

A large graphic in the upper half of the slide features a dark green circle containing the letters 'M' and 'A' in a light, textured font. The circle is set against a background of a red and orange curved shape.

Update on Vermont & North Hollywood BRT Corridor Technical Studies

Streets and Freeway Subcommittee
October 20, 2016



Metro

Background

- > December 2013 – Completed Los Angeles Countywide Bus Rapid Transit Study
 - Recommended nine corridors as highest potential for BRT service
- > July/October 2014 – Board directed advance technical work on:
 - North Hollywood to Pasadena and Vermont Corridors
- > July 2015 – Study launched
 - Anticipated completion Fall 2016
 - Purpose to conduct technical analysis to identify alignments for further study

Project Goals and Objectives

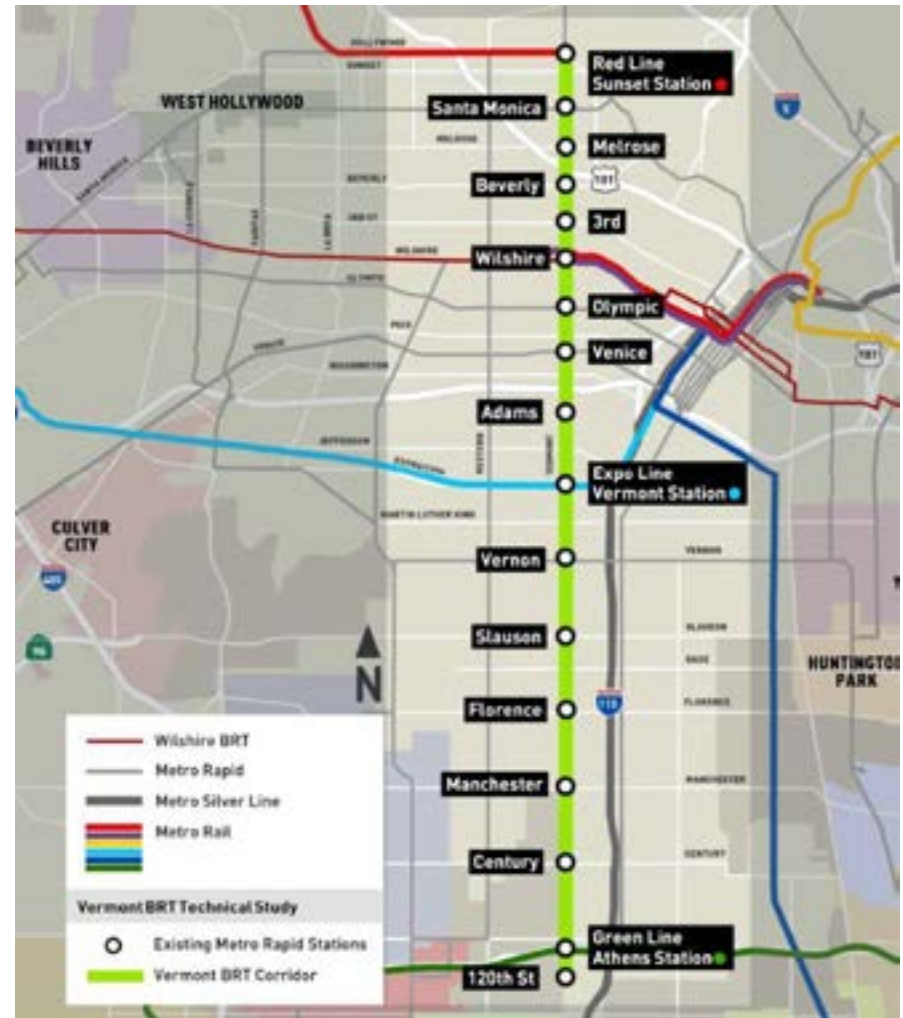
- > Reduce passenger travel times
- > Improve connections between key activity centers
- > Enhance transit network between Metro and local/regional operators
- > Enhance passenger comfort and convenience
- > Increase people-carrying capacity within each corridor
- > Increase transit share
- > Narrow alignment options to better identify alternatives for future study

What Are We Studying?

- > Opportunity to attract new riders
- > BRT alternatives
 - Operating plans, alignments (curb or median running), station locations
- > Estimate costs/benefits

Why the Vermont Corridor

- > Second busiest bus corridor in Metro system
 - 45,000 daily boardings
- > 150,775 people reside in Study Area (within ½ mile to either side)
- > Connects to:
 - Several rail and bus lines
 - Key activity centers
- > Heavy traffic congestion in corridor



Vermont – Where We Are Now

- > Project Team has completed analysis including:
 - Ridership modeling
 - Conceptual engineering
 - Traffic and parking analysis
 - Environmental assessment
 - Development of capital and operating costs for preliminary BRT concepts
- > Currently formalizing/finalizing potential BRT concepts based on the work completed

Why the North Hollywood to Pasadena Corridor

- > 16-mile corridor identified as important regional connection missing from existing transit system
- > Connects the Cities of Burbank, Glendale, Pasadena, and Los Angeles
- > Project included in Metro's Traffic Improvement Plan as the BRT Connector Orange/Red Line to Gold Line



NoHo – Pasadena – Where We Are Now

- > Completed ridership modeling analysis
- > Looking at four street alignment options:
 - Alameda/Olive/Glenoaks
 - Magnolia/Glenoaks
 - Chandler/Victory/Magnolia/Glenoaks
 - Riverside/Olive/Alameda/Flower
- > Freeway alignment options:
 - SR-134/Hollywood Way/Olive/Buena Vista/SR-134
 - Burbank/Hollywood Way/Empire/I-5 Freeway
- > Each alignment will be evaluated against a similar set of criteria to arrive at a final BRT recommendations

Who We've Talked To

- > Formed Technical Advisory Committee (TAC):
 - Cities of Los Angeles, Burbank, Glendale, and Pasadena
 - Caltrans
 - Hollywood Burbank Airport
- > Conducted outreach to key targeted stakeholders
- > Provided study updates to the San Fernando Valley COG, Arroyo-Verdugo Subcommittee, and Pasadena Municipal Services Subcommittee, Burbank City Council, and a group of business stakeholders from Eagle Rock

Next Steps

> Continue:

- Meet with the TAC
- Technical analysis

> Fall 2016:

- Targeted key stakeholder meetings
- Complete Technical Study
- Present findings to Metro Board