

Restoration of Historic Streetcar Service in Downtown Los Angeles

Early Scoping Meeting
for Alternatives Analysis (AA)

May 17, 2011

(Updated from the May 13, 2011 posting)

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EARLY SCOPING BRIEFING PACKAGE

1.0 Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) is conducting an Early Scoping Meeting for an Alternatives Analysis (AA) for the Restoration of Historic Streetcar Service in Downtown Los Angeles (Project) in partnership with the Federal Transit Administration (FTA), City of Los Angeles (City) and the Community Redevelopment Agency of Los Angeles (CRA/LA). The purpose of the Project is to restore historic streetcar service to downtown Los Angeles. The AA study will include an overview of the purpose and need of the project and review of possible route alternatives, evaluation criteria, qualitative and quantitative analyses of screened alternative(s), and the selection of a Locally Preferred Alternative (LPA) for further environmental review.

The Project Study Area (PSA), shown in Figure 1, is bounded by State Route 110 Freeway to the west, Washington Boulevard to the south, Los Angeles Street to the east, Cesar E Chavez Avenue to the north with an extension stretching north between New High and Alameda Streets just north of College Street. Districts within the PSA include Historic Broadway, Chinatown, El Pueblo, Bunker Hill, Civic Center, Financial Core, South Park, and the L.A. Sports and Entertainment District.

Metro welcomes and encourages your participation in the Project. An Early Scoping Meeting regarding the scope of the AA will be held on the following date:

When: Tuesday, May 17, 2011

Time: 4:00 p.m. – 7:30 p.m.
Open House: 4:00 p.m. – 6:00 p.m.
Public Comment: 6:00 p.m. – 7:30 p.m.

Where: Los Angeles Theatre
615 South Broadway
Los Angeles, CA 90014-1803

Any individual who requires special assistance such as a sign language interpreter or translator, to participate in the meeting should contact Ginny Brideau at ginny@therobergroup.com, (323) 669-7654.

Oral or written comments regarding the scope of the AA may be submitted during the Public Comment period at this event. Written comments will be accepted until May 31, 2011. 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:

Metro c/o Historic Streetcar Service
One Gateway Plaza, 99-22-2
Los Angeles, CA 90012

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Figure 1: Project Study Area (PSA)



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Opportunities for community interaction and input will occur at important milestones throughout the Project. Within the initial Alternatives Analysis (AA) phase, opportunities will be provided at the following milestones:

- Early scoping meeting
- Alternatives evaluation
- Locally preferred alternative (LPA) adoption by Los Angeles City Council and Metro Board

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

What is the purpose of an Early Scoping Meeting?

Early Scoping is a study process designed to inform the public, interested groups, and involved agencies about the purpose and need of the proposed project, alternatives, evaluation criteria that informs the alternatives analysis, and environmental issues. The main goal is to encourage the active participation of the public and agencies early in the decision-making process. It provides the public and agencies an opportunity to communicate issues and concerns to help develop alternatives before considerable resources have been expended.

The Early Scoping process defines the alternatives to be examined in the study, identifies impacts to be considered, and establishes the goals and objectives that will guide the evaluation of alternatives. Key issues are identified and the technical analyses that will address issues are defined. Citizens, agencies, and community organizations are encouraged to comment early in the process so that they can provide input in setting the direction of the study, including the determination of which goals and objectives are to be pursued and which alternatives, issues, and impacts are to be studied. All reasonable alternatives and potentially significant project impacts are identified and examined early in the process.

2.0 Project Purpose and Need

The purpose of this Project is to reintroduce streetcar service to downtown Los Angeles. The Project will connect downtown neighborhoods and activity centers while extending and creating linkages to the regional transit network. More specifically, the project will serve the corridor that encompasses Union Station, Bunker Hill, Broadway, and South Park, and which includes the following neighborhoods/districts: Historic Broadway, Chinatown, El Pueblo, Bunker Hill, Civic Center, Financial Core, Historic Core, Jewelry District, South Park, and the L.A. Sports and Entertainment District.

The Project is driven by the need to:

1. Restore historic streetcar service
2. Connect activity centers and districts
3. Improve surface transit circulation
4. Support population and employment growth

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5. Serve transit-dependent populations
6. Support economic revitalization
7. Support alternative modes of travel within downtown

3.0 Project Background and Study Process

The PSA is the historic core of Los Angeles’ streetcar network that spanned 600 miles during the first half of the 1900s. Despite its popularity and success, the streetcar network only lasted until 1963. However, most of the tracks from this extensive system are still embedded in downtown streets today.

The streetcar was formally reintroduced in planning efforts by the CRA/LA in its study of the South Park district in 1995. Since then, there have been several studies and public workshops led by CRA/LA, the Bringing Back Broadway Initiative, and the non-profit Los Angeles Streetcar, Inc. that have resulted in a number of proposed alternative routes. Table 1 provides a description of past streetcar studies.

Table 1: Past Studies

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

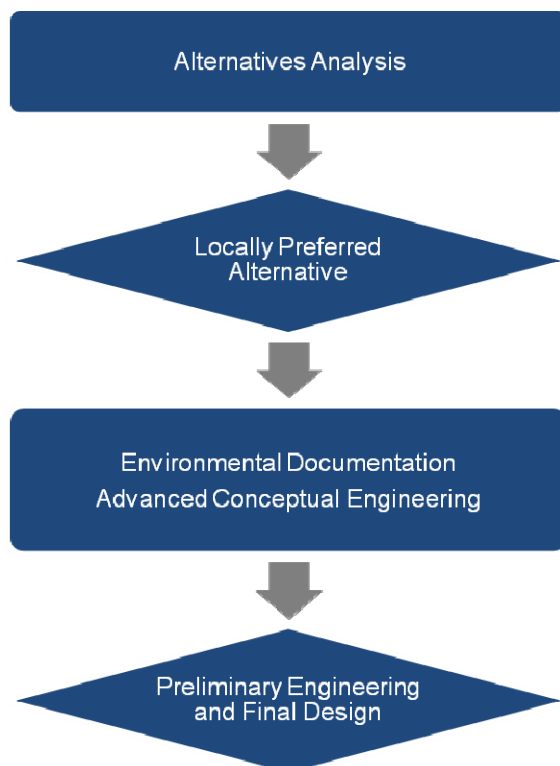
Study Process

In March 2011, the Metro Board agreed to be the local lead agency for the alternatives analysis and environmental process under the California Environmental Quality Act (CEQA). Federal funds will be pursued for this project and therefore, FTA will be the Federal lead agency per the National Environmental Policy Act (NEPA).

The project development process is well defined by federal and state environmental requirements. Figure 2 shows a flow chart that highlights the major milestones in the planning process from beginning to end. Currently the project is in the Alternatives Analysis (AA) phase.

The AA will present an evaluation of alignments, modes, configurations, and station locations under consideration for the Project. The alternatives will be screened based on defined criteria to identify preferred alternatives. A final AA Study will provide decision-makers the information needed to approve further investigation, including environmental documentation that will be in compliance with the CEQA and NEPA.

Figure 2: Planning Process



4.0 Alternatives Being Considered

The Alternatives Analysis (AA) will consider the following alternatives:

- No-Build Alternative: The No-Build Alternative includes the existing and programmed improvements in the PSA. It is the “no action” scenario that will be used as a point of comparison for the other alternatives.
- Transportation System Management (TSM) Alternative: The TSM Alternative includes transportation service improvements that make the existing transportation system in the PSA more efficient. These improvements do not require major capital investment, but increase efficiency through modest operational and capital improvements.
- Build Alternatives: The Build Alternatives include the proposed improvements to reintroduce streetcar service to downtown Los Angeles. Multiple Build Alternatives will be developed and evaluated as part of the AA with the recommended alternative advancing as the Locally Preferred Alternative (LPA).

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What Build Alternatives Are Being Considered?

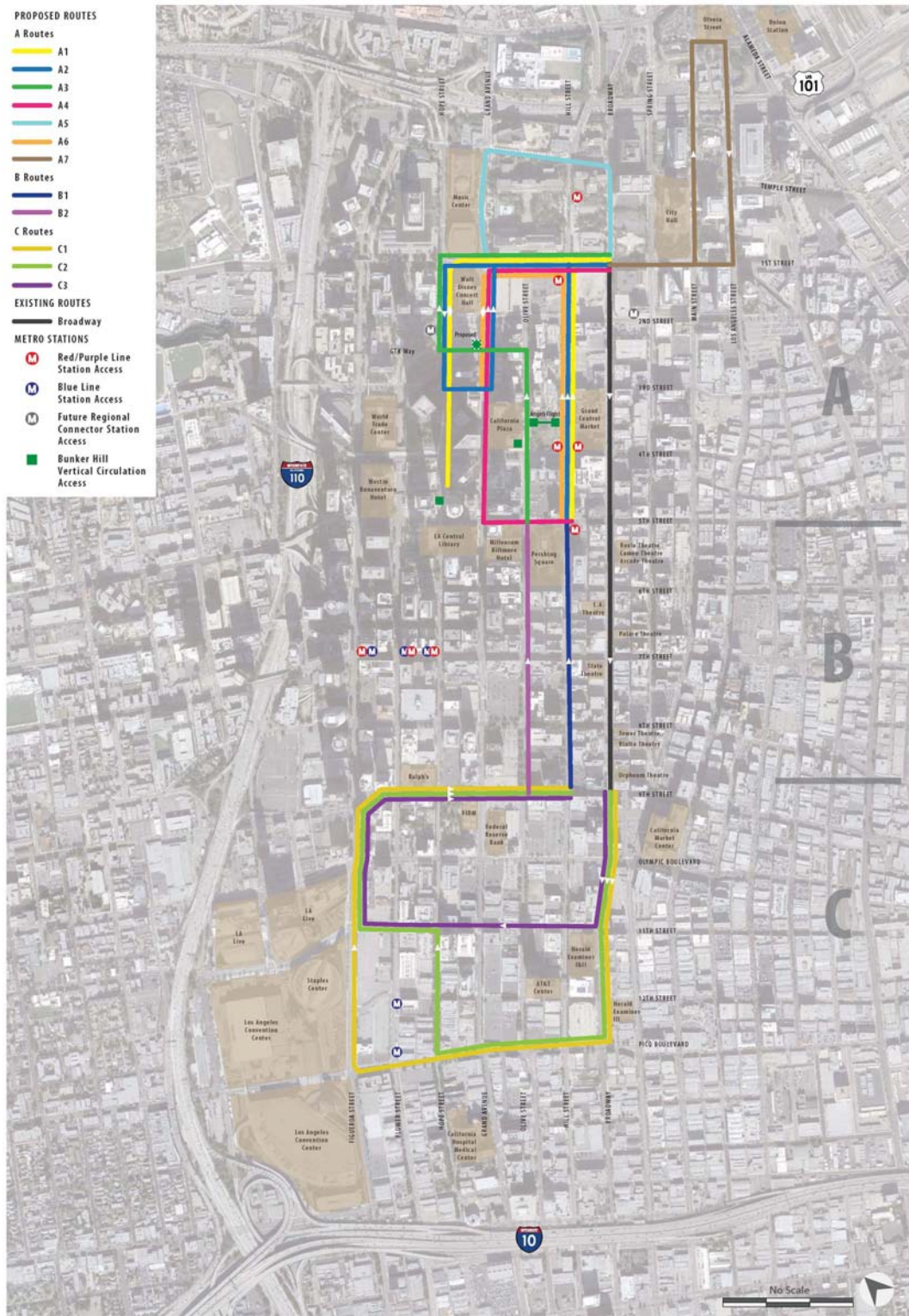
The Project is developing streetcar alternatives in the corridor encompassing Union Station, Bunker Hill, Broadway, and South Park, which includes the following neighborhoods/districts: Historic Broadway, Chinatown, El Pueblo, Bunker Hill, Civic Center, Financial Core, Historic Core, Jewelry District, South Park, and the L.A. Sports and Entertainment District. In order to better understand the range of alternatives in the corridor, the Project Team is developing streetcar alternatives in three segments, as described in Table 2. The streetcar alternatives are illustrated in Figures 2 through 5.

Table 2: Alternative Segments

Segment	Key Topics
Segment A: North of 5 th St	Steep grade on Grand Ave and 1 st Street Out of direction travel (loop versus spur) Vertical circulation issues Coordination with Regional Connector Connection to Union Station
Segment B: Between 5 th St and 9 th St	Broadway is assumed for southbound track Hill Street and Olive Street are primary options for northbound track
Segment C: South of 9 th St	Pico Blvd and 11th Street are primary options for westbound track At-grade crossing of Blue Line at Pico Blvd Coordination with the Sports and Entertainment District Coordination with planned improvements on Figueroa and 11th Street

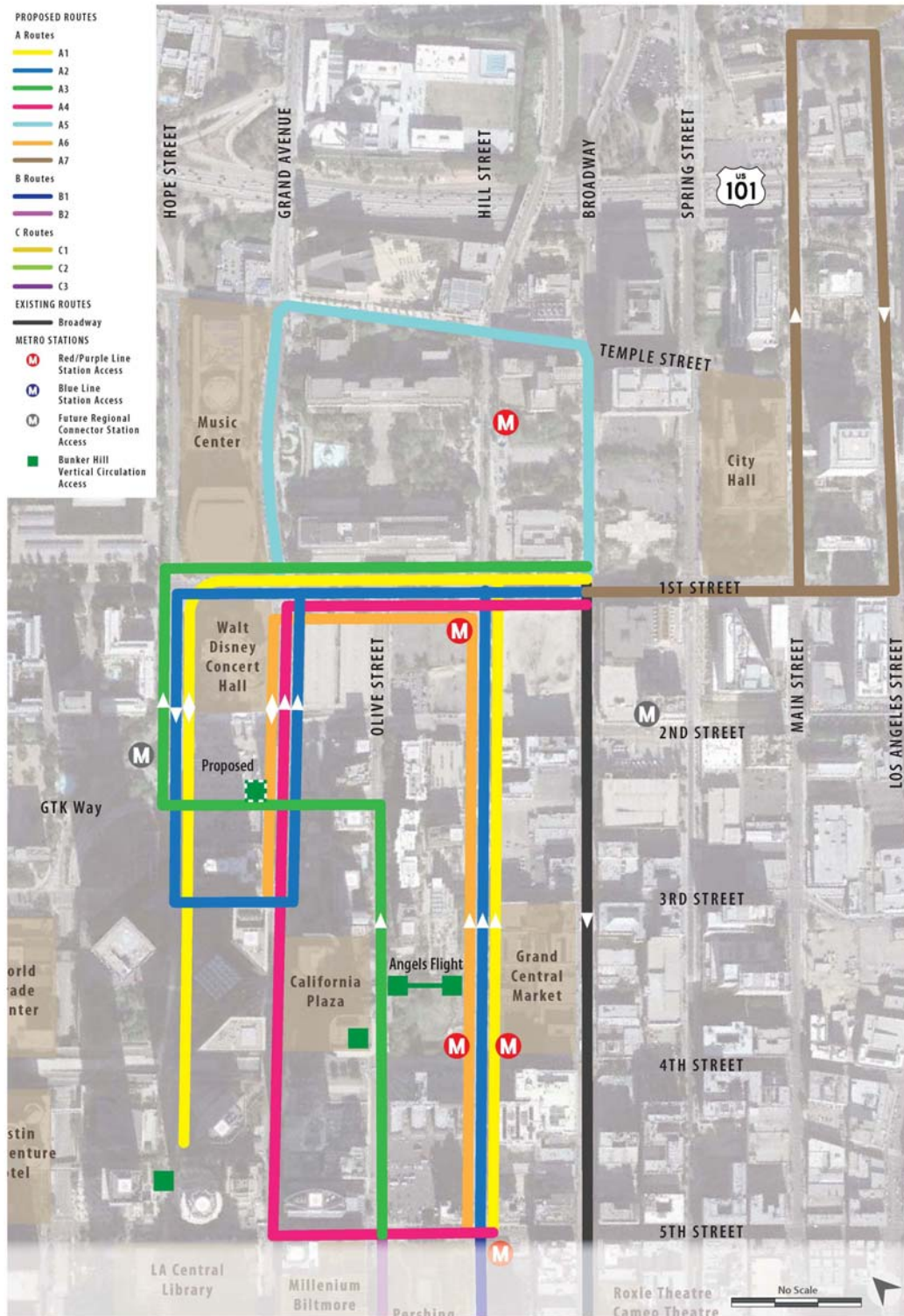
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Figure 3: Alternatives



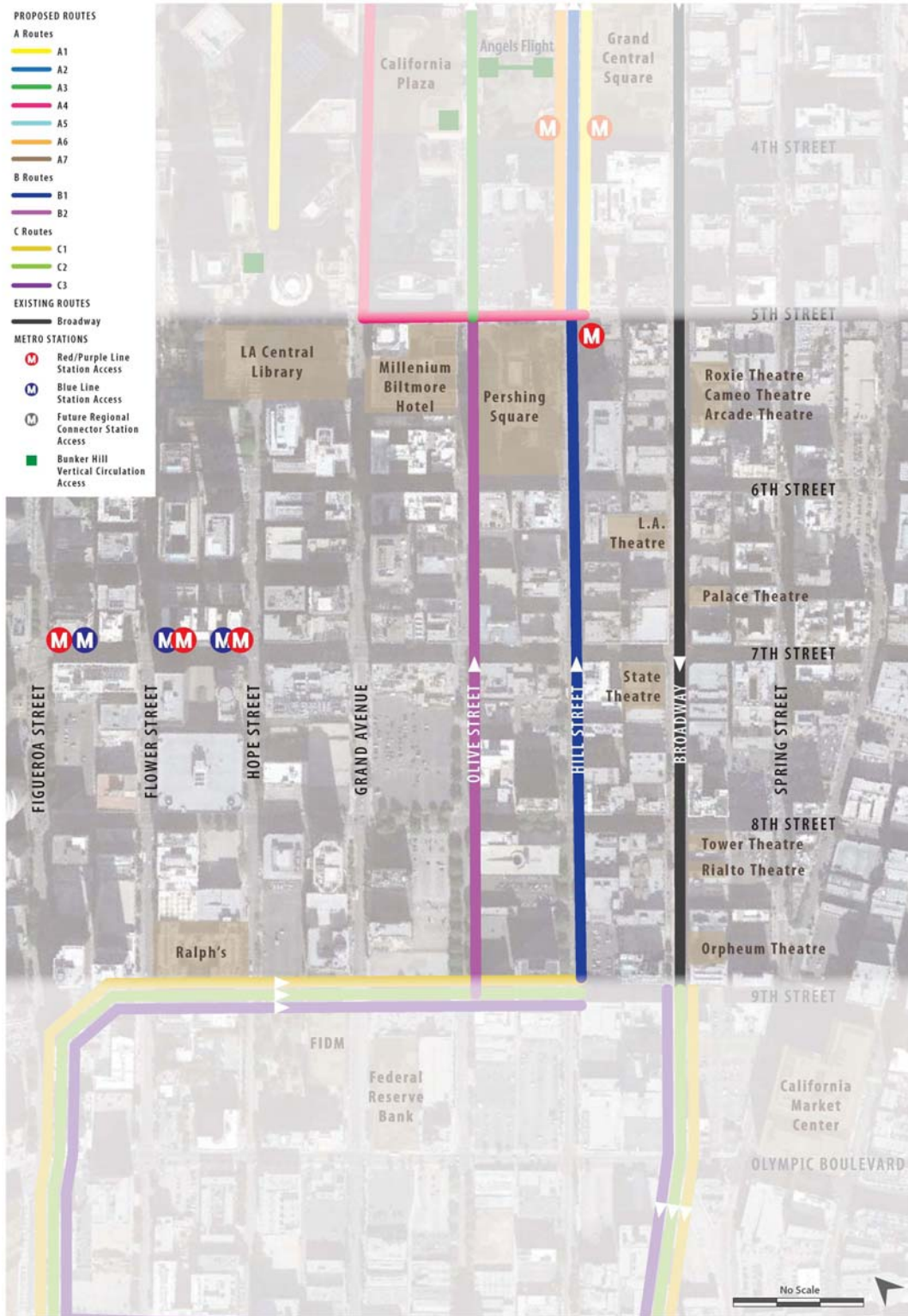
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Figure 4: Segment A: North of 5th St



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Figure 5: Segment B: Between 5th St and 9th St



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Figure 6: Segment C: South of 9th St

