Restoration of Historic Streetcar Services in Downtown Los Angeles

Alternatives Analysis Community Update Meeting

November 3, 2011
Introduction

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

Alternatives Analysis

Locally Preferred Alternative

Environmental Documentation
Advanced Conceptual Engineering

Preliminary Engineering and Final Design

We are here
Alternatives Analysis Process

- Purpose and Need
- Initial Screening
- Final Screening
- Locally Preferred Alternative

We are here
**Purpose and Need**

### Enhance Mobility and Transit Circulation in Downtown
- Connect activity centers and districts
- Expand transit coverage & circulation
- Provide simple, localized, high frequency service
- Alleviate traffic & parking demand
- Serve transit-dependent populations
- Improve transit accessibility

### Support the Growth and Revitalization of Downtown
- Restore historic streetcar service
- Reactivate isolated, depressed areas
- Support smart, sustainable growth
- Foster a more livable downtown
- Create a more favorable investment environment
- Strengthen downtown’s economic competitiveness
What is a Streetcar?

- Fixed-guideway electric rail system
- Operates in mixed traffic or pedestrian zones
- Can be articulated for tight turns
- Compatible with on-street parking
- Shares lanes and stops with buses
- Can be low floor with multiple doors
- Bicycles accommodated on board
- Capacity ranges from 80 to 130 passengers/vehicle
Initial Screening Alternatives

- PSA was segmented
  - Bunker Hill/Union Station
  - Historic Downtown
  - South Park

- Differences between fewer alternatives became more clear

- Would have had 42 combinations
Initial Screening Results

- Planning Criteria
  Connectivity
  Travel Time
  Ridership Potential
  Expandibility
  Historic Integrity

- Implementation Criteria
  Cost
  Plans/Guidelines
  Street Grade
  Traffic/Parking
  Community Support

Prepared by HDR
Alternatives for Final Screening

- Used quantitative evaluation criteria
  - Ridership
  - Operating characteristics
  - Cost estimates
  - System configuration
  - Design

- Environmental impacts
- Land use and economic development
- Community support

Prepared by HDR
Alternative 1

- 3.83 Miles, 25 Stops
- 9,090 Daily Boardings
- $115.5M Capital Cost
- Modified to avoid crossing the Blue/Expo lines on Pico Blvd
- Elevated structure for streetcar on Grand Ave between 6th St to 4th St
- Slope of track would not allow stops on Grand Ave between 6th St and 3rd St
- Streetcar would be opposite existing traffic on Grand Ave between 9th St and 5th St
- Requires modification to “Upper Grand” bridge
- Serves Bunker Hill
Alternative 2

- 3.32 Miles, 21 Stops
- 7,390 Daily Boardings
- $107.8M Capital Cost
- Elevated structure for streetcar on Grand Ave between 6th St to 4th St
- Slope of track would not allow stops on Grand Ave between 6th St and 3rd St
- Streetcar would be opposite existing traffic on Grand Ave between 9th St and 5th St
- Requires modification to “Upper Grand” bridge
- Less economic development potential than alternatives that reach Pico Blvd
- Serves Bunker Hill

Prepared by HDR
Alternative 3

- 4.29 Miles, 30 Stops
- 9,880 Daily Boardings
- $119.0M Capital Cost
- Modified to avoid crossing the Blue/Expo lines on Pico Blvd
- Serves Bunker Hill
Alternative 4

- 3.78 Miles, 26 Stops
- 8,180 Daily Boardings
- $106.4M Capital Cost
- Lowest Capital Cost
- Less economic development potential than alternatives that reach Pico Blvd
- Serves Bunker Hill
Alternative 5

• 5.16 Miles, 34 Stops
• 11,190 Daily Boardings
• $137.9M Capital Cost
• Modified to avoid crossing the Blue/Expo lines on Pico Blvd
• Requires modification to bridges over 101 freeway
• Longest route, highest boardings, highest capital and operating cost
• Serves Union Station
Alternative 6

- 4.65 Miles, 30 Stops
- 9,500 Daily Boardings
- $130.4M Capital Cost
- Requires modification to bridges over 101 freeway
- Fewest boardings per mile
- Less economic development potential than alternatives that reach Pico Blvd
- Serves Union Station
Alternative 7

- 3.79 Miles, 25 Stops
- 8,390 Daily Boardings
- $106.8M Capital Cost
- Added in response to public comment received
- Requires coordination with City of LA Bike Plan
- Less economic development potential than alternatives that reach Pico Blvd
- Serves Bunker Hill
- Provides service to the Financial District and 7th Street/Metro Center Station

Prepared by HDR
## Final Screening Quantitative Results

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Daily Boardings</th>
<th>Boardings Per Mile</th>
<th>Capital Cost</th>
<th>Annual O&amp;M Cost</th>
<th>Cost per User</th>
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Note: Cost per User = (Annualized Capital Cost + Annual O&M Cost) / Boardings
## Final Screening Rankings

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### Final Rankings

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Next Steps

- January 2012- LA City Council
- February 2012- LPA to Metro Board
- Late 2012- Draft Environmental Document Released
Please Comment

• To provide everyone an opportunity, please limit your comments to 2 minutes

• Additional opportunities to provide public comment:
  – Email: streetcarservice@metro.net
  – Voicemail: (213) 922-3000
  – Mail: Metro, c/o Laura Cornejo, One Gateway Plaza, 99-22-2, Los Angeles, CA 90012

• For more information, please visit the project website: www.metro.net/streetcar