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?

Streetcar project originated from CRA/LA planning efforts

Past studies and public input helped shape the corridor and develop streetcar alternatives

Metro compiled and refined streetcar alternatives based on connections to activity centers, demographics, economic development potential, etc.

Metro screened 65+ streetcar alternatives and identified alternatives to be studied in the Alternatives Analysis (AA)

Alternatives Analysis (AA)
Introduction

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

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

Purpose and Need – April 2011

Evaluation Criteria – April 2011

Initial Screening – May 2011

Final Screening – June 2011

Locally Preferred Alternative – July 2011
Planning Process

1. Alternatives Analysis
2. Locally Preferred Alternative
3. Environmental Documentation
   Advanced Conceptual Engineering
4. Preliminary Engineering and Final Design
RESTORATION OF HISTORIC STREETCAR SERVICES IN DOWNTOWN LOS ANGELES

*Map not to scale*
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
• **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

Purpose and Need

Initial Screening

Final Screening

Locally Preferred Alternative
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
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

- 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