



Figure 1-22 Work Trips to PSA  
Eastside Transit Corridor Phase 2 Project  
2000 Work Trips (2000 CTPP Factored) To Eastside Study Area

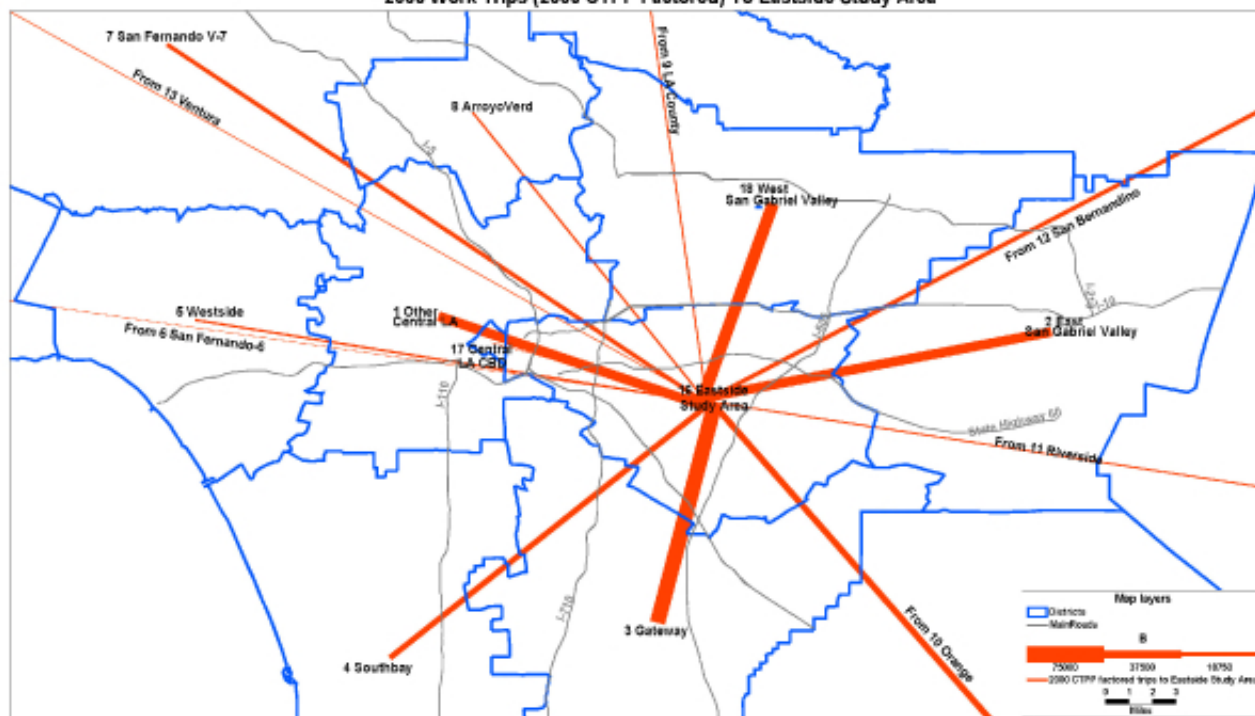
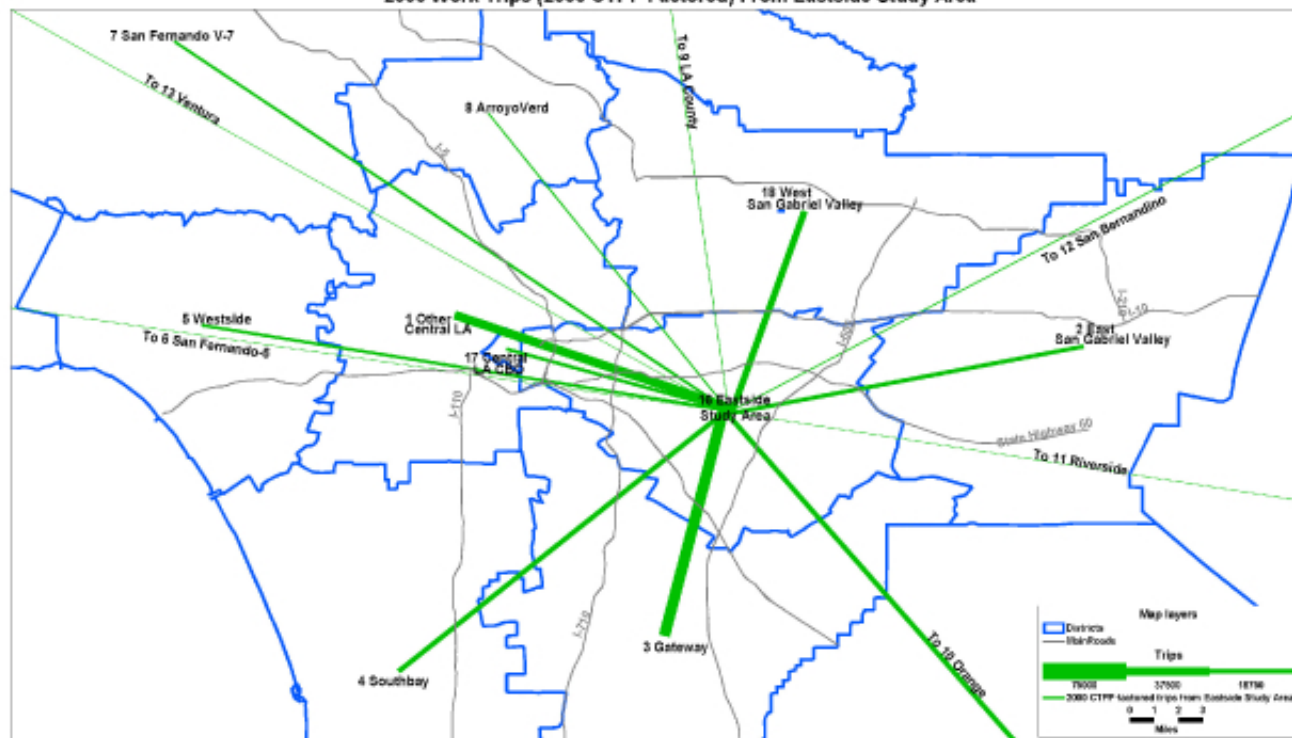




Figure 1-23 Work Trips from PSA  
Eastside Transit Corridor Phase 2 Project  
2000 Work Trips (2000 CTPP Factored) From Eastside Study Area



## Age Distribution

Many of the PSA residents are young: 32 percent are age 18 years and under and only ten percent are elderly (age 65 years and over). Figure 1-24 shows the distribution of residents age 18 or younger in the PSA. The population age 18 and younger is spread throughout the PSA. Conversely, the percentage of elderly residents is concentrated around the City of Monterey Park, where over 40 percent of the population is over 65 or older. Figure 1-25 shows the distribution of residents age 65 and over in the PSA. Young and elderly residents are more likely to depend on public transit because of inability to drive or lack of vehicle accessibility.

## Public Transportation Ridership and Vehicle Accessibility

Many of the households in the PSA have no car and rely on public transit for commuting needs. Approximately 16 percent of households in the PSA had no vehicle. Figure 1-26 shows the distribution of households with no available vehicles. In the western portion of the PSA, many tracts had over 25 percent of the households without a car. A high concentration of public transit usage is also present in the western portion of the PSA, with additional high concentrations in Commerce, Montebello, Rosemead, El Monte, Pico Rivera, and Uptown Whittier. Figure 1-27 shows the number of people age 16 and older that relied on public transportation in 2005. When comparing vehicle accessibility and public ridership patterns in the PSA, the trends suggest that even households with one or more cars have a higher propensity to use public transportation. Table 1-13 summarizes the transit dependent characteristics in the PSA relative to LA County.

## Summary

As the community factors in the Eastside PSA increase (such as transit inaccessibility and numbers of low and medium households), heavy reliance will continue to be placed on public transportation and alternative modes of travel. Given that 16 percent of households in the PSA did not own an automobile, mobility problems are marked by lack of transit access. Many transit dependent households affected by accessibility need improved transit service and connections to jobs, educational, and cultural opportunities within the Eastside PSA and throughout the larger Los Angeles region.

## 1.4 Goals and Objectives

The goals and objectives of the Eastside Transit Corridor Phase 2 define the Methodology for evaluating a fixed guideway investment. Broadly the goals of the project are to provide a transit connection to the Metro Gold Line Eastside Extension currently under consideration, link communities further east of Los Angeles to the regional transit network, to improve mobility within the PSA by enhancing transit options, and to plan for projected growth in a sustainable manner.

**Table 1-13 Transit Dependent Demographic Information**

	PSA		LA County		PSA % of LA
	Number	%	Number	%	County
Population	673,283	100%	10,010,315	100%	6.7%
Under 18 years	204,498	30.4%	2,798,604	28%	7.3%
Over 65 years	63,862	9.5%	926,670	9.3%	6.9%
Households	175,983	100%	3,298,210	100%	5.3%
No vehicle households	60,276	34.3%	671,214	20.4%	9.0%
Low-income households	79,218	45%	1,481,896	44.9%	5.3%
Total employment	335,820	100%	4,644,010	100%	7.2%
Use public transportation	17,439	5.2%	254,091	5.5%	6.9%

Source: SCAG, 2005 data and 2030 projections

The specific goals identified as part of the AA study methodology have been shaped by input from agency coordination, and stakeholder and community engagement. These specific goals have been organized in accordance with FTA New Starts criteria, and include:

- **Goal 1:** Improve Mobility, Accessibility and Connectivity of the Transit System and Region
- **Goal 2:** Support Local land Use Objectives
- **Goal 3:** Cost Effectiveness
- **Goal 4:** Plan for projected growth in an environmentally sustainable manner
- **Goal 5:** Meet the Needs of the Transit Dependent
- **Goal 6:** Respond to Community Needs and Support

Section 2 of this report provides detailed information on Goals, Objectives and Evaluation Criteria used in the screening and selection of the proposed alternatives.

## 1.5 Mobility Problem Summary

The Eastside PSA is a mature, urban area with high levels of population density and projected population growth. Residents within the PSA will continue to face local and regional traffic congestion in their daily commutes as they travel to employment centers further west. Current and future transit investments in the Long Range Transportation Plan are limited in the PSA. With significant population and employment growth projected over the next 20 years, residents of the Eastside would benefit from a fixed guideway investment that would provide access within the PSA and connect communities to jobs, universities, retail and entertainment centers in the Los Angeles region. A summary of key points regarding the Purpose and Need for the Eastside Transit Corridor Phase 2 is provided below.



Figure 1-24 2005 Low-income Households

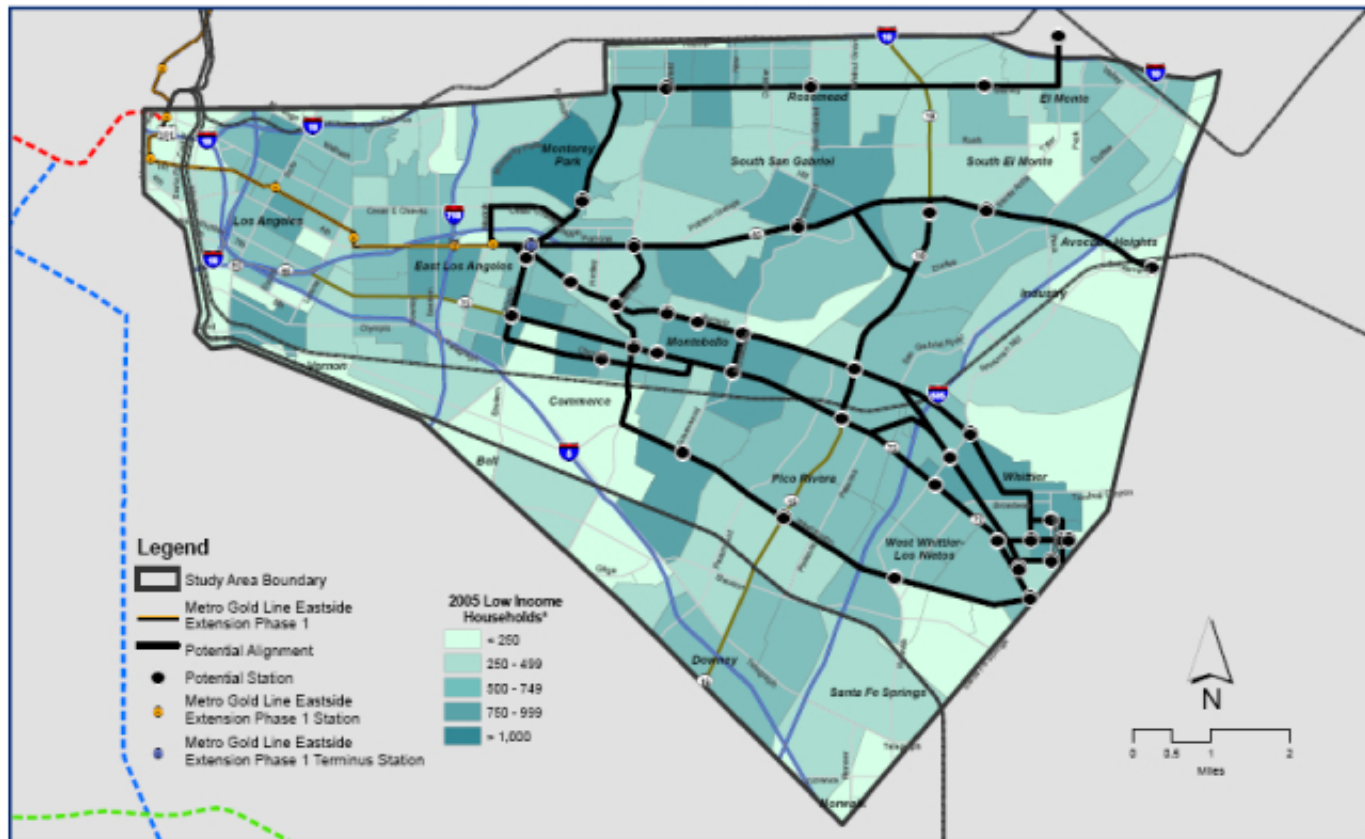


Figure 1-25 2030 Low-income Households

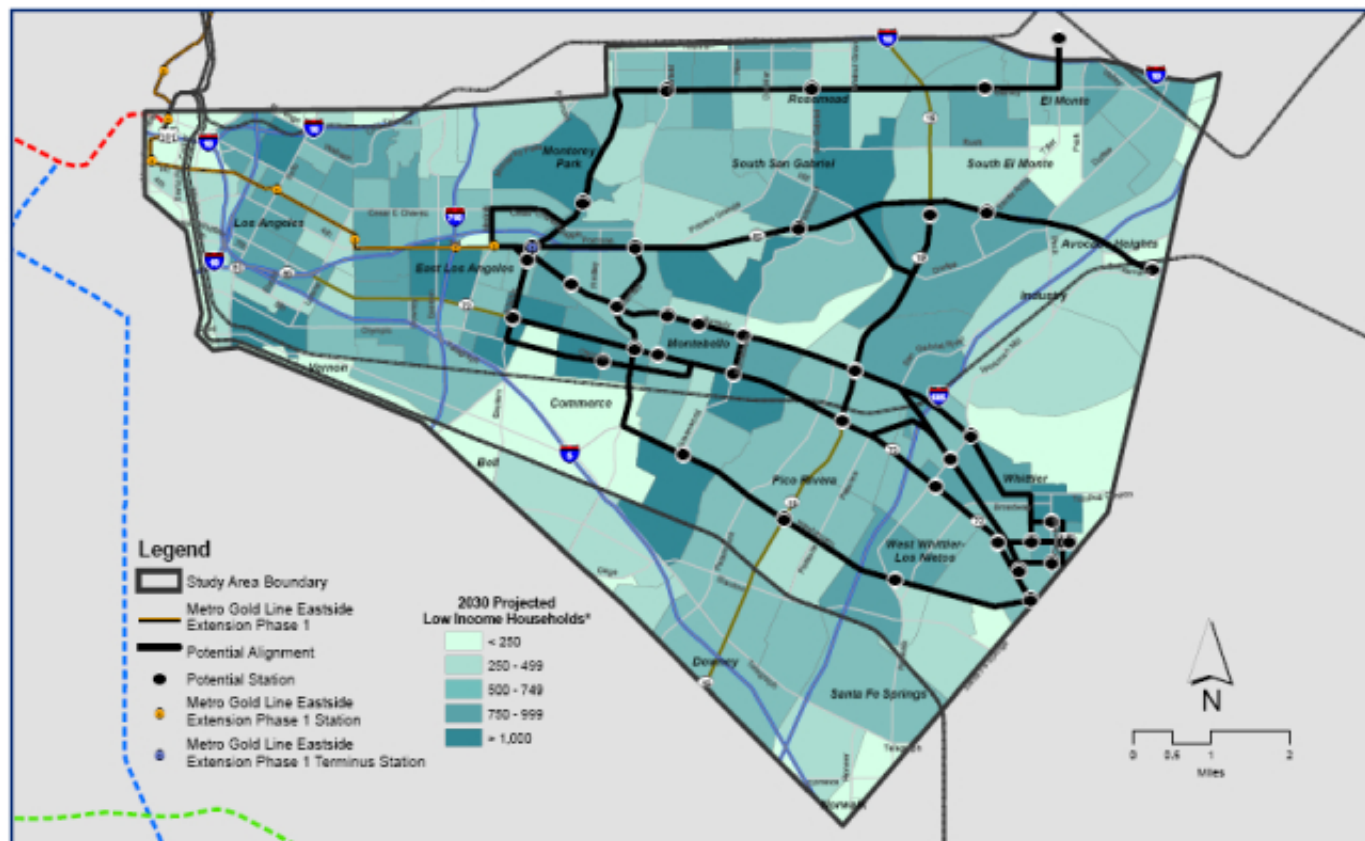




Figure 1-26 Population Age 18 and Under

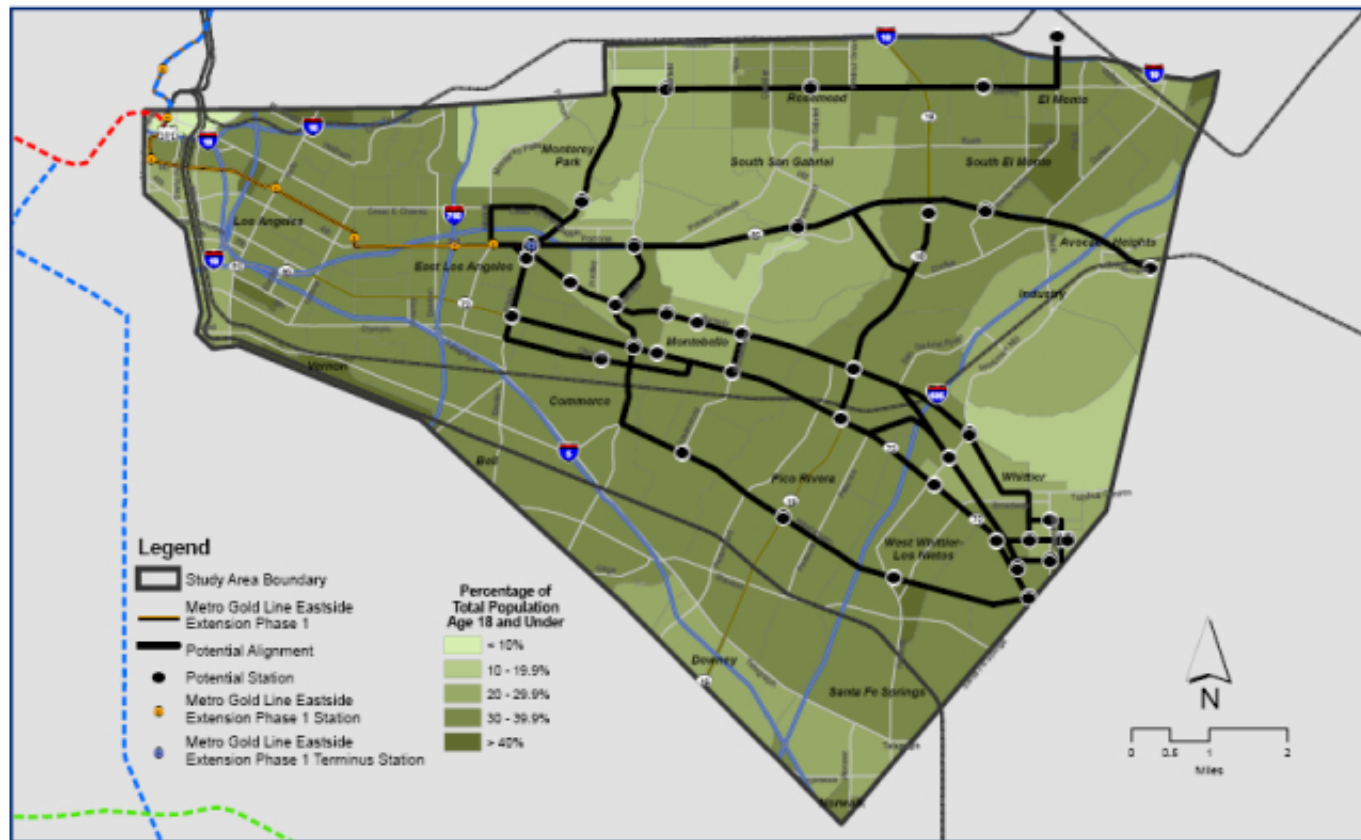




Figure 1-27 Population Age 65 and Over

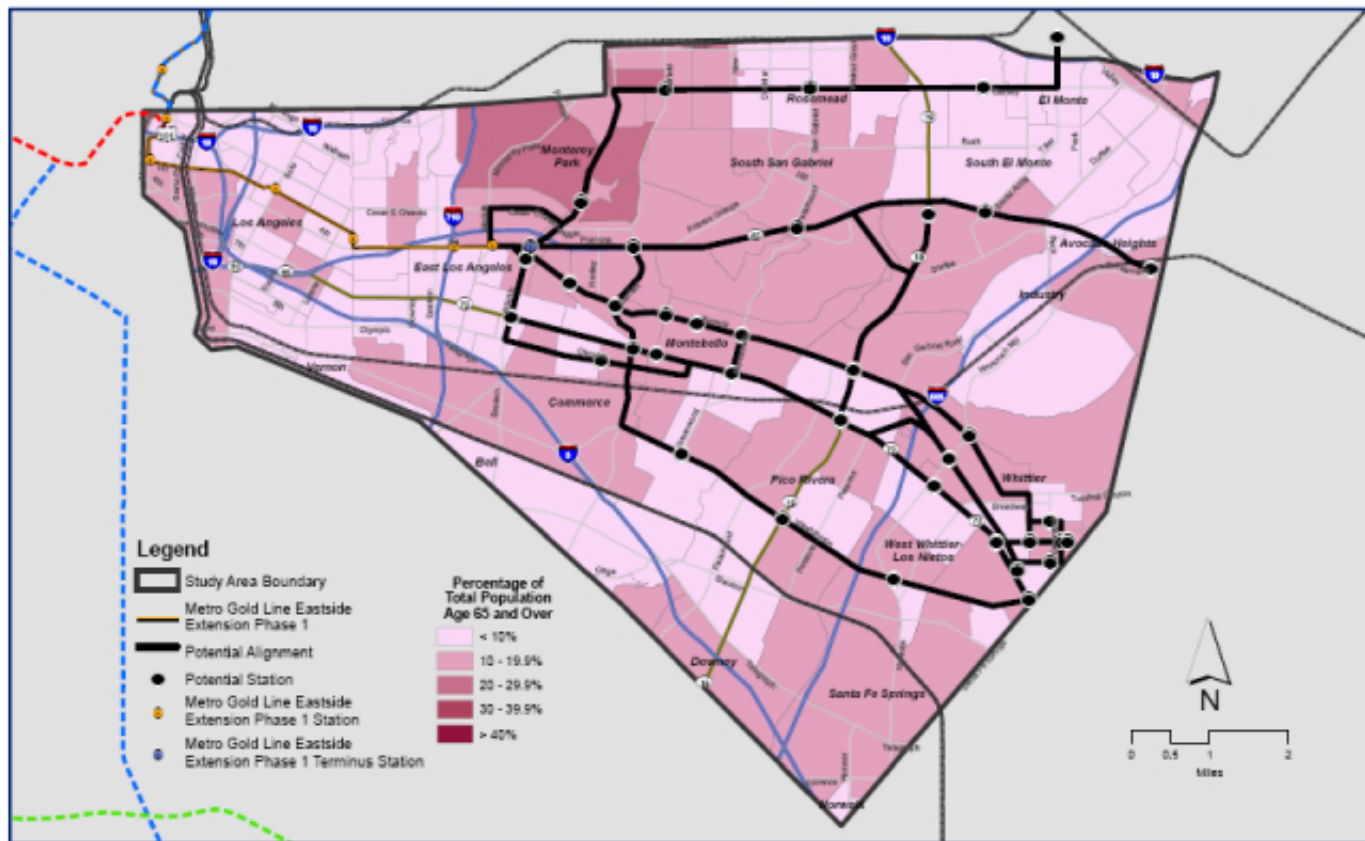




Figure 1-28 Percentages of Zero Vehicle Households

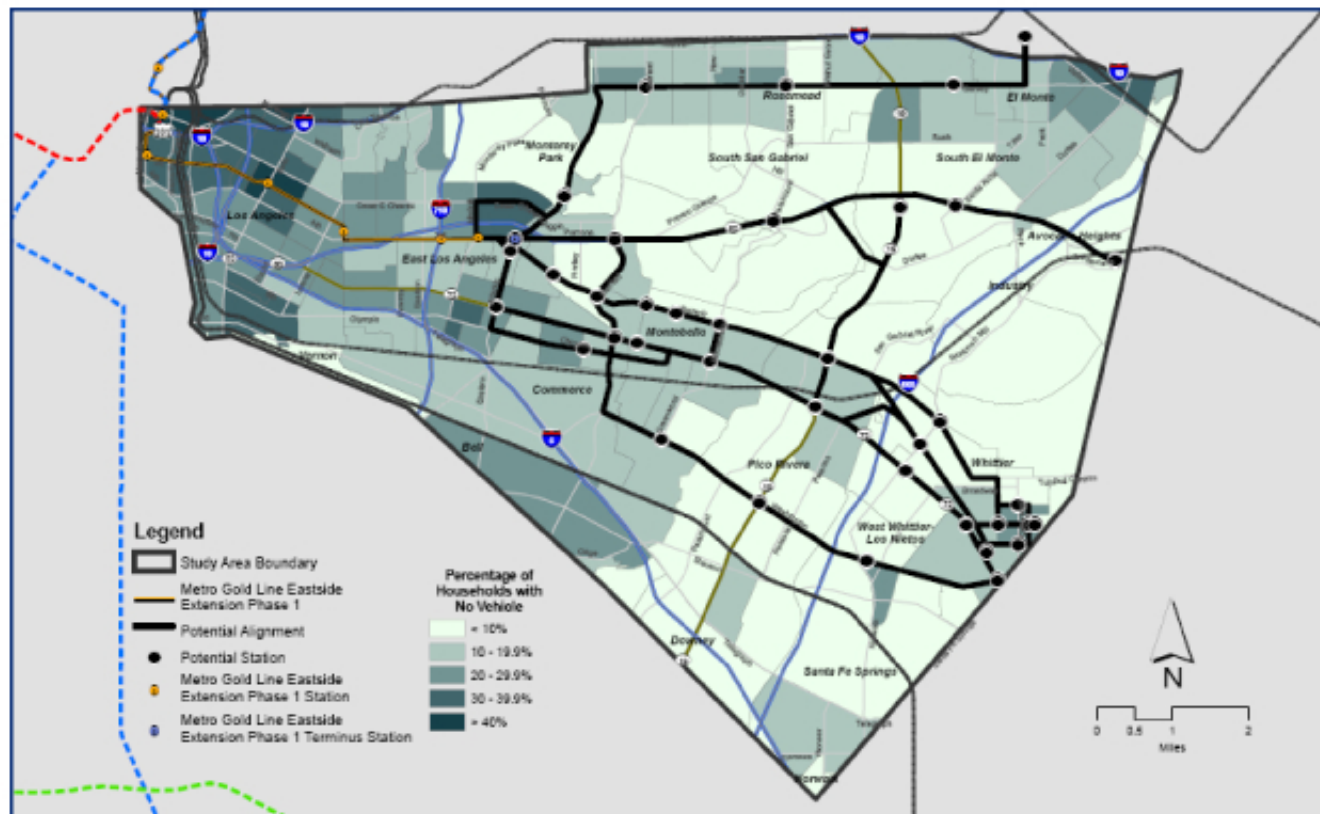
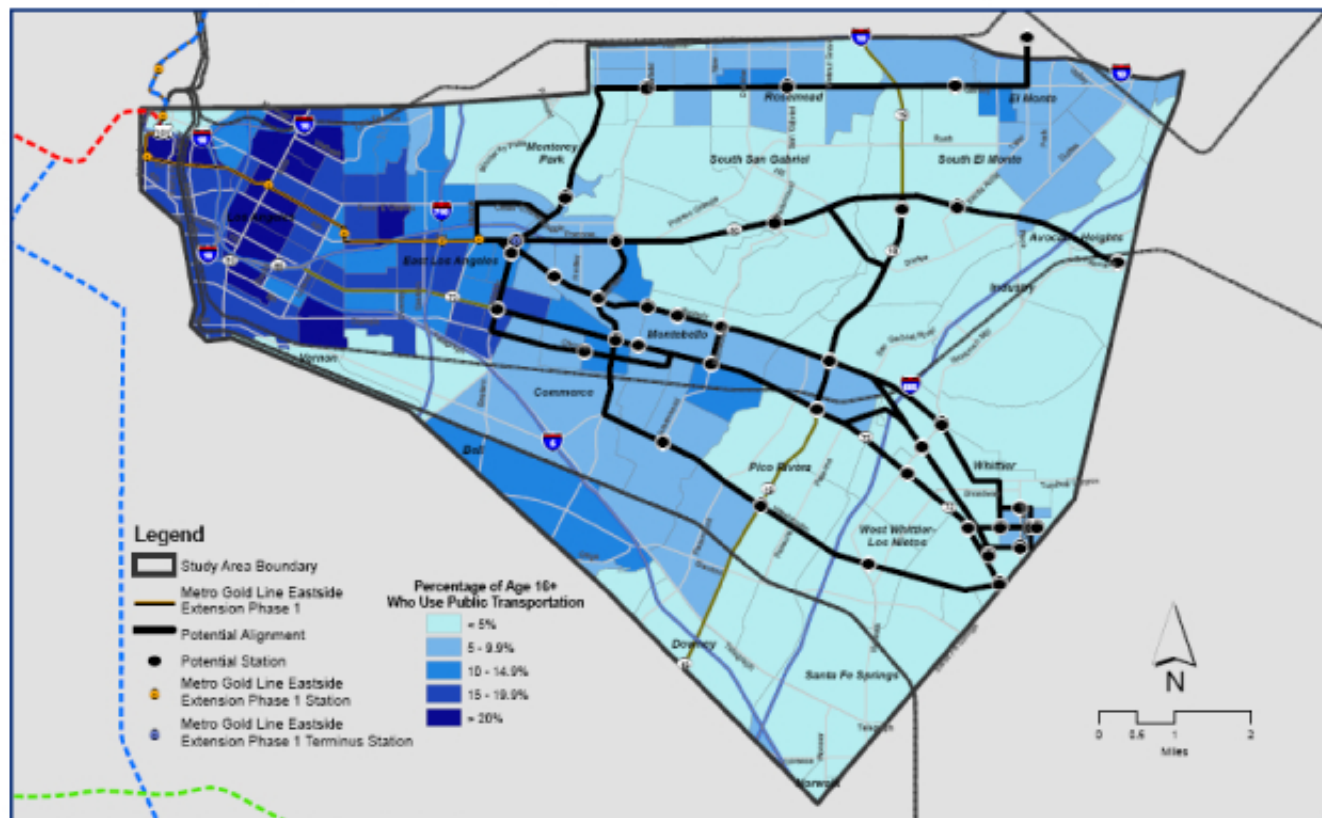




Figure 1-29 Population Age 16 and Over Who Use Public Transportation



Source: U.S. Census Bureau, 2007. ([www.census.gov](http://www.census.gov)), 2000 Census, Summary File 3

A fixed guideway investment in the Eastside Transit Corridor would serve to:

- Accommodate future population growth by providing increased mobility options for the 830,000 residents expected by 2030, a population greater than the current population of the City of San Francisco;
- Increase access to commercial, recreational, and entertainment activity centers within in the PSA;
- Provide a transit alternative to the high level of automobile congestion on arterial and highway networks in PSA, three major freeways serving the area have a LOS of F during peak hours;
- Leverage the investment in the phase 1 project by increasing Eastside Gold Line rail ridership by about 40 percent with a phase 2 extension to the vicinity of I-605;
- Extend fixed guideway transit access to Central Los Angeles and Los Angeles CBD, which is the number one ranked destination area for trips produced from the greater Eastside area (25 percent of external trips);
- Provide the opportunity to serve the PSA through the greater Metro rail and bus network market area to the west, which comprises more than 50 percent of external trip destinations;
- Provide a fixed guideway within the greater Eastside area which provides an east-west spine for internal travel which accounts for nearly 40 percent of trips made; and
- Increase rail transit investment in a large area east of the Los Angeles CBD that is currently not served by existing and committed rail transit system.

## 1.6 Role of the AA Study

The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated an Alternatives Analysis (AA) study to evaluate potential alternatives for the second phase of the Metro Gold Line Eastside Extension currently under construction. The Metro Gold Line Eastside Extension (Extension) is a six mile, eight station light rail transit line currently under construction and anticipated to be operational by 2009. The AA will identify and evaluate potential alternatives to extend transit service east from the terminus of the Metro Gold Line Eastside Extension. The alternatives developed as part of this process have been evaluated and screened in order to narrow the alternatives down to a more promising set of recommendations.

During the AA study phase the project team has undergone extensive research and analysis in developing the study recommendation. The process included:

- Consideration of alternatives previously identified in the 2000 Major Investment Study
- Input received from the community involvement effort including input from stakeholders, agencies, local jurisdictions and the public as part of the Early Scoping process
- Analysis of regional and sub-regional destinations and land use resulting in potentially promising candidate routes and station locations
- Consideration of modal and configuration options with regard to the “fit” or applicability to the PSA routes, taking into account land use, physical constraints and community characteristics
- Extensive field review and preliminary engineering of PSA opportunities and constraints relative to candidate alignments

This Final Comparative Analysis of Alternatives Report documents the AA study process and analysis of alternatives as part of the Eastside Transit Corridor Phase 2. The results of the AA study provide decision makers the information needed to approve further study as part of an EIR/EIS.