

West Santa Ana Branch Transit Corridor

Community Meetings – March 12, 13, 17 & 19, 2018

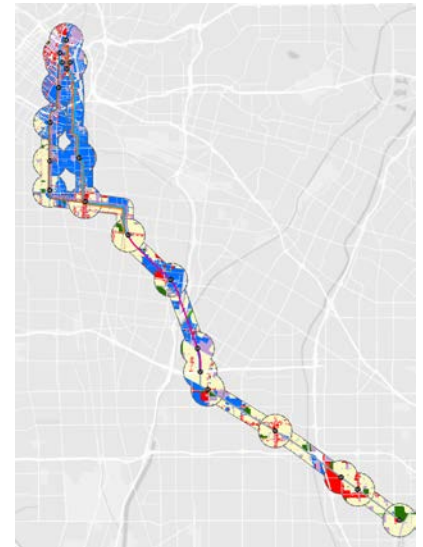


Purpose of this Meeting

- > Update on Public Scoping comments received
- > Why Metro is revisiting the Northern Alignments
- > New alignment concepts for screening
- > Obtain your feedback

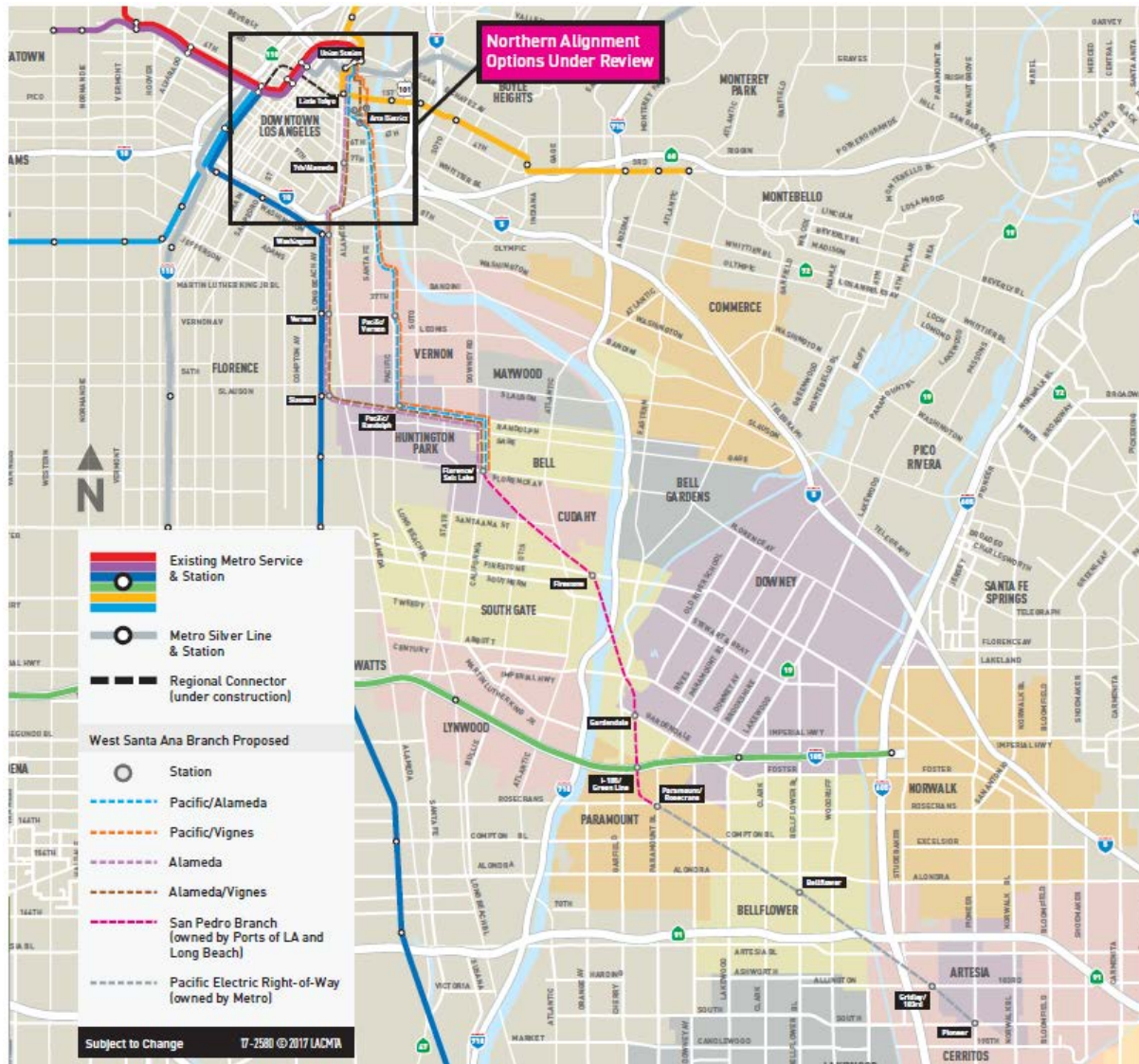
Project Goals

- > Provide **mobility** improvements
- > Support local/regional **land use** plans and policies
- > Minimize **environmental** impacts
- > Ensure **cost** effectiveness & financial feasibility
- > Promote **equity**

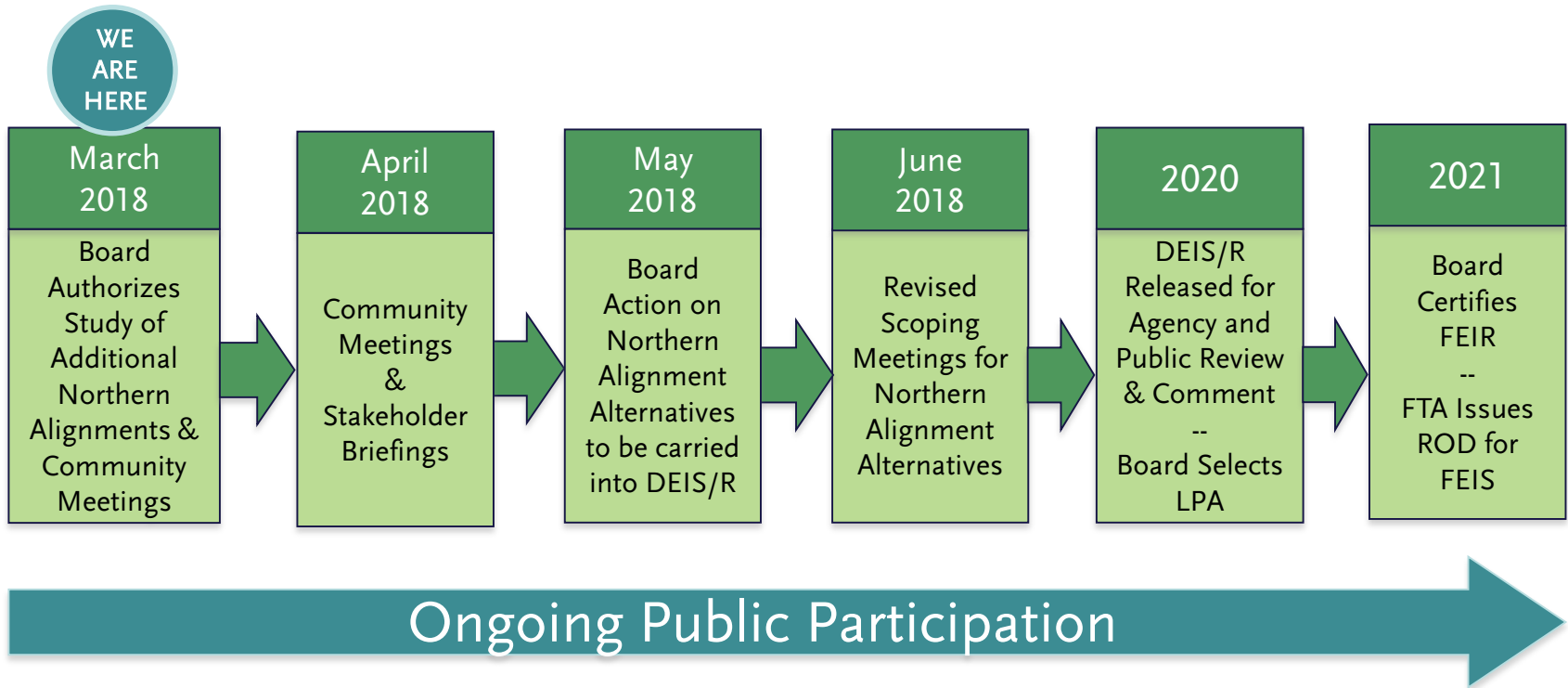


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Project Overview



Updated Environmental Planning Process



*** Timeline Subject to Change**

DEIS/R = Draft Environmental Impact Statement/Report

FEIS = Final Environmental Impact Statement

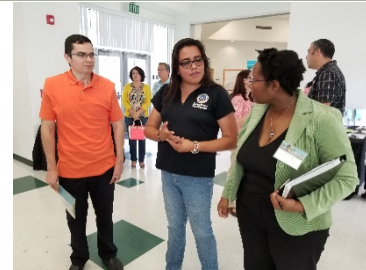
FTA = Federal Transit Administration

LPA = Locally Preferred Alternative

ROD = Record of Decision

Summary of Public Scoping Comments

- > **Total comments received: 1,122**
- > **Submitted at Public Scoping Meetings: 80**
 - > Written: 35
 - > Oral: 45
- > **Comments submitted outside of Public Scoping Meetings: 1,042**
 - > Agencies: 15
 - > Cities: 10
 - > Elected Offices: 3
 - > Stakeholder Organization: 21
 - > Interested Parties: 990



Northern Alignment Concerns/Constraints

Little Tokyo

- > Opposition to visual impacts of elevated alignment on Alameda St
- > Cumulative disruptions due to construction of multiple Metro projects

Arts District

- > Opposition to at-grade or aerial alignment on Alameda St

Industrial District

- > Opposition to at-grade or aerial alignment on Alameda St

High Speed Rail, Metrolink, Federal Railroad Administration

- > Preference for alternatives that do not limit existing or planned capacity at Union Station for regional rail services



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Original Northern Alignment Alternatives



Northern Alignment Considerations

- > Links southeast LA County communities to Downtown LA employment and cultural center
- > Connections to Metro Rail and Regional Rail networks
- > Travel time and customer experience
- > Ridership
- > Minimize impacts to existing neighborhoods
- > Feasibility, budget and schedule



New Northern Alignment Concepts



Subject to Change

A Pacific / Alameda to Union Station

- > Passes through Vernon along the Pacific/Santa Fe corridor
- > No Blue Line Connection so transfers must occur at Regional Connector station in Little Tokyo or at Union Station
- > Aerial Station in Little Tokyo at 1st/Central
- > Serves Arts District with underground station in north half



B Pacific / Vignes to Union Station

- > Passes through Vernon along the Pacific/Santa Fe corridor
- > No Blue Line Connection so transfers must occur at Union Station, and again at Regional Connector Station in Little Tokyo or in the Downtown Transit Core
- > Avoids Little Tokyo – No station at 1st/Central area
- > Serves Arts District with underground station in north half





Alameda (aerial) to Union Station

- > Aerial alignment & aerial stations in Little Tokyo & Arts District
- > Blue Line Transfer Station gives access to Downtown Transit Core and west to Red, Purple, Expo Lines
- > Direct Route from south to Union Station



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D Alameda/Vignes to Union Station

- > Blue Line Transfer Station gives access to Downtown Transit Core and west to Red, Purple, Expo Lines
- > Direct Route from southeast LA to Union Station
- > Transfers to North via Gold Line at Union Station
- > Avoids Little Tokyo 1st/Central area
- > Serves Arts District with stations in north (underground) and south (aerial)
- > Planned future growth in south half of Arts District served by new station



E Alameda (underground) to Union Station

- > Blue Line Transfer Station gives access to Downtown Transit Core and Red, Purple, Expo Lines
- > Little Tokyo Transfer Station gives access to Regional Connector Gold and Expo Lines
- > Direct Route from southeast LA to Union Station
- > Continue North via Gold Line from Union Station
- > Entirely underground in Little Tokyo and Arts District with stations serving both
- > Planned future growth in south half of Arts District served by new station



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Alameda/Center to Union Station

- > Blue Line Transfer Station gives access to Downtown Transit Core and Red, Purple, Expo Lines
- > Direct Route from southeast LA to Union Station
- > Continue North via Gold Line from US
- > Entirely underground in Arts District with stations in north and south
- > Avoids Little Tokyo – No station at 1st/Central area, avoids Nishi Hongwanji Buddhist Temple
- > Planned future growth in south half of Arts District served by new station



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Downtown Transit Core via Alameda St

- > Blue Line Transfer Station gives access to local stops, Expo Line
- > Direct Route from south to Downtown Core
- > Downtown Core Transfer Station gives access to Red and Purple Lines (possibly Regional Connector)
- > South Park/Fashion District Station would serve growing area
- > Entirely underground in Downtown and in Arts District
- > Planned future growth in south half of Arts District could be served by new station



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Arts District / 6th Street on railroad ROW

- > Blue Line Transfer Station (south of Washington) gives access to Downtown and Expo Line
- > Transfer to reach Union Station and Red/Purple Line (Regional Connector Gold or Expo Line must transfer at Union Station)
- > Design options for Wholesale District and adjacent to LA River
 - > Aerial and At-Grade
 - > Underground



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Key Performance Measures to be Considered

- > Origin and Destination
- > Transfers
- > Travel Time
- > Daily Boardings
- > Daily New Transit Trips
- > Daily VMT Reduction
- > Cost

Ongoing Work

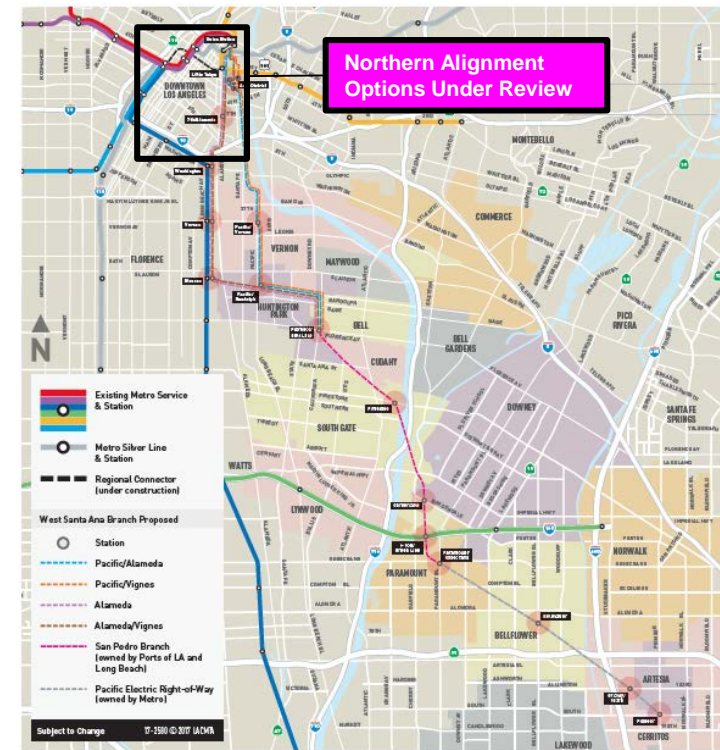
- > Further investigation and technical analysis in response to other scoping comments
- > TOD Strategic Implementation Plan



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TOD Strategic Implementation Plan

- Prepare a vision for the corridor
- Develop implementation strategy
 - Land use planning
 - Economic development strategy
 - Active Transportation Plan
- Vision being developed in coordination with cities
- Metro will work with cities to implement
- Community Event - March 24, 2018



TOD = Transit Oriented Development



ONGOING PUBLIC PARTICIPATION

Community Meetings

DOWNTOWN LOS ANGELES

Monday, March 12

3:00 – 5:00pm & 6:00 – 8:00pm

Intérprete en español / 通訳

Nishi Hongwanji Buddhist Temple

815 East 1st St.

Los Angeles, CA 90012

BELL

Saturday, March 17

10:00am – 12:00pm

Intérprete en español

Bell Community Center

6250 Pine Ave.

Bell, CA 90201

ARTESIA

Tuesday, March 13

6:00 – 8:00pm

Intérprete en español

Albert O. Little Community Center

18750 Clarkdale Ave.

Artesia, CA 90701

DOWNEY

Monday, March 19

6:00 – 8:00pm

Intérprete en español

Barbara J Riley Community & Senior Center

7810 Quill Dr.

Downey, CA 90242



You can also join via live webcast on **Tuesday, March 13** at:
www.tinyurl.com/MetroWSAB. Presentation starts at 6:30pm

Next Steps

- > March 2018- Detailed screening evaluation of new northern alignment concepts
- > April 2018 - Two community meetings and ongoing stakeholder briefings
- > May 2018 - Board action on recommended northern alignment alternatives to be carried into the environmental process (DEIS/R)
- > Continued work with cities on specific concerns



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What we'd like to hear from you

1. Where would you prefer to end/begin in downtown (Downtown Transit Core, Union Station, Arts District)?
2. Are there destinations beyond you ultimately want to reach?
3. What are your comments on the new Northern Alignments?

Stay Connected



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Thank you!



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