Project Background

- Measure R Project
- $170.1 million identified in the Long Range Transportation Plan
- Environmental Analysis underway
  - Process initiated in 2011
  - Initial Study Alternatives identified in 2013
  - Refined Alternatives throughout 2014
- Study Partners
  - FTA is lead for federal clearance
  - Metro is lead for state clearance
  - Coordination with Cities of Los Angeles and San Fernando
How did we get here?

2011
- Streetcar
- Bus
- Rail
- No Build
- TSM
- 29 Alternatives

2012
- Initial Studies
- 8 Alternatives

2013
- AA Report
- Environmental Process Begins
- 5 Alternatives

2014
- Refine Alternatives
- Low-Floor LRT/Tram is introduced
- 6 Alternatives

- October
- April
- October
- March
- May
- November
Alt. 1
Curb-Running BRT

Similar to Wilshire BRT

• 9.2 miles total length:
  ➢ 6.7 miles curb-running dedicated busway
  ➢ 2.5 miles mixed-flow

• 18 enhanced stations:
  ➢ Ticket Vending Machines
  ➢ Canopies

• Existing Maintenance Facility:
  ➢ Division 15

• Could be implemented soonest and with existing financial resources
Alt. 2
Median-Running BRT

Similar to Metro Orange Line

- 9.2 miles total length:
  - 6.7 miles median busway
  - 2.5 miles mixed-flow
- 17 enhanced stations:
  - Ticket Vending Machines
  - Canopies
- Existing Maintenance Facility:
  - Division 15
Alt. 3
Median-Running Low-Floor LRT/Tram

Similar San Diego, Portland, and European systems

- 9.2 miles total length:
  - 6.7 miles median dedicated guideway
  - 2.5 miles mixed-flow

- 28 enhanced stations:
  - Ticket Vending Machines
  - Canopies
Alt. 4
Median-Running LRT

Similar to existing Metro LRT Lines

• 9.2 miles total length:
  ➢ 6.7 miles median dedicated guideway
    ✓ 2.5 miles underground
  ➢ 2.5 miles on railroad right-of-way
    ✓ Adjacent to San Fernando Road

• 14 enhanced stations (3 underground):
  ➢ Ticket Vending Machines
  ➢ Canopies
Rail Alternatives

- Requires new Maintenance Storage Facility
  - 25-30 acre site
  - Within ¼ mile of route
  - Three candidate areas identified
Van Nuys at Metro Orange Line
Median-Running BRT at Van Nuys/MOL

After

Conceptual
Van Nuys Civic Center
Low-Floor LRT/Tram at Van Nuys Civic Center

Conceptual

After
Van Nuys at Victory

Before
LRT at Van Nuys/Victory
Conceptual

After
Van Nuys at Roscoe

Before
Curb-Running BRT at Van Nuys/Roscoe
Conceptual

After
Van Nuys at Laurel Canyon

Before
Median-Running BRT at Van Nuys/Laurel Canyon - Conceptual
Rail Road Tracks at Paxton
LRT at Rail Road Tracks/Paxton
Conceptual
San Fernando at Maclay

Before
Low-Floor LRT/Tram at San Fernando/Maclay

Conceptual

After
Rail Road Tracks at Maclay
LRT at Rail Road Tracks/Maclay

Conceptual

After
Approximately 115 Attendees

Summary of Comments:
- Strong preference for Light Rail Transit
- Seamless connection with Sepulveda Pass Project
- Questions on how the project will interface with MOL, Metro Red Line, Metrolink, and CA High-Speed Rail
- Frustration of lack of funding
- Accommodate bicycle lanes
Next Steps

• Preparation of Draft EIS/EIR is underway
• Public circulation expected in mid-2015