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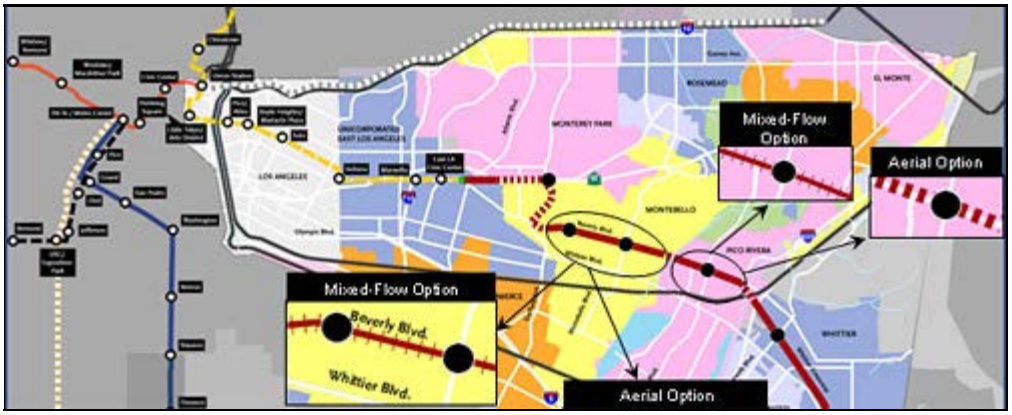

Detail illustrates proposed transit alternative for Beverly Boulevard alignment.

Board to Consider Four Transit Alternatives for Phase 2 of Eastside Transit Corridor

By JOSÉ UBALDO
Media Relations

(January 6, 2009) The Metro Board of Directors will consider the adoption of the Eastside Transit Corridor Phase 2 Alternatives Analysis study during its next Planning and Programming Committee meeting Jan. 14. From there, it is expected to go before the full Metro Board on Jan. 22.

The Eastside Transit Corridor Phase 2 project seeks to improve mobility in the study area that includes 13 cities and communities in an 80-square-mile area challenged by future growth and traffic on highly congested freeways and arterial streets.

The cities are Bell, Commerce, Downey, El Monte, Industry, Los Angeles, Montebello, Monterey Park, Pico Rivera, Rosemead, Santa Fe Springs, South El Monte, Whittier, and unincorporated areas of Los Angeles County.

Metro staff is recommending the advance of four light rail alternatives for further environmental review for the Draft Environmental Impact Statement/Report (DEIS/DEIR) after reviewing public comments and feedback from briefings with city staff, government agencies, elected officials and other stakeholders.

Metro's Alternatives Analysis study is the first step in the environmental clearance process. The Metro Board of Directors will determine whether to move the project forward to subsequent environmental review stages based in part on the results of this study.

The four alternatives staff is recommending:

- **SR-60:** This alignment generally follows the southern edge of the SR-60 Freeway within the existing right-of-way. It would terminate just west of the I-605/SR-60 interchange. This alternative would follow the slope of the freeway and become elevated over freeway ramps.

- **Beverly:** This alignment follows SR-60 for a short stretch before traveling south on Garfield Avenue to connect with Beverly Boulevard. On Beverly Boulevard, this alignment continues east, using the Whittier Greenway to terminate at Whittier Boulevard. This alternative is primarily at-grade (street level) with short elevated structures along Garfield Avenue and at the San Gabriel River.

- **Beverly / Whittier:** This alignment is the same as the Beverly alternative until reaching Montebello Boulevard where it heads south to Whittier Boulevard. Once on Whittier Boulevard, this alignment becomes elevated to cross two rivers and the I-605 freeway, ending at-grade in the city of Whittier.

- **Washington:** This alignment follows SR-60 to Garfield Avenue, traveling south to Washington Boulevard. From there, the alignment continues east to the city of Whittier. This alternative is elevated along parts of Garfield Avenue and all of Washington Boulevard to eliminate conflict with truck traffic in the Washington Boulevard corridor.

Since summer 2007, Metro has worked with corridor cities, communities and stakeholders to identify the most promising alignments for further environmental review. Through this process, 47 alignment alternatives were identified from previous corridor studies and public meetings.

Metro staff also studied the feasibility of different transit modes for each alignment such as Light Rail Transit (LRT) and Bus Rapid Transit (BRT, similar to the Metro Orange Line). Metro staff is recommending that only light rail alternatives be studied in the next phase of the project for reasons of higher ridership, less travel time, and cost-effectiveness.

Seven regional transit agencies currently serve the area and share the same congested roads with automobiles. Every day, approximately 50,000 commuting trips leave the area bound for central Los Angeles and 115,000 daily work trips are made within the study area itself.

These existing conditions, combined with projected population growth of 23 percent and employment growth of 15 percent over the next 30 years, illustrate the need for additional transit alternatives.