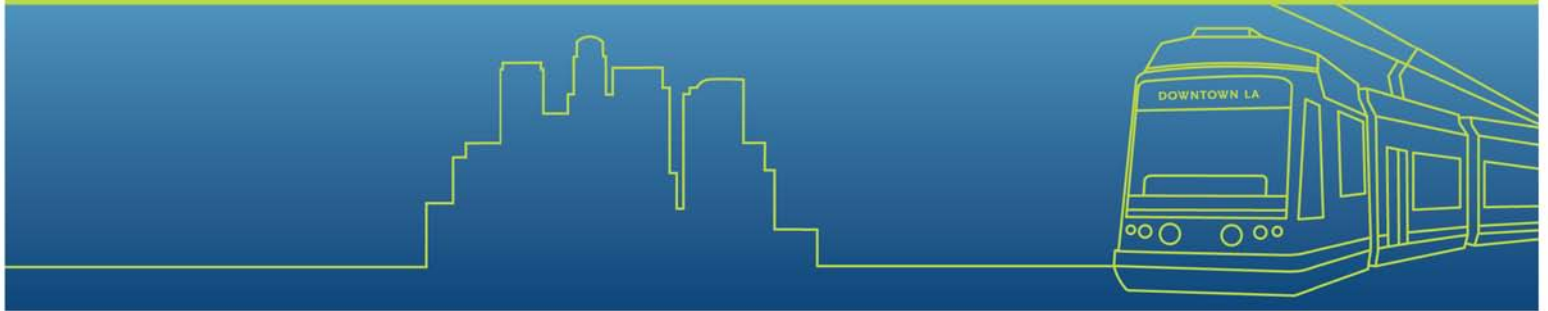


Restoration of **HISTORIC STREETCAR SERVICE IN DOWNTOWN LOS ANGELES**



INITIAL SCREENING OF ALTERNATIVES BRIEFING PACKAGE

FOR COMMUNITY UPDATE MEETING
AUGUST 2, 2011



Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) will host a community update meeting for the Restoration of Historic Streetcar Service in Downtown Los Angeles Project to discuss the results of the initial screening of alternatives. Metro will make a brief presentation outlining the screening process and describe the project alternatives that will be further evaluated and considered for the locally preferred alternative.

When: Tuesday, August 2, 2011

Time: 5:30 p.m. to 7:00 p.m.

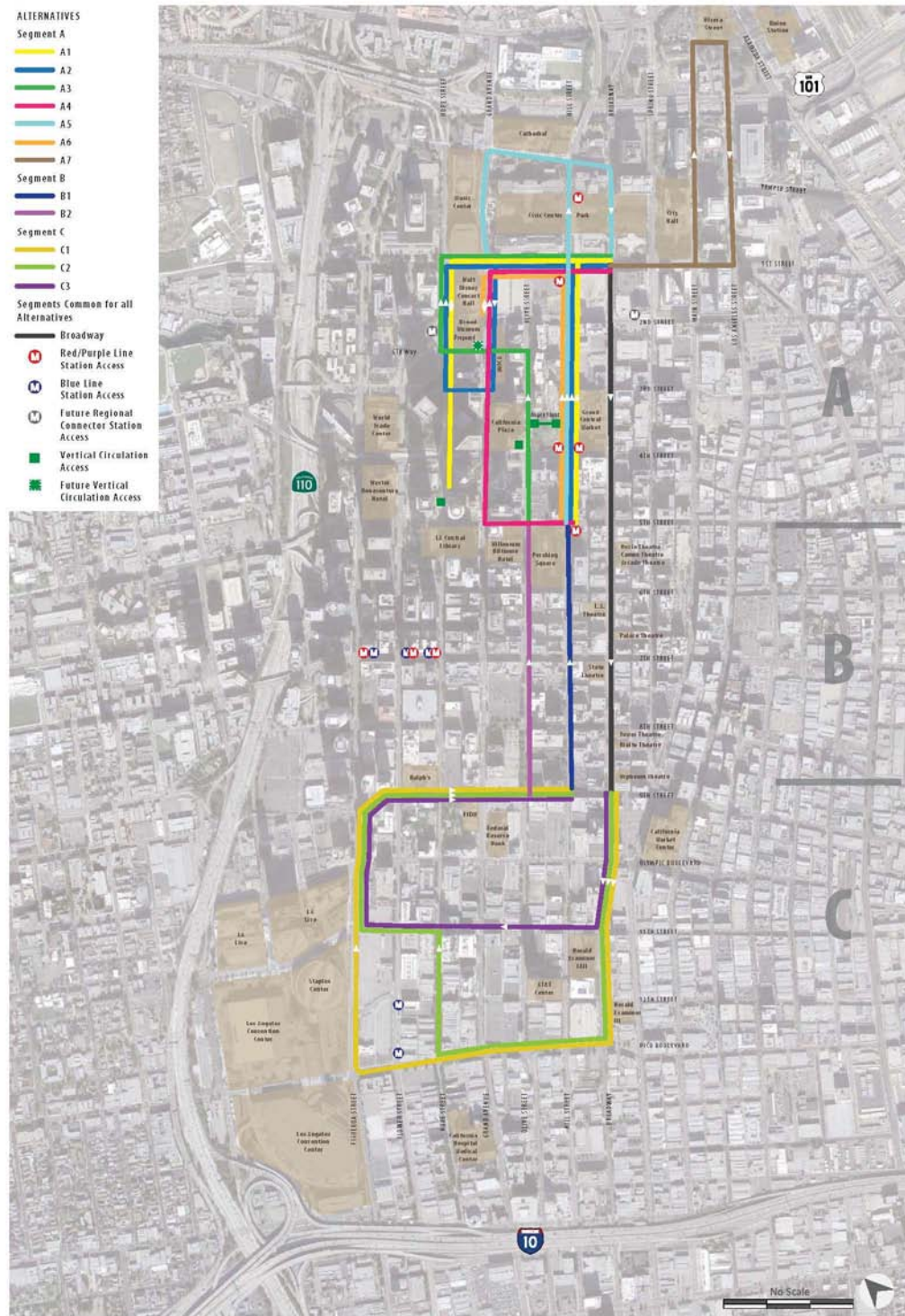
Where: Caltrans, 1st Floor Conference Room, 100 S. Main Street, Los Angeles, CA 90012

Comments may be submitted at the meeting; sent via e-mail to streetcarservice@metro.net; provided via voicemail at (213) 922-3000; or mailed to Laura Cornejo, Project Manager, One Gateway Plaza, 99-22-2, Los Angeles, CA, 90012.

An Alternatives Analysis for the Project is being completed in partnership with the Federal Transit Administration (FTA), City of Los Angeles (City) and the Community Redevelopment Agency of Los Angeles (CRA/LA).

For more information on the Project, please visit www.metro.net/streetcar.

Figure 1: Alternatives Evaluated in Initial Screening



Initial Screening of Alternatives

The initial screening evaluation analyzes the initial list of alternatives being considered using a set of qualitative evaluation criteria. Its purpose is to eliminate alternatives that have fatal flaws, do not meet project goals, or do not have public support. Each of the alternatives shown in Figure 1 were evaluated using the initial screening evaluation criteria. Table 1 provides a summary of the initial screening evaluation results.

Table 1: Initial Screening Summary of Results

Segment	Description
Segment A: North of 5th St	<ul style="list-style-type: none"> – A3 and A4 create wide loops that require out of direction travel – A1 through A6 do not serve Union Station; A7 does not serve Bunker Hill – A3 requires vertical circulation at Grand Ave and does not serve Angels Flight – A1, A2, A3, A4, and A6 have grade issues on 1st St (9%), A3 has a grade issue on Olive St (9%), and A4 has a grade issue on Grand Ave (14%) – A6 and A7 have more opportunities for future extensions because they are simple, linear alignments: A1, A2, A3, and A4 have less because of how they serve Bunker Hill – A1, A2, and A6 have more economic development potential because they serve Bunker Hill; A5 and A7 have less because they serve more civic buildings – A1, A2, and A3 construction schedule must follow Regional Connector construction on Hope St – A4, A6, and A7 received the most support at the public scoping meeting and public workshops
Segment B: Between 5th St and 9th St	<ul style="list-style-type: none"> – Broadway is assumed for southbound track – Hill St (B1) and Olive St (B2) are options for northbound track – Hill St is a one block couplet and Olive St is a two block couplet – B1 and B2 are characterized by peak hour delay and high transit and pedestrian volumes – B1 and B2 have shared peak hour travel/off peak parking lanes that need to be modified – B1 needs to eliminate shared peak hour travel lane or off peak parking

	<p>lane</p> <ul style="list-style-type: none"> – B1 received more support than B2 at the public scoping meeting and project workshops
Segment C: South of 9th St	<ul style="list-style-type: none"> – Pico Blvd (C1) and 11th St (C3) are options for westbound track; C2 is a combination of both – C1 crosses the Blue Line at grade and requires automatic train control – C1 does not serve the heart of South Park – C2 and C3 do not serve the front door of the Convention Center – C1 and C2 serve more special event locations while C3 is more neighborhood focused – C1, C2, and C3 are subject to traffic delay on Figueroa St during peak hour and special events – C1 and C2 have more potential for economic development because they serve more areas of South Park and underutilized parcels on Pico Blvd while C3 is a shorter alignment and 11th St is relatively built out

Based on the results of the initial screening evaluation, the following recommendations will be made for alternatives that will be advanced into final screening. Within Segment A (north of 5th St), it is recommended that A4, A6, and A7 be advanced and A1, A2, A3, and A5 be eliminated from further consideration. Within Segment B (between 5th St and 9th St), it is recommended that both B1 and B2 be advanced. Within Segment C (south of 9th St), it is recommended that C1 and C3 be advanced and C2 be eliminated from further consideration.

Table 2 summarizes the results of the initial screening. Figure 2 shows the alternatives that will be advanced into Final Screening.

Table 2: Initial Screening Recommendations

Recommendations	Notes
<p>Segment A</p> <ul style="list-style-type: none"> – Advance: A4, A6, and A7 – Eliminate: A1, A2, A3, and A5 	<ul style="list-style-type: none"> – A4 will require additional research regarding the ability to operate on the segment of Grand Ave with 14% grade
<p>Segment B</p> <ul style="list-style-type: none"> – Advance: B1 and B2 – Eliminate: None 	<ul style="list-style-type: none"> – Minimal differences between B1 and B2 so both will be carried forward into final screening

<p>Segment C –Advance: C1 and C3 –Eliminate: C2</p>	<p>–C2 could be a contingency alignment option if C1 is found to be infeasible due to the at-grade crossing of the Blue Line</p>
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Figure 2: Alternatives to be Advanced into Final Screening

