Next stop: exploring alternatives to the 405.

SEPULEDÁ TRANSIT CORRIDOR PROJECT
July 2018
Purpose of Current Outreach

- Introduce project
- Describe study process
- Present initial transit concepts for Valley-Westside
- Gather feedback on project purpose, transit concepts, and issues of community concern

The Feasibility Study is the first phase in the process of developing a new transit service.
What We’re Studying

> Rail transit concepts between the San Fernando Valley and LAX
> Connections to existing/planned transit corridors
> Alignments and station locations, including Park & Ride
> Maintenance facility requirements
> Study Area divided into two sections:
  • Valley-Westside
  • Westside-LAX
Project Purpose and Need

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.
Study Process

**STEP 1**
RESEARCH AND EVALUATION OF TRANSIT MODES

**STEP 2**
VALLEY-WESTSIDE CONCEPT DEVELOPMENT

**STEP 3**
EVALUATION OF INITIAL CORRIDOR CONCEPTS (VALLEY-WESTSIDE)

**STEP 4**
WESTSIDE-LAX CONCEPT DEVELOPMENT

**STEP 5**
EVALUATION OF INITIAL CORRIDOR CONCEPTS (WESTSIDE-LAX)

**STEP 6**
CONCEPTUAL DESIGN OF SELECTED CONCEPTS

**STEP 7**
COMPARATIVE PERFORMANCE EVALUATION OF CONCEPTS (VALLEY TO LAX)
Initial Transit Concepts

Valley - Westside
Components of a Transit Concept

- Type of transit vehicle (e.g., light rail or monorail)
- Alignment—the route the transit service follows
- Terminus station locations—endpoint or final station for the transit alignment
- Intermediate station locations—stations along the alignment and between the endpoints
- Vertical configuration (e.g., at grade, underground, aerial)
Transit Modes Under Consideration

**Heavy Rail Transit (HRT)**
- Fully grade separated
- Up to 70 mph
- 6 to 8 cars per train
- 810 to 1,080 passengers per train
- Examples: Metro Red and Purple Lines

**Monorail**
- Typically on aerial beam
- Up to 50 mph
- Up to 8 cars per train
- Up to 480 passengers per train
- Can sustain operations on steep grades
- Examples: Las Vegas Monorail

**Light Rail Transit (LRT)**
- At grade, underground, or aerial
- Up to 65 mph
- 3 to 4 cars per train
- 405 to 540 passengers per train
- Examples: Metro Blue, Green, Gold, and Expo Lines

**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
Initial Valley-Westside Transit Concepts
(All concepts planned to allow extension to LAX)
Concept 1 (HRT)

Valley

Seputveda Transit Corridor Project (alignment options)

- Aerial or Underground
- Underground

Existing Service

- Existing Metro Expo Line & Station
- Existing Metro Orange Line & Station
- Amtrak/Metrrolink & Station

Pre-Construction

- Purple Line Extension & Station (Section 3)
- East San Fernando Valley Transit Corridor & Station (proposed alignment)

Heavy Rail Transit (HRT)
Alignment options on the Westside are the same for Concepts 1-4.
Valley

Sepulveda Transit Corridor Project (alignment options)
- Aerial or Underground
- Underground

Existing Service
- Existing Metro Expo Line & Station
- Existing Metro Orange Line & Station
- Amtrak/Metrolink & Station

Pre-Construction
- Purple Line Extension & Station (Section 3)
- East San Fernando Valley Transit Corridor & Station (proposed alignment)

Heavy Rail Transit (HRT)
Concept 3 (LRT)

Valley

Sepulveda Transit Corridor Project (alignment options)
- Aerial or Underground
- Underground

Existing Service
- Existing Metro Expo Line & Station
- Existing Metro Orange Line & Station
- Amtrak/Metrolink & Station

Pre-Construction
- Purple Line Extension & Station (Section 3)
- East San Fernando Valley Transit Corridor & Station (proposed alignment)
Concept 4 (LRT)

Valley

Sepulveda Transit Corridor Project (alignment options)
- Aerial or Underground
- Underground

Existing Service
- Existing Metro Expo Line & Station
- Existing Metro Orange Line & Station
- Amtrak/Metrolink & Station

Pre-Construction
- Purple Line Extension & Station (Section 3)
- East San Fernando Valley Transit Corridor & Station (proposed alignment)

Light Rail Transit (LRT)
Concept 5 (Monorail or Rubber Tire)
Concept 5 (Monorail or Rubber Tire)

Westside

Sepulveda Transit Corridor Project (alignment options)
- Aerial
- Aerial or At Grade
- Underground

Existing Service
- Existing Metro Expo Line & Station
- Existing Metro Orange Line & Station
- Amtrak/Metrolink & Station

Pre-Construction
- Purple Line Extension & Station (Section 3)
- East San Fernando Valley Transit Corridor & Station (proposed alignment)
Concept 6 (Purple Line Extensions)

Valley

Sepulveda Transit Corridor Project (alignment options)
- Aerial or Underground
- Underground

Existing Service
- Existing Metro Expo Line & Station
- Existing Metro Orange Line & Station
- Amtrak/Metrolink & Station

Pre-Construction
- Purple Line Extension & Station (Section 3)
- East San Fernando Valley Transit Corridor & Station (proposed alignment)

Heavy Rail Transit (HRT)
Concept 6 (Purple Line Extensions)

Westside

Sepulveda Transit Corridor Project (alignment options)
- Aerial or Underground
- Underground

Existing Service
- Existing Metro Expo Line & Station
- Existing Metro Orange Line & Station
- Amtrak/Metrolink & Station

Pre-Construction
- Purple Line Extension & Station (Section 3)
- East San Fernando Valley Transit Corridor & Station (proposed alignment)

Heavy Rail Transit (HRT)
Evaluation Criteria

- Community Input
- Compatibility with Local and Regional Plans
- Cost
- Cost-Effectiveness
- Potential Environmental Effects
- Reliability
- Ridership
- Sustainability
- Travel Time Savings
Feasibility 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
Connecting with the Community

- Project database of 6,900 and growing
- Project survey – over 5,000 responses to date
- Coordination with commuter services agencies & groups – survey sent to 50,000+ employees in the region
- Project video
- Project webpage – www.metro.net/projects/sepulvedacorridor/
- Community meeting notification
  - Take One cards – 31,000+ distributed
  - Targeted Facebook & print advertisements
  - Media release & The Source posts
  - Distributions at neighborhood councils and city halls
Thank You

Questions