

2.4 Final Alternatives

This section presents a narrative description of the No-Build, TSM and five (5) final fixed-guideway alternatives, which are the basis for the comparative analysis.

2.4.1 No-Build Alternative

The No-Build Alternative includes all projects that are identified for construction in the financially constrained Long Range Transportation Plan by the year 2030 but does not include the Eastside Transit Corridor Phase 2 project. The No-Build Alternative is used for comparison purposes in order to assess the relative benefits and impacts of constructing a new transit project versus constructing only projects that are already funded and planned for in the Long Range Transportation Plan.

Figure 2-46 illustrates the features of the No-Build Alternative, which reflects approved Metro actions and the transit network representing the “constrained plan” from the last-approved Metro Long Range Transportation Plan adopted February 2001. The assumed countywide urban rail network includes the following lines:

- Red Line, North Hollywood to Union Station
- Purple Line, Wilshire/Western to Union Station
- Gold Line, Pasadena to East Los Angeles
- Blue Line, Long Beach to 7th/Flower
- Exposition Line Phase 1, Culver City to 7th/Flower
- Crenshaw Line, Expo/Crenshaw to Aviation
- Green Line, Norwalk to El Segundo
- Green Line, Norwalk to LAX
- LAX people mover

The No-Build Alternative is also a required alternative for comparison as part of later NEPA/CEQA environmental analysis. Therefore, the No-Build Alternative will be carried beyond the AA analysis to the environmental phase of project development regardless of its performance versus the build alternatives still under consideration.

2.4.2 Future Baseline/TSM Transit Network

A variety of bus services are currently provided in the PSA, including Metro Local, Limited, Express and Rapid buses as well as municipal bus lines. Montebello Bus Lines are the principal local bus service, operating a range of lines that include local services as well as express bus service. East-west Express and Rapid services extend to downtown Los Angeles, and some of the north-south lines extend north to connect with the Metro Pasadena Gold Line and south to connect with the Metro Green Line and beyond to the vicinity of Long Beach.

In addition to bus services, the baseline network includes three Metrolink commuter rail routes, each of which has one station located within the PSA:

- San Bernardino Line – Providing service between San Bernardino and Union Station – The station is located near Tyler Ave. in El Monte at the far northeast corner of the PSA
- Riverside Line – Providing service between Riverside and Union Station – The station is located in an industrial area near the Commerce/Montebello border east of Garfield Ave.
- Orange County / 91 Lines – Providing service between Orange County/Riverside and Union Station – The station is located west of Garfield Ave. along the southwest edge of the PSA

None of the Metrolink stations are located directly along alignment routes that were identified in the on-going planning process for the Eastside Transit Corridor Phase 2. The Commerce/Montebello Metrolink station is east of Garfield Ave. near the Washington LRT alignment but is not located near an identified stop. The LRT alignment would need to be re-routed away from principal roadways onto narrow collector roadways to serve the Metrolink station, which is located in an industrial area that would preclude development of transit-supportive land uses. However, most of the Metrolink stations are served by bus, so the baseline network would integrate the Metrolink stations with the Metro fixed guideway alternatives under study.

In addition to the Metrolink services, Metro operates rail transit lines that connect to some of the baseline fixed route bus transit lines serving the PSA, notably:

- Metro Pasadena Gold Line – Currently providing service paralleling I-210 north of the PSA between Santa Anita Ave. and Union Station with planning for an extension to Montclair
- Metro Green Line – Currently providing service along I-105 south of the PSA between I-605, Los Angeles International Airport and points beyond

In order to leverage the investment in an east-west transit spine to provide a high capacity fixed guideway, it is appropriate to consider enhancements to north-south bus services that

would feed and integrate with the improved east-west spine. These improvements have been identified and have been incorporated in a “Baseline” transit network, which would be provided in conjunction with any of the build alternatives.

In addition to the consideration for service enhancements to support the proposed build alternatives, the Alternatives Analysis process requires the evaluation of the performance benefits of the build alternatives compared to a lower cost Transportation Systems Management (TSM) alternative. The TSM would address the same needs as the build alternatives but without requiring construction of a fixed guideway facility and would have a lower level of capital investment. At this step in the project development process, additional enhancements to the baseline network were identified in conjunction with the current east-west network in order to develop the TSM options for testing against each of the build alternatives. The basic approach will be to replace the east-west bus option in the same corridor to develop the TSM network.

The characteristics of this enhanced baseline network are depicted in Figure 2-47; Tables 2-4 and 2-5 provide more specifics on a line-by-line basis. In summary, key elements of the future baseline include:

North-South “Feeder” Services

- Upgrade M30 Garfield Ave. bus to Rapid service
- Upgrade M20 Montebello Blvd. bus to Limited Stop service with higher service levels
- Add service to Metro 265 and Metro 266 local buses along Rosemead Blvd. and Paramount Blvd.
- Add service to Foothill Transit 274 along Workman Mill Rd.
- Provide new 577 Express service operating along Metro Route 270

East-West “TSM” Services

- Provide new Pomona Freeway Express connecting to Phase 1 terminal
- Provide new Beverly Blvd. Rapid bus service
- Add service to M10 Whittier Blvd. bus
- Add service to M50 Washington Blvd. bus



Figure 2-47 Baseline/TSM Bus Improvements

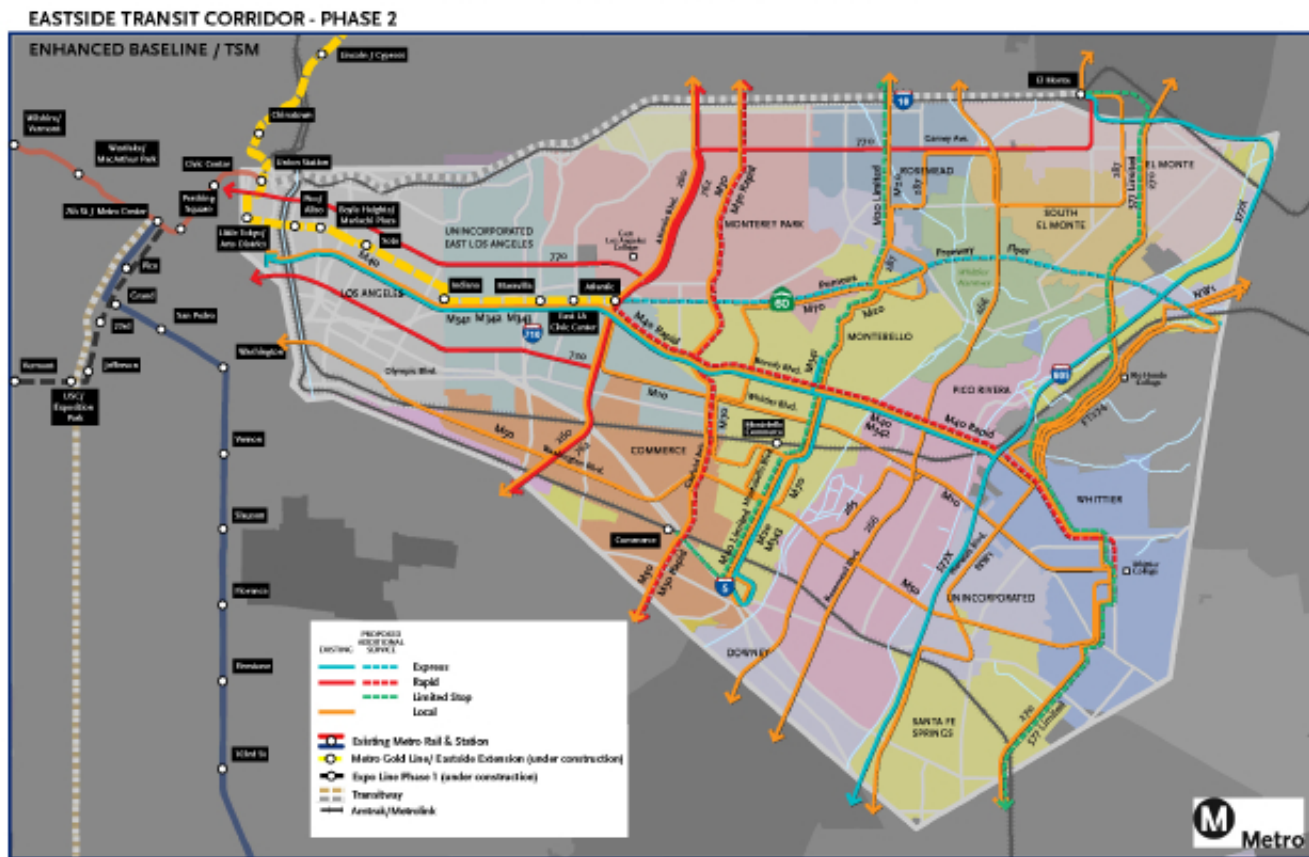


Table 2-4 Baseline/TSM Bus Improvements – North-South Services

Existing Lines (North-South)	Current Service Routing & Frequencies (Minutes)	TSM Alternative Service Improvements
260 – Atlantic Blvd.-Fair Oaks Ave.	<ul style="list-style-type: none"> - Northern terminus at Fair Oaks / Loma Alta - Southern terminus at Artesia Blue Line Station - Peak (10-12) / Day (15) / Eve (20) / Wkd (20 -30) 	<ul style="list-style-type: none"> - No extension - At current frequencies
762 – Pasadena – Artesia Station	<ul style="list-style-type: none"> - Northern terminus at Fair Oaks / Washington - Southern terminus at Artesia Blue Line Station - Weekday 5 am – 9 pm / Saturday 7 am – 7 pm 	<ul style="list-style-type: none"> - Rapid service replaces 361 Limited starting 6/30/08
M30 – Garfield Ave.	<ul style="list-style-type: none"> - Northern terminus at Garfield/Huntington - Southern terminus at Garfield/Firestone - Peak (45) / Day (45) / Eve (60) / Wkd (40-60) 	<ul style="list-style-type: none"> - Upgrade to Rapid service operated by Montebello Bus - Peak, day, evening and weekend service added
M70 – Montebello Town Center Dr. - Montebello Commerce Metrolink Station	<ul style="list-style-type: none"> - Northern terminus at Montebello Town Center Dr. - Southern terminus at Greenwood/Mines - Peak (30) / Day (30) / Eve (30) / No Wkd 	<ul style="list-style-type: none"> - Continued operation by Montebello Bus - At current frequencies
M20 – Garvey Ave.-San Gabriel Blvd.-Foothill Blvd.	<ul style="list-style-type: none"> - Northern terminus at Sierra Madre Villa Gold Line Station - Southern terminus at Greenwood/Telegraph - Peak 15 / Day 15 / Eve 20-30 / Wkd 15-30 	<ul style="list-style-type: none"> - Upgrade to Limited Stop service operated by Montebello Bus - Extension to Commerce Metrolink Station - Peak, day, evening and weekend service added
287 – Sierra Madre Villa-Sierra Madre Villa Blvd.-Santa Anita Ave.-El Monte-South El Monte-Montebello Town Center Dr.	<ul style="list-style-type: none"> - Northern terminus at Sierra Madre Villa Gold Line Station - Southern terminus at Montebello Town Center - Peak (20-35) / Day (30-45) / Eve (30-60) / Wkd (60) 	<ul style="list-style-type: none"> - No extension - At current frequencies

Table 2-5 Baseline/TSM Bus Improvements – East-West Services

Existing Lines (East-West)	Current Service Routing & Frequencies (Minutes)	TSM Alternative Service Improvements
265 – Lakewood-Paramount Blvd.- Pico Rivera	<ul style="list-style-type: none"> - Northern terminus at Whittier/Rosemead - Southern terminus at Lakewood Center - Peak (26-40) / Day (43-50) / Eve (50) / Wkd (50) 	<ul style="list-style-type: none"> - No extension - Peak, day, evening and weekend service added
266 - Rosemead Blvd.-Lakewood Blvd.-Sierra Madre Villa	<ul style="list-style-type: none"> - Northern terminus at Sierra Madre Villa Gold Line Station - Southern terminus at Lakewood/Del Amo - Peak (20-40) / Day (40) / Eve (60) / Wkd (40-60) 	<ul style="list-style-type: none"> - No extension - Peak, day, evening and weekend service added south to Lakewood Green Line Station
577X - El Monte-Norwalk-VA Medical Center-Downtown Long Beach via I-605 Freeway Express	<ul style="list-style-type: none"> - Operates nonstop through PSA from El Monte Transitway Station to Long Beach Transit Mall - Peak (20) / Day (30) / Eve (30-60) / No Wkd 	<ul style="list-style-type: none"> - No extension - At current frequencies
NW1 - Rio Hondo-Norwalk- Bellflower	<ul style="list-style-type: none"> - Northern terminus at Workman Mill / Don Julian - Southern terminus at Flower/Bellflower - Peak (30) / Day (30) / Eve (50) / Wkd (60) 	<ul style="list-style-type: none"> - Continued operation by Norwalk Transit - At current frequencies
270 - Monrovia-El Monte-Whittier- Santa Fe Springs-Norwalk Metro Rail Station	<ul style="list-style-type: none"> - Northern terminus at Primrose/Foothill - Southern terminus at Norwalk Green Line Station - Peak (20-60) / Day (60-70) / Eve (40-60) / Wkd (60) 	<ul style="list-style-type: none"> - Supplement with new 577 Limited service on same route between El Monte Transitway Station and Norwalk Green Line Station
FT274 - West Covina-La Puente- Whittier	<ul style="list-style-type: none"> - Northern terminus at West Covina/California - Southern terminus at Beverly/Norwalk - Peak 60 / Day 60 / No Eve / Wkd 60 	<ul style="list-style-type: none"> - No extension - Peak, day, evening and weekend service added

2.4.3 Final Alternative 1 – SR-60 LRT

General Description:

This alternative follows the edge of the SR-60 Freeway generally within the freeway right-of-way. The alternative serves a series of park and ride stations to an end-of-line freeway intercept station east of the SR-60/I-605 interchange. The alignment serves Monterey Park, South San Gabriel, Rosemead, South El Monte and West Puente Valley north of SR-60 as well as the northern portions of Montebello, Pico Rivera and Whittier (via Workman Mill Rd.). A terminus in the vicinity of the Crossroads Pkwy./SR-60 interchange is accessible from SR-60 east of the SR-60/I-605 interchange as well as I-605 south of the freeway-freeway interchange. The alignment extends along Pomona Blvd. to SR-60 at-grade and follows the freeway in a side-running configuration using a combination of aerial and retained cut depending upon topography. The stations are designed with large park and ride facilities to intercept north/south roadway traffic and bus lines approaching the freeway. Shuttle bus access is provided to significant trip generators near stations such as for Rio Hondo College at the terminal station. There is some potential for TOD to occur on or adjacent to parking areas at freeway interchanges. Figure 2-48 illustrates the alignment of the SR-60 LRT Alternative.

Alignment Segments:

- Extend existing at-grade alignment east across Atlantic Blvd. and follow the median of Pomona Blvd. to SR-60
- The alignment transitions to aerial configuration slightly west of S. Hillview Ave., crossing over S. Sadler Ave. to follow the south edge of the SR-60 Freeway
- Alignment continues east along the south side of SR-60 in a combination of retained cut and/or on columns; an aerial station is located immediately east of S. Garfield Ave.
- Alignment climbs up above the freeway to cross over the N. Vail Ave. eastbound on-ramp and follows the freeway on an approximate 2.5 – 3.0 % grade approaching the crest
- Alignment transitions to approximate freeway grade east of the on-ramp, supported on retained fill so as not to disturb the cap over the encapsulated waste disposal site located along the freeway between N. Vail Ave. and Paramount Blvd.
- Alignment passes under the Greenwood Ave. bridge, with modifications near the south abutment to accommodate the LRT trackway
- Alignment continues to climb beyond the freeway crest about 0.5 mile west of the Paramount Blvd. interchange so as to clear the eastbound off-ramp to Paramount Blvd.
- Alignment passes over the Paramount Blvd. interchange cross street and on-ramp and then dips and levels off at the Town Center station platform
- East of platform the alignment dips down at 4% – 5% grade approaching the Rio Hondo

- Alignment crosses the Rio Hondo at approximate elevation as main line then climbs to clear Rosemead Blvd. interchange ramps at Whittier Narrows Recreation Area
- Alignment swings south to clear Santa Anita Ave. interchange bridge then levels off at station east of Santa Anita Ave.
- Alignment continues east along south edge of freeway and rises up to clear Peck Rd. interchange ramps
- Alignment levels off for station east of Peck Rd. then dips to follow freeway across San Gabriel River
- Alignment swings south at I-605 ramps then aligns at skew angle to cross SR-60 main line east of I-605 main line
- Alignment curves to follow north edge of SR-60 Freeway then dips beneath Crossroads Pkwy. S. bridge
- Alignment terminates at platform along north edge of freeway approaching Crossroads Pkwy. N.

Station Locations:

- E. 3rd St./Atlantic Blvd./ Pomona Blvd. (East Los Angeles) – At-grade center platform (Existing); transfer to Atlantic Blvd. buses
- SR-60 east of S. Garfield Ave. (Monterey Park & Montebello) – Aerial center platform along south edge of SR-60 with bridge access to parcel in SW quadrant of S. Garfield Ave./Pomona Blvd. intersection; opportunity for park and ride using parking deck and/or shared parking and TOD; transfer to S. Garfield Ave. buses
- SR-60 at Town Center Dr. between Paramount Blvd. and San Gabriel Blvd. (Montebello, Rosemead, and South San Gabriel) – Aerial center platform between Town Center Dr. and SR-60 with bridge access to parking lots at mall and Kaiser facility; opportunity for park and ride with shared parking and TOD; transfer to Montebello Blvd. and San Gabriel Blvd. buses
- SR-60 at Santa Anita Ave. (Montebello, South San Gabriel, and Whittier Narrows Recreational Area) – Aerial center platform with bus loading area at plaza level on undeveloped parcel in SE quadrant of Santa Anita Ave. and SR-60; opportunity for park and ride using parking deck and/or shared parking and TOD
- SR-60 at Peck Rd. (South El Monte, Pico Rivera and Whittier) – Aerial center platform with bus loading area at plaza level on triangle parcel between freeway, Peck Rd. and San Gabriel River; opportunity for site redevelopment with park and ride and TOD
- SR-60 at Crossroads Pkwy. (Whittier, City of Industry, and West La Puente Valley) – Aerial center platform with bus loading level on undeveloped parcel between Crossroads Pkwy.