



APPENDIX B



Project Web Site

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Some documents are PDF format, requiring [Adobe® Acrobat Reader plug-in](#) for viewing.

[Early Public Scoping Meeting \(Video\)](#)

[Early Scoping Presentation \(PDF\)](#)

[Potential Alignment Map \(PDF\)](#)

[Study Area Map \(PDF\)](#)

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Fact Sheets

Fact Sheet 1: Study Background, Overview and Schedule

Study Description

Today, communities in and adjacent to the Westside Corridor experience day-long traffic back-ups as additional retail, entertainment and employment centers have been built and become fully occupied, and as more development occurs. Public frustration with delays caused by traffic jams on both freeways and city streets has dramatically increased.

The convergence of this increasing congestion, rising fuel and parking costs, land use densification, and Metro's challenge to meet transit demands with buses, are among the many reasons why the Metro Board of Directors has authorized an Alternatives Analysis for the Westside Transit Corridor Extension. This Alternatives Analysis will review previous planning studies for a Westside Extension and update materials in relation to the new and changed conditions within the Corridor.

This includes evaluating changes or shifts in population, development, employment, and travel patterns. Upon completion of the Alternatives Analysis Study, the results and recommendations will be presented to the Metro Board of Directors, and the initiation of an environmental process may be authorized. It is anticipated that the environmental process would evaluate the following alternatives: a No Build, a Baseline or Transportation Systems Management Alternative, and one or more Build Alternatives which will include potential alignments, stations and modes.

Study History

The Metro Red Line subway was opened in segments starting from Downtown Los Angeles at Union Station. It began operations to Wilshire and Western Avenue in Koreatown in 1996. The last segment connecting to North Hollywood in the San Fernando Valley began operations in 2000. The Wilshire/Western segment was recently renamed the "Purple Line".

In the 1980s and 1990s, extensive planning studies were conducted for a westward extension of the subway. This led to a Full Funding Grant Agreement with the federal government for a 2.3-mile extension of the subway from Wilshire/Western to Pico/San Vicente in 1994. In 1998, due to funding constraints, Metro suspended the project and focused its attention on developing bus and light rail transit options for the Westside. This ultimately resulted in a decision that the area was too big to be served by a single project.

The Exposition Light Rail Transit (LRT) project, currently under construction, was planned for the "southern" portion of the Westside, with Wilshire Bus Rapid Transit (BRT) slated to serve the area's "northern" portion. Increasing congestion and growth since then has prompted reconsideration of a possible rail extension to the Westside for the northern area.

Although the Westside Extension project has historically been defined as a heavy rail subway mode, various new alternatives could emerge from the public scoping process that will take place as part of the Alternatives Analysis. These could include looking at alignments other than Wilshire Boulevard. Other modes that may be considered include Bus Rapid Transit (BRT) with dedicated bus lanes, as well as at-grade, below-grade, and above-grade rail options. Additionally, funding constraints could dictate a series of phased extension segments that would need to be identified and evaluated with the goal of developing between two and four near-term operable segments.

Study Area

The study corridor will extend from the existing Metro Rail Hollywood/Highland and Wilshire/Western Stations to the Pacific Ocean. The northern boundary to the study area follows the base of the Santa Monica Mountains along Hollywood, Sunset and San Vicente Boulevards, and the southern boundary follows Pico Boulevard. The overall study area covers a swath that is of approximately 38 square miles.

Study Scope

The Alternatives Analysis will study and make recommendations based on the following topics:

- The need for a mass transit alternative to address traffic growth and changing travel patterns
- Review the potential level of service of various transit modes including heavy-rail subway, light-rail at-grade, elevated rail and BRT
- Identify the potential construction and operating costs of various transit modes and alignments
- Evaluate issues of noise, visual and traffic impacts from at-grade and elevated rail options
- Economic impacts of new mass transit on existing land uses
- Ability to serve the many activity centers on the Westside
- Evaluate localized construction impacts and overall construction safety, particularly for options involving tunneling
- Evaluate localized impacts resulting from the introduction and ongoing operations of a new transit project

Anticipated Study Results

At the conclusion of the study, the Metro Board of Directors may select one or more alignments and modes as a "Locally Preferred Alternative" and direct further environmental review of that selection. A fully defined project would need to go through complete environmental analysis and review before it could be funded or built.

Anticipated Study Schedule

Distribution of Early Scoping Notice	September 2007
Definition of Purpose and Need	October 2007

Public Scoping Meetings	September/October 2007
Completion of Alternatives Analysis Study Report	June 2008
Recommendation to Board of Locally Preferred Alternative	Summer 2008

Where can I get information about the Alternatives Analysis and Environmental processes?

For additional information about the Westside Transit Corridor, please visit <http://www.metro.net/westside> or call the project information line at (213) 922-6934.

Listed below are several websites describing the Federal and State requirements that apply to the Alternatives Analysis and the Environmental processes.

The guidelines associated with an Alternatives Analysis (AA) for a transportation project seeking Federal New Starts funding may be found at:

http://www.fta.dot.gov/printer_friendly/planning_environment_3010.html

Updates to the AA guidelines are available at:

http://www.fta.dot.gov/printer_friendly/planning_environment_2590.html

The guidelines associated with an Environmental Impact Statement (EIS) for a transportation project seeking Federal New Starts funding may be found at:

http://www.fta.dot.gov/planning/environment/planning_environment_3009.html

The guidelines associated with an Environmental Impact Report (EIR) for a transportation project in California may be found at:

http://www.ceres.ca.gov/topic/env_law/ceqa/guidelines/art7.html

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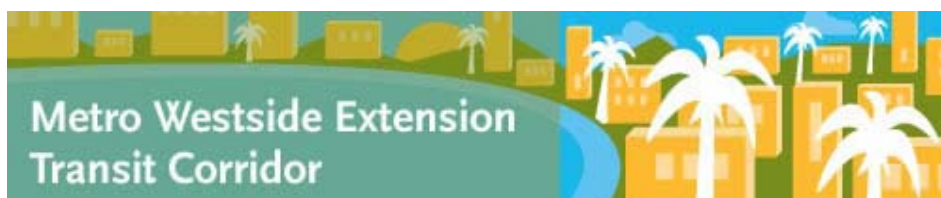
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Overview

Background

Over the past 30 years, tremendous population and employment growth, worsening congestion, changing land uses and traffic patterns, as well as Metro's challenge to meet transit demand, have led to the need to improve mobility in what is now known as the Westside Corridor.

Against this background, the Metro Board of Directors has authorized an Alternatives Analysis for the Westside Transit Corridor Extension, which will review previous planning studies, and update materials in relation to the new and changed conditions along the Corridor. This includes evaluating changes or shifts in population, development, employment, and travel patterns. Upon completion of the Alternatives Analysis Study, the results and recommendations will be presented to the Metro Board of Directors. The initiation of an environmental process may then be authorized.

The Westside Extension Transit Corridor Study will also look at various modes, including Bus Rapid Transit (BRT) with dedicated bus lanes, as well as at-grade, below-grade, and above-grade rail options, and at least two alignments respectively along Wilshire and Santa Monica Boulevards. Additionally, funding constraints could dictate a series of phased extension segments that would need to be identified and evaluated with the goal of developing between two and four near-term operable segments.

Study Area

The study corridor will extend from the existing Metro Rail Hollywood/Highland and Wilshire/Western Stations to the Pacific Ocean. The northern boundary to the study area follows the base of the Santa Monica Mountains along Hollywood, Sunset and San Vicente Boulevards. The southern boundary follows Pico Boulevard. Overall study area is approximately 38 square miles. [Study area map.](#)

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Westside Extension Study Potential Alignments & Stations



Westside Extension Transit Corridor Study Area



Tonight's Agenda

- **6:00 – 6:30 PM Open House**
- **6:30 – 7:00 PM Metro Presentation**
- **7:00 – 8:00 PM Public Comment**





**Metro Westside Extension
Transit Corridor**

Early Public Scoping Meetings

October 2007

Study Area



What We Want to Hear from You

- **Should there be a new transit alternative to serve the Westside?**
- **What mode or alignment do you want studied?**
- **Do you want a station in your community?**
- **What is important to you in evaluating options?**
- **For all of the above: *WHY?***
- **Other thoughts?**



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Metro Westside Extension
Transit Corridor

Alternatives Analysis

Process and Schedule

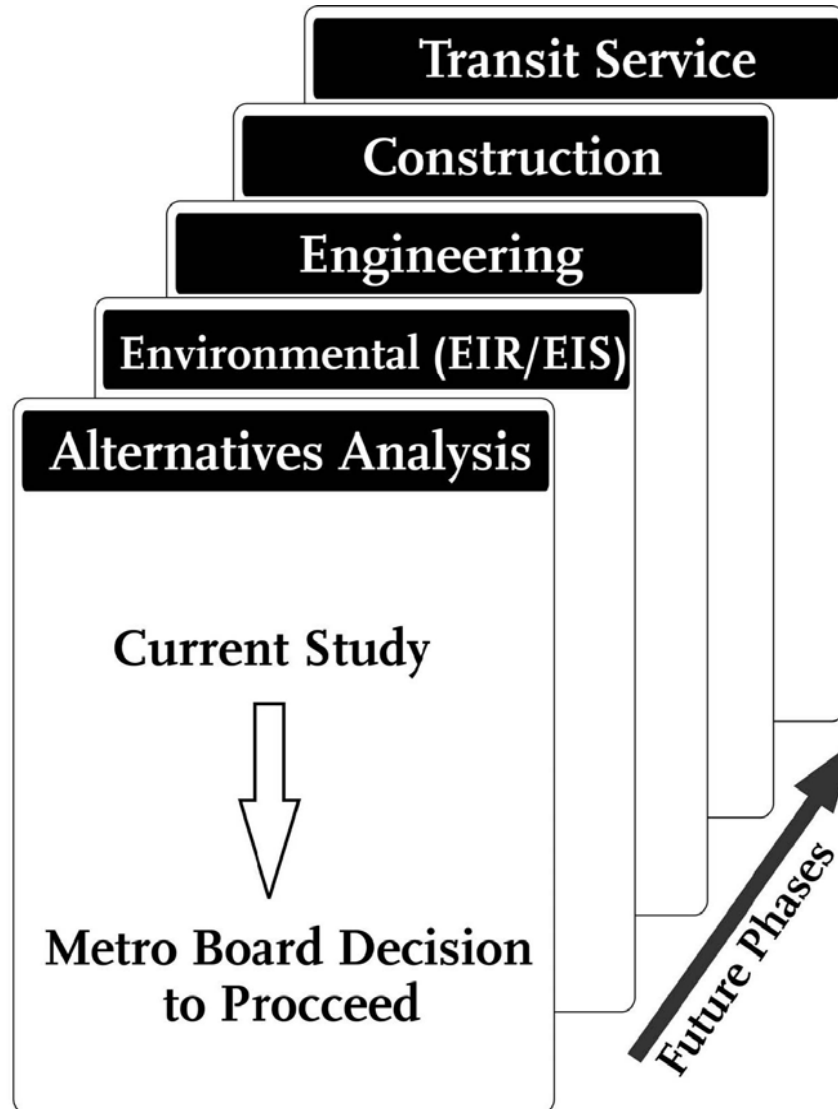
What is an Alternatives Analysis?

- **First step in defining a project**
- **Evaluation of a wide range of alternatives & issues, including:**
 - Modes
 - Alignments
 - Station locations
 - Segment lengths
- **Includes public comments from scoping**
- **Screening of alternatives to move into environmental analysis**



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Project Development Process



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Alternatives Analysis Schedule

Public Scoping Meetings	October 2007
Public Comment Period Closes	November 1, 2007
Initial Alternatives Screening Report	January/February 2008
Completion of AA Study Report Recommendation to Board of Locally Preferred Alternative (LPA)	Summer 2008



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Possible AA Study Outcomes

- 1. Board adopts Locally Preferred Alternative (LPA)**
 - Authorizes moving forward into Preliminary Engineering (PE) and DEIS/DEIR
- 2. Board does not adopt LPA**
 - Authorizes DEIS/DEIR for 2 or more alternatives
 - Defers PE until end of DEIS/DEIR
- 3. Board does not adopt LPA and does not authorize further actions/study**





Metro Westside Extension
Transit Corridor

Why This Study?

What's New?

- Long history of studying transit alternatives
- Renewed interest in considering options
- Improved tunneling technology



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Growing Congestion on Westside

- High demand bus & rail lines
- Increasing traffic congestion
- Growing transit network requires regional connectivity
- Built-out streets & highways



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