Welcome

Thank you for joining us!
<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>6pm</td>
<td>Open House</td>
</tr>
<tr>
<td>6:30pm</td>
<td>Welcome &amp; Presentation</td>
</tr>
<tr>
<td>7pm</td>
<td>Q&amp;A</td>
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<tr>
<td>7:15pm</td>
<td>Open House Resumes</td>
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<tr>
<td>8pm</td>
<td>Meeting Concludes</td>
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SEPULVEDA TRANSIT CORRIDOR PROJECT

Community Meetings

Agenda

10am       Open House
10:30am    Welcome & Presentation
11am       Q&A
11:15am    Open House Resumes
12pm       Meeting Concludes
The Study Area generally follows Interstate 405 and extends approximately 20 miles from Roscoe Boulevard in the San Fernando Valley to LAX.

Every weekday, over 3 million trips are made to the Study Area. By 2042, the number of trips to the Study Area is expected to increase by 18 percent.
Purpose and Need of the Sepulveda Transit Corridor Project...

Provide a high-quality transit service that effectively serves a large and growing travel market between the San Fernando Valley and the Westside, including the LAX area. For transit to be a competitive travel option that attracts new riders, there is a need to increase the speed, frequency, capacity, and reliability of transit service and provide convenient connections to existing and planned transit corridors.
Travel Patterns through the Sepulveda Pass

Share of trips through the Sepulveda Pass that start or end in each geographic area
The Feasibility Study is the first phase in the process of developing a new transit service.

The **Feasibility Study** will first consider transit concepts that connect the San Fernando Valley and the Westside. It will then consider extensions of those concepts to LAX.

**Current Study Process**

1. **Step 1**: Research and Evaluation of Transit Modes
2. **Step 2**: Valley-Westside Concept Development
3. **Step 3**: Evaluation of Initial Corridor Concepts (Valley-Westside)
4. **Step 4**: Westside-LAX Concept Development
5. **Step 5**: Evaluation of Initial Corridor Concepts (Westside-LAX)
6. **Step 6**: Conceptual Design of Selected Concepts
7. **Step 7**: Comparative Performance Evaluation of Concepts (Valley to LAX)

**Public Outreach Meetings**
## Transit Modes

<table>
<thead>
<tr>
<th>Mode</th>
<th>Description</th>
<th>Examples</th>
<th>Additional Features</th>
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</thead>
</table>
| **HEAVY RAIL TRANSIT (HRT)** | > Fully grade separated  
> Third rail electrical power  
> Up to 70 mph  
> 6 to 8 cars per train  
> 810 to 1,080 passengers per train  
> Examples: LA Metro Red and Purple Lines |  |  |
| **LIGHT RAIL TRANSIT (LRT)** | > At grade, underground, or aerial  
> Exclusive travel lane  
> Up to 65 mph  
> 3 to 4 cars per train  
> 405 to 540 passengers per train  
> Examples: LA Metro Blue, Green, Gold, and Expo Lines |  |  |
| **MONORAIL**         | > Typically aerial beam  
> Up to 50 mph  
> Up to 8 cars per train  
> Up to 480 passengers per train  
> Can sustain operations on steep grades  
> Example: Las Vegas Monorail |  |  |
| **RUBBER-TIRE TRANSIT** | > At grade, underground, or aerial  
> Up to 50 mph  
> Up to 9 cars per train  
> Up to 1,440 passengers per train  
> Can sustain operations on steep grades  
> Relatively high energy consumption  
> Examples: Mexico City Metro (majority of system) |  |  |

### Other modes considered

These modes were determined not to be compatible with the characteristics and needs of the corridor.

- **Commuter Rail**
  - Vehicle design does not typically support rapid loading and unloading
  - Does not offer operational benefits over modes currently in use by Metro

- **Maglev**
  - High speeds do not benefit systems with station spacing less than 5 miles
  - Typically employs proprietary technologies

- **Gondola**
  - Top sustained speed is about 30 mph
  - Challenging to support multiple stations on one line

- **Personal Rapid Transit**
  - Top sustained speed is about 25 mph
  - Individual loading berths complicate designs for transfer stations
Heavy Rail Transit (HRT) Concepts

Concept 1:
> Northern endpoint at Metro Orange Line Van Nuys Station
> Connections to:
  - Metro Orange Line at Van Nuys Station
  - Metro East San Fernando Valley Line at Van Nuys Station
  - Metro Purple Line at Westwood/UCLA or Westwood/VA Stations
  - Metro Expo Line at Expo/Sepulveda or Expo/Bundy Stations
> Total alignment length of approximately 10 miles

Concept 2:
> Northern endpoint at Metro East San Fernando Valley Line Sherman Way or Victory Boulevard Stations
> Connections to:
  - Metro East San Fernando Valley Line at Sherman Way or Victory Boulevard
  - Metro Orange Line at Sepulveda Station
  - Metro Purple Line at Westwood/UCLA or Westwood/VA Stations
  - Metro Expo Line at Expo/Sepulveda or Expo/Bundy Stations
> Total alignment length of approximately 13 miles
  - Approximately 3 miles of aerial guideway for the Victory Boulevard option
  - Approximately 5 miles of aerial guideway for the Sherman Way option

Only stations on existing and planned Metro lines are shown. Intermediate station locations for the Sepulveda Transit Corridor are under consideration.
Concept 3:
> Northern endpoint at Sylmar/San Fernando Metrolink Station
> Every other train would:
  • Continue north to serve East San Fernando Valley Line stations
  • Turn around at Metro Orange Line Van Nuys Station and continue southbound service
> Connections to:
  • Metro Orange Line at Van Nuys Station
  • Metro Purple Line at Westwood/UCLA or Westwood/VA Stations
  • Metro Expo Line at Expo/Sepulveda or Expo/Bundy Stations
> Total new alignment length of approximately 10 miles

Concept 4:
> Northern endpoints at both Sylmar/San Fernando Metrolink Station and Metro Orange Line Sepulveda Station
> Every other train would:
  • Continue north to serve East San Fernando Valley Line stations
  • Branch west to Metro Orange Line Sepulveda Station
> Connections to:
  • Metro Orange Line at Van Nuys and Sepulveda Stations
  • Metro Purple Line at Westwood/UCLA or Westwood/VA Stations
  • Metro Expo Line at Expo/Sepulveda or Expo/Bundy Stations
> Total new alignment length of approximately 11 miles, including up to 1 mile of aerial guideway for the branch to Metro Orange Line Sepulveda Station
**Concept 5:**

- **Northern endpoint at either:**
  - Sherman Way
  - Victory Boulevard
  - Metro Orange Line Van Nuys Station

- **Connections to:**
  - Metro Purple Line at Westwood/UCLA or Westwood/VA Stations
  - Metro Expo Line at Expo/Sepulveda or Expo/Bundy Stations

- **Total alignment length of approximately 11-14 miles**
  - Approximately 7 miles of aerial guideway for the Burbank Boulevard to Van Nuys option
  - Approximately 8 miles of aerial guideway for the Victory Boulevard option
  - Approximately 9 miles of aerial guideway for the Sherman Way option

Only stations on existing and planned Metro lines are shown. Intermediate station locations for the Sepulveda Transit Corridor are under consideration.
Concept 6:
> Extension of Purple Line to Metro Orange Line
> Northern endpoint at Metro Orange Line Van Nuys Station or East San Fernando Valley Line Sherman Way or Victory Boulevard Stations
> Trains would follow three routings:
  • Metro Orange Line to Downtown LA
  • Metro Orange Line to Metro Expo Line
  • Downtown LA to Metro Expo Line
> Connections to:
  • Metro East San Fernando Valley Line at Sherman Way, Victory Boulevard, or Metro Orange Line Van Nuys Stations
  • Metro Orange Line at Van Nuys or Sepulveda Stations
  • Metro Expo Line at Expo/Bundy Station
> Total alignment length of approximately 10-14 miles
  • Up to approximately 4 miles of aerial guideway for the Victory Boulevard option
  • Up to approximately 5 miles of aerial guideway for the Sherman Way option
Station locations will be selected based on forecast ridership, land use compatibility, potential to support transit oriented communities, and environmental and community considerations.

Park & Ride is located at several stations within the Metro system. Currently, there are Park & Ride lots on the Metro Orange Line at the Van Nuys Station and the Sepulveda Station. Parking demand at potential stations will be evaluated as part of this study.
Station locations will be selected based on forecast ridership, land use compatibility, potential to support transit oriented communities, and environmental and community considerations.

Potential station locations near Santa Monica Boulevard will need to avoid the Santa Monica Fault Zone.

Park & Ride is located at several stations within the Metro system. Currently, there are Park & Ride lots on the Metro Expo Line at the Expo/Sepulveda Station and the Expo/Bundy Station. Parking demand at potential stations will be evaluated as part of this study.
Evaluation Criteria

- Ridership
- Travel Time Savings
- Reliability
- Community Input
- Cost
- Cost-Effectiveness
- Compatibility with Local and Regional Plans
- Potential Environmental Effects
- Sustainability
Share Your Feedback

Study Schedule

- **STUDY KICKOFF**
  - DECEMBER 2017

- **PROJECT INTRODUCTION**
  - SUMMER/FALL 2018

- **EVALUATION OF VALLEY-WESTSIDE INITIAL CONCEPTS**
  - FALL 2018

- **EVALUATION OF WESTSIDE-LAX INITIAL CONCEPTS**
  - WINTER/Spring 2019

- **STUDY COMPLETION**
  - SUMMER 2019

- **FUTURE ENVIRONMENTAL ANALYSIS**
  - 2020

Contact Us

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- **losangelesmetro**
How often do you usually travel the Sepulveda corridor?

- 6-7 days a week: 15%
- 4-5 days a week: 25%
- 1-3 days a week: 19%
- Few times a month: 27%
- Few times a year: 13%
- Never: 1%

What routes do you usually take when traveling the Sepulveda corridor?

- Hillside canyon roads and smaller streets: 5%
- Arterial roads such as Sepulveda Boulevard: 9%
- Combination of two or more: 30%
- I-405: 56%

What times do you usually travel the Sepulveda corridor?

- 6:00 - 7:00 AM: 7%
- 7:00 - 9:00 AM: 46%
- 9:00 - 3:00 PM: 46%
- 3:00 - 7:00 PM: 62%
- 7:00 →: 31%

What is your typical trip length?

- 30 min: 10%
- 30-45 min: 30%
- 45-60 min: 35%
- 60 min: 25%

Why do you travel the Sepulveda corridor?

- LAX: 23%
- Brentwood/West LA: 23%
- Screen Actors Guild: 23%
- Burbank/Glendale: 11%
- Sherman Oaks: 11%
- Santa Monica: 9%
- Westwood/UCLA: 8%
- East San Fernando Valley: 8%
- Century City: 4%
- Playa Vista: 4%

What would you most like to change about your travel along the Sepulveda corridor?

- Travel Time: 73%
- Reliability/Consistency: 11%
- Protecting the Environment: 7%
- Convenience: 6%
- Travel cost: 2%
- Other: 2%

Why don't you travel the Sepulveda corridor?

- I don't need to: 79%
- I try to avoid this corridor: 21%

Why do you avoid traveling the Sepulveda corridor?

- It's too time-consuming: 60%
- It's too unpredictable: 13%
- Not enough public transportation options: 27%

How much time would you need to save to travel the corridor?

- 20 min: 18%
- 20-30 min: 27%
- 30-60 min: 36%
- 60 min: 18%

5073 Completed Surveys