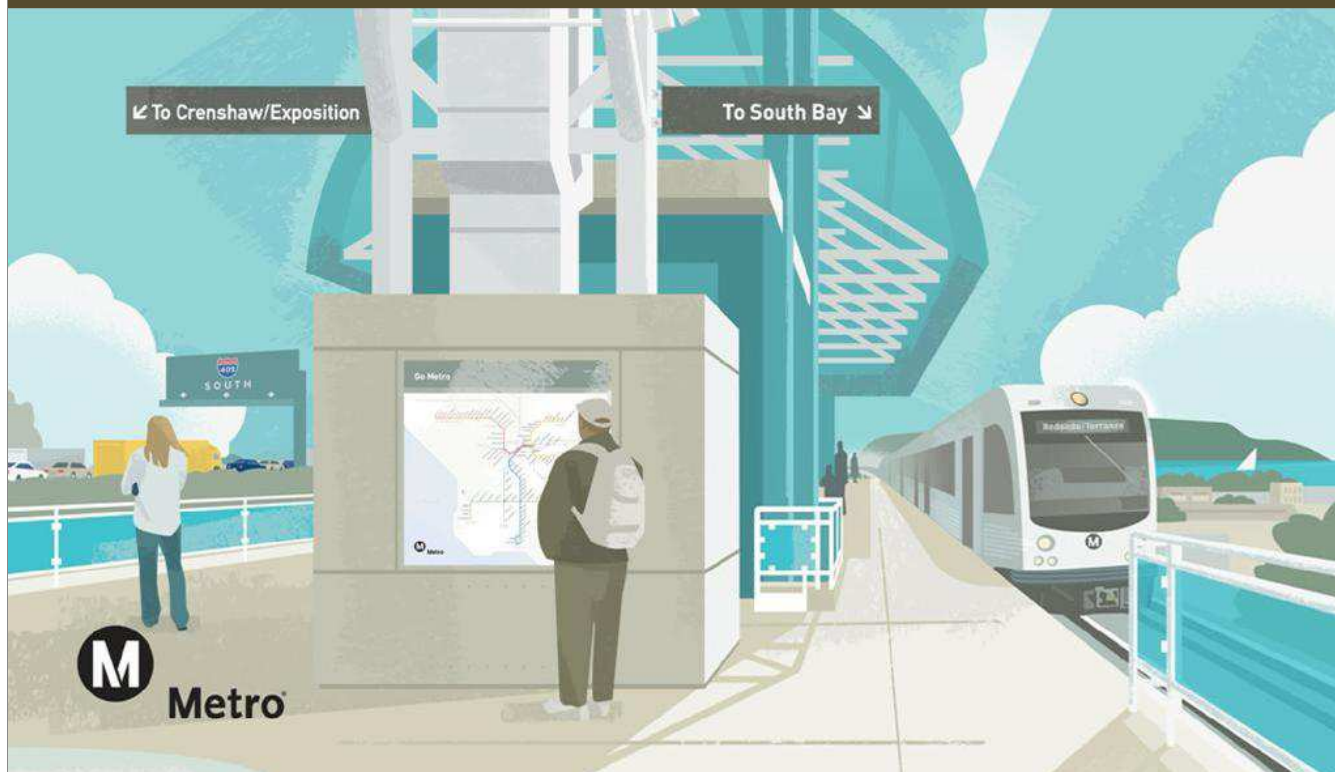


South Bay Metro Green Line Extension

Spring 2011 Community Meetings

April 2011



Agenda

April 2011

- Introduction
- Where We've Been
- Project Status
- What's Next
- Discussion



Where We've Been

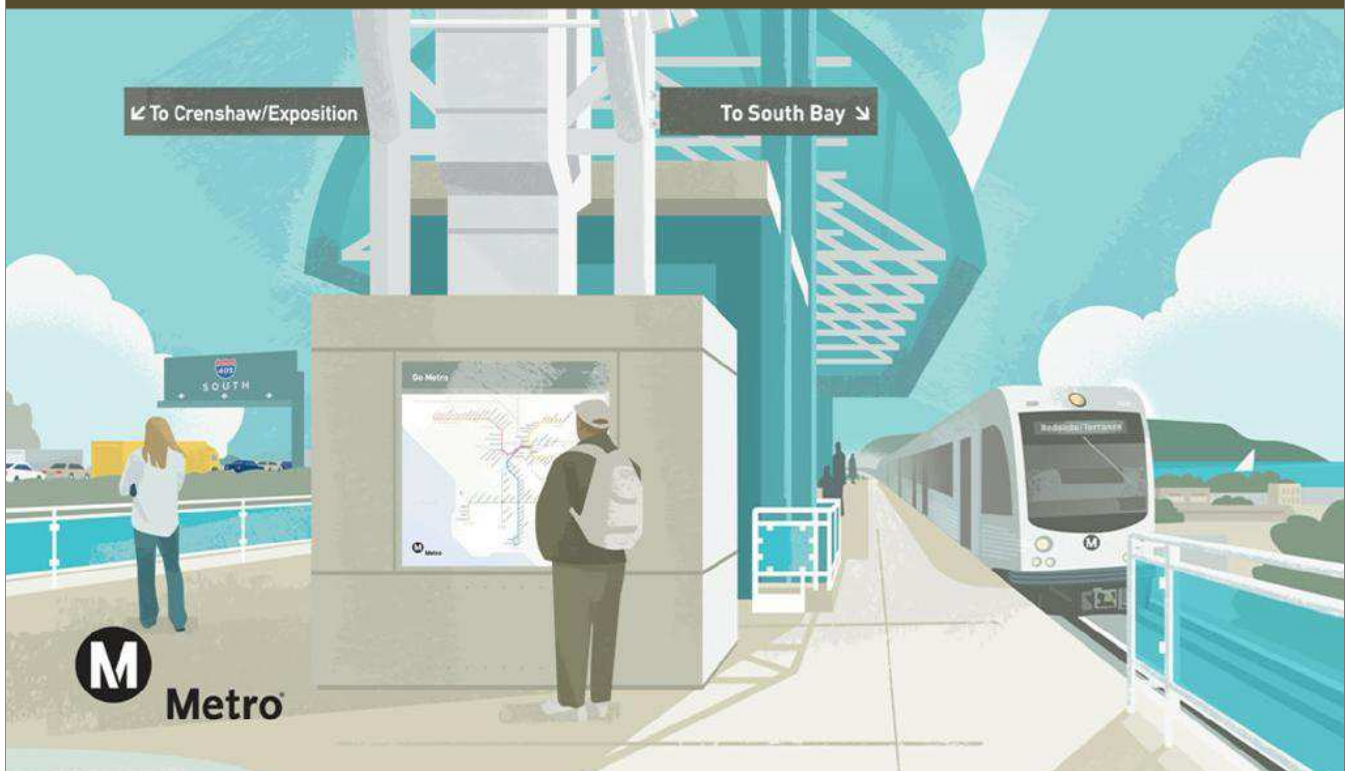
April 2011

- **Scoping Meetings – April/May 2010**
 - 4 Meetings
 - 193 Attendees
 - 209 Comments
- **Community Meetings – October 2010**
 - 4 meetings
 - 197 Attendees
 - 106 Comments
- **What we heard:**
 - Need for more transit in South Bay
 - Connections to regional destinations
 - Concerns about traffic, noise/vibration, parking, safety, property values



Project Status

April 2011



Alternatives Being Considered

April 2011

- **No Build**
- **Transportation Systems Management (TSM)**
- **Light Rail**



Other Alternatives Considered

April 2011

- **Freight Track Alternative removed from further study in January 2011**
- **Other alignment options were considered, but are not carried forward in the Draft EIS/EIR**

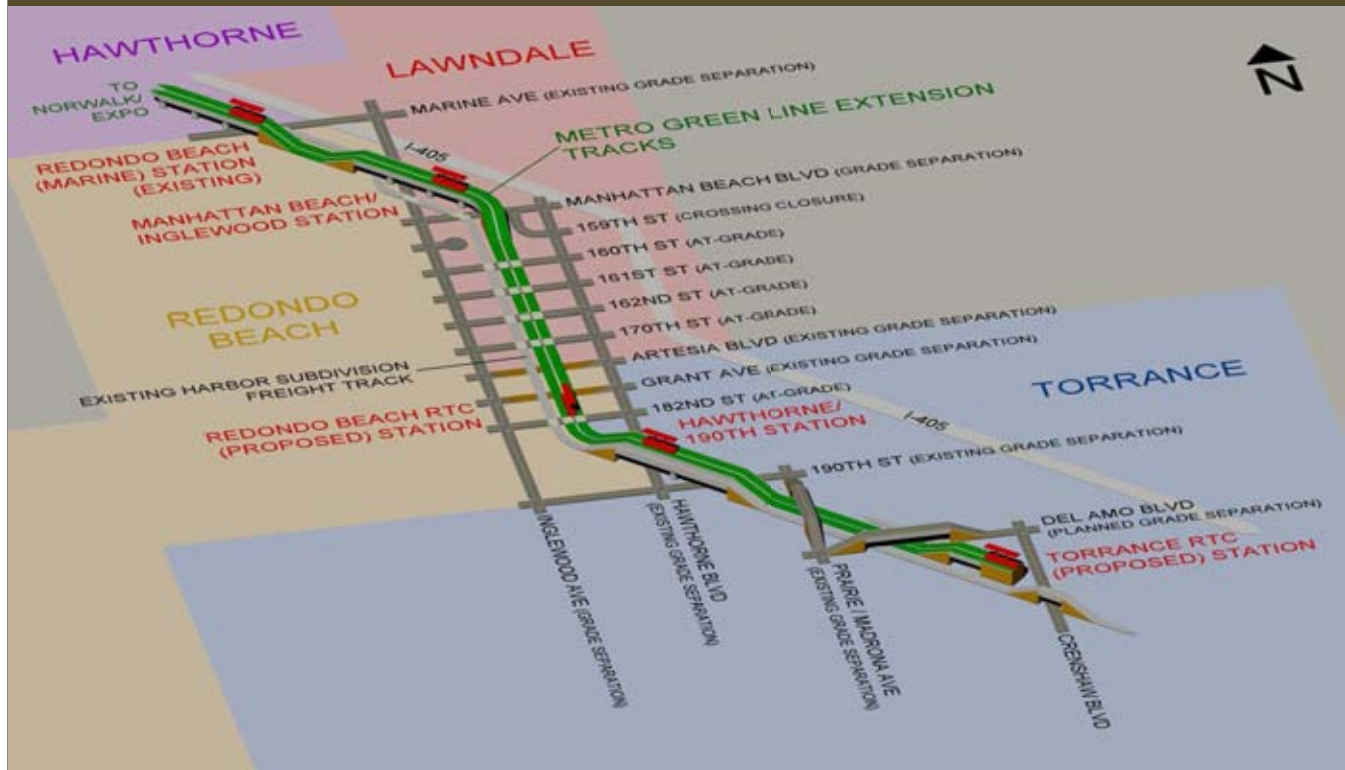


Freight Track Alternative



Proposed Alignment

April 2011



Shared Maintenance Facility

April 2011

- **December 2010: Metro Board Adopted Consolidated Development Policy**
- **Shared facility for:**
 - Crenshaw/LAX Transit Corridor
 - South Bay Metro Green Line Extension
 - Metro Green Line to LAX
- **Crenshaw/LAX project considering 4 potential sites**
 - Facility is necessary for project opening (2018) likely before other Metro Green Line Extension projects
 - One site will be selected in Spring 2011 to complete the project's Final EIS/EIR



Shared Maintenance Facility South Bay Green Line Analysis

April 2011

- **Two Potential Sites adjacent to Torrance RTC Station**
- **Ultimate site selection dependent on:**
 - Assessment of costs and impacts
 - Ability to fund a project to Torrance



Ridership Modeling

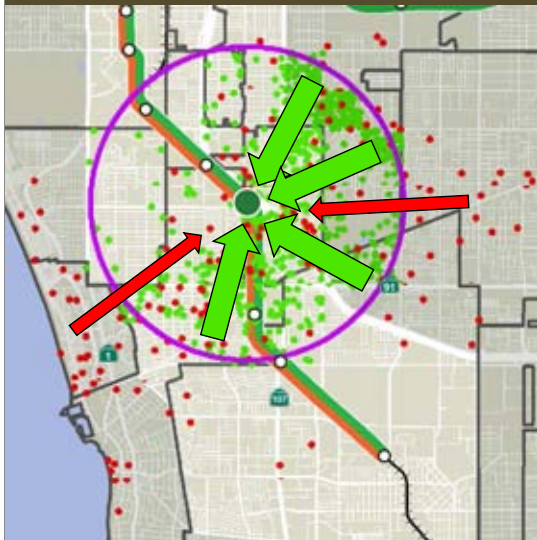
April 2011

- **Helps answer the question:**
“Who would ride the Light Rail Alternative?”



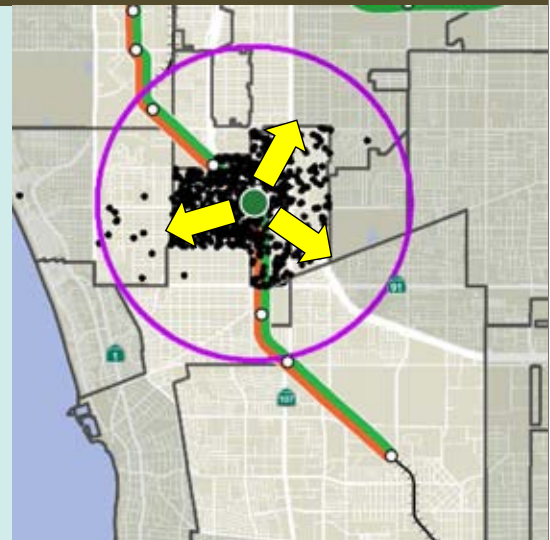
Manhattan Beach/Inglewood Projected Station Access

April 2011



< Daily South Bay residents accessing station

Daily riders heading to destinations (jobs, etc.) near station >



Where are riders coming from?

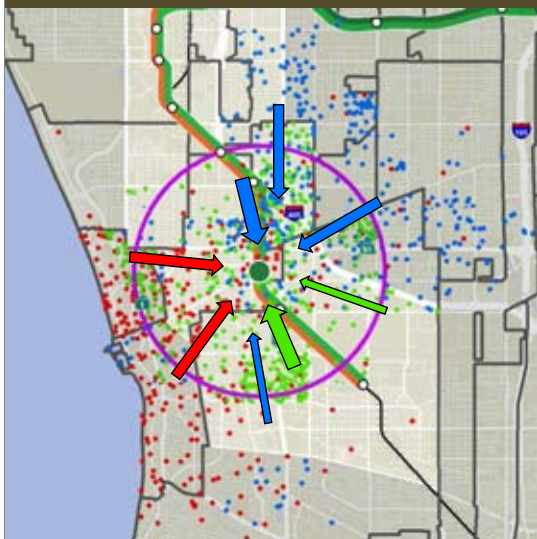


Where are they going?



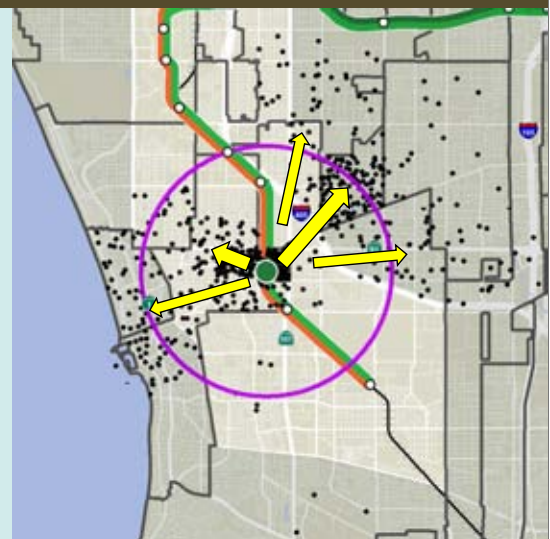
Redondo Beach RTC Projected Station Access

April 2011



< Daily South Bay residents accessing station

Daily riders heading to destinations (jobs, etc.) near station >



Where are riders coming from?

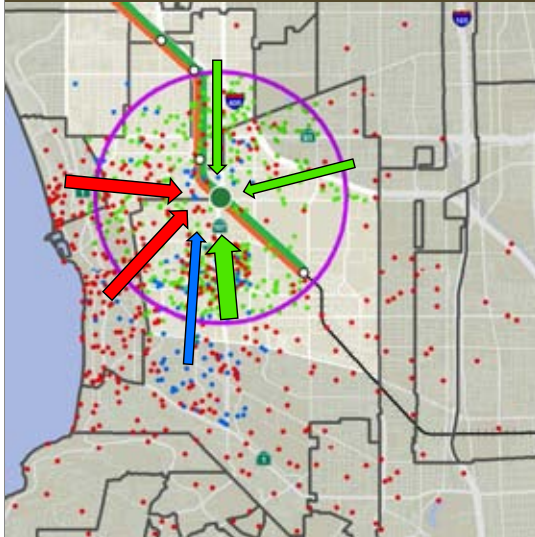


Where are they going?



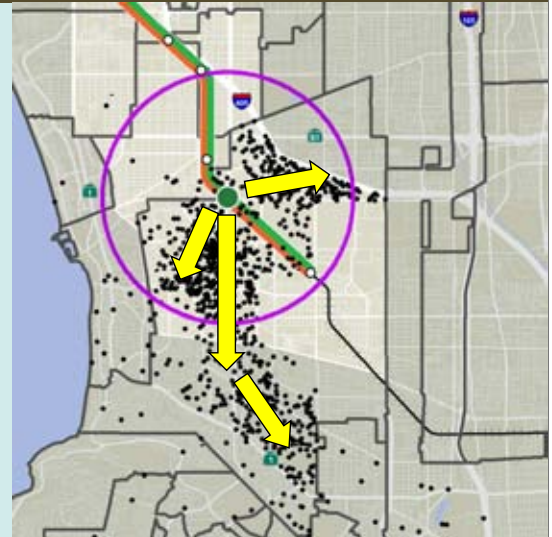
Hawthorne/190th Projected Station Access

April 2011



< Daily South Bay residents accessing station

Daily riders heading to destinations (jobs, etc.) near station >



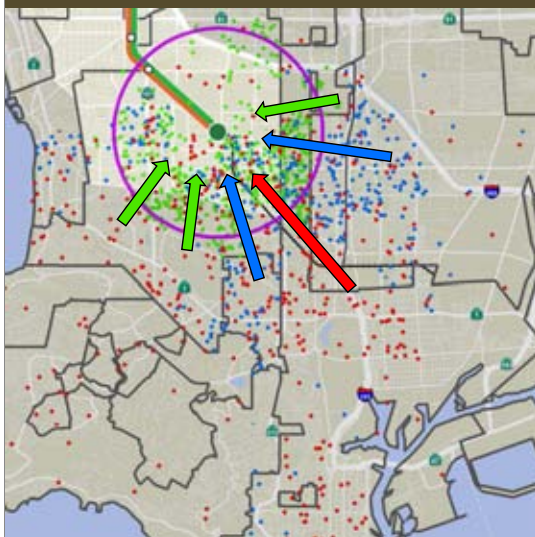
Where are riders coming from?

Where are they going?



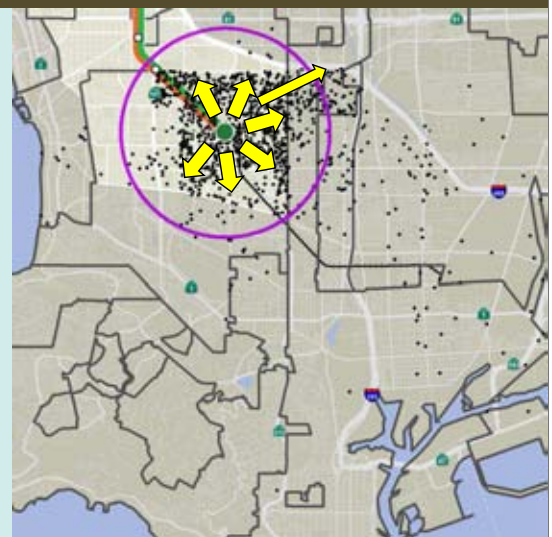
Torrance RTC Projected Station Access

April 2011



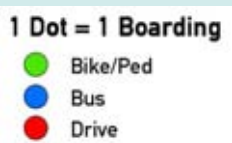
< Daily South Bay residents accessing station

Daily riders heading to destinations (jobs, etc.) near station >



Where are riders coming from?

Where are they going?



Light Rail Alternative Projected Ridership by City

15

April 2011

- **Who would get on at South Bay Extension stations?**
 - 62% from South Bay Extension Cities (Lawndale, Redondo Beach, Torrance)
 - 21% from Other Study Area Cities
 - 17% from Outside Study Area



Light Rail Alternative Projected Ridership by City

16

April 2011

- **Where will they go?**
 - 43% going Outside Study Area
 - 31% going to South Bay Extension Cities
 - 26% going to Other Study Area Cities



Light Rail Alternative Projected Ridership by City

17

April 2011

- **Who would get off at South Bay Extension stations?**
 - 81% going to South Bay Extension Cities
 - 11% going to Other Study Area Cities
 - 8% going Outside Study Area



Figures are for 2035

Light Rail Alternative Projected Ridership by City

18

April 2011

- **Where are they from?**
 - 42% from Outside Study Area
 - 35% from South Bay Extension Cities
 - 23% from Other Study Area Cities

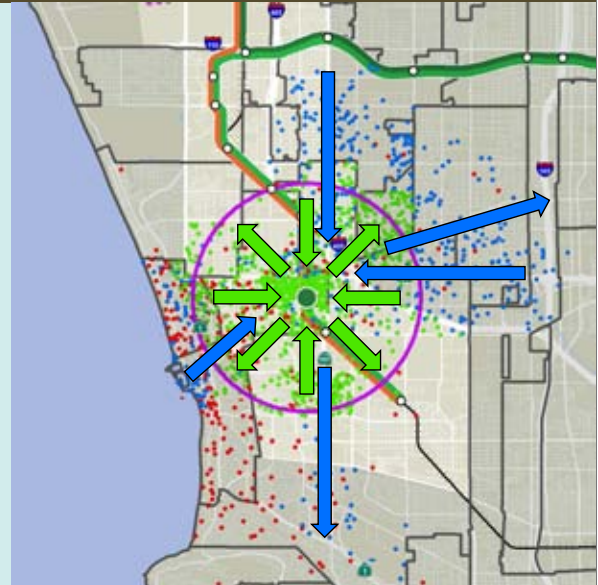


Figures are for 2035

Light Rail Alternative Ridership by Access Mode

April 2011

- **How would riders access new stations?**
 - 50% Bicycle/Pedestrian
 - 25% Bus
 - 25% Drive
- **Typically Bike/Ped within 2 miles of station**
- **Bus access along corridors with good existing service**
- **Drive from beyond 2 miles of station**
- **Parking sufficient for demand**



Example:
Redondo Beach RTC

1 Dot = 1 Boarding / Alighting (Arrival)

- Bicycle / Pedestrian
- Bus
- Drive
- Two Mile Station Proximity

Figures are for 2035

Light Rail Alternative Potential Ped/Bike Facilities

April 2011

- **ROW constraints key factor in determining feasibility**
- **Two sections with potential space:**
 - 162nd St to 170th St (Lawndale)
 - Grant Ave to 182nd St (Redondo Beach)
- **Further evaluation required in coordination with cities and relevant regulatory agencies**



Light Rail Alternative Environmental Analysis

April 2011

- **Traffic/Transportation**
 - Traffic counts at 94 intersections and roadway segments



Light Rail Alternative Environmental Analysis

April 2011

- **Noise & Vibration**
 - Noise levels gathered at 15 locations (near sensitive receptors such as housing, parks, etc)



Light Rail Alternative Environmental Analysis

April 2011

- **Visual Resources & Aesthetics**
 - Before and after simulation



Before



After



Similar Views on Existing Metro Light Rail System

April 2011



Light Rail Alternative Minimum Operable Segment

April 2011

- Measure R provided \$272 million (2008\$)
- Preliminary cost estimates for an extension to Torrance exceed available funding
- Minimum Operable Segment (MOS) to Redondo Beach RTC will also be included in Draft EIS/EIR



What's Next

April 2011

- **April 2011 – Community Meetings**
 - April 6, 6-8 PM – Torrance – Nakano Theater
 - April 11, 6-8 PM – Redondo Beach – Perry Park
 - April 14, 6-8 PM – Lawndale – William Green School
- **Metro Gold Line Tour (TBD)**
- **Continue Public Outreach**
- **Late 2011 – Draft EIS/EIR and Public Hearings**



Discussion

April 2011

