East San Fernando Valley Transit Corridor

Public Hearings (September 1 thru October 30, 2017)
Public Comments

- **Release of Draft EIS/EIR**
  - September 1, 2017 through October 16, 2017 45-day Public Comment Period

- **Public Meetings during 45-day Public Comment Period**
  - September 14, 2017 (Thursday) at 6:00PM
    - City of San Fernando Regional Pool Facility, 208 Park Ave., San Fernando, CA 91340
  - September 18, 2017 (Monday) at 8:30AM
    - Zev Yaroslavsky Family Support Center, 7555 Van Nuys Blvd., Van Nuys, CA 91405
  - September 18, 2017 (Monday) at 5:00PM
    - Valley Municipal Building, Council Chambers, 14410 Sylvan St, 2nd Floor, Van Nuys, CA 91401
  - September 20, 2017 (Wednesday) at 9:00AM
    - Pacoima Charter Elementary School Auditorium, 11016 Norris Ave, Pacoima, CA 91331
  - September 23, 2017 (Saturday) at 9:00AM
    - St. Mark’s Episcopal Church, 14646 Sherman Way, Van Nuys, CA 91405
Study Area and Corridor Characteristics

9.2-Mile Alignment: Metro Orange Line (MOL) to the Sylmar/San Fernando Metrolink Station:

- 460,000 People reside in the Study Area
- 7th busiest bus corridor in Metro system
- 2nd highest bus boardings in the SFV
- Several Key Activity Centers
- Low average bus speed ~12 mph
Van Nuys Blvd: Typical Roadway Conditions

Van Nuys Bl – MOL to San Fernando Rd, 6.7 Miles:
- Two to three travel lanes in each direction
- 72’ – 94’ curb to curb distance
- 80 intersections
- Left turns permitted throughout
- On-street parking (non peak-period)

San Fernando Rd - Van Nuys Bl to Sylmar/
San Fernando Metrolink Station, 2.5 Miles:
- Two lanes in each direction
- 55’ - 65’ curb to curb distance
- Adjacent to railroad right-of-way
East San Fernando Valley Transit Corridor

Alternatives
Curb-Running BRT

- Total length: 9.2 miles
  - 6.7 Miles curb-running dedicated busway on Van Nuys Blvd
  - 2.5 Miles mixed-flow on San Fernando Road
- 18 Enhanced stations:
  - Pre-paid fares & NextBus Digital Signage
  - Could be implemented soonest, largely with existing financial resources
Median-Running BRT

Similar to Metro Orange Line (MOL)

- Total length: 9.2 Miles
  - 6.7 Miles median busway on Van Nuys Blvd
  - 2.5 Miles mixed-flow on San Fernando Road
- 17 Enhanced stations:
  - Pre-paid fares & NextBus Digital Signage
Median-Running LRT with 28 Stations

- Total length: 9.2 Miles
  - 6.7 Miles median dedicated guideway on Van Nuys Blvd
  - 2.5 Miles mixed-flow on San Fernando Road
- 28 Stations:
  - Pre Paid Fares & NextBus Digital Signage
- Requires a new Maintenance and Storage Facility (MSF)
Similar to existing Metro LRT Lines

- Total length: 9.2 Miles
  - 6.7 Miles median dedicated guideway on Van Nuys Blvd
    - 2.5 Miles underground
  - 2.5 Miles on railroad right-of-way along San Fernando Road
    - Adjacent to San Fernando Road
- 14 stations (3 underground):
- Requires a new Maintenance and Storage Facility (MSF)
(1950) – Pacific Electric car #5110 heads south on Van Nuys Boulevard. To the right is Frolics Restaurant located at 6216 Van Nuys Boulevard. Further back is a Chevrolet Dealership and in the distance the Rivoli Theatre can be seen.
Potential Sites for a MSF

- 25-30 acre site
- Must be located within \( \frac{1}{4} \) mile of alignment
- Three potential sites identified
What is a Maintenance Storage Facility?
Capital Costs

Measure M, R & State Funds Reserved

Funds Reserved in 2009 LRTP: $170 Million

TSM

Bus Rapid Transit

Light Rail Transit

Median-Running with subway additional $1.4 Billion

Median-Running $402 Million

Curb-Running $294 Million

Median-Running without subway $1.3 Billion

LRTP: $170 Million
Median-Running BRT at Van Nuys/MOL
Light Rail Transit at Van Nuys Civic Center
Light Rail Transit at Van Nuys/Victory
Bus Rapid Transit at Van Nuys/Roscoe
## Significant Project Impacts: BRT vs LRT

<table>
<thead>
<tr>
<th>BRT</th>
<th>LRT</th>
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<tbody>
<tr>
<td><strong>Traffic</strong></td>
<td><strong>Traffic</strong></td>
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<tr>
<td>o Removal of two travel lanes (one per direction)</td>
<td>o Removal of two travel lanes (one per direction)</td>
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<tr>
<td>o Permanent traffic flow changes</td>
<td>o Permanent traffic flow changes</td>
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<tr>
<td>o Loss of on-street parking</td>
<td>o Loss of on-street parking</td>
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<tr>
<td><strong>Community Plans</strong></td>
<td><strong>Community Plans</strong></td>
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<tr>
<td>o Bike lanes on Van Nuys Blvd.</td>
<td>o Bike lanes on Van Nuys Blvd.</td>
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<tr>
<td><strong>Construction (temporary): 18-30 months</strong></td>
<td><strong>Construction (temporary): 4-6 years</strong></td>
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<tr>
<td>o Air quality</td>
<td>o Air quality</td>
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<tr>
<td>o Pedestrian and bicycle safety impacts due to construction activities</td>
<td>o Pedestrian and bicycle safety impacts due to construction activities</td>
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<tr>
<td>o Traffic detours, turn restrictions, and designated large truck haul routes</td>
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<tr>
<td><strong>Real Estate Acquisitions</strong></td>
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<tr>
<td>o Land required for Maintenance and Storage Facility and for other right of way needs</td>
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Projected 2040 Corridor Boardings

- Curb-Running: 30,900
- Median-Running: 31,500
- Median-Running with 28 Stations: 35,800
- Median Running with 14 Stations: 47,400

*Numbers represent total alignment boardings, which includes the project plus adjacent bus service.
Traffic Impacts and Transit Benefits

Loss of 2 traffic lanes impacts auto traffic at 13 to 26 intersections. However, **people carrying capacity per lane** is dramatically increased with transit:

Per Lane/Per Hour Carrying Capacity Comparison (Peak-Period)

<table>
<thead>
<tr>
<th>Mode</th>
<th>Persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auto</td>
<td>783</td>
</tr>
<tr>
<td>Curb Running Bus Rapid Transit</td>
<td>1,224</td>
</tr>
<tr>
<td>Median Running Bus Rapid Transit</td>
<td>2,040</td>
</tr>
<tr>
<td>Median Running Light Rail Transit</td>
<td>3,975</td>
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<tr>
<td>Median Running Light Rail Transit with 28 Stations</td>
<td>4,800</td>
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<tr>
<td>Median Running Light Rail Transit with 14 Stations and Subway Option</td>
<td></td>
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Complementary Initiatives

- **First/Last Mile**
  - Improve safety, accessibility and aesthetics for people walking or biking to a station
  - Identifies major pathways to the station
  - Considers ADA ramps, crosswalk improvements, signals, car/bike share, bus stops and wayfinding signage
Metro Project Management Mitigation Programs

- Develop/implement a program with local business owners designed to minimize construction impacts

- **Metro Business Interruption Fund (BIF)**
  - BIF provides financial assistance to small “mom and pop” businesses that are impacted by transit rail construction.

- **Metro Business Solutions Center (BSC)**
  - BSC is a Business Support Network that provides hand-on Case Management Services and Business Assistance to small businesses impacted by Metro projects.
EAT SHOP PLAY

EAT SHOP PLAY is a call to action
EAT SHOP PLAY is a Community Campaign

• Use #espCrenshaw & #esplnglewood
• Sponsor Quarterly Drawings
• Refer businesses

• Attend ESP Partnering Sessions
• Follow us on Facebook
• Attend lunch meet ups
Metro Art Program

Margaret Lazzari

Owensmouth/Canoga Park
Sherman Way Station, Metro Orange Line
Next Steps

- Spring 2013
  - EIR
  - Notice of Preparation

- Summer 2013 - Fall 2017
  - Prepare & Distribute Draft EIS/EIR

- Fall 2017 - Winter 2018
  - Respond to Public & Agency Comments

- Winter 2018 - Spring 2018
  - Prepare & Distribute Final EIS/EIR

- Summer 2018
  - FTA Issues Record of Decision & Metro Board Certifies EIR, Approves Project, Adopts Statement of Overriding Considerations, and Adopts Mitigation Monitoring & Reporting Program

Public Scoping and Meetings

Draft EIS/EIR
- Public Review & Comment Period (September 1 – October 16, 2017)

Metro Identifies Locally Preferred Alternative

Community Outreach Program Continues Throughout Process
How is the Locally Preferred Alternative (LPA) Determined?

- Community Input
- Technical Feasibility
- Cost

The LPA
Acquisition Process

**Appraisal**
- Real property appraisals
- Future and equipment appraisals

**Relocation**
- Uniform relocation entitles business displaced by public project to compensation for certain categories

**Loss of Business (If applicable)**
- Offers are made
- Negotiation process

Time allowed for acquisition process is about 2 years
We Want to Hear From You

• Written Comments due by: **October 30, 2017**

• Submit your comments at the Public Scoping Meetings:
  o Oral testimony
  o Written comment card

• Submit written comments via:
  Walt Davis
  Project Manager, Metro
  One Gateway Plaza, M/S 99-22-5
  Los Angeles, CA 90012
  eastSFVtransit@metro.net
  www.metro.net/eastSFVtransit
  (818) 276-3233

• All Metro meetings are held in ADA accessible facilities. Spanish translation provided. *Intérprete en español*