Regional Connector Transit Corridor Alternatives Analysis (AA) Update

Community Meeting - October 2008
Current Condition: Separate Light Rail Transit (LRT) Networks
The 1.5-mile “Missing Link” in the Metro LRT System
Regional Connector creates North/South and East/West LRT lines
Alternatives Analysis Outcome

- 33 Conceptual Build Alternatives
- Early Scoping
  - Alignment
  - Mode
  - Config.
  - Stations
- 8 Alternatives Identified for Screening
- Initial Screen
- Short List of Alternatives
- AA Report Conclusion

2 Build Alternatives

[Diagram showing process flow with metrics such as Mobility, Safety, Community, and Cost]
Public Involvement To Date

• Nearly 250 people attended scoping meetings and first round of community updates in Nov. ’07 and Feb. ’08

• About 150 comments received in all forms

• Targeted outreach conducted with key downtown area stakeholders, such as:
  
  – Downtown Los Angeles Neighborhood Council, Little Tokyo Community Council, Grand Avenue, Bringing Back Broadway, South Park Stakeholders, Central City Association, Downtown Center BID, Central City East Association, Historic Core BID
Summary of Comments Received

- Most support for Light Rail Transit (LRT) technology

- Greatest preference for an underground alignment

- Preferred station locations include Little Tokyo/Arts District, Financial District, and Bunker Hill/Grand Avenue, with connections to Historic Broadway and Little Tokyo

- Widespread support from Downtown stakeholders as well as regional transit advocates to move forward into environmental clearance phase

- Future issues to be addressed include construction impacts, compatibility with existing automobile and bus traffic, and traffic management during downtown events
## Initial Conceptual Alternatives Reviewed

<table>
<thead>
<tr>
<th>Alignments</th>
<th>Reason for Elimination</th>
<th>Reason for Elimination</th>
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</table>
| Extension of 101 LRT Bridge on Aerial Structure | • Requires reconstruction of major elements of bridge.  
• Cuts service during construction  
• Aerial structure would continue for an extended distance creating visual and aesthetic impacts to historic and culturally sensitive areas | • Traffic impacts where columns are located.  
• Stations would require expanding entire intersections or roadways  
• Ramps to bridge would impact roadways or require purchase of significant sized properties. |
| 1st Street                          | At-Grade  
• Curve from Alameda to 1st Street will impact traffic and sensitive historic uses  
• Street width is narrow within Little Tokyo impacting parking/traffic and driveways in historic district.  
• Slope on 1st Street west of Broadway is too steep for LRT and would require trenches that impact traffic intersections or re-grading the entire hillside.  
• Construction of a portal anywhere east of Broadway would have potentially have significant impacts to traffic, transit, and would not be consistent with the Civic Center plans. | Underground  
• Slope required from Temple St. to 1st Street will require demolition and removal of Little Tokyo Station.  
• Curve from Alameda Street to 1st Street may impact sensitive Historic District |
| 3rd Street                          | At-Grade  
• Impacts to Alameda Traffic & Driveways  
• Curve to 3rd Street would Impact high density residential development  
• Reconstruction of existing 3rd Street Tunnel  
• Use of 3rd Street tunnel would be for transit only | Underground  
• Slope required from Temple St. to 1st Street will require demolition and removal of Little Tokyo Station.  
• Impacts to Alameda Traffic & Driveways due to portal  
• Curve to 3rd Street would Impact high density residential development |
| N/S St. other than Flower St.       | • Interface with the 7th Street Metro requires LRT to be heading directly south on Flower from at least as far north as 5th Street. |  |
| Combinations of Multiple Streets    | • Multiple and tightly curved track would slow down service significantly. |  |
Results of Screening

2 Light Rail “Build” Alternatives:

• At-Grade
• Underground

Plus

• No Build
• Transportation System Management (TSM)
No Build Alternative
Transportation System Management (TSM) Alternative
Build Alt. 1: At-Grade LRT

Station Location & Configuration Variations, Flower Street between 3rd and 6th Streets
At-Grade LRT

Typical At-Grade Station at Flower St.
At-Grade LRT

Temple St. at Main and Los Angeles
Build Alt. 2: Underground LRT

Station Variation Areas, Broadway to Judge Aiso St.
Underground Alternative

Underground Station, Flower Street at 5th
Underground Alternative

Station Concept, 2nd St. South of Caltrans
1st & Alameda--Existing Condition

View southwest from Mangrove property
Underground Alternative

Under 2nd St. Facing West from Little Tokyo

Savoy Housing

Japanese American National Museum

Future Development (Mangrove Property)

Little Tokyo/Arts District Station

Metro
Underground Alternative - 1st/Alameda

Direct regional car and truck traffic under the rail junction

View south along Alameda St. from Temple St.
View south along Alameda St. from 101 Freeway
## Screening Criteria

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Description</th>
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<tbody>
<tr>
<td>Improve Mobility and Accessibility both Locally and Regionally</td>
<td>Develop an efficient and sustainable level of mobility within LA County to accommodate planned growth and a livable environment</td>
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<tr>
<td>Provide a Cost Effective Transportation System</td>
<td>Maximize transportation benefits while minimizing costs</td>
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<tr>
<td>Provide a Safe and Secure Alternative Transportation System</td>
<td>Develop a project that is safe for riders, pedestrians, bicyclists and drivers that enhances transportation alternatives and meets the region’s security needs</td>
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<tr>
<td>Achieve a Financially Feasible Project</td>
<td>Develop a project that maximizes opportunities for funding and financing and that is financially sustainable</td>
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<tr>
<td>Support Public Involvement and Community Preservation</td>
<td>Incorporate the public in the planning process; preserve and enhance established communities in the area</td>
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<tr>
<td>Support Efforts to Improve Environmental Quality</td>
<td>Minimize adverse environmental impacts; maximize environmental benefits</td>
</tr>
<tr>
<td>Support Community Planning Efforts</td>
<td>Support the progression of the project area as set of dynamic, livable, integrated communities that grow sustainably</td>
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## Comparison of Alternatives

<table>
<thead>
<tr>
<th></th>
<th>No Build</th>
<th>TSM</th>
<th>At-Grade</th>
<th>Underground</th>
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<tbody>
<tr>
<td>New Transit Riders</td>
<td></td>
<td></td>
<td>7,620 - 8,391</td>
<td>10,195</td>
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<tr>
<td>Boardings at New Stations</td>
<td></td>
<td></td>
<td>Approx. 15,100</td>
<td>12,457</td>
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<td>TSUB (Cost Effectiveness #)</td>
<td>N/A</td>
<td>$97.28</td>
<td>$20.36 - $24.75</td>
<td>$18.63</td>
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<tr>
<td>Cost</td>
<td>N/A</td>
<td>$62.70</td>
<td>$709M - $796M</td>
<td>$910M</td>
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<tr>
<td>Stations</td>
<td>N/A</td>
<td>NA</td>
<td>3</td>
<td>3</td>
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<tr>
<td>Length</td>
<td>N/A</td>
<td>NA</td>
<td>1.79 miles</td>
<td>1.58 miles</td>
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Build Alternatives Estimated Ridership (2030)

- Increase on all LRT Lines connecting to Regional Connector: 7 – 10%

- New Transit Riders Systemwide: 7,620 to 10,195

- Daily Boardings per New Regional Connector Station: 2,765 to 7,322

- Decreased crowding on Red & Purple Subway Lines by 16,600 to 20,700 daily riders as a consequence of eliminating transfers
Travel Time Comparison

<table>
<thead>
<tr>
<th>Travel Time, Union Station to Staples Center (Pico Station)</th>
<th>At-Grade Emphasis</th>
<th>Underground</th>
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<tr>
<td></td>
<td>13.6 - 14.4 mins</td>
<td>12.2 mins</td>
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Regional Connector will save 12 - 21 minutes per trip between the Blue Line and Gold Line (elimination of 2 transfers)
Next Steps

• Community Update Meetings:
  **October 16th**, LA Central Library at 12:00pm
  **October 21st**, JANM at 6:30pm

• Complete AA Study Report

• Metro Board Approval of AA Study recommendations and authorization to proceed with the Environmental Document and Advanced Conceptual Engineering