

West Santa Ana Branch Transit Corridor: Updated Project Definition

Previous Design	Recommended Refinements	Justification
City of Los Angeles		
<ul style="list-style-type: none"> Alternative G: Downtown Transit Core had two design option with a terminus station near either the existing 7th St/Metro Center Station or the existing Pershing Square Station. 	<ul style="list-style-type: none"> The Pershing Square design option will be removed from further study. 	<ul style="list-style-type: none"> A Pedestrian Simulation/Circulation Report was conducted which found that the 7th & Metro Station can operate at an adequate level of service with a connection to the proposed WSAB station at 8th/Flower. Given that the 7th St/Metro Center Station option provides better connectivity to the regional transit network, the Pershing Square Station option is recommended to be removed from further study.
<ul style="list-style-type: none"> Alternative E: Alameda - Union Station Forecourt station located under existing Union Station surface parking lot. 	<ul style="list-style-type: none"> Union Station Forecourt Station to be relocated further east of Alameda Street, closer to Union Station. 	<ul style="list-style-type: none"> Station relocation will avoid impacts to the Alameda streetscape and adjacent First 5 LA building. (Project staff is coordinating closely with the Union Station Forecourt and Esplanade team.)
<ul style="list-style-type: none"> Alternative E: Alameda - Little Tokyo station located under Alameda Street between 1st and 2nd Streets. 	<ul style="list-style-type: none"> Little Tokyo Station southern portal to be relocated to the Department of Water and Power (DWP) parcel at Alameda Street/2nd Street and northern portal entrance will share the same plaza as the under construction Regional Connector. 	<ul style="list-style-type: none"> Southern portal relocation will provide better pedestrian connectivity to the Arts District. The northern portal entrance will share the same plaza as the under construction Regional Connector to provide a connection opportunity to Regional Connector.
<ul style="list-style-type: none"> At-grade profile under the I-10 freeway overpass and transitioning to aerial grade-separated south of the I-10 freeway to an aerial Washington Station. 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated over the existing I-10 freeway and continue in an aerial configuration until Slauson Station. 	<ul style="list-style-type: none"> Avoids future potential conflicts due to at-grade crossings near freeway on/off ramps and intensity of existing development in this area.

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<ul style="list-style-type: none"> Aerial grade-separated Washington Station and Vernon Station adjacent to the existing Blue Line Stations. 	<ul style="list-style-type: none"> Washington Station and Vernon Station will be removed from further study. 	<ul style="list-style-type: none"> Travel Demand Forecasts show that the vast majority of transfers between the Blue Line and WSAB occur at the Slauson Station. This is due to Slauson Station being the first transfer point on the northbound train between the lines and that WSAB will provide shorter travel time, than the Blue Line, to either the Downtown Transit Core or Union Station. This also allows WSAB to travel faster, with fewer stations, while these two existing stations remained served by the Blue Line.
City of South Gate		
<ul style="list-style-type: none"> At-grade crossing at Firestone Boulevard. 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated at Atlantic Avenue and Firestone Boulevard before descending at-grade to Rayo Avenue. 	<ul style="list-style-type: none"> This grade separation will allow for optimal station placement that is better integrated with the City's Gateway District Specific Plan.
<ul style="list-style-type: none"> At-grade crossing at Garfield Avenue and Imperial Highway. 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated at Imperial Highway and Garfield Avenue before descending at-grade to Gardendale Station. 	<ul style="list-style-type: none"> Grade separation will improve travel time reliability, reduce traffic impacts, and improve pedestrian/vehicle safety.
<ul style="list-style-type: none"> Firestone station located close to Atlantic Ave. 	<ul style="list-style-type: none"> Firestone Station will be shifted south. 	<ul style="list-style-type: none"> The relocated Firestone Station is in a more optimal location to better integrate with the City's Transit-Oriented Development as identified in the South Gate Gateway District Specific Plan.

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City of Paramount		
<ul style="list-style-type: none"> Existing pedestrian bridge connecting Paramount High School campuses. 	<ul style="list-style-type: none"> Pedestrian bridge connecting the Paramount high school campuses will be reconstructed below-grade. 	<ul style="list-style-type: none"> The existing pedestrian bridge crosses the alignment aerial and will need to be reconstructed. The pedestrian crossing will be reconstructed below-grade to provide a safer pedestrian connection between the campuses and improve ADA access.
<ul style="list-style-type: none"> At-grade crossing at Downey Avenue. 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated at Downey Avenue before descending at-grade to Somerset Boulevard and continuing east to Bellflower Station. 	<ul style="list-style-type: none"> Due to the proximity to Paramount High School and Harry Wirtz Elementary School, this intersection has high pedestrian volumes. Grade separation will improve pedestrian safety and travel time reliability.
<ul style="list-style-type: none"> I-105/Green Line Station located above the I-105 freeway trench. 	<ul style="list-style-type: none"> I-105/Green Line Station will be shifted north. 	<ul style="list-style-type: none"> Station relocation provides better connectivity to the proposed park and ride lot and will reduce right of way impacts to the single-family homes south of the I-105 freeway.
<ul style="list-style-type: none"> Paramount Station located east of Paramount Boulevard. 	<ul style="list-style-type: none"> Paramount Station will be shifted closer to Paramount Boulevard. 	<ul style="list-style-type: none"> Station shift will provide better connectivity to the proposed park and ride lot, connecting bus service, and local businesses.
City of Bellflower		
<ul style="list-style-type: none"> At-grade crossing at the intersection of Flower Street/Woodruff Avenue 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated at the intersection of Flower Street/Woodruff Avenue. 	<ul style="list-style-type: none"> Grade separation will allow for maintained access to the businesses along Flora Vista Street and avoids potential traffic impacts due to the unique street configuration in this area.

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City of Artesia		
<ul style="list-style-type: none"> Option of continuing alignment south to Bloomfield Avenue with a Bloomfield Station. 	<ul style="list-style-type: none"> Pioneer Station to be the southern terminus and will be designed as a multi-modal transit hub. 	<ul style="list-style-type: none"> The Pioneer station in the City of Artesia has greater potential as a terminus location.
<ul style="list-style-type: none"> Portion of Pioneer Station parking located in City of Cerritos. 	<ul style="list-style-type: none"> Pioneer Station parking site will be relocated to just south of Pioneer Station and will be entirely within City of Artesia limits. 	<ul style="list-style-type: none"> Previous potential park and ride location was partially located in the City of Cerritos, while the station itself is wholly within Artesia. Shifting the parking site allows for a stronger multi-modal hub and maximizes potential for partnerships with Artesia.
City of Cerritos		
<ul style="list-style-type: none"> At-grade crossing at 183rd Street/Gridley Road. 	<ul style="list-style-type: none"> Alignment will be aerial grade-separated at the intersection of 183rd Street/Gridley Road before descending at-grade to 186th Street and continuing east to Pioneer Station. 	<ul style="list-style-type: none"> Grade separation will reduce traffic impacts and improve travel time and safety.
<ul style="list-style-type: none"> 183rd/Gridley Station located at northwest corner of the intersection. 	<ul style="list-style-type: none"> 183rd/Gridley Station will be removed from further study. 	<ul style="list-style-type: none"> Station removed because it is very close to the Pioneer station and has limited ridership potential.
<ul style="list-style-type: none"> Optional Bloomfield extension and station. 	<ul style="list-style-type: none"> Optional Bloomfield extension and station will be removed from further study. 	<ul style="list-style-type: none"> The Pioneer Station in the City of Artesia has greater potential as a terminus location to enhance mobility and Transit-oriented Communities potential.