

# **Regional Connector Transit Corridor Study**

**Planning and Programming Committee**

**January 14, 2009**

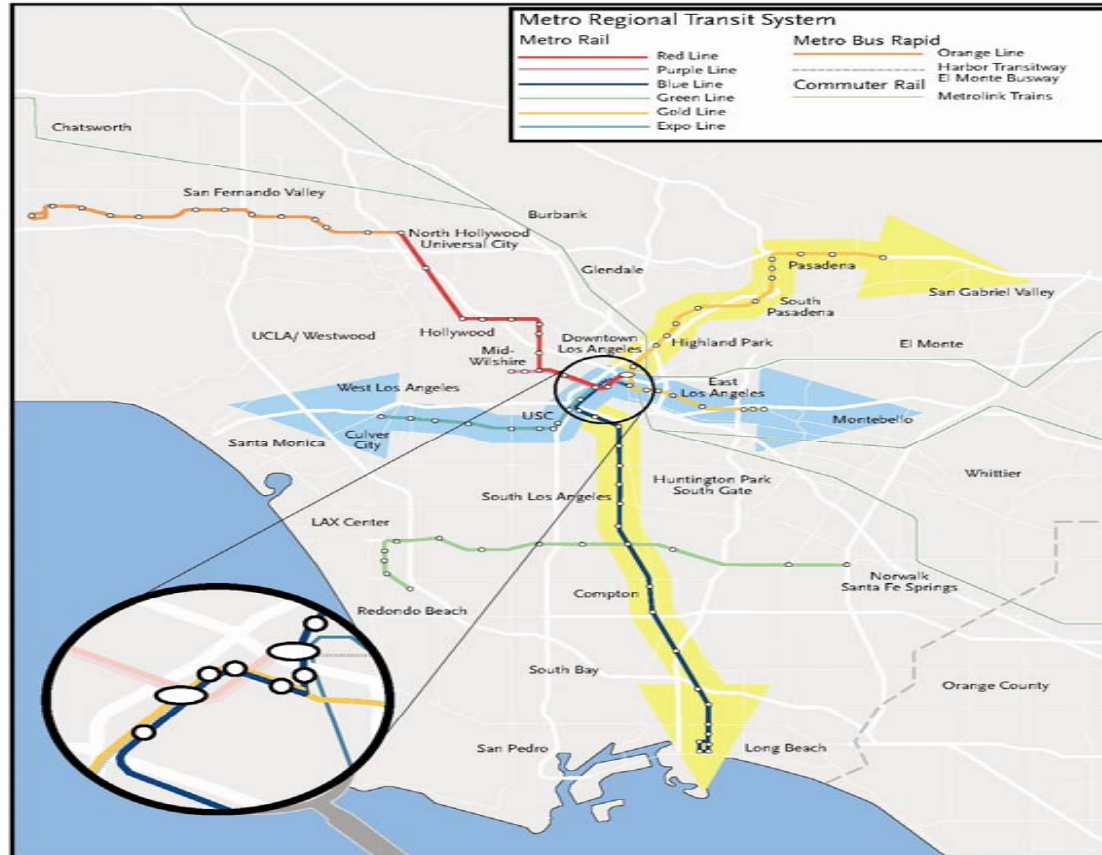


**Metro**

# Recommendations

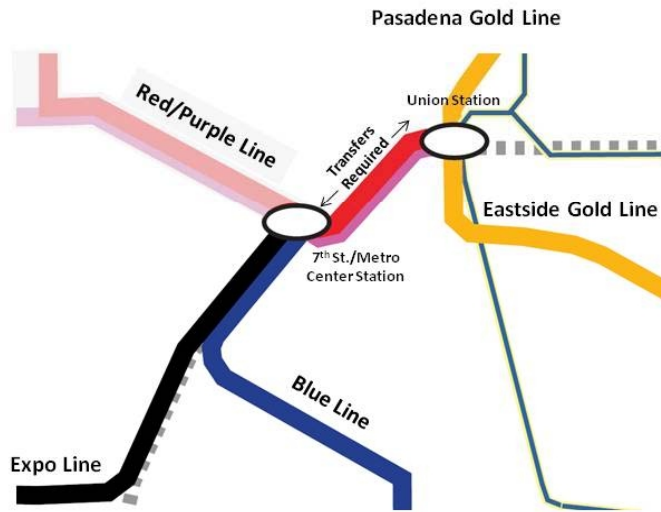
- A. Approve the Regional Connector Transit Corridor Alternatives Analysis (AA) Study;
- B. Approve the alternatives recommended below, in addition to the No Build and Transportation Systems Management (TSM) alternatives, for further study in the Draft Environmental Impact Statement/Report (Draft EIS/R) and Advanced Conceptual Engineering (ACE);
  - 1. Alternative #3A/B (At-Grade Alternative via Second Street with a Couplet on Main and Los Angeles Streets);
  - 2. Alternative #5 (Underground Alternative via Second Street crossing First Street and Alameda at-grade);
- C. Authorize the Chief Executive Officer to exercise:
  - 1. An option to Contract No. 4320-1985 with Camp Dresser & Mckee (CDM) to prepare the Draft EIS/EIR and Advanced Conceptual Engineering in the amount of \$9,965,853 increasing the total contract amount from \$2,091,969 to \$12,057,822 ;
  - 2. An option to contract No. 4320-1985 with The Robert Group to conduct the facilitation of community outreach in the amount of \$835,453 increasing the total contract amount from \$192,269 to \$1,027,722;
  - 3. Contract modifications for up to 15% of the above amounts to cover the cost of any potentially unforeseen issues that may arise during the above phases.

# Regional Connector creates North/South and East/West LRT lines

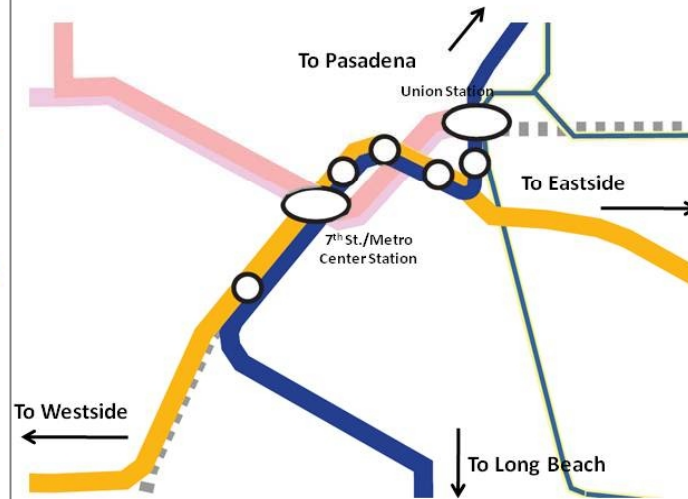


# Regional Connector Allows Light Rail Riders Transferless Travel To/Through Downtown Los Angeles

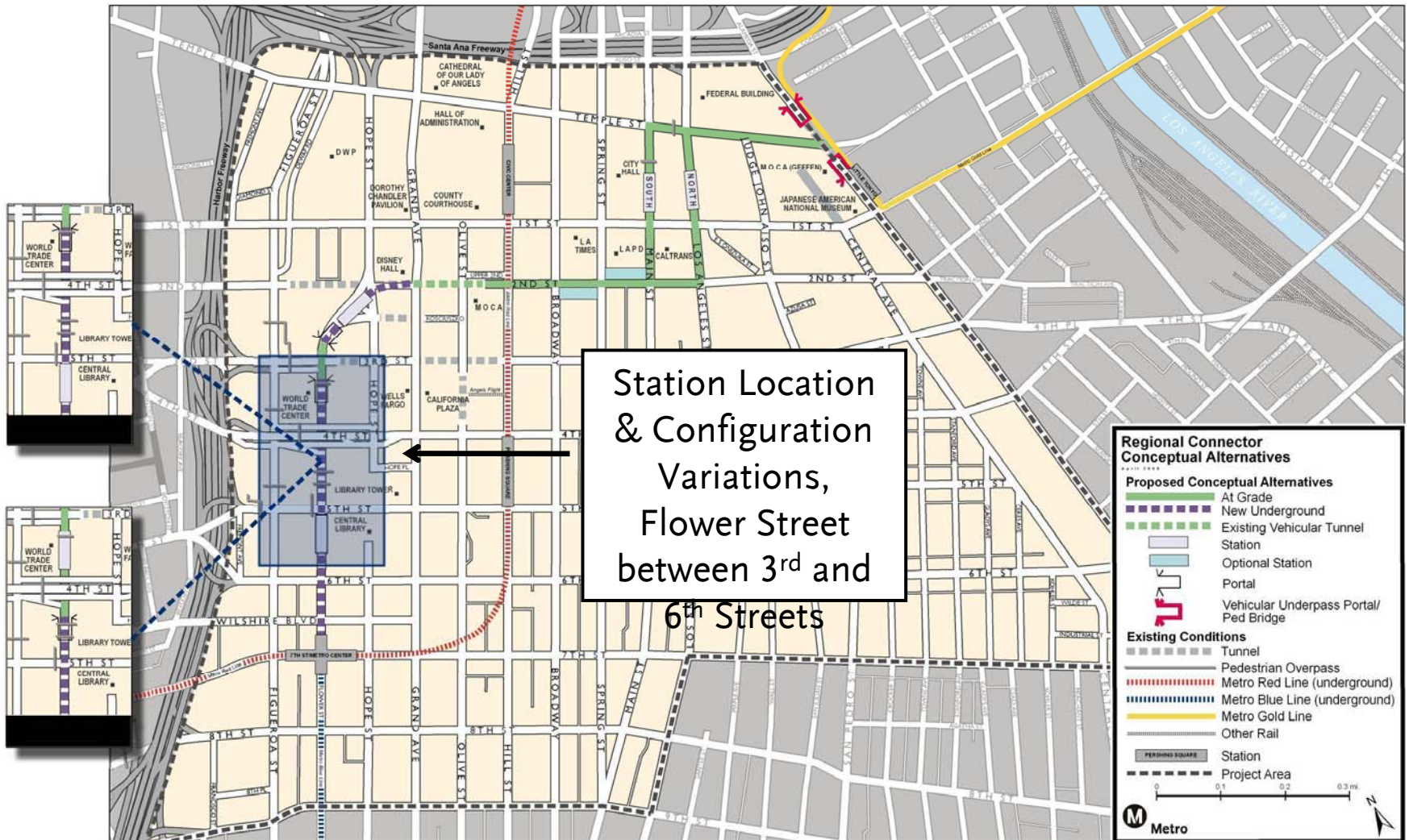
Existing Construction & Operation 2009



Regional Connector Constructed



# Build Alt. 1: At-Grade LRT



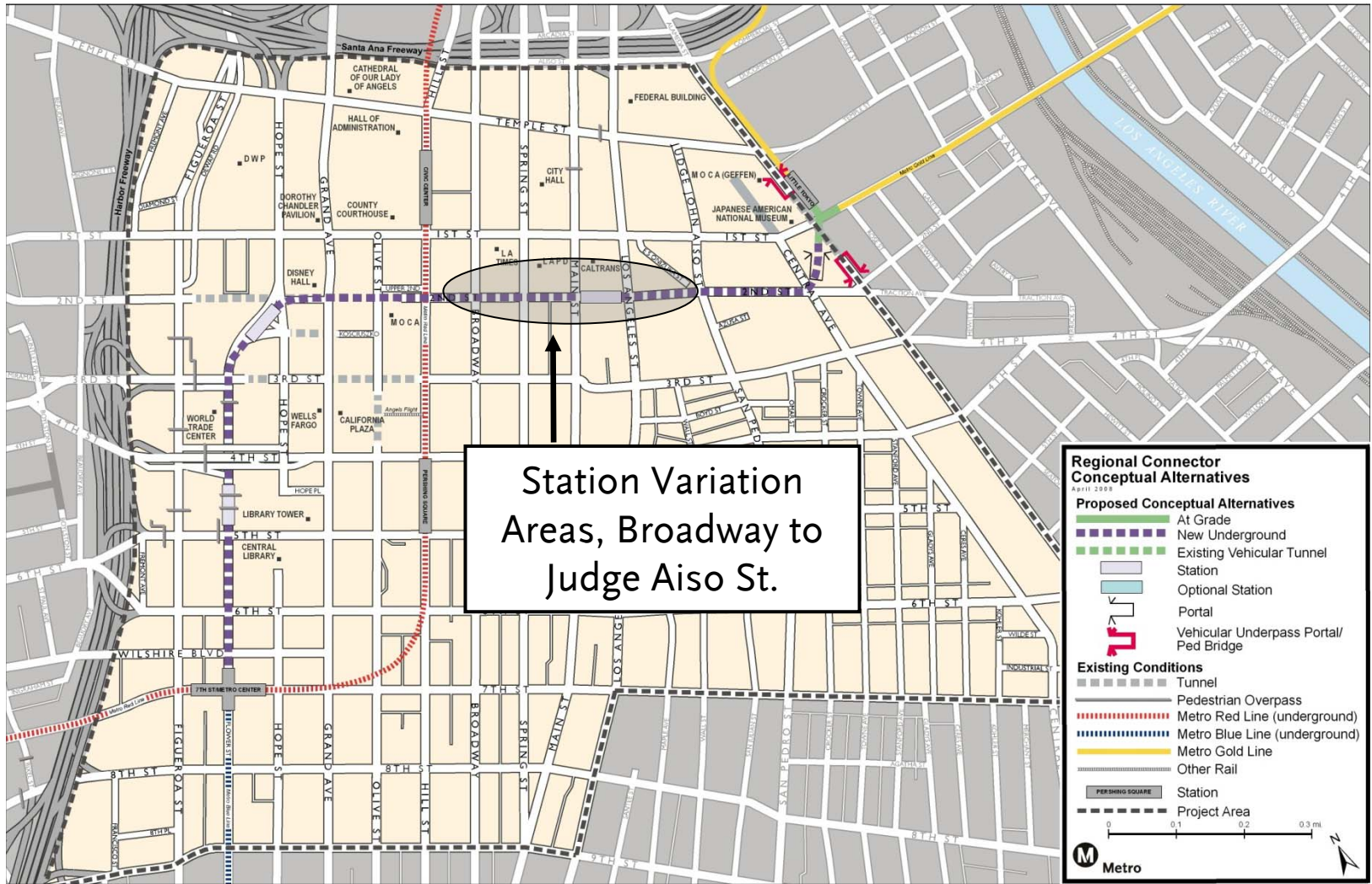
# At-Grade LRT



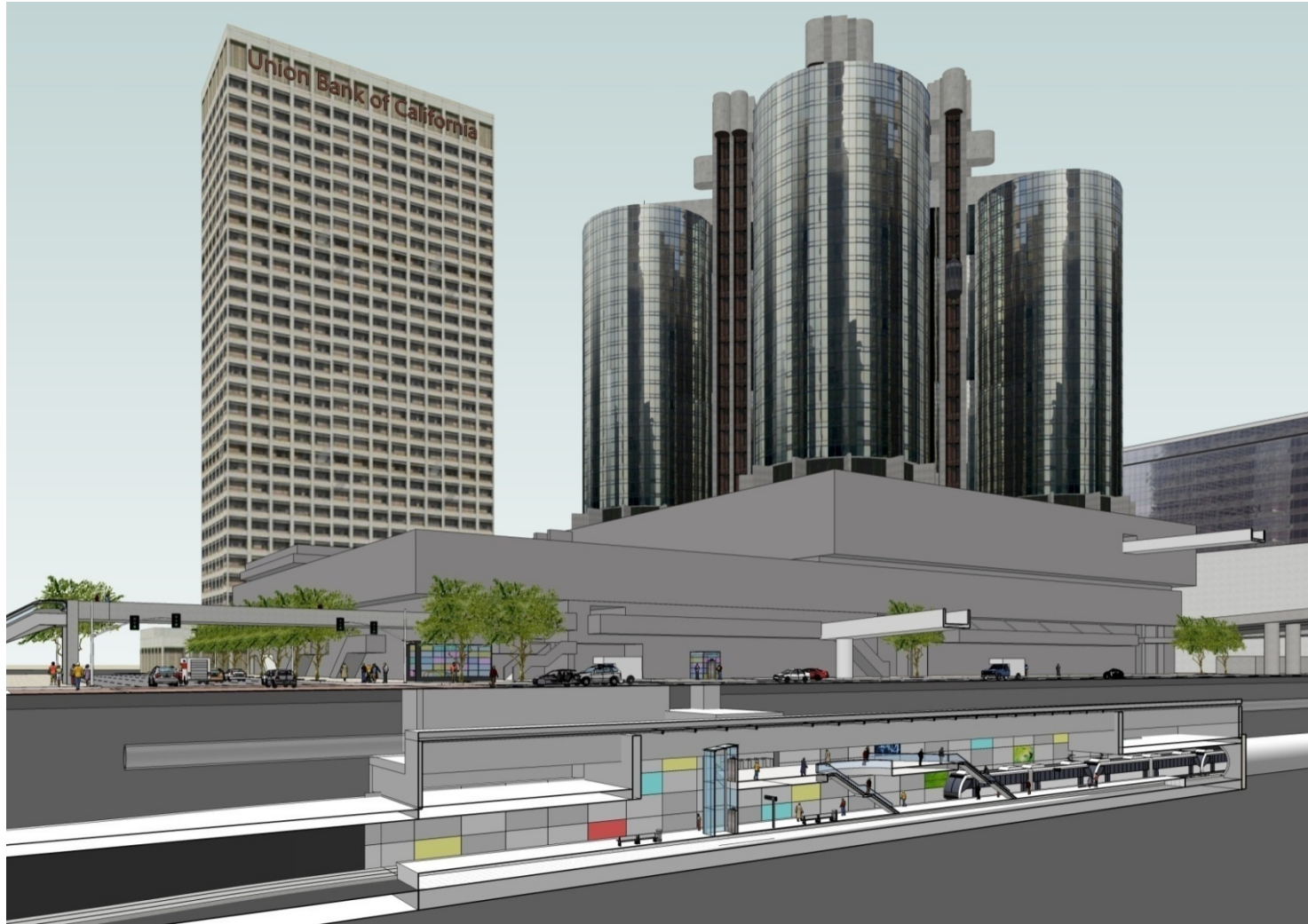
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Temple St. at Main and Los Angeles

# Build Alt. 2: Underground LRT



# Underground Alternative





# Alternatives Analysis Outcome

33 Conceptual Build Alternatives

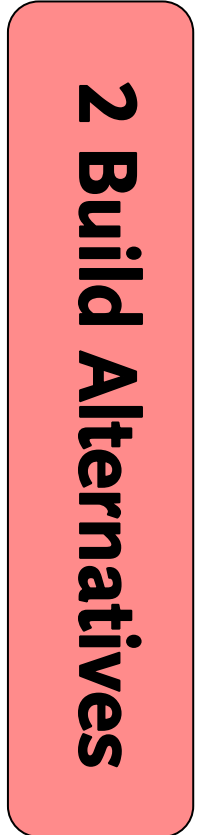
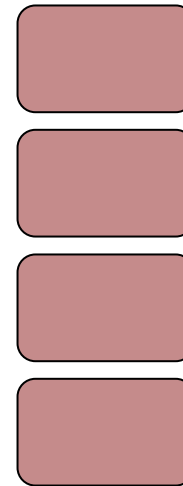
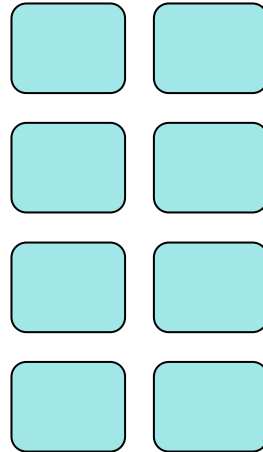
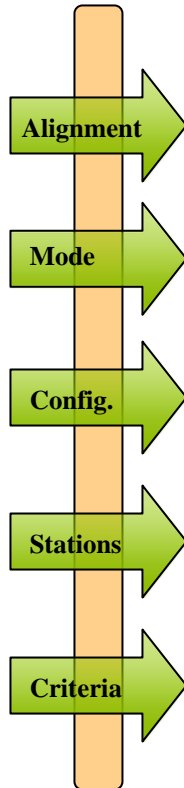
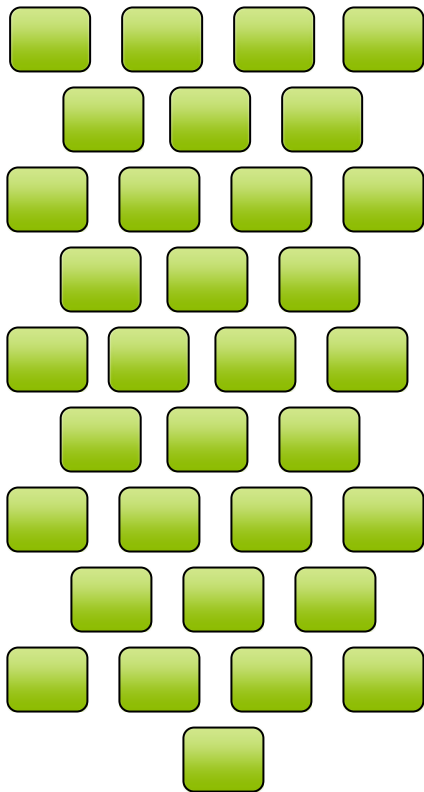
Early Scoping

8 Alternatives Identified for Screening

Initial Screen

Short List of Alternatives

AA Report Conclusion



# Public Involvement

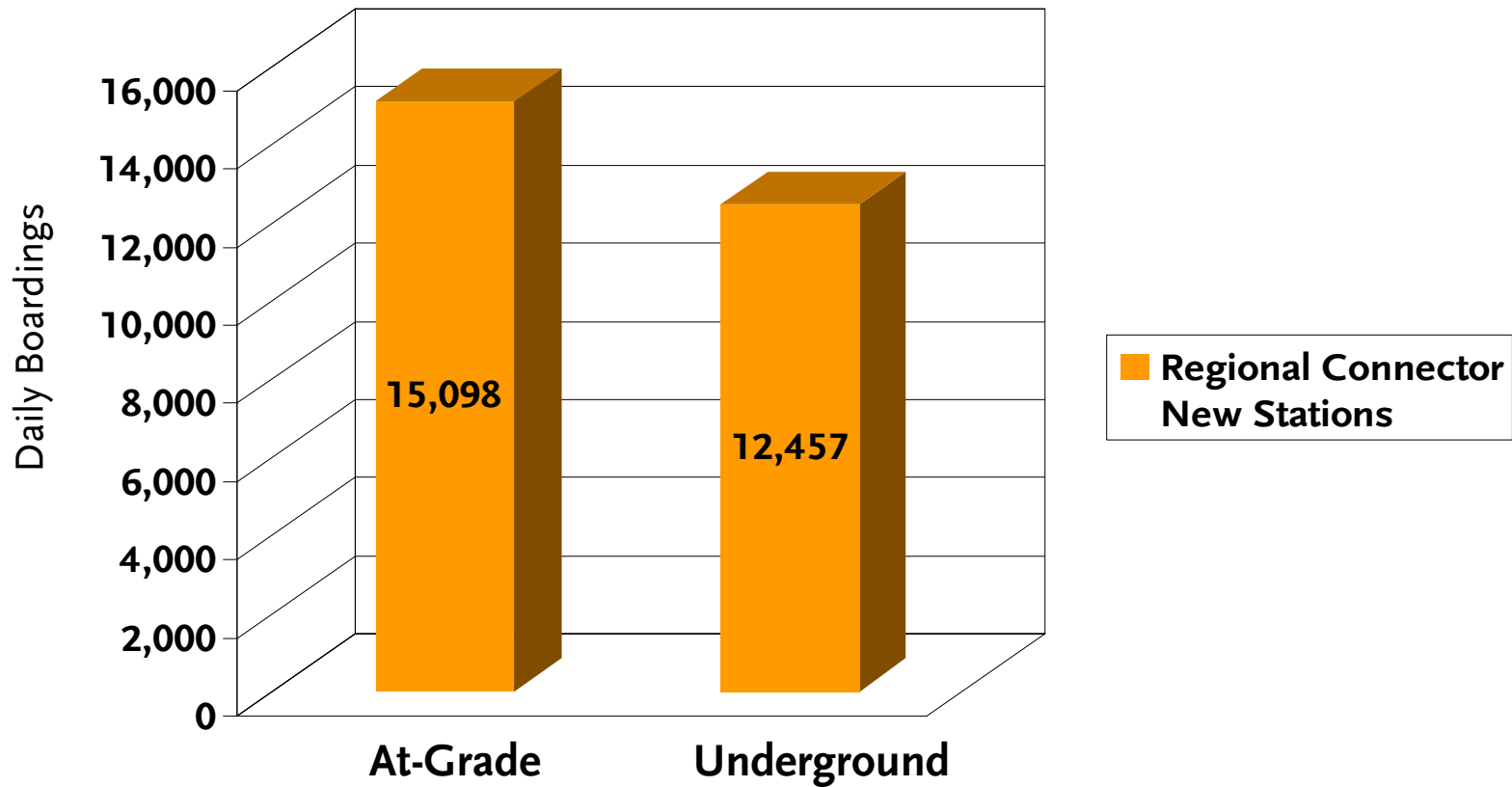
- Nearly 360 people attended scoping meetings, first and second round of community updates in Nov. '07 , Feb. '08 and Oct. '08.
- About 150 comments received in all forms
- Targeted outreach conducted with key downtown area stakeholders, such as:
  - Downtown Los Angeles Neighborhood Council, Little Tokyo Community Council, Grand Avenue, Bringing Back Broadway, South Park Stakeholders, Central City Association, Downtown Center BID, Central City East Association, Historic Core BID



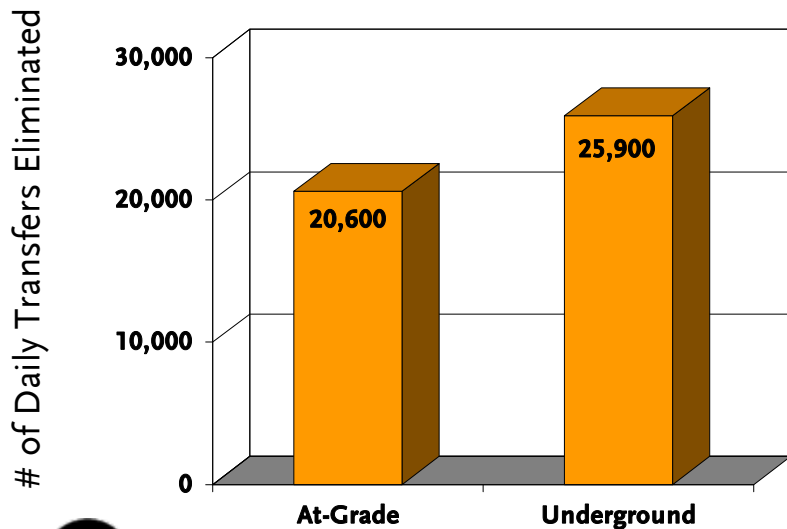
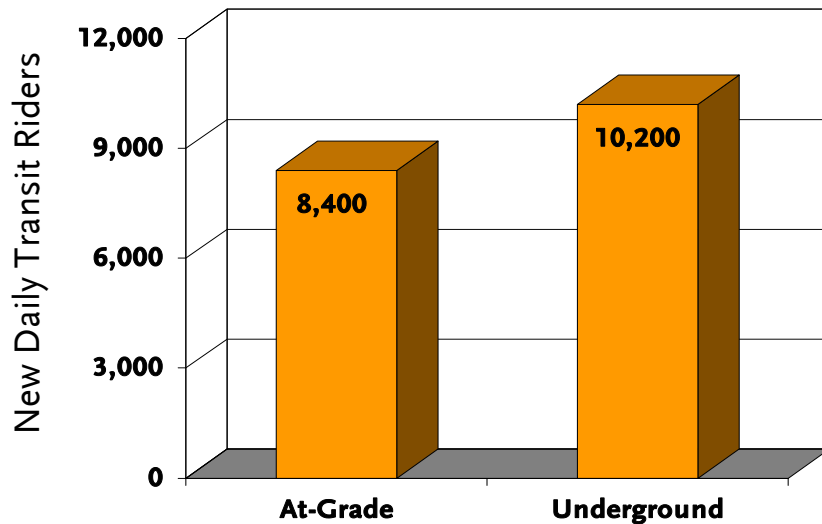
# Summary of Comments Received

- 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

# New Station Boardings (2030)



# New Daily Transit Trips and Reduced Transfers



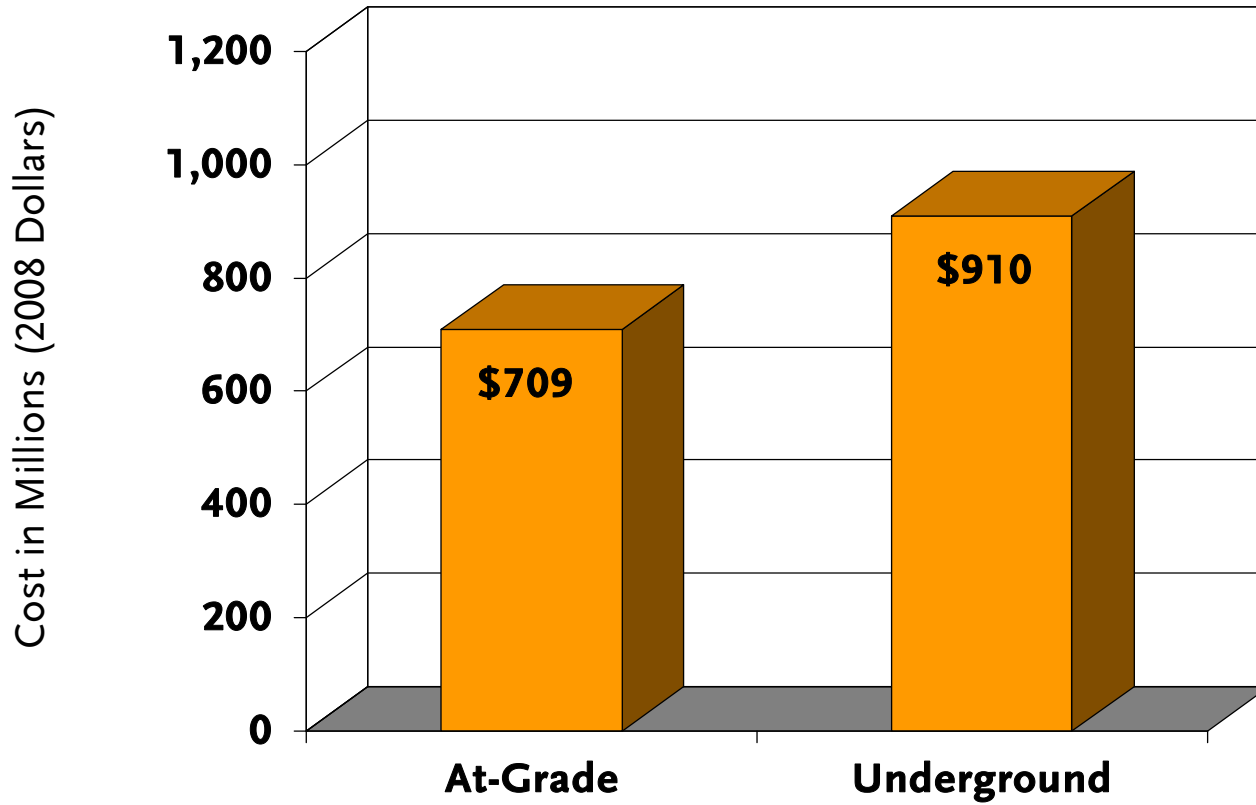
- New Transit Trips are Attracted Countywide.
- Boardings at New Stations are Similar to Red Line Boardings.
- Elimination of Transfers at Union Station and 7th Street Metro (2004 Metro Survey Indicated that 42% of Metro Gold Line Riders transfer to the Metro Red Line.
- Reduction in transfer boardings improves operations at already busy Union Station and 7th Street Metro Center Station.
- Links Metro Gold Line to Metro Blue Line Maintenance Yard

# Travel Time Comparison

	At-Grade	Underground
Travel Time, Union Station to Staples Center (Pico Station)	13.6 - 14.4 mins	12.2 mins

Regional Connector will save 12 - 21 minutes per trip between the Blue Line and Gold Line (elimination of 2 transfers)

# Project Costs



# Regional Significance

- Improves transit service on all regional light rail lines and the entire Metro transit system
- Increases light rail ridership systemwide
- Connects major activity centers countywide such as Pasadena to LA Live, Boyle Heights to USC, and Culver City to LA Civic Center
- Provides travel times saving by eliminating the need to transfer
- Increases convenience and accessibility for all transit riders countywide



# Next Steps

Upon Board approval:

- Execute contract options for the Draft EIS/EIR, Advanced Conceptual Engineering and Community Outreach.
- Coordinate with FTA to initiate NEPA environmental clearance activities.