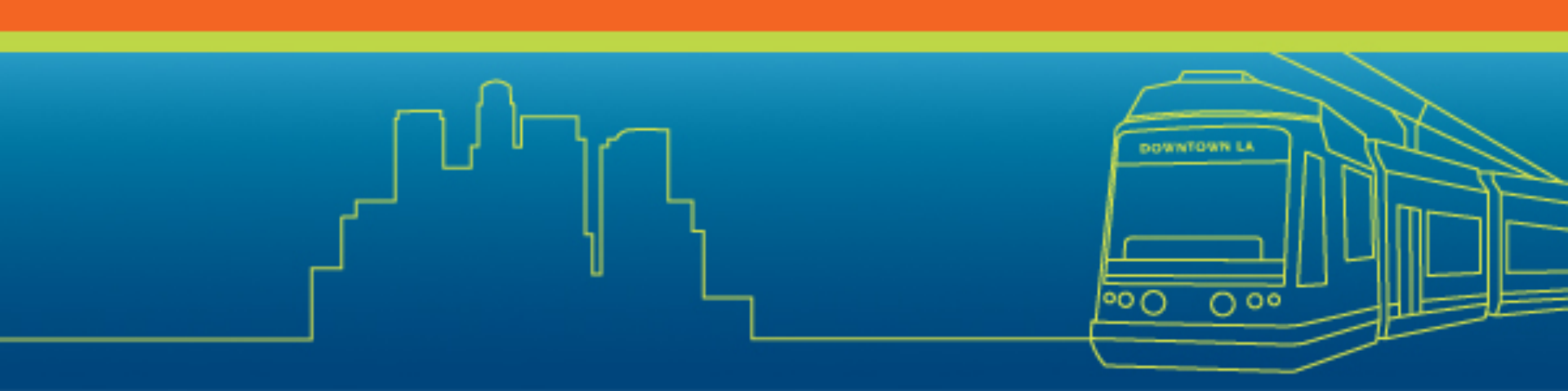




Restoration of Historic Streetcar Services in Downtown Los Angeles

Early Scoping Meeting
for Alternatives Analysis (AA)

May 17, 2011

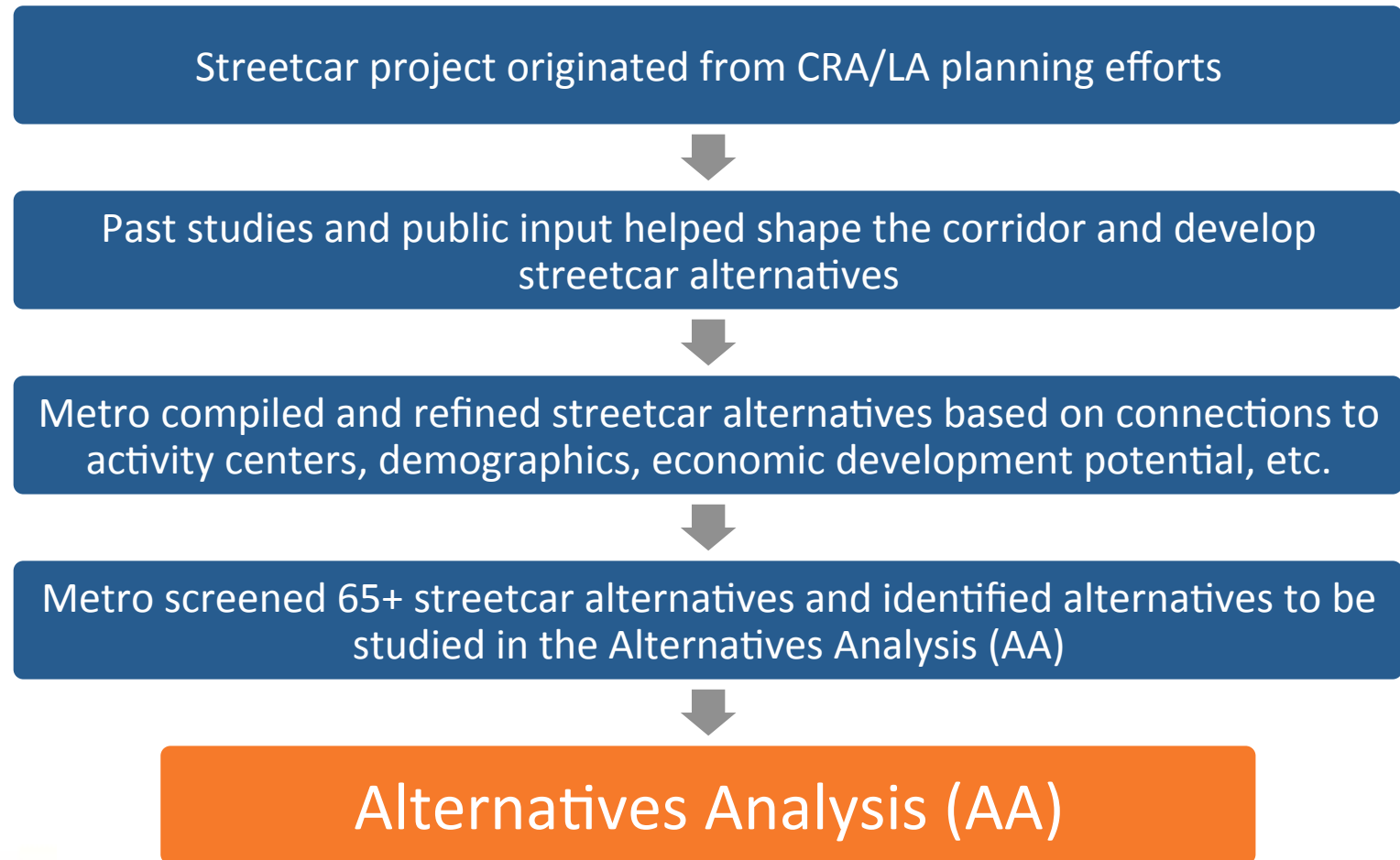
Introduction

- Key players

- Local lead agency: Metro
- Federal lead agency: Federal Transit Administration (FTA)
- Key partners
 - Community Redevelopment Agency of the City of Los Angeles (CRA/LA)
 - Los Angeles Streetcar, Inc.
 - City of Los Angeles

Introduction

- How has the streetcar project evolved?



Introduction

- Alternatives Analysis (AA) builds on previous efforts to restore historic streetcar services

Study/Initiative	Results
1995, South Park Development Strategies and Design Guidelines	Concept of streetcar in South Park introduced, no specific route proposed
2006, Red Car Trolley Feasibility Study	5 alternatives
2008, Broadway Streetcar Workshop	6 alternatives (specific to Broadway)
2009, 7 Stakeholder Meetings	7 rounds of alignments resulted in 3 options
2010, 2 Options	2 options

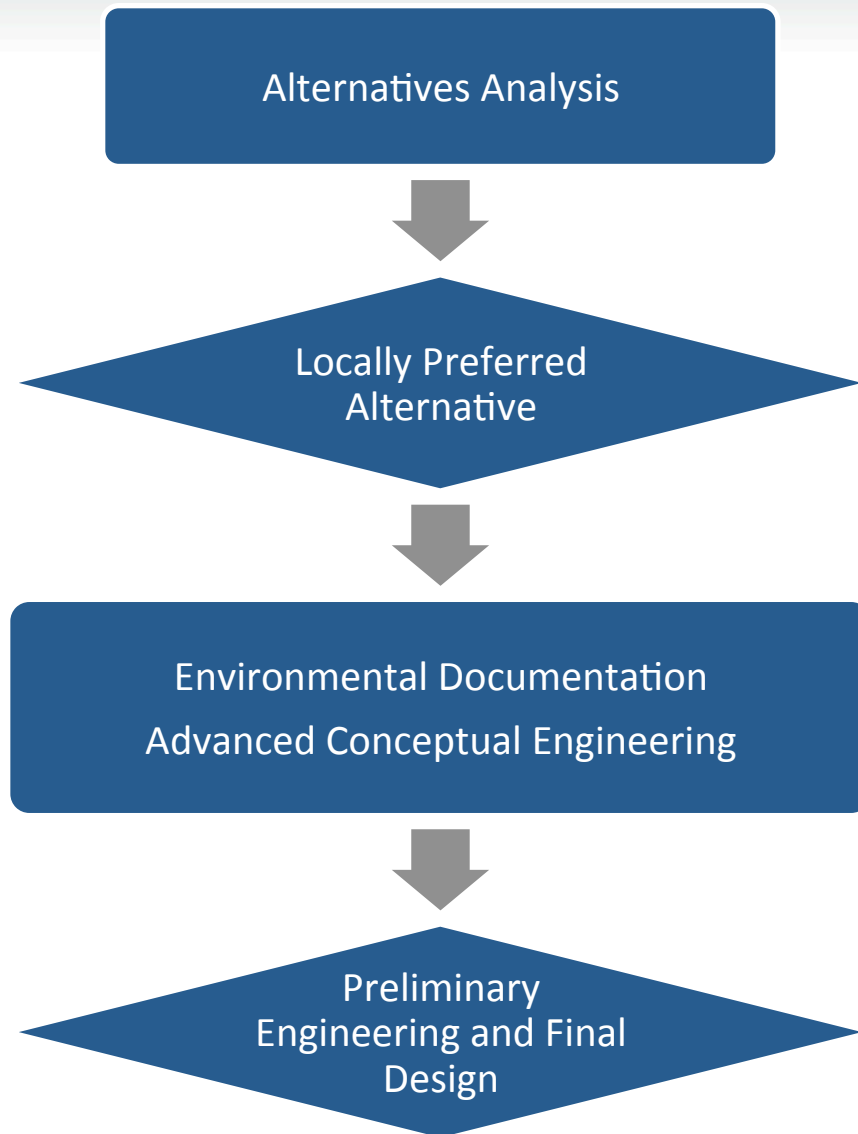
Introduction

- Why are we studying the streetcar again?
 - Must follow prescribed process to be eligible for Federal funding
 - First step in FTA Project Development process
- What does the Alternatives Analysis (AA) do?
 - Identifies the problems/deficiencies
 - Develops alternatives
 - Develops evaluation criteria
 - Applies criteria to evaluate alternatives
 - Makes recommendation

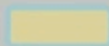
AA Process



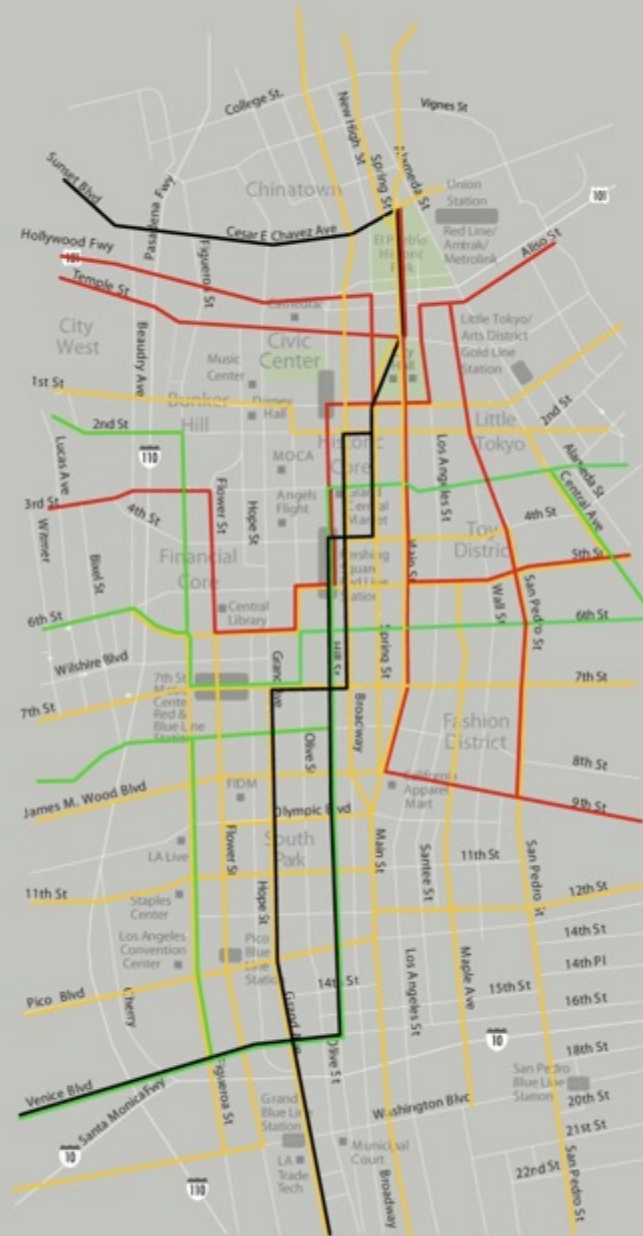
Planning Process



RESTORATION OF HISTORIC STREETCAR SERVICES IN DOWNTOWN LOS ANGELES



HISTORIC STREETCAR SERVICE IN DOWNTOWN LOS ANGELES 1906 - 1950



Historic
Routes

Pacific Electric RY CO's Lines
Los Angeles RY CO's Lines

Los Angeles Inter-Urban RY CO's
Los Angeles Pacific R.R.
Los Angeles & Redondo RY CO.



Streetcar 101

- What is a streetcar?
 - Fixed-guideway electric rail system
 - Operates in mixed traffic
 - Can be articulated for tight radii turns
 - Compatible with on-street parking
 - Shares lanes and stops with buses
 - Safe in high pedestrian areas
 - Can be low floor with multiple doors
 - Bicycles accommodated on board
 - Capacity ranges from 80 to 130 passengers/vehicle



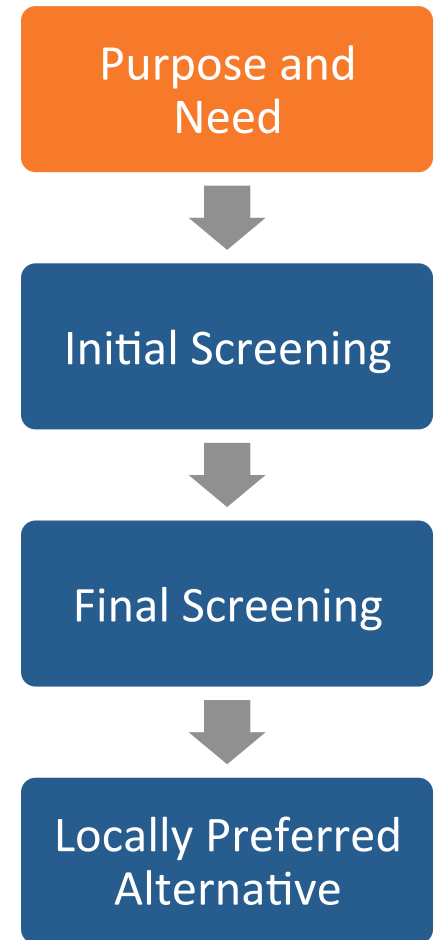
Streetcar 101

- Operates safely in mixed environments
 - Operates safely in pedestrian zones
 - Compatible with on-street parking
 - Shares stops with buses



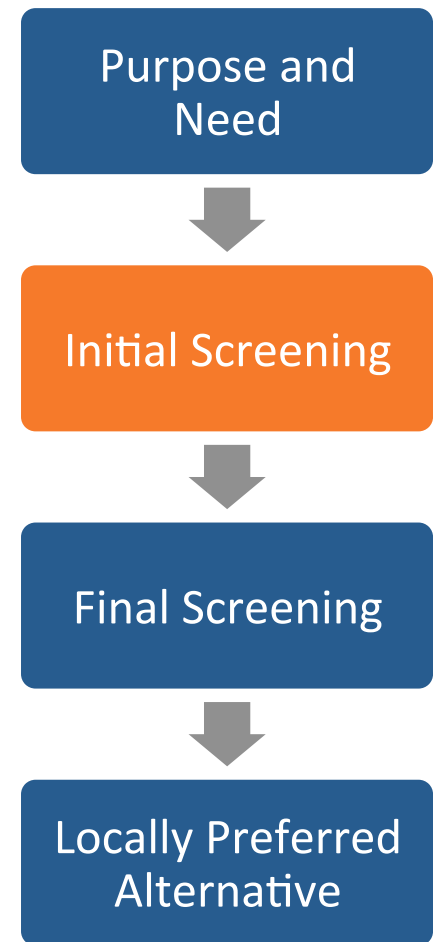
Purpose and Need

- What is the purpose and need?
 - Restore historic streetcar service
 - Connect activity centers and districts
 - Improve surface transit circulation
 - Support population and employment growth
 - Serve transit-dependent populations
 - Support economic revitalization
 - Support alternative modes of travel within downtown



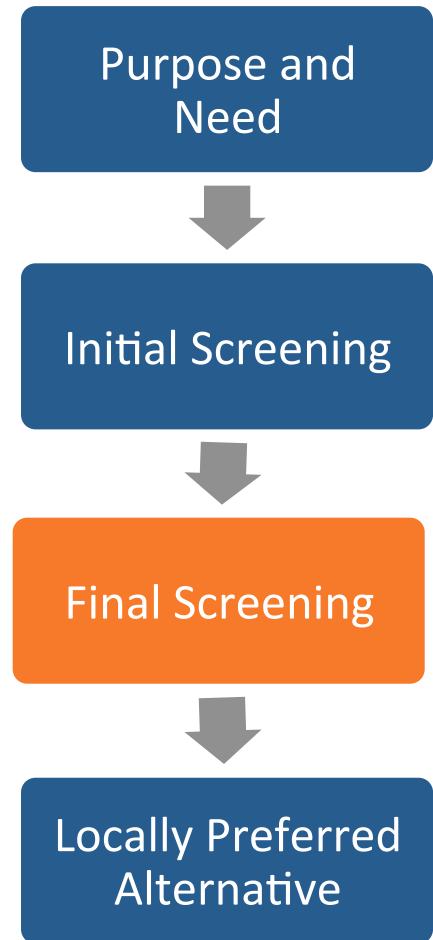
Initial Screening

- What is initial screening?
 - Fatal flaw analysis
 - Ranks the alternatives “high, medium, or low”
- Uses qualitative evaluation criteria
 - Mobility and accessibility
 - Ridership potential
 - Capacity
 - Capital and operating costs
 - System compatibility
 - Expandability
 - Plans and guidelines
 - Community support



Final Screening

- What is final screening?
 - More detail analysis on the 2 or 3 alternatives
 - Intended to recommend a Locally Preferred Alternative
- Uses quantitative evaluation criteria
 - Rider benefits
 - Operating characteristics
 - Cost estimates
 - System configuration
 - Design
 - Environmental
 - Land use and economic development
 - Community support

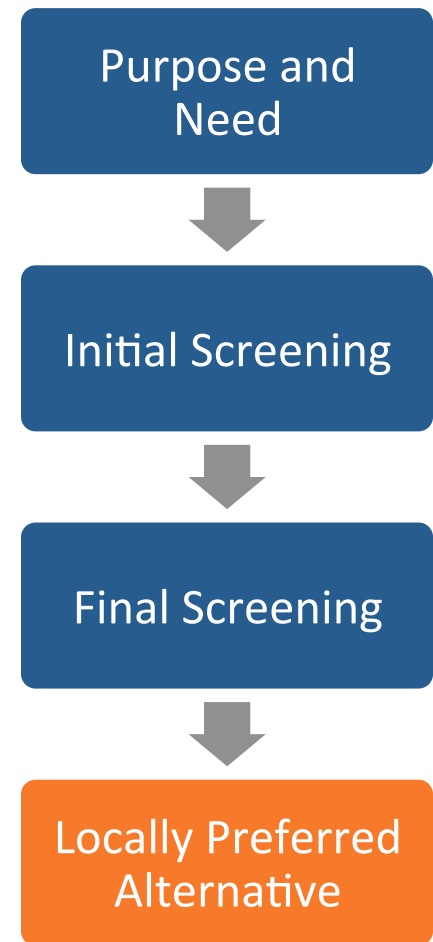


Final Screening

- More detail on quantitative evaluation criteria
 - Rider benefits
 - Connectivity
 - Travel time
 - Ridership
 - Populations served
 - Operating characteristics
 - Frequency and hours of service
 - Capacity
 - Special events
 - Type of vehicle
 - Cost estimates
 - Capital costs
 - O&M costs
 - System configuration
 - System compatibility
 - Expandability
 - Non-motorized connections
 - Design
 - Operational constraints
 - Physical constraints
 - Right-of-way
 - Environmental
 - Property impacts
 - Environmental justice
 - Historic resources
 - Parklands or other Section 4(f) resources
 - Traffic
 - Noise and vibration
 - Contamination
 - Land use and economic development
 - Proximity to activity centers
 - Economic development
 - Plans and guidelines
 - Community support

Locally Preferred Alternative

- What is the Locally Preferred Alternative (LPA)?
 - LPA is the single, recommended alternative for the project
 - Will be approved by Los Angeles City Council; must be approved by Metro Board
 - LPA concludes the AA process
 - Next step is environmental documentation



Alternatives

- Alternatives Being Considered
 - No-Build Alternative
 - Transportation System Management (TSM) Alternative
 - Build Alternatives

No-Build Alternative

- No-Build Alternative
 - Includes existing and programmed improvements
 - “No action” scenario used as a point of comparison



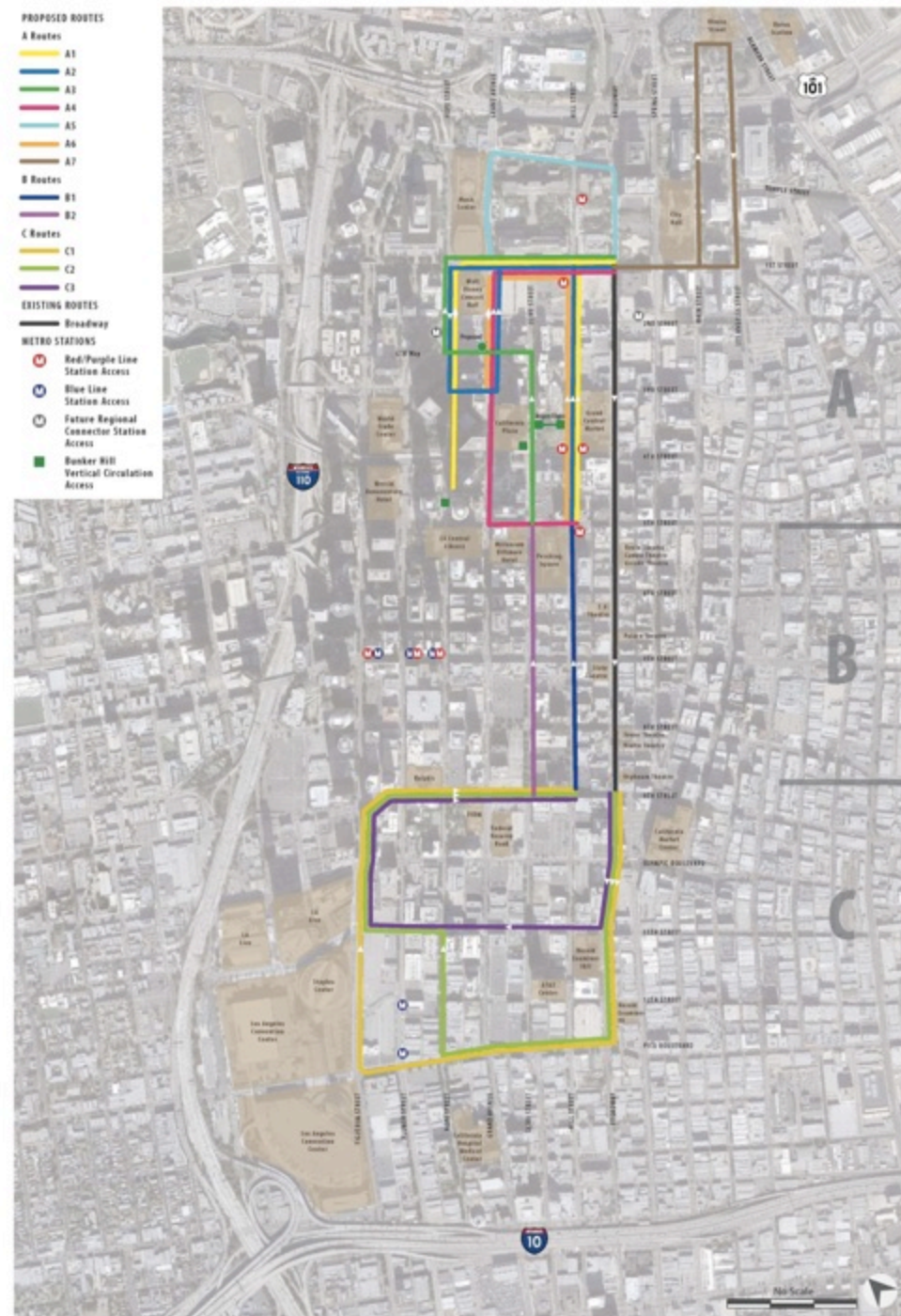
TSM Alternative

- Transportation System Management (TSM) Alternative
 - Includes transportation service improvements that make the existing transportation system more efficient
 - Bus service and frequency
 - Transit priority treatments
 - Upgraded passenger amenities
 - Do not require major capital investment

Build Alternatives

- Build Alternatives
 - Reintroduce streetcar service
 - Multiple alternatives will be developed
 - Primary corridor: Union Station, Bunker Hill, Broadway, and South Park

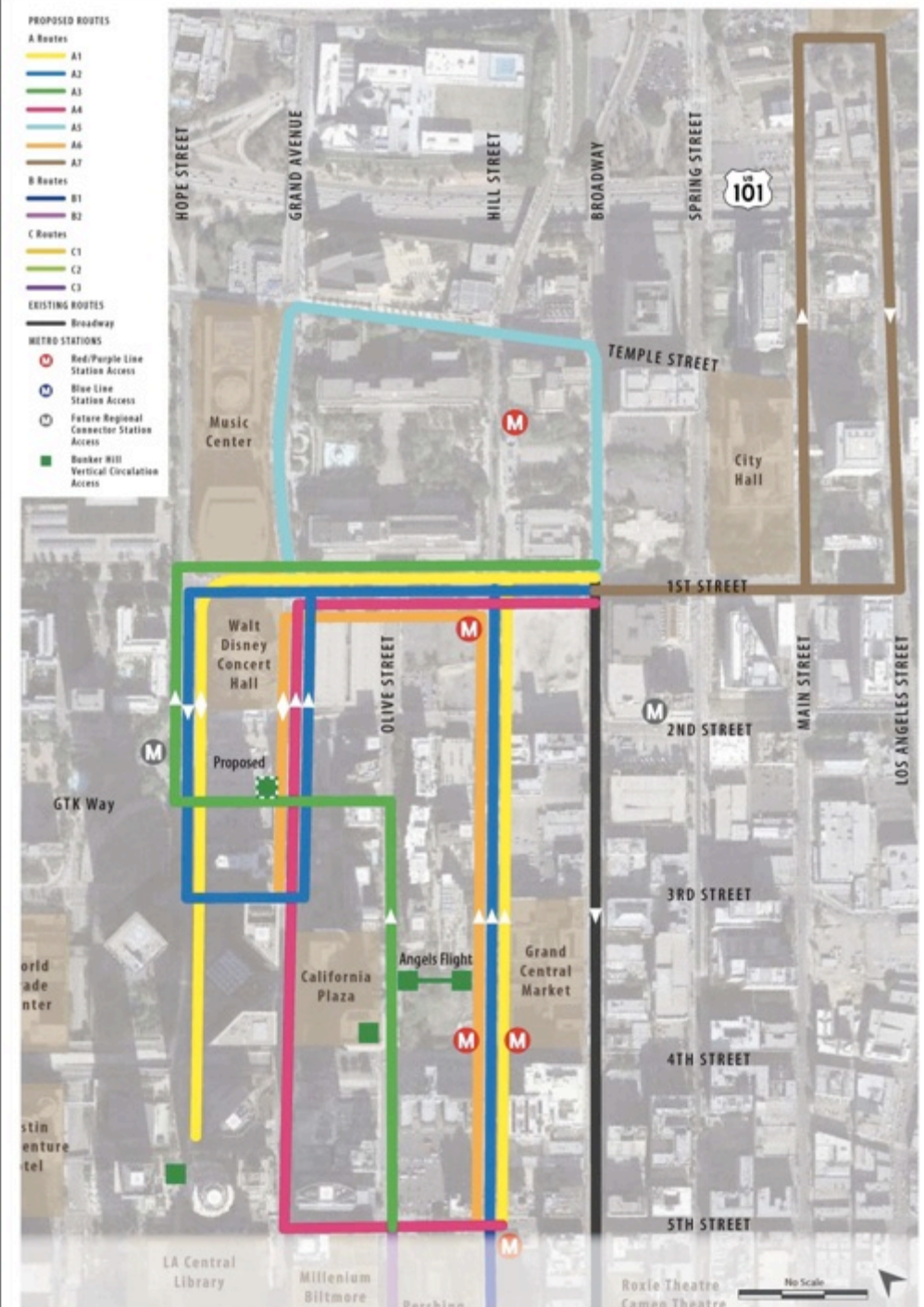
Corridor: Union Station, Bunker Hill, Broadway, and South Park



Build Alternatives

- Segment A: North of 5th St
 - Key topics:
 - Steep grade on Grand Ave and 1st St
 - Out of direction travel (loop versus spur)
 - Vertical circulation issues associated with General Thaddeus Kosciuszko Way option
 - Coordination with Regional Connector
 - Connection to Union Station

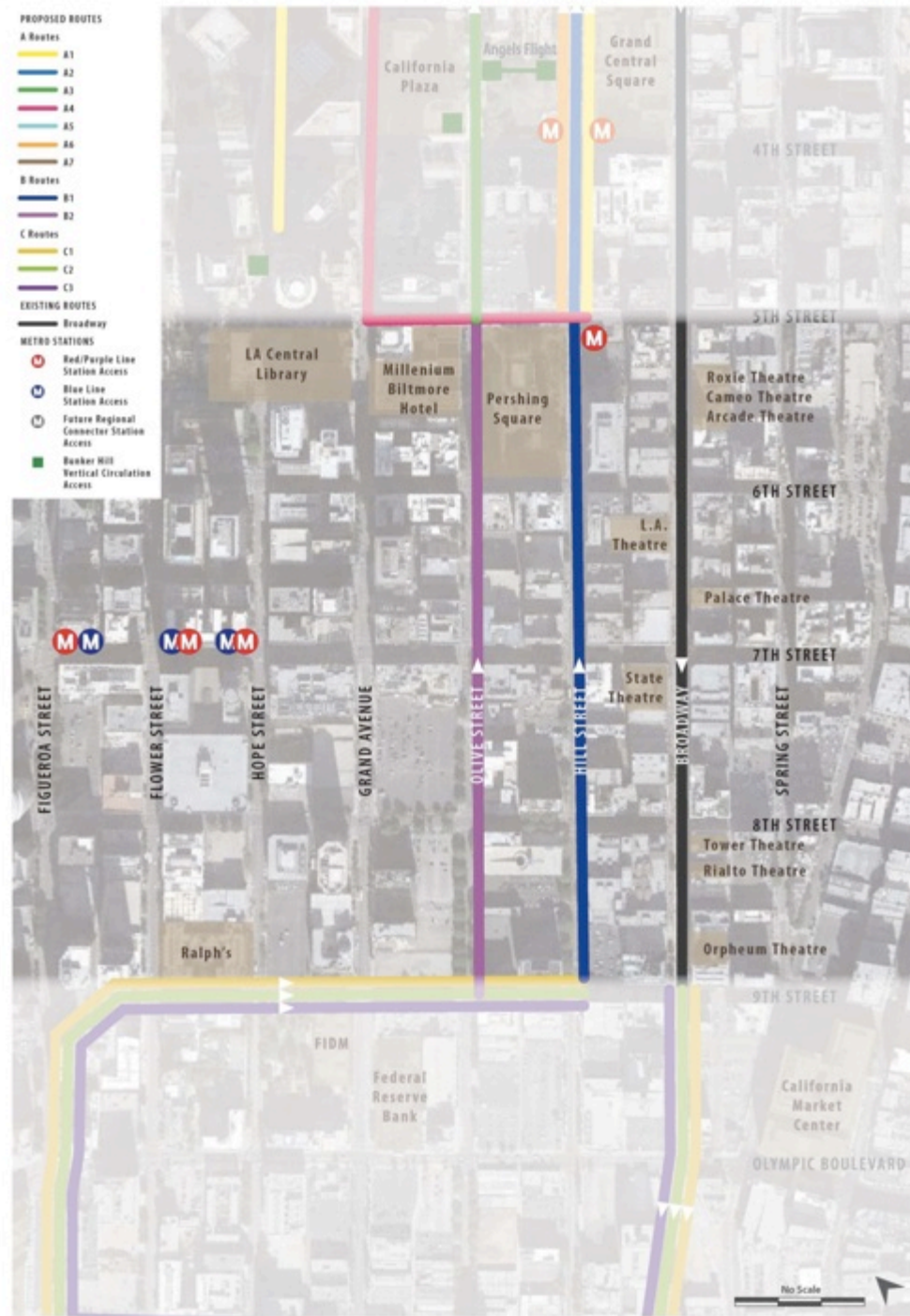
Segment A:
North of 5th St



Build Alternatives

- Segment B: Between 5th St and 9th St
 - Key topics:
 - Broadway is assumed for southbound track
 - Hill St and Olive St are primary options for northbound track

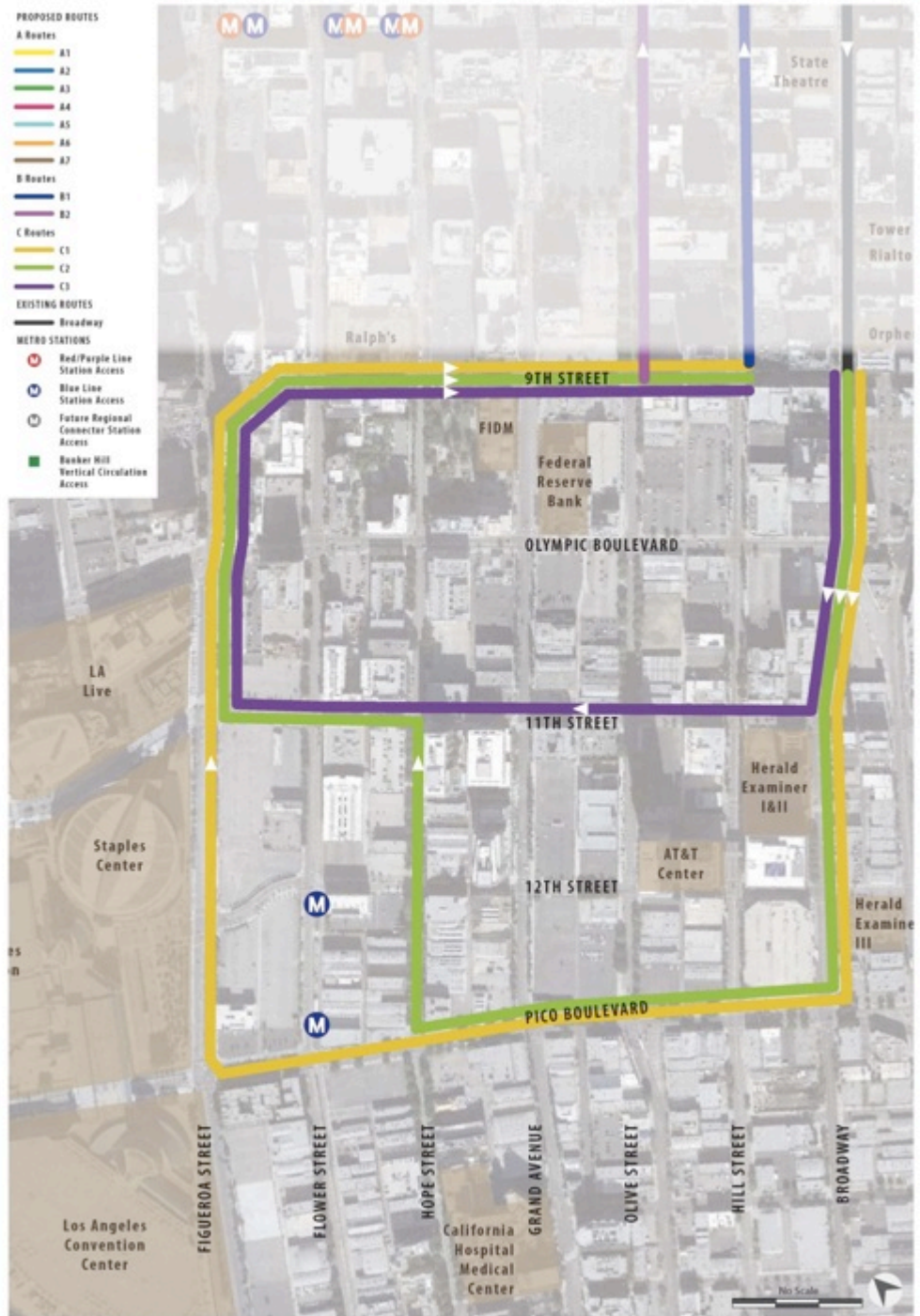
Segment B: Between 5th St and 9th St



Build Alternatives

- Segment C: South of 9th St
 - Key topics:
 - Pico Blvd and 11th St are primary options for westbound track
 - At-grade crossing of Blue Line at Pico Blvd
 - Coordination with convention center and stadium
 - Coordination with streetscape improvements on Figueroa St and 11th St

Segment C: South of 9th St



Conclusion

- Provide written comments by May 31, 2011:
 - Email: streetcarservice@metro.net
 - Information Line: (213) 922-3000
 - Mail: Metro, c/o Historic Streetcar Service, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012
 - For more information, please visit the project website: www.metro.net/streetcar