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**PLANNING AND PROGRAMMING COMMITTEE
MARCH 19, 2008**

SUBJECT: EASTSIDE TRANSIT CORRIDOR PHASE 2– STATUS REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

Receive and file this project update on the Eastside Transit Corridor Phase 2 Study early scoping workshops (Attachment A) and the alternatives identified for screening in the Alternatives Analysis (AA) Study (Attachment B).

ISSUE

In June 2007, the Board approved the start of an AA Study for the Eastside Transit Corridor Phase 2 by awarding two contracts: one for the AA Study and the other for community outreach. During the month of November, staff conducted a series of four early scoping workshops to solicit input on the range of alternatives to be considered in the project's AA Study. These meetings were well attended by more than 220 participants. During the full 30-day comment period, a total of 159 comments were received from cities, stakeholders, organizations, civic associations and residents. An Agency meeting with the cities within the study area was also conducted in November.

Staff has incorporated comments received through that outreach effort along with technical analysis and identified a total of 17 representative alternatives that included both historical transit alignments studied within the corridor in the previous Major Investment Study as well as new ideas regarding modes, alignments and profiles suggested by the scoping comments listed in Attachment A. Staff is now preparing to conduct a screening of these alternatives in accordance with Federal Transit Administration New Starts Program Guidelines and conduct further community outreach in preparation for returning to the Board in summer 2008 with recommendations on the best performing alternative(s).

DISCUSSION

The Eastside Transit Corridor Phase 2 Study will evaluate a range of alternative transit improvements and recommend either a Locally Preferred Alternative (LPA) or limited number of potential alternatives that can best accommodate population growth and transit demand and be compatible with land use and future development opportunities. To ensure the greatest flexibility in future funding options, the study is following federal Section 5309 New Starts Program guidelines. As part of any new consideration for a high capacity transit corridor, federal guidelines require that an AA Study be conducted which considers all reasonable alternatives, including above-ground alternatives, different transit modes such as Light Rail Transit (LRT) or Bus Rapid Transit (BRT) and alternative route alignments. Early scoping is the first step in the AA study process during which community meetings are held to solicit input into the range of alternatives to be considered in the study.

Early Scoping

The early scoping process for the Eastside Transit Corridor Phase 2 AA included both identification of prospective participants and notification for all meetings. The intention was to both inform and solicit feedback on what transit improvements should be studied and how transit improvements should be evaluated.

The official notification process began with an early scoping notice published in Federal Register Volume 72, No. 210 on Wednesday, October 31, 2007. The official scoping comment period ended on November 30, 2007. The general public and agency representatives were given opportunities to attend public meetings and provide verbal plus written comments. In addition, those wishing to provide comments could view project information on our website and respond in writing or by email.

A summary of the substantive comments is provided in Attachment A. As indicated, comments were provided through a variety of means including verbal and written comments, via public statement at the early scoping meetings, letter, email, and from the Metro Project Helpline. Participants were briefed regarding the Eastside Transit Corridor Phase 2 study area transit needs, a range of transit modes for consideration and the principal routes identified historically. Comments addressed transit mode, transit alignment, potential stations, evaluation criteria to use and general issues about the study.

Comments Received

The majority of comments received vastly supported the project goals and provided strong direction for alignment considerations. The Whittier Boulevard corridor was considered the preferred alignment with grade separation considerations due to limited right-of-way availability. The SR 60 freeway and Washington Boulevard were listed as strong secondary alternatives for consideration. Beverly Boulevard was the most noted street to avoid due to narrow right-of-way, established trees lining the boulevard and proximity to residents and small businesses. Light rail technology was the preferred mode and parking, safety, property values and congestion were the most discussed issues of concern.

These comments provide useful input to the definition of alternatives and their subsequent evaluation and will be incorporated as the Eastside Transit Corridor Phase 2 AA Study progresses.

Alternatives Identified for Initial Screening

Based on the analysis of previous corridor study alternatives and the scoping comments received, the alternatives identified for initial screening have been defined. These alternatives are listed and illustrated in Attachment B.

The alignments, stations and transit technologies include LRT and BRT. In all, 17 build alternatives have been identified in addition to the required No Build and Transportation Systems Management (TSM) Alternatives. These alternatives include the following:

- LRT North of SR 60 (Alternative 1)
- LRT via SR 60 (Alternatives 2, 3 and 4)
- LRT via Beverly Boulevard (Alternatives 5, 6 and 7)
- LRT via Whittier Boulevard (Alternatives 8, 9, 10, 11 and 12)
- LRT via Washington Boulevard (Alternatives 13 and 14)
- Combined BRT Alternatives via SR 60/Beverly Boulevard/Whittier Boulevard (Alternatives 15, 16, and 17)

NEXT STEPS

Staff will prepare a detailed analysis of the 17 alternatives in comparison to the No Build and TSM Alternatives and conduct additional community outreach to gauge community concerns and support for the various options. The results of this analysis will be brought back to the Board during the summer with recommendations for further action.

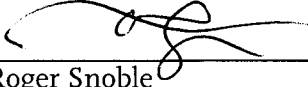
ATTACHMENTS

- A. Early Scoping Executive Summary
- B. Summary of Alternatives Identified for Screening Report

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Carol Inge
Planning Chief Officer



Roger Snoble
Chief Executive Officer

ATTACHMENT A
Summary of Early Scoping Process Comments

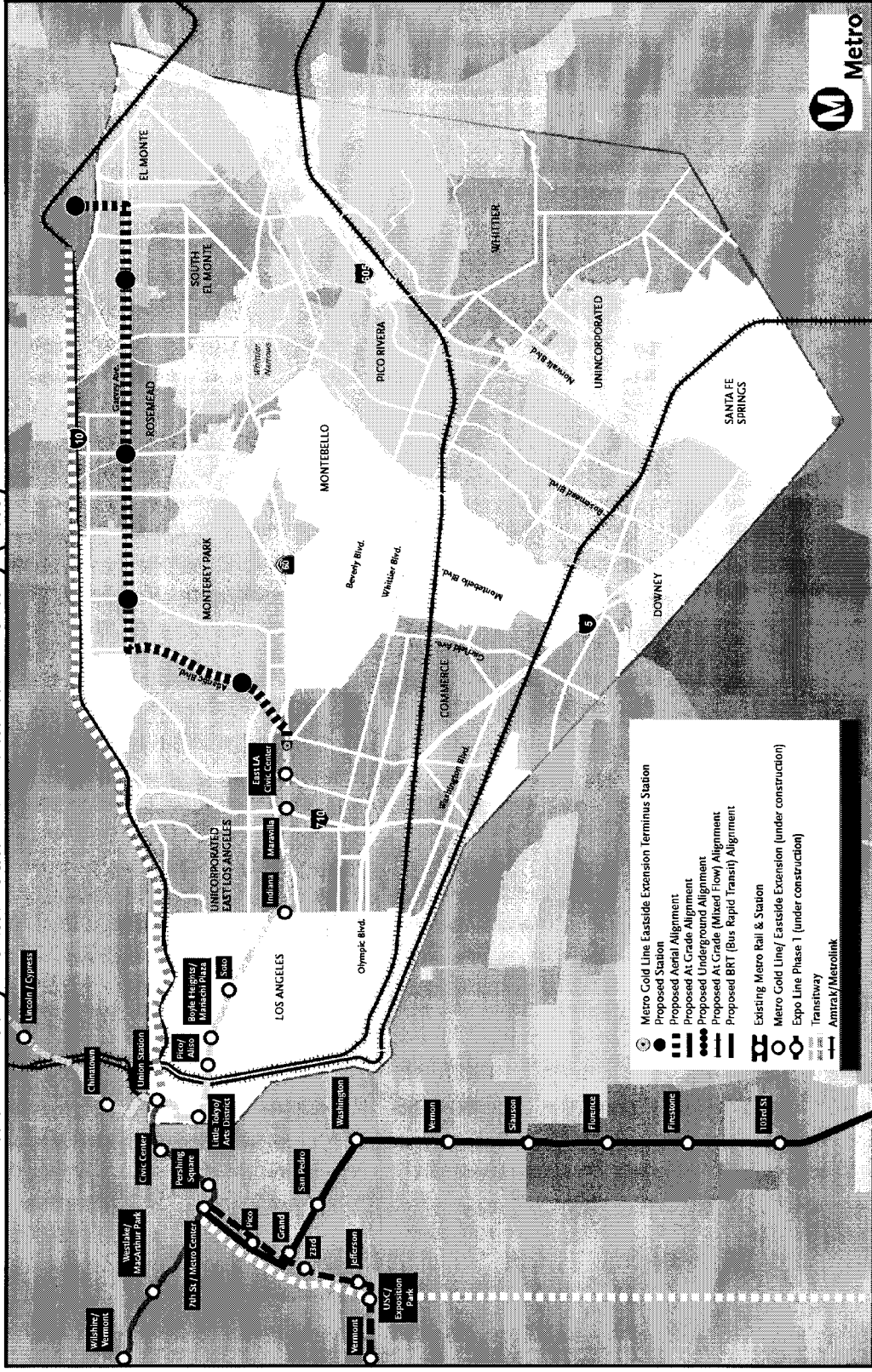
Routes	Modes	Stations/P&R	Configuration	Issues
Whittier Yes - 41	LRT Yes - 32	N/A	At-grade - 1	Parking - 5
Whittier No - 6	LRT No - 3		Subway - 18	Safety - 5
Beverly Yes - 17	BRT Yes - 2		Elevated - 8	Property Values - 4
Beverly No - 35	BRT No - 9			Trees on Beverly - 4
60 Fwy Yes - 31	Mixed Flow LRT			Congestion - 4
60 Fwy No - 15	Yes - 5			Graffiti - 3
Washington Yes - 28	Mixed Flow LRT			TOD - 3
Washington No - 3	No - 1			Cost - 3
Atlantic - 9	Metro Rapid Bus			Crime - 2
UP ROW - 6	- 2			Washington geo - 2
Garfield - 4	Monorail - 2			ROW takes - 1
605 Fwy - 4	Bus - 1			Noise - 1
Greenway - 3				Decision process - 1
Olympic - 3				Performance - 1
Pomona to Paramount - 2				North/South Connection - 1
Rosemead - 2				Business Impacts - 1
Lambert - 2				Transients - 1
El Monte Busway - 1				Construction - 1
5 Fwy - 1				Incentives - 1
Any Route - 1				

ATTACHMENT B
EASTSIDE TRANSIT CORRIDOR PHASE 2 STUDY
Major Build Alternatives for Consideration in Screening

Alternative	Mode	Configuration(s)	Stations	Comments
1	LRT	Aerial	5	Connection to El Monte Busway terminal
2	LRT	At-Grade/Aerial	4	Stations would include large park-n-ride lots
3	LRT	At-Grade/Aerial	7	At-Grade along Pomona Boulevard and on Whittier Boulevard east of I-605
4	LRT	At-Grade/Aerial	5	Utilizes Whittier Greenway for at-grade operation into Whittier
5	LRT	At-Grade	10	Mixed flow LRT operation including loop in Uptown Whittier
6	LRT	At-Grade/Aerial	6	Utilizes Whittier Greenway for at-grade operation into Whittier
7	LRT	At-Grade/Aerial	6	Utilizes Whittier Greenway for at-grade operation into Whittier
8	LRT	Underground	5	Requires relocation of Metro Gold Line Eastside Extension terminus station
9	LRT	At-Grade/Aerial	10	Mixed flow operation on Beverly and Uptown Whittier loop
10	LRT	Underground/At-Grade/Aerial	6	Relocated Metro Gold Line Eastside Extension terminus station, utilizes Whittier Greenway for at-grade operation into Whittier
11	LRT	At-Grade/Aerial	6	Aerial alignment along Whittier Boulevard
12	LRT	Underground/At-Grade/Aerial	8	Relocated Metro Gold Line Eastside Extension terminus station, underground from east Olympic Boulevard to Whittier Boulevard, mixed flow in Uptown Whittier
13	LRT	At-Grade/Aerial	6	Aerial on Garfield Boulevard, connection to Presbyterian Intercommunity Hospital
14	LRT	At-Grade/Aerial	6	Aerial on Garfield Boulevard and Washington Boulevard
15	BRT	At-Grade	6	BRT on SR 60, connects to existing Metro Gold Line Eastside Extension terminus station
16	BRT	At-Grade	10	BRT on Beverly Boulevard, connects to existing Metro Gold Line Eastside Extension terminus station
17	BRT	At-Grade	8	BRT on Whittier, connects to existing Metro Gold Line Eastside terminus station

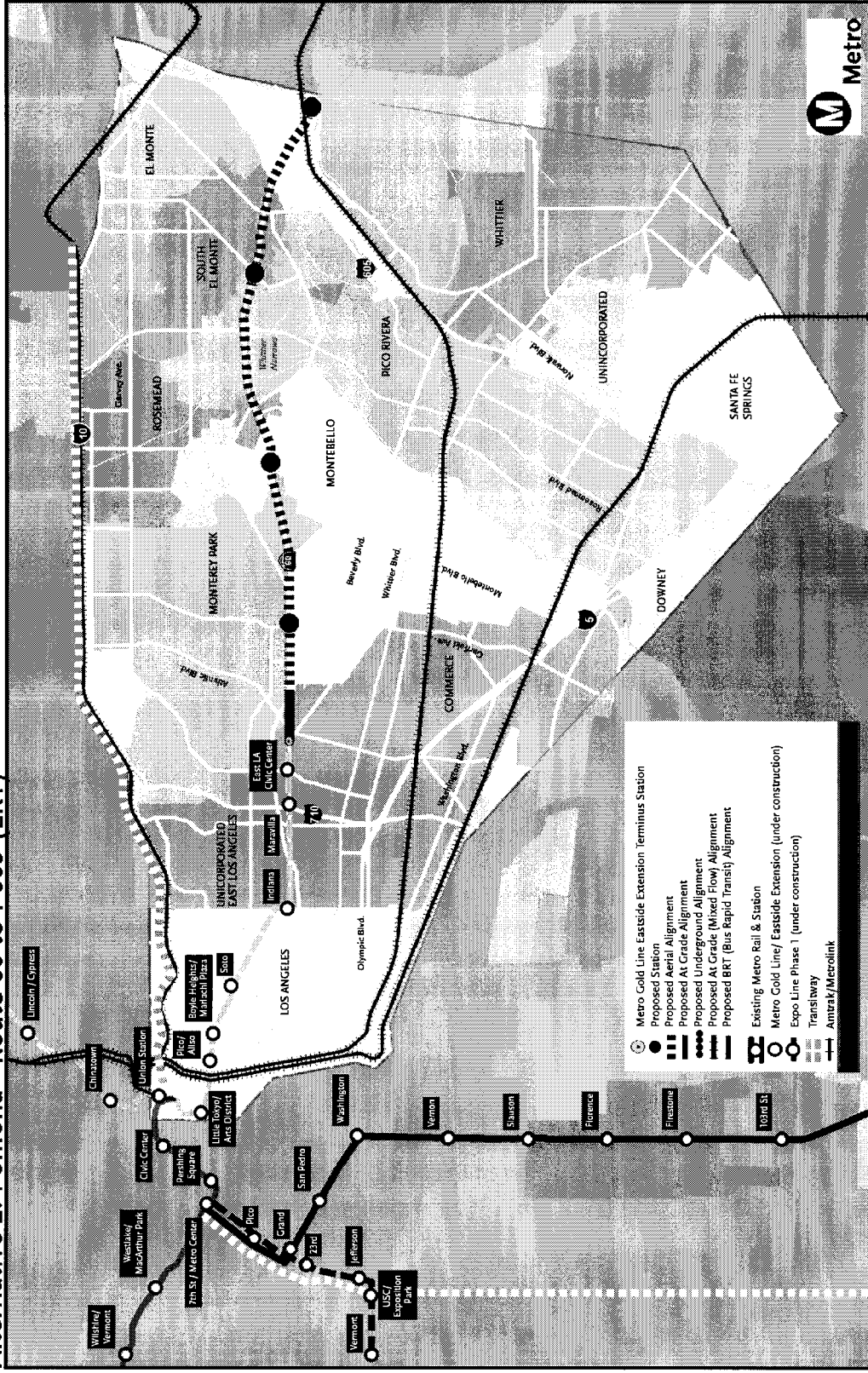
Alternative 1

Eastside Transit Corridor - Phase 2 Alternative 1: Atlantic - Garvey - Santa Anita to El Monte Busway (LRT)



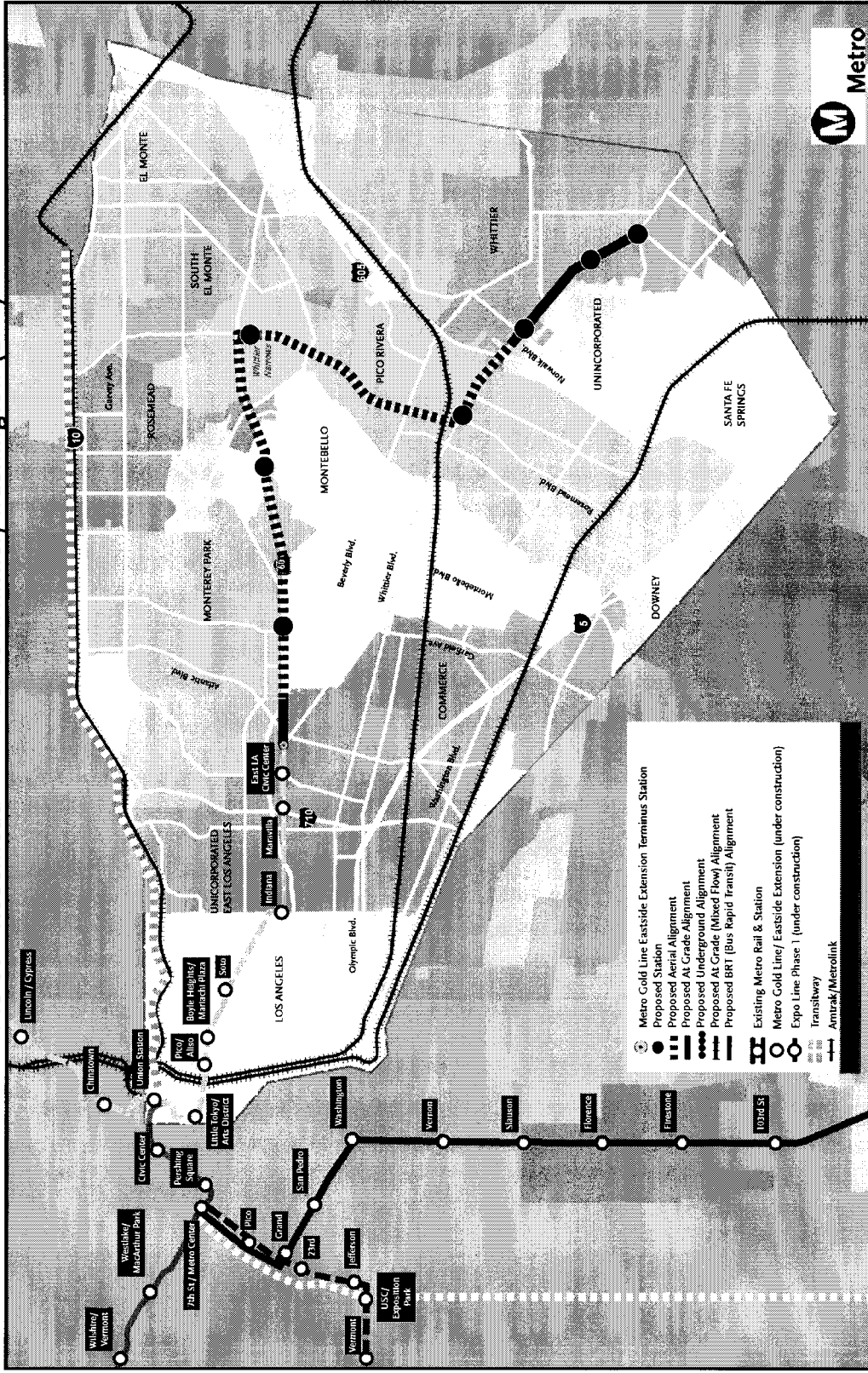
Alternative 2

Eastside Transit Corridor - Phase 2 Alternative 2: Pomona - Route 60 to I-605 (LRT)



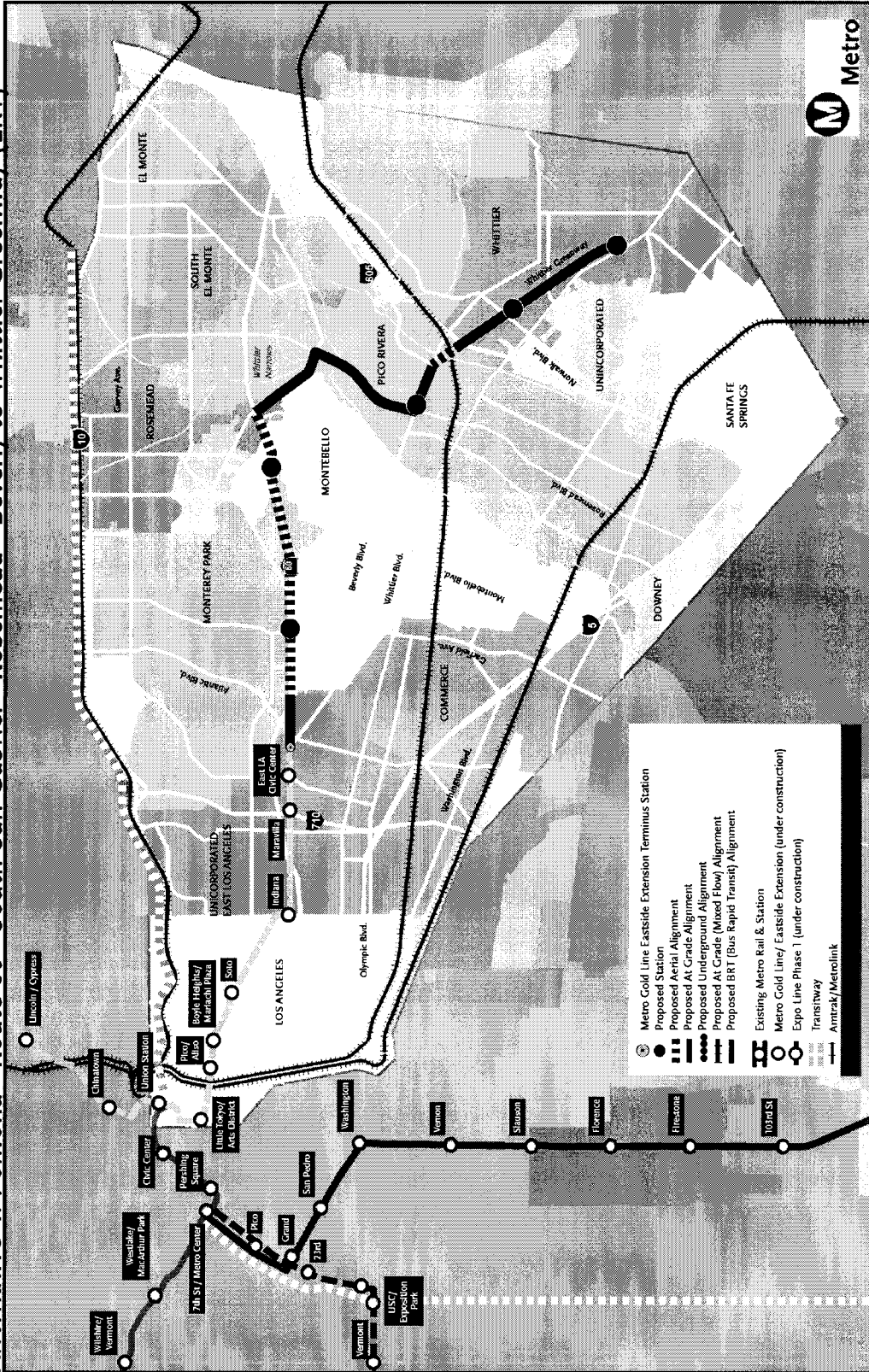
Alternative 3

Eastside Transit Corridor - Phase 2 Alternative 3: Pomona - Rosemead - Whittier to Whittier/Washington (LRT)



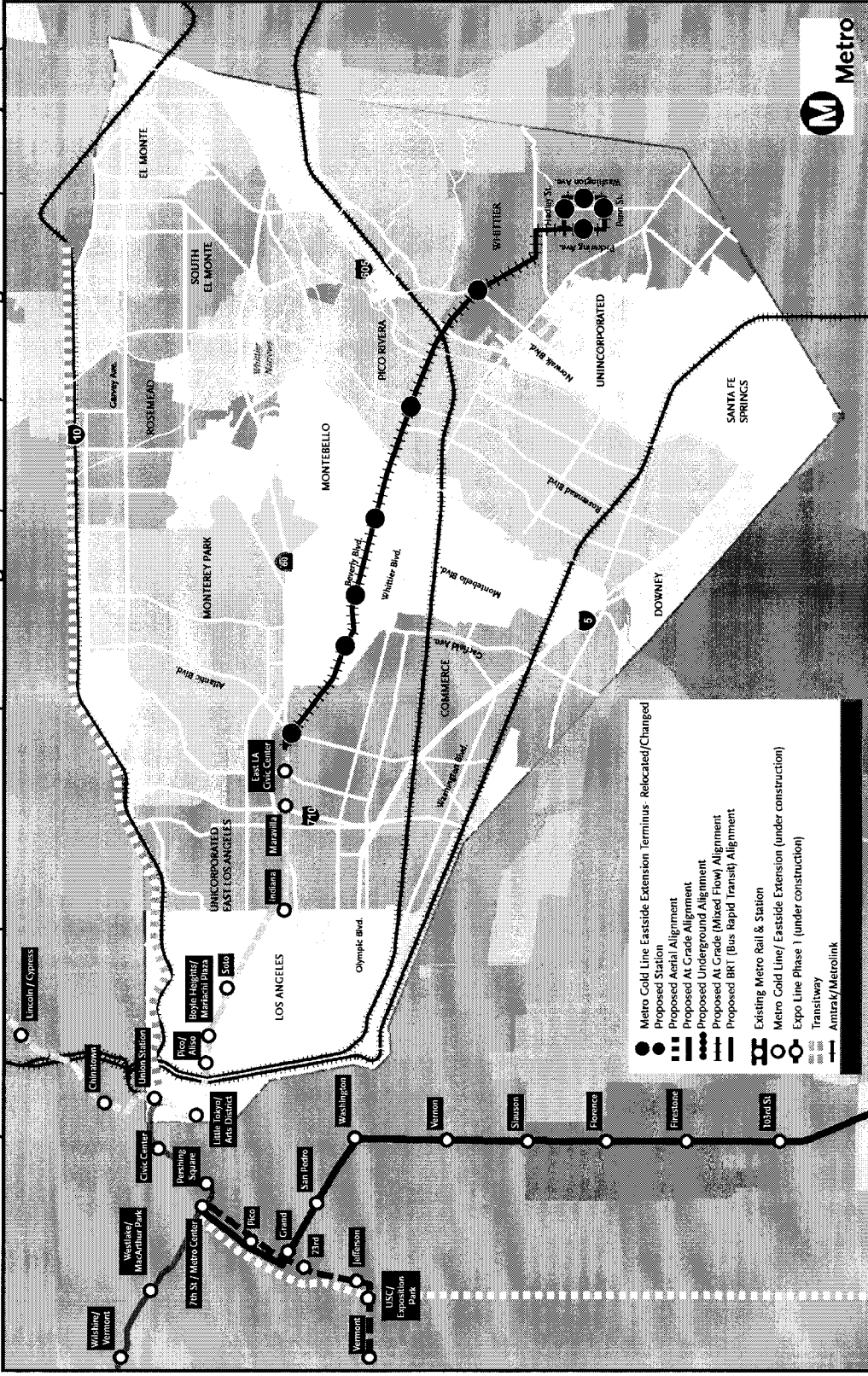
Alternative 4

Eastside Transit Corridor - Phase 2
Alternative 4: Pomona - Route 60 - South San Gabriel - Rosemead - Beverly to Whittier Greenway (LRT)



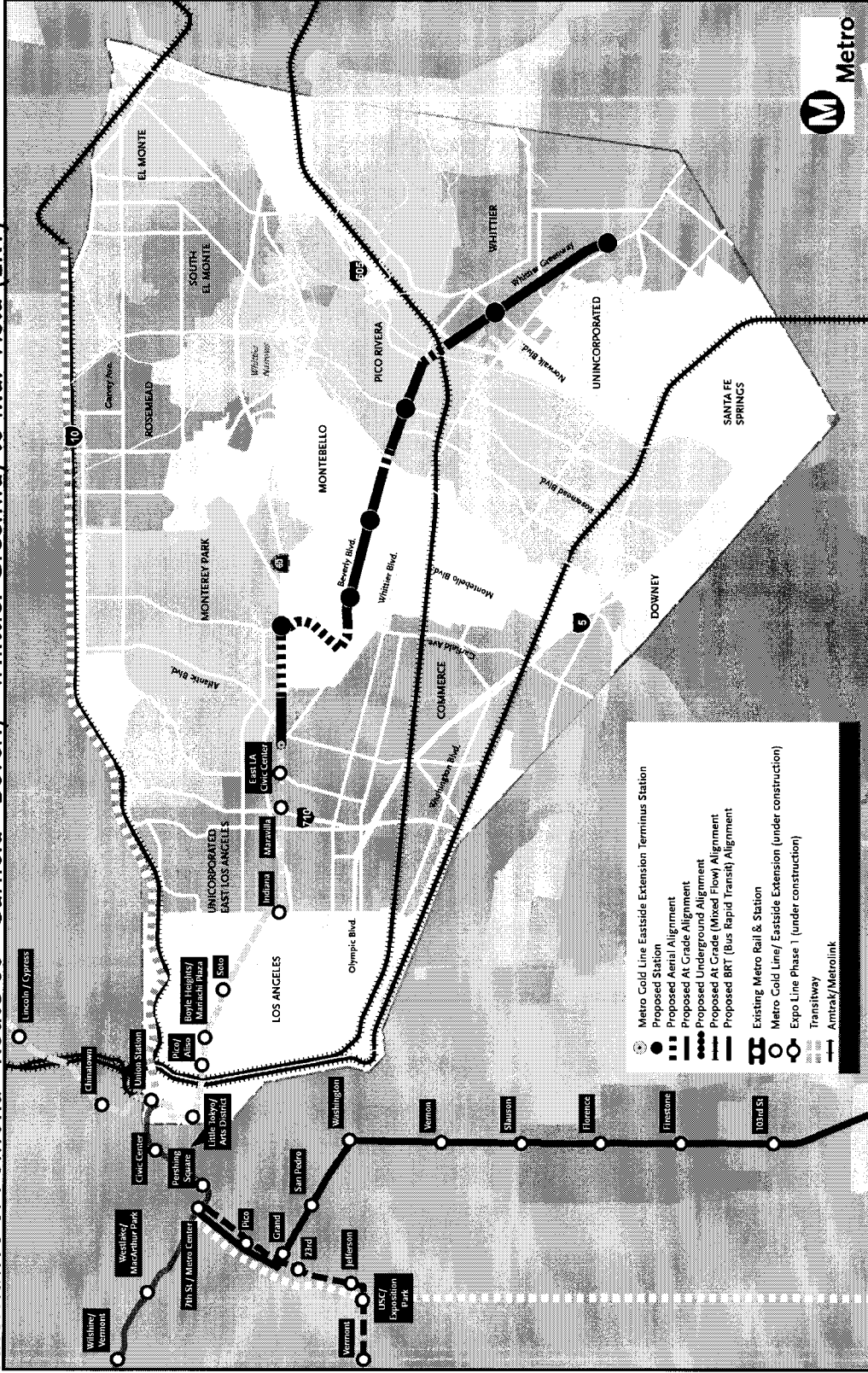
Alternative 5

Eastside Transit Corridor - Phase 2
Alternative 5: Beverly Mixed Flow to Uptown Whittier Loop - Pickering Ave., Penn St., Washington Ave., Hadley St. (LRT)



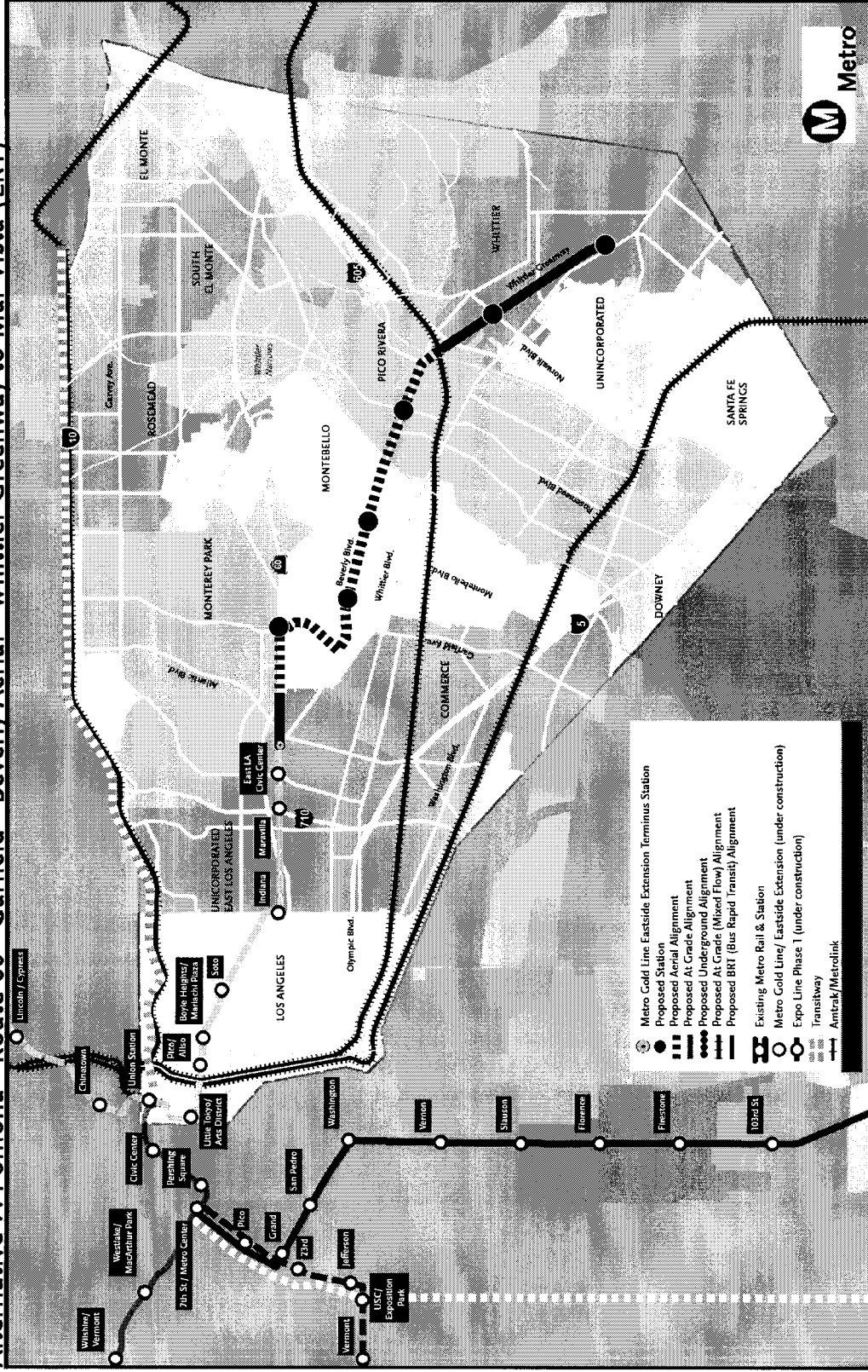
Alternative 6

Eastside Transit Corridor - Phase 2 Alternative 6: Pomona - Route 60 - Garfield - Beverly - Whittier Greenway to Mar Vista (LRT)



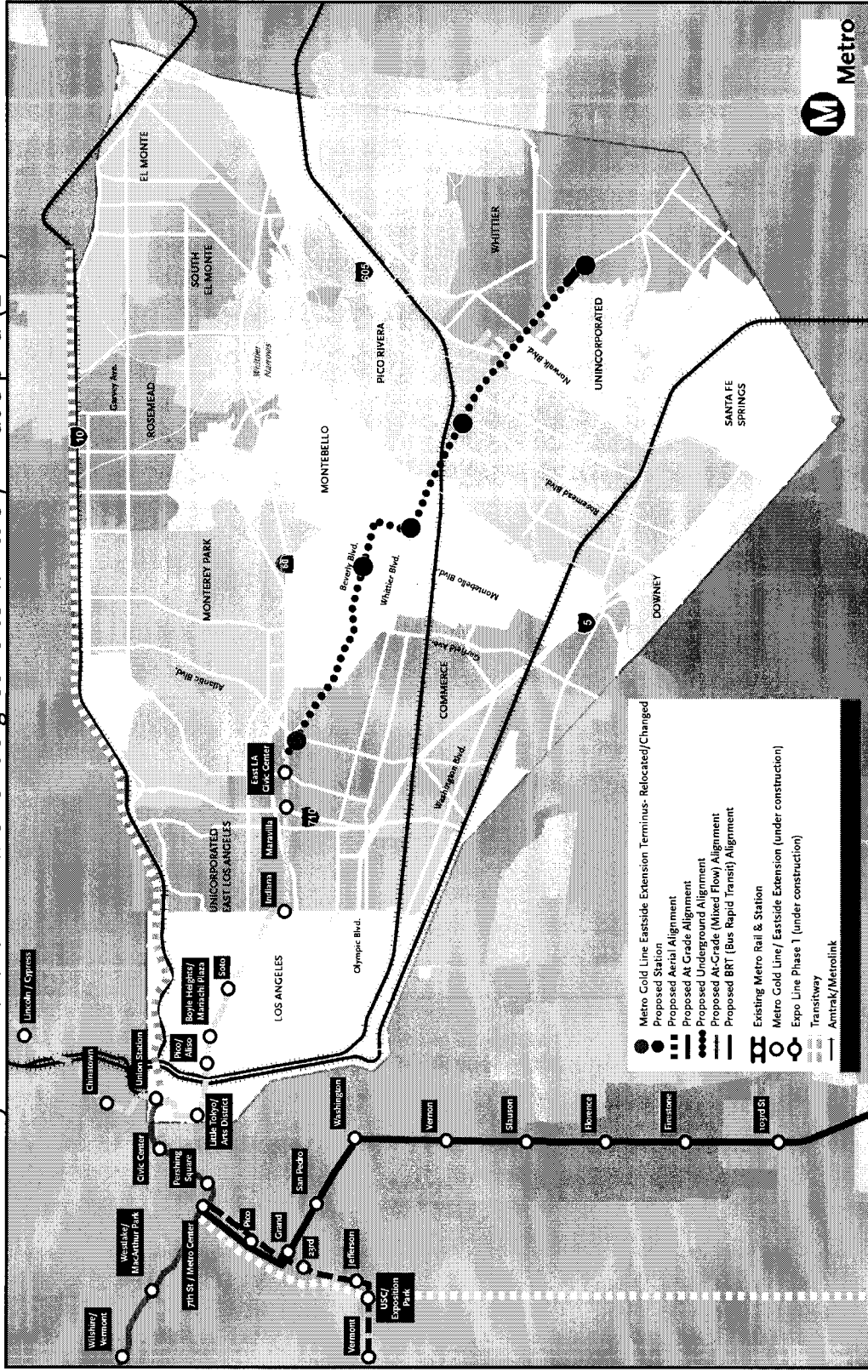
Alternative 7

Eastside Transit Corridor - Phase 2 Alternative 7: Pomona - Route 60 - Garfield - Beverly Aerial - Whittier Greenway to Mar Vista (LRT)



Alternative 8

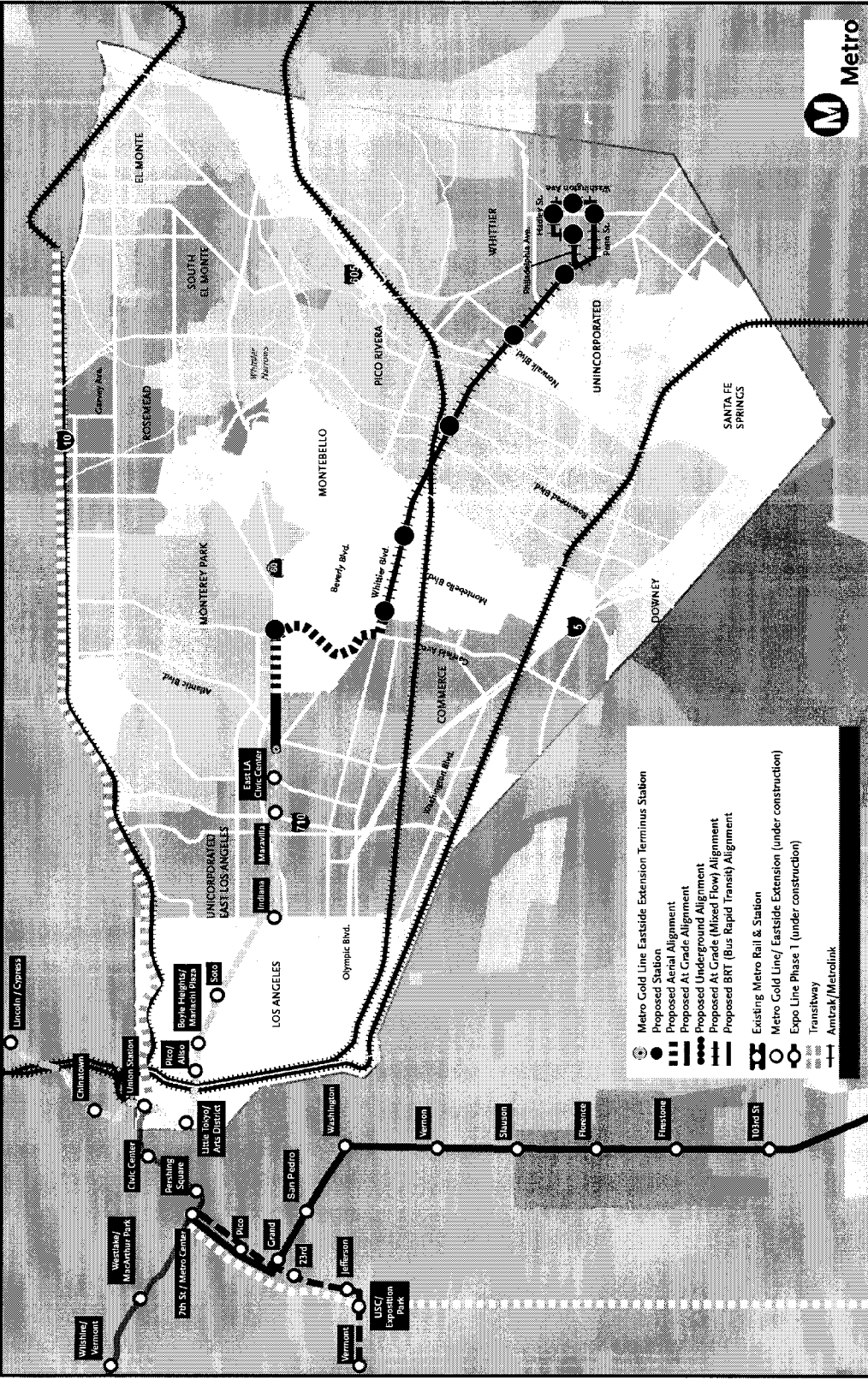
Eastside Transit Corridor - Phase 2
Alternative 8: Beverly - Montebello - Whittier Underground to Whittier/Philadelphia (LRT)



Alternative 9

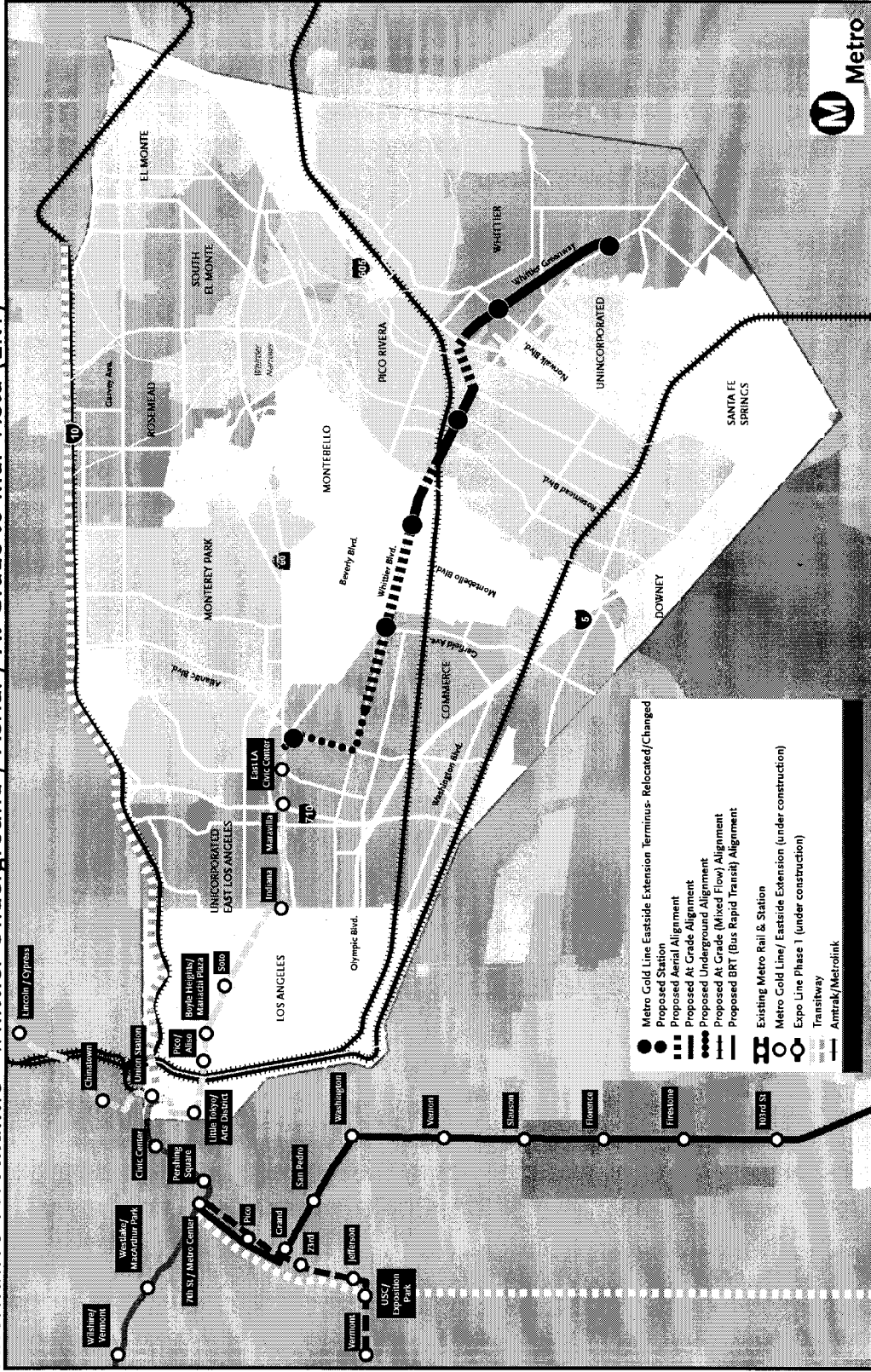
Eastside Transit Corridor - Phase 2

Alternative 9: Pomona - Route 60 - Garfield - Whittier Mixed Flow to Uptown Whittier Loop - Penn St., Washington Ave., Hadley St., Philadelphia Ave. (LRT)



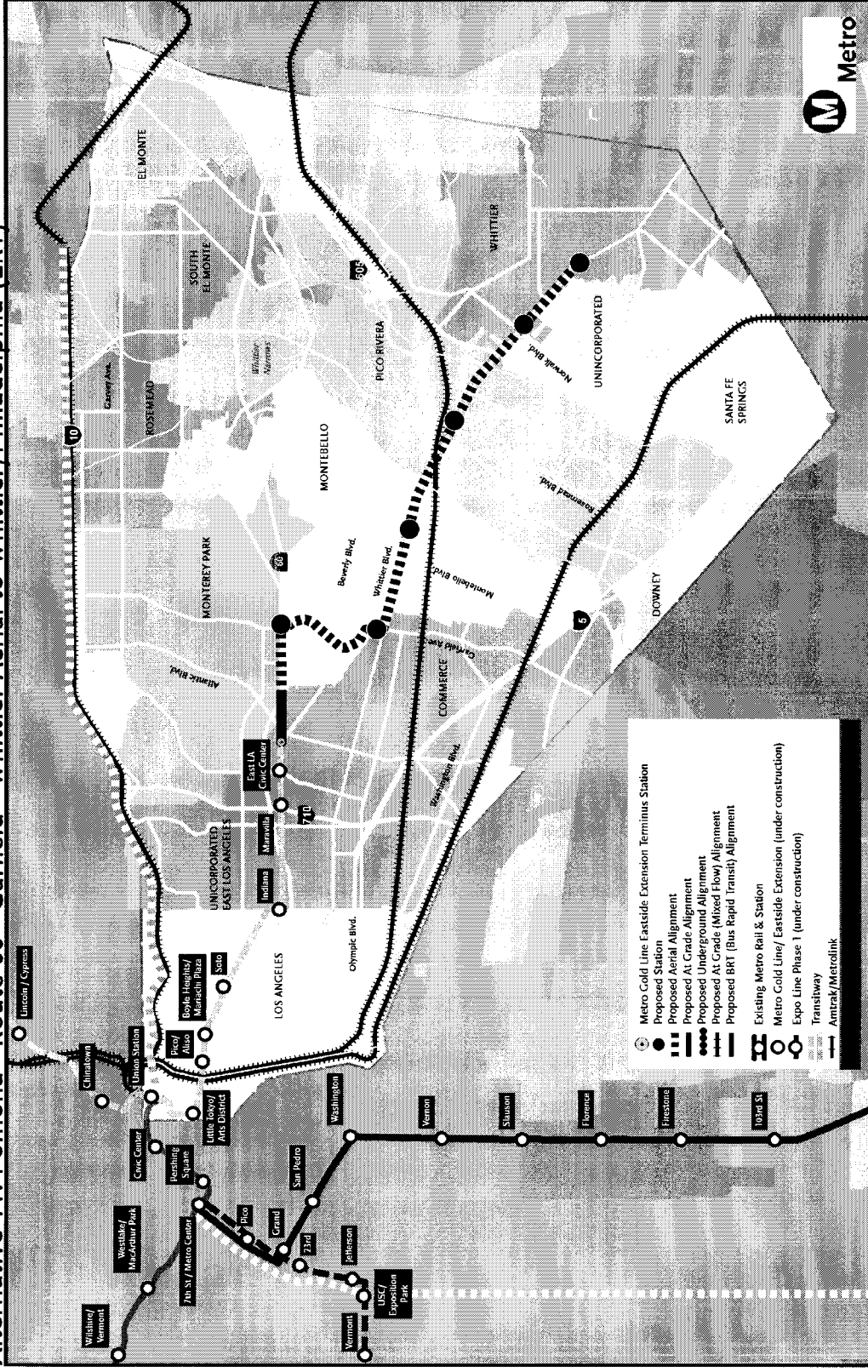
Alternative 10

Eastside Transit Corridor - Phase 2
Alternative 10: Atlantic - Whittier Underground / Aerial / At-Grade to Mar Vista (LRT)



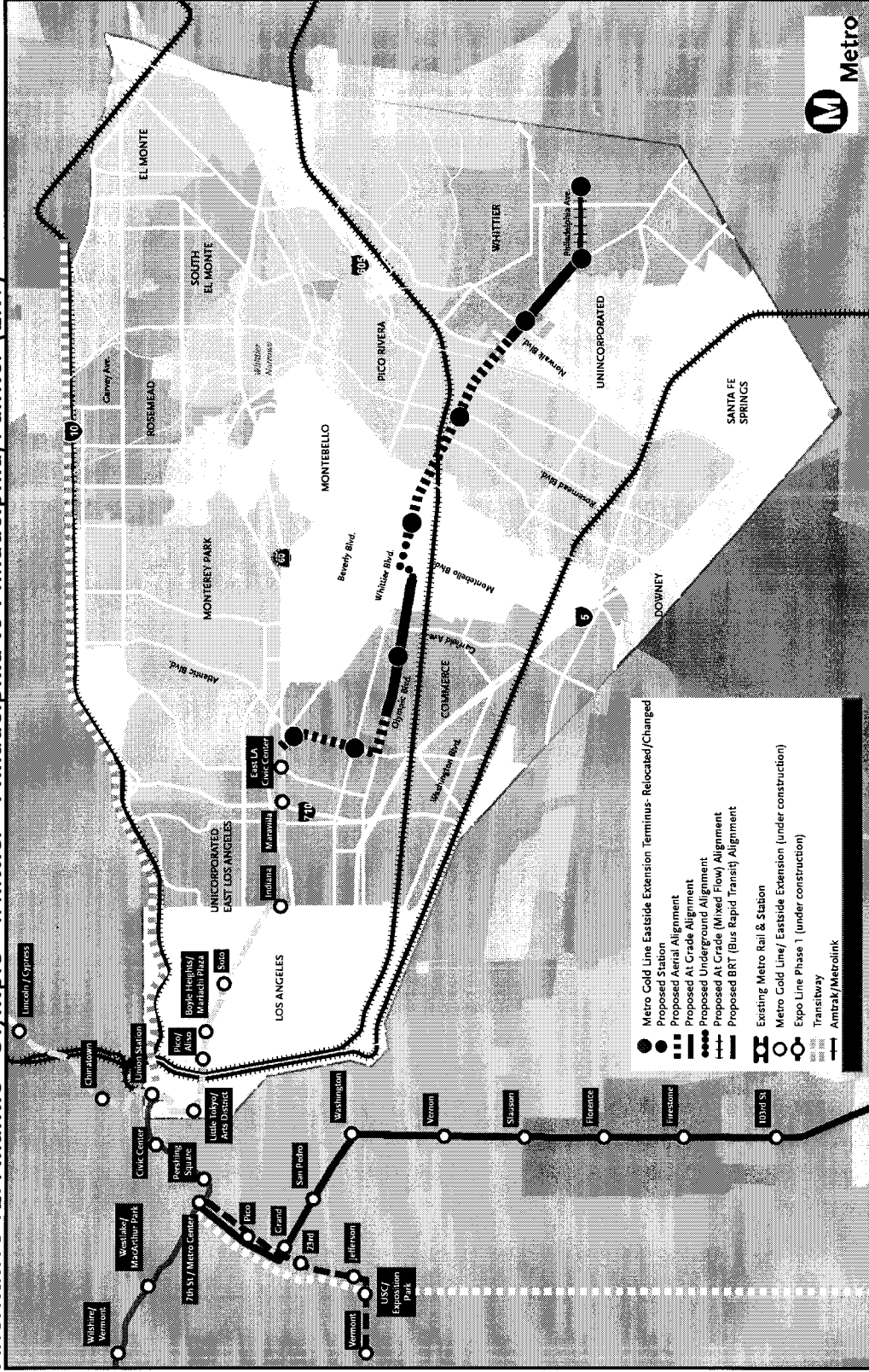
Alternative 11

Eastside Transit Corridor - Phase 2
Alternative 11: Pomona - Route 60 - Garfield - Whittier Aerial to Whittier/Philadelphia (LRT)



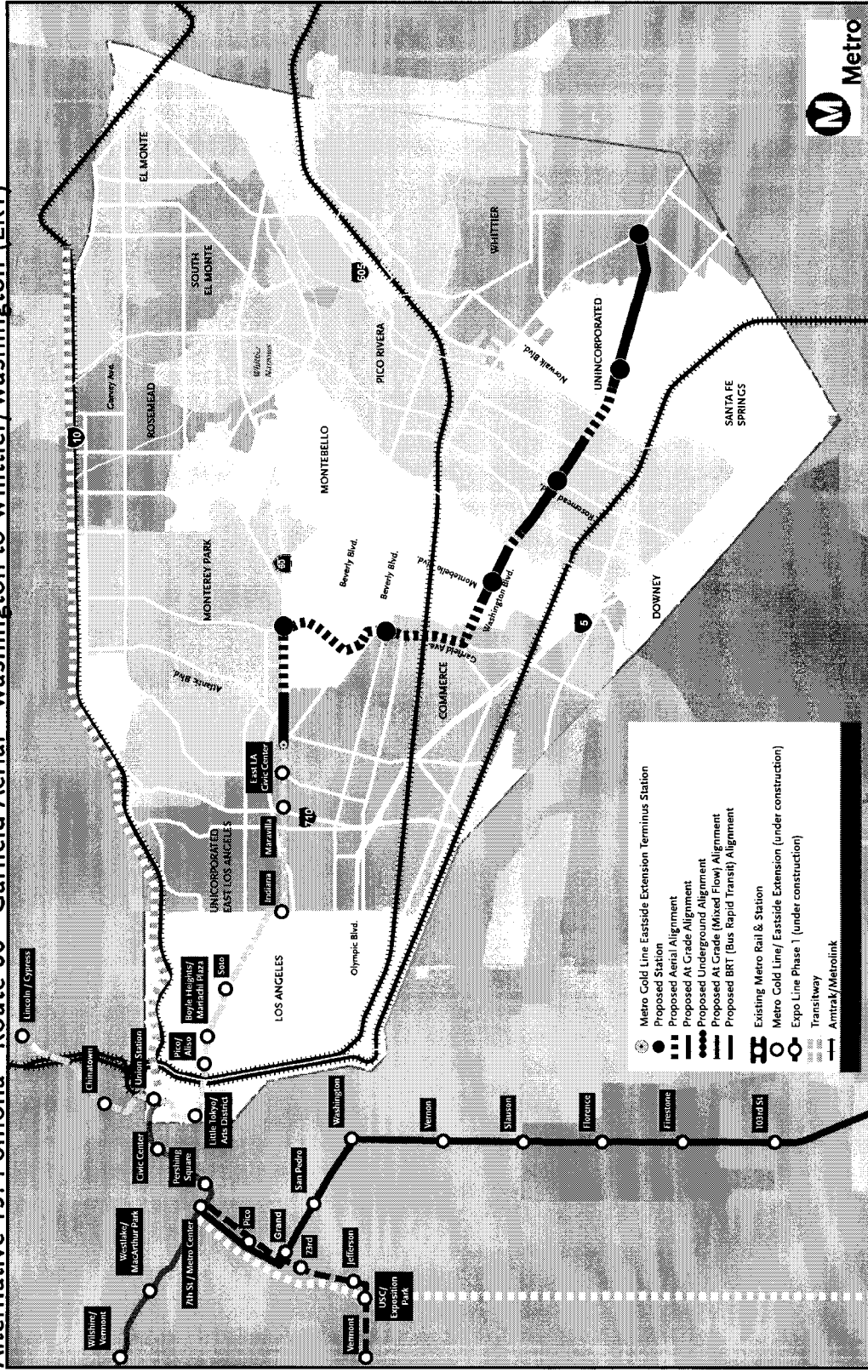
Alternative 12

Eastside Transit Corridor - Phase 2 Alternative 12: Atlantic - Olympic - Whittier - Philadelphia to Philadelphia/Painter (LRT)



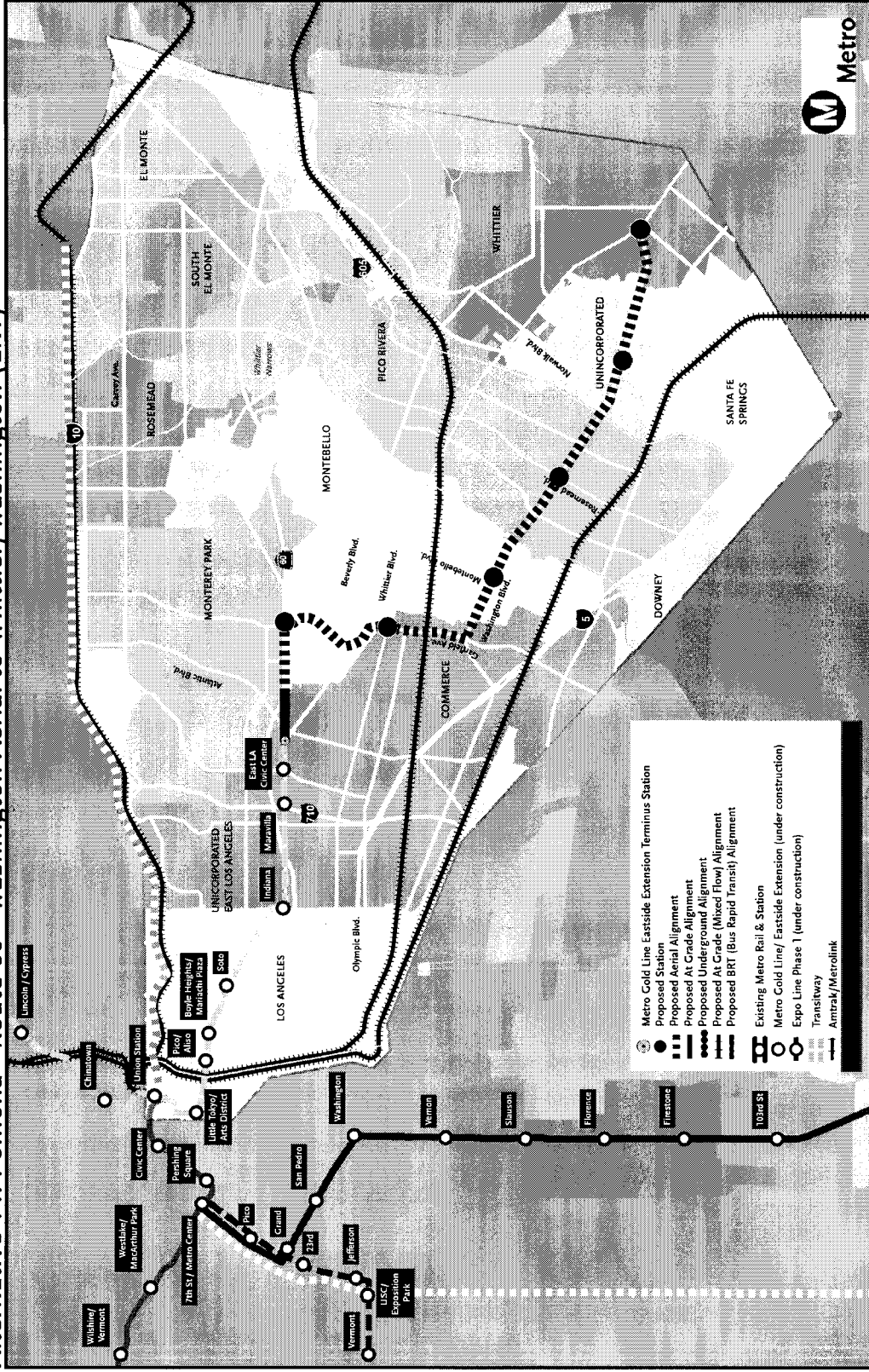
Alternative 13

Eastside Transit Corridor - Phase 2
Alternative 13: Pomona - Route 60 - Garfield Aerial - Washington to Whittier/Washington (LRT)



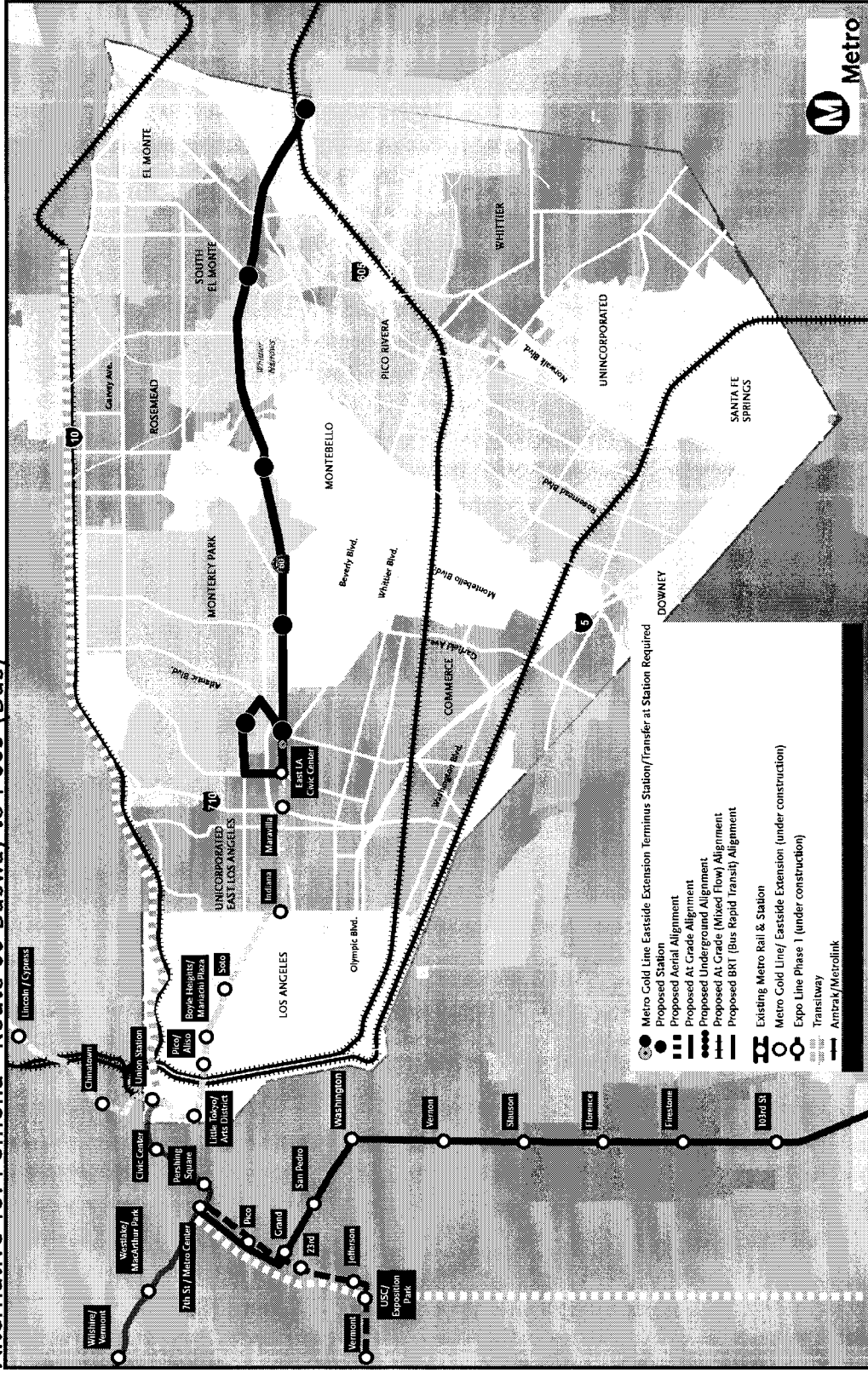
Alternative 14

Eastside Transit Corridor - Phase 2
Alternative 14: Pomona - Route 60 - Washington Aerial to Whittier/Washington (LRT)



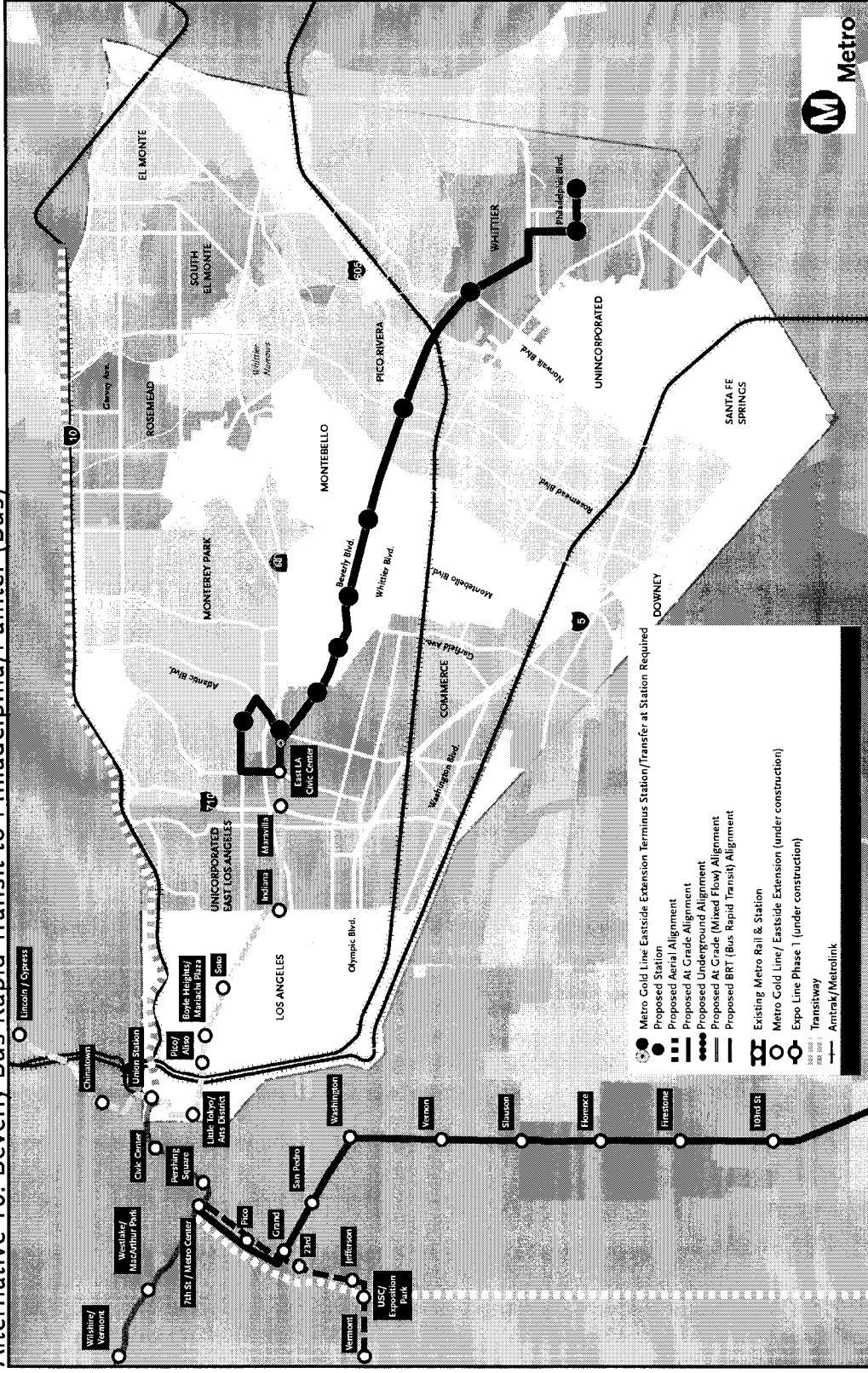
Alternative 15

Eastside Transit Corridor - Phase 2 Alternative 15: Pomona - Route 60 Busway to I-605 (Bus)



Alternative 16

Eastside Transit Corridor - Phase 2 Alternative 16: Beverly Bus Rapid Transit to Philadelphia/Painter (Bus)



Alternative 17

Eastside Transit Corridor - Phase 2
Alternative 17: Whittier Bus Rapid Transit to Whittier/Washington (Bus)

