North Hollywood to Pasadena
BRT Corridor Technical Study
February 2017
Agenda

1. Background
2. Corridor Review
3. Key Challenge
4. Preliminary BRT Alignments
5. What We Heard From Cities
6. Preferred BRT Concepts
7. Key Findings
8. Next Steps
Background

> December 2013 – Completed Los Angeles County Bus Rapid Transit Study (CBRT)
  • Recommended nine corridors as highest potential for BRT service:
    – Vermont and North Hollywood to Pasadena
    – Others

> July/October 2014 – Board directed staff to advance technical work on both

> July 2015 – Contracts Awarded
  • Complete in Spring 2017
  • Established two Technical Advisory Committees
Corridor Review

16-mile corridor from North Hollywood to Pasadena
There Are Two Distinct Travel Markets

- 700,000 daily trips
- Travel markets:
  - Trips passing through the study area
  - Trips beginning or ending in the study area
Key Challenge

- Busy corridor with 700,000 daily trips
- Trips are overwhelmingly single occupant auto trips
- Low transit mode share in corridor
- Improved transit service is needed to help balance the overall transportation system in the corridor

The primary challenge is to attract more choice riders through a premium bus service that is more competitive with automobiles.
The Process Started with 10 Alignment Concepts
What Makes a Good BRT Alignment?

> Serves key activity centers, employment centers, and other destinations
> Improves connectivity to other transit services
> Provides an enhanced customer experience
> Improves transit travel times
> Offers sufficient street widths to accommodate dedicated bus lanes
Common BRT Elements

Running Ways

Stations & Stops

Vehicles

Fare Collection

Signal Priority/Other Signal Improvements

Branding & Image
What We’ve Heard from the Corridor Cities

City of Burbank
  > Concerned with loss of bike path on Chandler
  > Desire to minimize parking loss
  > Olive has sufficient ROW for BRT and least impact to parking

City of Glendale
  > Desire to maintain parking on Brand
  > Potential for median running BRT on Glenoaks

City of Pasadena
  > Any BRT station components on Colorado would need to be removable for annual Rose Parade
  > Other city projects may preclude implementation of dedicated bus only lanes

City of Los Angeles
  > Provide transit access along Colorado through Eagle Rock
Concept 1: Primary Street Alignment

- Approximately 18 miles connecting the Metro Gold Line and Orange/Red Line via Colorado, Broadway, Brand, Glenoaks, Olive, and Lankershim
- Dedicated bus lanes along majority of alignment
- Street alignment options:
  - Green/Union Couplet (Pasadena)
  - Central (Glendale)
  - Chandler (Burbank)
  - Magnolia (Burbank)
  - Alameda (Burbank)
Concept 2: Primary Freeway Alignment

- Approximately 16 miles of BRT connecting the Metro Gold Line and Red/Orange Line via SR-134
- Freeway alignment option: access to Burbank Airport via the SR-134/I-5 Freeways
## Assessment of Preferred BRT Concepts

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<tbody>
<tr>
<td>Primary Street Running</td>
<td>77</td>
<td><strong>18,000</strong></td>
<td>$274 - $448</td>
<td>$14</td>
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<td>Primary Freeway Running</td>
<td>52</td>
<td>10,300</td>
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Measure M funding includes $267 million

The Street Running Concept has the potential to attract more riders because it has more stations that serve key activity centers.
Key Findings

> Substantial untapped transit market in the study area
> A premium bus service has the potential to capture more choice riders
> The Street Running and Freeway Running concepts serve different market segments
> Both concepts are feasible BRT options to improve transit service and increase ridership in the study area
Next Steps

> February 2017 – Elected officials briefing
> Spring 2017 – Present study findings/recommendations to Board
> Upon Board approval, initiate environmental process
> North Hollywood to Pasadena BRT is Measure M Project
  • Ground breaking date 2020
  • Opening date 2022
Thank You