

Implications of Additional Northern Alignment Alternatives

Eco-Rapid Transit
Board Meeting - March 14, 2018

- The April 2017 Final Northern Alignment Screening Report recommended that four alignments be considered for environmental scoping.
- Pacific/Alameda
- Pacific/Vignes
- Alameda
- Alameda/Vignes

- These alignments were chosen from a larger group that included the West Bank 3 alignment. This alignment was removed from further study as it terminated short of Los Angeles Union Station (in Little Tokyo) which resulted in a lack of direct access to other regional transit services (Metrolink, Amtrak, Red/Purple Lines, Blue/Gold Lines)
- The study also concluded that there would be a significant reduction in ridership without the direct LAUS connection

- The alignments selected for the environmental analysis are on the following graphic
- They all terminate at LAUS
- They all provide a one seat ride from Artesia to LAUS
- They all address the following from the Project's Purpose:

“Establish a reliable transit service that will enhance the connectivity of the existing transit network and reduce travel times to local and regional destinations.”

West Santa Ana Branch Transit Corridor Original Northern Alignment Options



Additional Northern Alignments

- The following graphic shows the new additional northern alignments
- Three of the new alignments terminate at locations other than LAUS requiring a transfer to access all regional rail service at LAUS.
- New termini includes the Arts District and 7th Metro Station (Downtown Transit Core)

Reasons for Additional Northern Alignments

- Little Tokyo - opposition to visual impacts on Alameda. Cumulative disruptions from other light rail construction
- Arts District – Opposition to at-grade or aerial alignment on Alameda
- Industrial District – Opposition to at-grade or aerial alignment on Alameda
- High Speed Rail Authority, Metrolink, FRR – keep LAUS as open as possible for future expansion of regional rail services
- Legally defensible environmental document





Issues with Northern Alignments

- Ridership declines without direct LAUS connection – an impact to potential funding?
- The subway Arts District Connection/station for Red/Purple Lines is not in any funding plan. Will there be a delay until funding is found or will WSAB funds be used to extend the subway to the Arts District?
- Will the ridership loss due to the transfer impact 3P potential?
- Will these new options delay project implementation?
- Will environmental justice goals be served with non-LAUS termini?
- How will decreased ridership impact economic development/investment plans along the corridor?

