

Next stop: more rail in the South Bay.

GREEN LINE EXTENSION TO TORRANCE

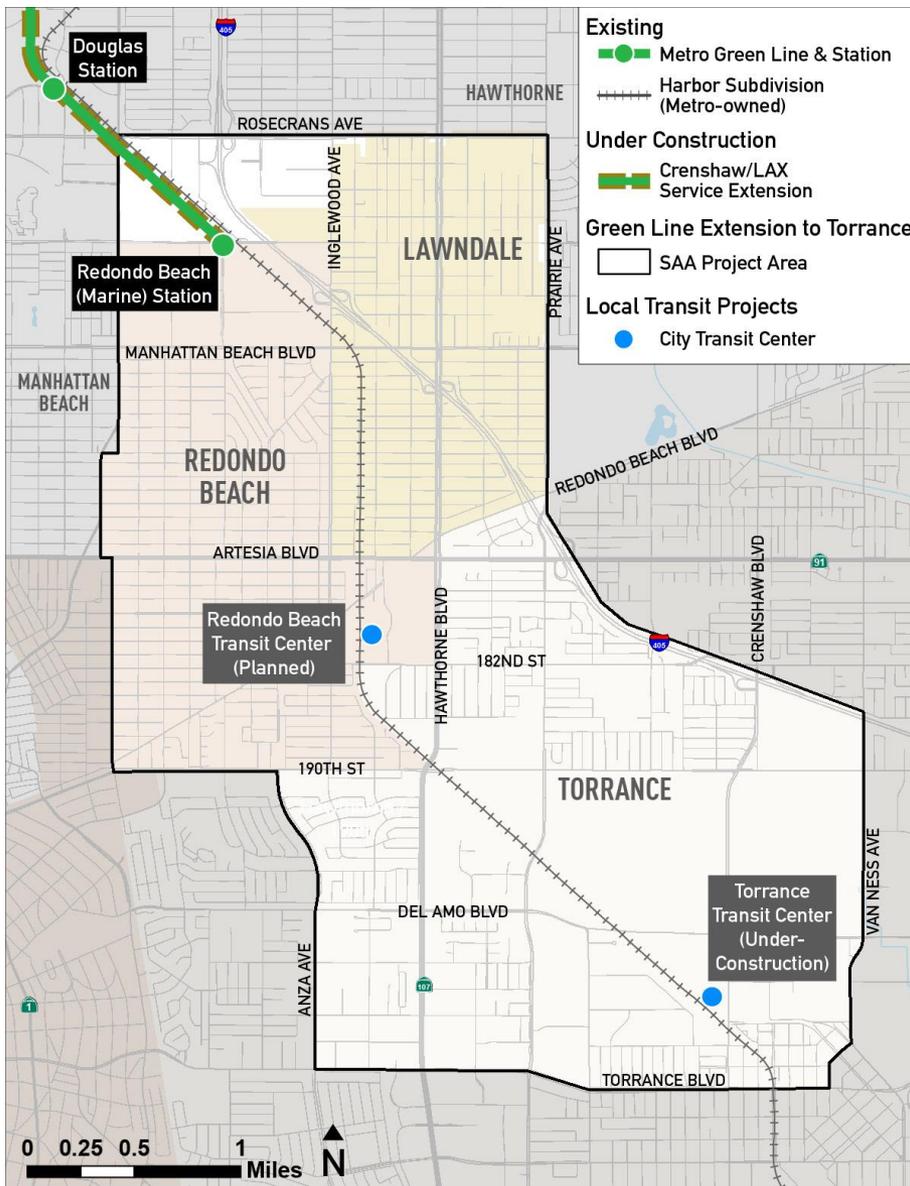


Recommendation

AUTHORIZING:

1. Carrying forward two build alternatives (modified) into Draft EIS/EIR:
 - **Alternative 1:** Metro right-of-way (ROW) Overcrossing, without a station at Manhattan/Inglewood
 - **Alternative 3:** Hawthorne to 190th Street without a station at Hawthorne/166th Street
2. Initiating the Draft EIS/EIR.

Green Line Extension to Torrance (GLET) Project Goals



- Improve **mobility**
- Minimize **environmental** Impacts
- Ensure **cost** effectiveness and financial feasibility
- Support local and regional **land use** plans and policies
- Ensure **equity**

Supplemental Alternative Analysis (AA)

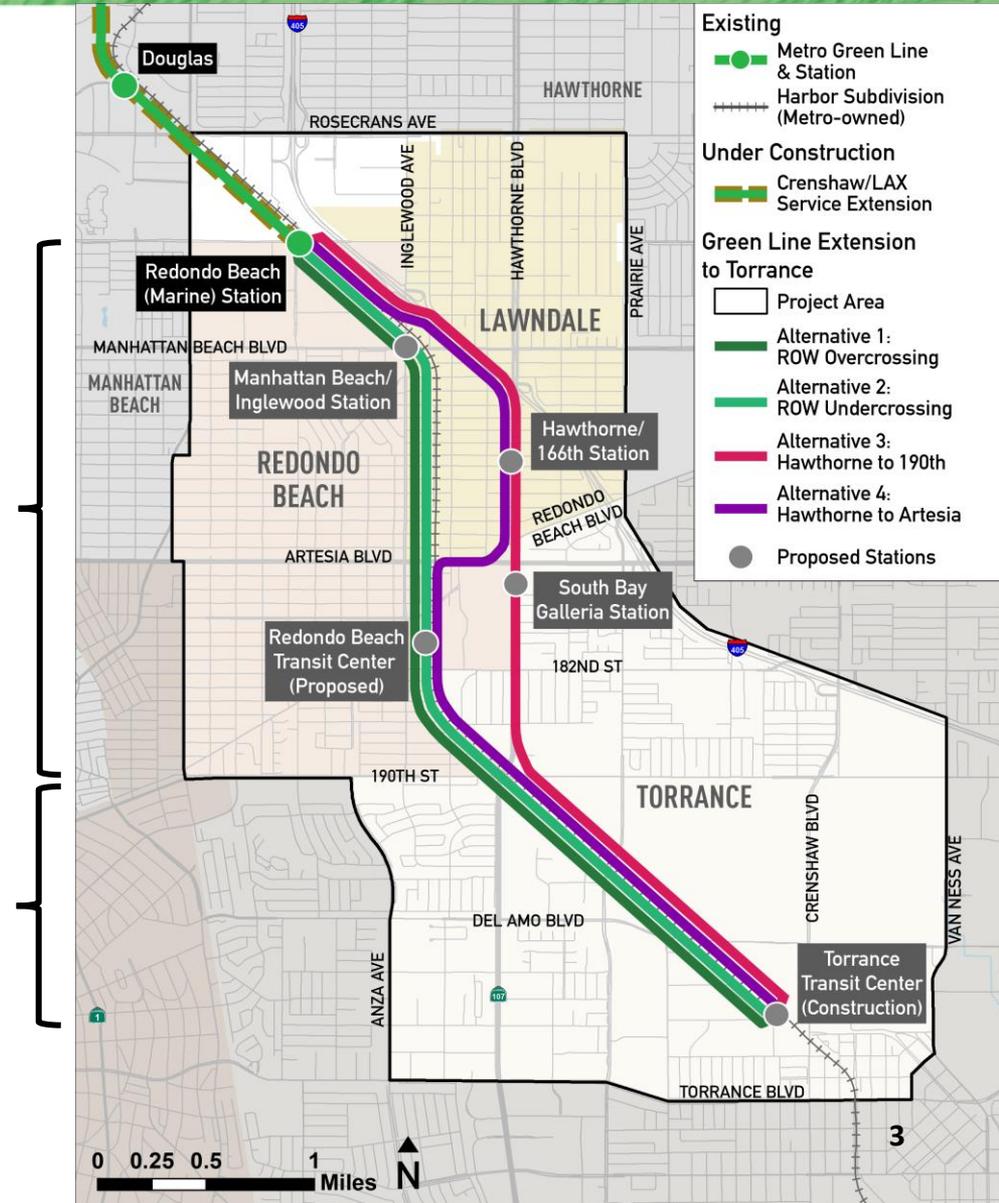
Alternatives Considered

Redondo Beach Station to 190th St

- **Metro ROW**
 - Alt 1: ROW Overcrossing
 - Alt 2: ROW Undercrossing
- **Hawthorne Blvd**
 - Alt 3: Hawthorne to 190th
 - Alt 4: Hawthorne to Artesia

190th to Torrance Transit Center

- All Alternatives Identical



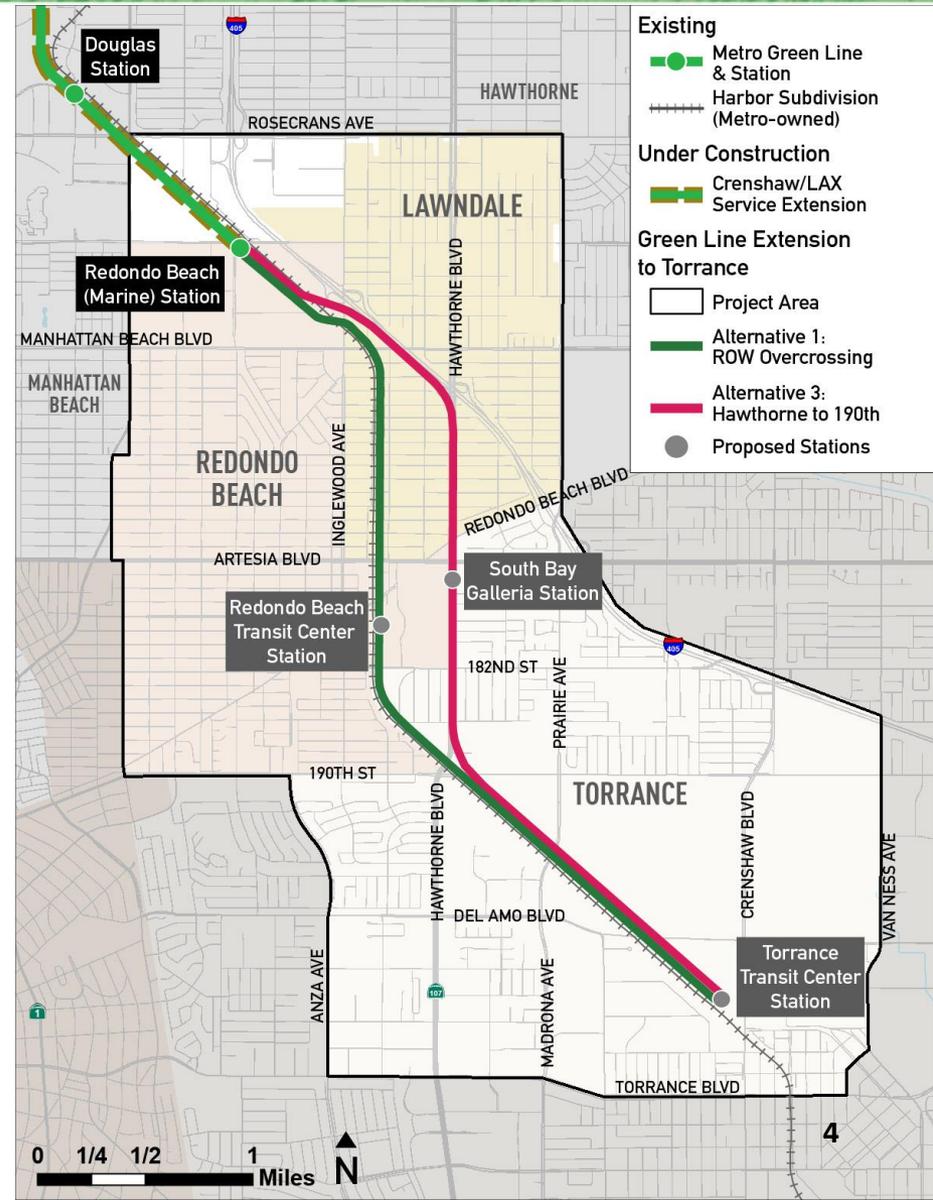
Recommended Alternatives

Redondo Beach Station to 190th St

- **Metro ROW**
 - Alt 1: ROW Overcrossing, without a station at Manhattan/Inglewood.
- **Hawthorne Blvd**
 - Alt 3: Hawthorne to 190th, without a station at Hawthorne/166th Street

190th to Torrance Transit Center

- All Alternatives Identical



Performance Compared to Project Goals

Project Goals	Alternative 1: ROW Overcrossing	Alternative 2: ROW Undercrossing	Alternative 3: Hawthorne to 190th	Alternative 4: Hawthorne to Artesia
1. Improve Mobility	●	●	◐	◐
2. Minimize Env. Impacts	◐	◐	◐	◐
3. Ensure Cost Effectiveness and Financial Feasibility	●	◐	◐	○
4. Support Local and Regional Land Use and Policies	◐	◐	●	◐
5. Ensure Equity	◐	◐	◐	◐
Overall Rating	High	Medium	Medium	Medium/Low

Summary of Performance Measurements

Alternatives	Daily Boardings	New Riders	Travel Time (min)	ROM Cost Estimate*** (2017 \$ M)	Cost per New Rider (2017 \$)**
Alt 1: ROW Overcrossing	10,340	4,570	7	\$893	\$614
Alt 2: ROW Undercrossing	10,340	4,570	7	\$1,094	\$753
Alt 3: Hawthorne to 190 th	10,640	4,400	9	\$1,003 to 1,220*	\$717
Alt 4: Hawthorne to Artesia	10,630	4,590	8.5	\$1,123	\$769

* Additional cost of grade separation at Redondo Beach Blvd and Artesia Blvd (further analysis required)

** Cost per new rider = Capital Cost/new riders

*** ROM = Rough Order of Magnitude

Community Outreach

- **Meetings**
 - Agency Consultation Meetings: May - Sep. 2017
 - Stakeholder Meetings: 27 meetings
 - Three (3) Tours of Gold & Expo Lines: March 2018 (73 attendees)
 - Four (4) Community Outreach Meetings: April - May 2018 (416 attendees)
 - Two (2) Leadership Workshops led by Sup. Janice Hahn
- **580 comments received**
 - Alternative 1 & Alternative 3 received most support
- **Other Comments**
 - Limited support for Lawndale Station
 - Property Values & Impacts
 - Safety & Security
 - Parking



Conceptual Sketch: Alt 1 ROW Undercrossing



Before



After

Conceptual Sketch: Alt 3 Hawthorne to 190th



After