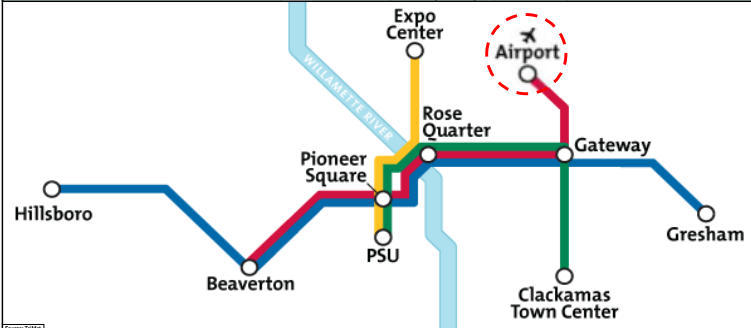


Direct Regional Rail

- Connects a regional rail system to an airport, commonly with a single station, but sometimes with multiple stations when there are multiple terminals
- Often used in airports with compact terminal areas
- Requires longer walking distances for passengers at airports with multiple terminals

Example: Portland, OR (PDX)

TriMet Metropolitan Area Express (MAX) System Map



Portland International Airport Ave Station Aerial



Portland International Airport (PDX) Terminal



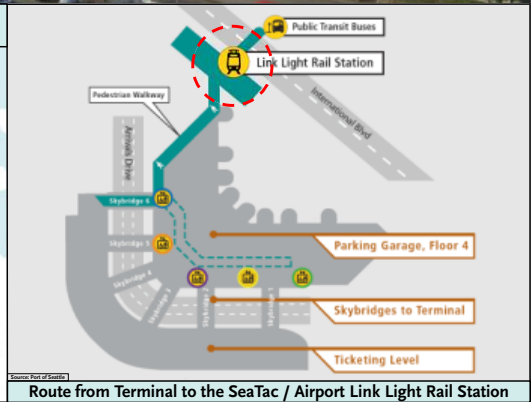
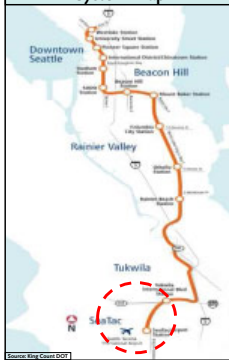
- 52.4-mile, 4-line LRT system connecting the airport, Portland, Gresham, Hillsboro and Clackamas County
- Trains operate every 15 minutes
- The Airport Extension, opened in 2001, allows passengers to travel between the airport and downtown Portland in 38 minutes
- Station is located 200 to 700 feet from airport entrance
- **6% of airport passengers get to the airport using LRT**

Example: Seattle, WA (SEA)

View of SeaTac / Airport Link Light Rail Station from East



Central Link Light Rail System Map



Route from Terminal to the SeaTac / Airport Link Light Rail Station

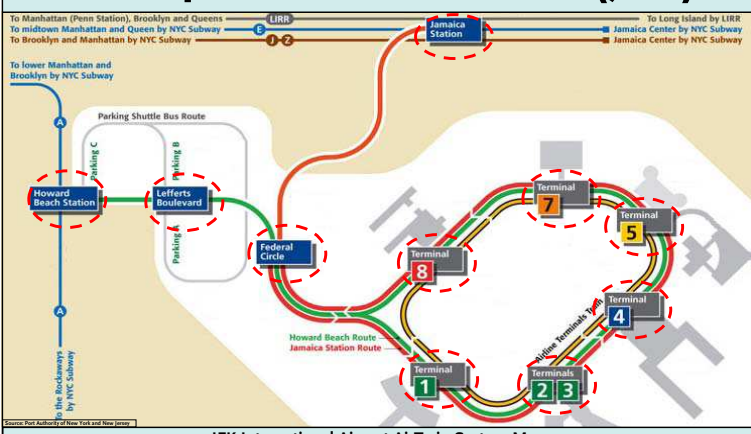
- 15.6-mile LRT service connecting the airport to downtown Seattle
- Trains operate every 7 to 15 minutes
- The SeaTac/Airport Station, opened in 2009, allows passengers to travel between the airport and downtown Seattle in 36 minutes
- Station is connected to the airport terminal by an approximately 975-foot-long pedestrian walkway
- **Number of airport passengers using rail service is not yet known**



Airport Circulator

- Connects regional transit service with an airport-based circulator system
- Provides service between several closely-spaced locations, such as terminals and/or other airport facilities (such as parking garages and car rental facilities)
- Often used in airports with multiple terminals

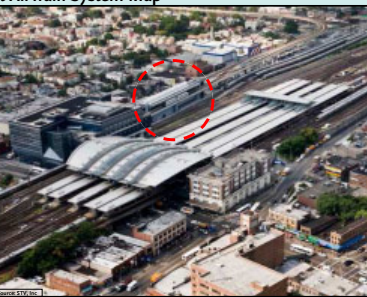
Example: New York, NY (JFK)



JFK International Airport AirTrain System Map



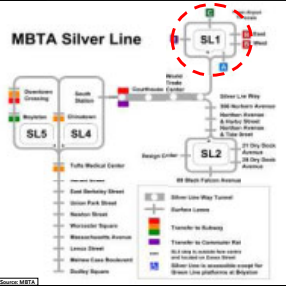
JFK International Airport Aerial



Jamaica Station Aerial

- 8.5-mile APM connecting the airport to MTA New York City Transit subways and buses and the Long Island Rail Road
- Trains operate every 5 minutes
- The ten-station system, opened in 2003, allows passengers to travel between the airport and midtown Manhattan via Jamaica Station in approximately 40 minutes
- The distance between the stations and the terminals range from 0 to 950 feet
- **8% of passengers get to the airport using rail service**

Example: Boston, MA (BOS)



Massachusetts Bay Transportation Authority (MBTA) Silver Line



Logan International Airport Aerial

- 3.5-mile long BRT service connecting airport terminals A, B, C, E, with downtown Boston
- BRT service, opened in 2005, allows passengers to travel between the airport and downtown Boston in 15-25 minutes using bus-only lanes for 3.5-miles
- Buses operate every 10 to 15 minutes
- BRT buses stop directly in front of all terminal entrances
- **12% of passengers get to the airport using bus/van service**



Modes Under Consideration

Light Rail Transit (LRT)

- Electrically powered by overhead wires
- Vehicles can be linked together to accommodate up to 335 passengers per 2-car train set
- Requires traction power substations every mile along tracks
- Can share maintenance facility with light rail system
- **Considered for direct regional rail connection**



Automated People Mover (APM)

- Low- to medium-capacity automated (i.e., driverless) vehicles that are not interoperable with Metro rail lines
- Can accommodate up to 50 passenger per train
- Utilizes electric cars operating on grade-separated and exclusive tracks
- Suited for short-distance circulation within major activity centers like airports
- Requires additional maintenance facility
- **Considered for an airport circulator system connection**



Bus Rapid Transit (BRT)

- Low- to medium-capacity vehicles that are comparable to the existing Metro Orange Line
- Can accommodate up to 60 passengers per bus
- Utilizes technologically-advanced buses and dedicated bus lanes to offer rail-like service at a lower cost and with greater flexibility
- Suited for all trip lengths and where trips have dispersed origins
- Can share maintenance facility with bus system, if available
- Can accommodate curbside service
- **Considered for airport circulator system connection**





Existing/Planned Transit

