Project History

2010
- 29 Alternatives considered (routes and modes)

2013
- 2013 Alternative Analysis (AA) Report released (January)

2014
- 2014 Alternatives Refined

2017
  - Discuss Alternatives Studied Mode (LRT and BRT)
  - Disclose Project Findings
  - Receive Comments
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
Historic Precedent on Van Nuys Blvd.

Post-War Era Pacific Electric Line (1950 Photo)

(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.
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
Metro Light Rail vs. Metrolink Commuter Rail

- Smaller trains with local stations
- Serve local trips with stops about 1 mile apart
- Relatively quiet; electrically powered
- Flat fare $1.75

- Larger trains with regional stations
- Designed to serve longer distances (between counties)
- Locomotive runs on diesel fuel
- Distance-based fare
East San Fernando Valley Transit Corridor
Alternatives
Project Alternatives

- No Build
- Transportation Systems Management (TSM)
- Bus Rapid Transit (BRT)
- Light Rail Transit (LRT)

Source: Metro 2017
What is a Bus Rapid Transit (BRT) System?

Running Ways  
Stations & Stops  
Vehicles  
Pre-Paid Fares  
Signal Improvements  
Branding & Image
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
What is a Light Rail Transit (LRT) System?

Pre-Paid Fares  
Signal Improvements  
Maintenance Storage Facility

Dedicated Built-in Trackway

Stations
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)
## Comparing Common Features: BRT vs. LRT

<table>
<thead>
<tr>
<th>BRT</th>
<th>LRT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Dedicated BRT lane</strong></td>
<td><strong>Dedicated rail line</strong></td>
</tr>
<tr>
<td>o Curb- or Median-running dedicated lanes</td>
<td>o Overhead power wires along entire route</td>
</tr>
<tr>
<td><strong>Enhanced Stations</strong></td>
<td><strong>Light Rail Stations</strong></td>
</tr>
<tr>
<td>o Similar to LRT Stations</td>
<td>o Located at all primary intersections</td>
</tr>
<tr>
<td>o Ticket vending machines, real-time arrival information, seating,</td>
<td>o Ticket vending machines, real-time arrival information, seating,</td>
</tr>
<tr>
<td>covered waiting area</td>
<td>covered waiting area</td>
</tr>
<tr>
<td><strong>Vehicles: Enhanced Buses</strong></td>
<td><strong>Vehicles: Train cars</strong></td>
</tr>
<tr>
<td>o All-door boarding</td>
<td>o Greater capacity than BRT</td>
</tr>
<tr>
<td>o Articulated (longer) buses than Metro Local</td>
<td>o All-door boarding</td>
</tr>
<tr>
<td>o Branding: unique color</td>
<td><strong>Transit Signal Priority Improvements</strong></td>
</tr>
<tr>
<td><strong>Transit Signal Priority Improvements</strong></td>
<td><strong>Can modify run time depending upon peak hour demand</strong></td>
</tr>
<tr>
<td><strong>Can modify run time depending upon peak hour demand</strong></td>
<td><strong>Pre-paid / Off-Board Fare Payment</strong></td>
</tr>
<tr>
<td><strong>Pre-paid / Off-Board Fare Payment</strong></td>
<td>o <strong>One-way fare: $1.75</strong></td>
</tr>
<tr>
<td>o One-way fare: $1.75</td>
<td><strong>Requires a Maintenance Storage Facility</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Faster travel times and greater capacity</strong></td>
</tr>
</tbody>
</table>
What is a Maintenance Storage Facility?
Potential Sites for a MSF

- 25-30 acre site
- Must be located within ¼ mile of alignment
- Three potential sites identified
Capital Costs

Measure M, R & State Funds Reserved

Funds Reserved in 2009 LRTP: $170 Million

Median-Running without subway $1.3 Billion

Median-Running with subway additional $1.4 Billion

- TSM
  - $35 Million

- Bus Rapid Transit
  - Curb-Running $294 Million
  - Median-Running $402 Million

- Light Rail Transit
  - Median-Running without subway $1.3 Billion
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>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Traffic</strong></td>
<td><strong>Traffic</strong></td>
</tr>
<tr>
<td>o Removal of two travel lanes (one per direction)</td>
<td>o Removal of two travel lanes (one per direction)</td>
</tr>
<tr>
<td>o Permanent traffic flow changes</td>
<td>o Permanent traffic flow changes</td>
</tr>
<tr>
<td>o Loss of on-street parking</td>
<td>o Loss of on-street parking</td>
</tr>
<tr>
<td><strong>Community Plans</strong></td>
<td><strong>Community Plans</strong></td>
</tr>
<tr>
<td>o Bike lanes on Van Nuys Blvd.</td>
<td>o Bike lanes on Van Nuys Blvd.</td>
</tr>
<tr>
<td><strong>Construction (temporary): 18-30 months</strong></td>
<td><strong>Construction (temporary): 4-6 years</strong></td>
</tr>
<tr>
<td>o Air quality</td>
<td>o Air quality</td>
</tr>
<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>
</tr>
<tr>
<td>o Traffic detours, turn restrictions, and designated large truck haul routes</td>
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</tr>
<tr>
<td><strong>Real Estate Acquisitions</strong></td>
<td><strong>Real Estate Acquisitions</strong></td>
</tr>
<tr>
<td>o Land required for Maintenance and Storage Facility and for other right of way needs</td>
<td>o Land required for Maintenance and Storage Facility and for other right of way needs</td>
</tr>
</tbody>
</table>
Projected 2040 Travel Time

<table>
<thead>
<tr>
<th>Mode</th>
<th>Minutes</th>
</tr>
</thead>
<tbody>
<tr>
<td>TSM</td>
<td>48</td>
</tr>
<tr>
<td>Curb-Running</td>
<td>41</td>
</tr>
<tr>
<td>Median-Running</td>
<td>37</td>
</tr>
<tr>
<td>Median-Running with 28 Stations</td>
<td>42</td>
</tr>
<tr>
<td>Median-Running with 14 Stations</td>
<td>29</td>
</tr>
</tbody>
</table>

**Bus Rapid Transit**

**Light Rail Transit**
Projected 2040 Corridor Boardings

<table>
<thead>
<tr>
<th>Service Type</th>
<th>2040 Boardings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Curb-Running</td>
<td>30,900</td>
</tr>
<tr>
<td>Median-Running</td>
<td>31,500</td>
</tr>
<tr>
<td>Median-Running with 28 Stations</td>
<td>35,800</td>
</tr>
<tr>
<td>Median Running with 14 Stations</td>
<td>47,400</td>
</tr>
</tbody>
</table>

*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)

- **Auto**: 783 persons
- **Curb Running Bus Rapid Transit**: 1,224 persons
- **Median Running Bus Rapid Transit**: 2,040 persons
- **Median Running Light Rail Transit with 28 Stations**: 3,975 persons
- **Median Running Light Rail Transit with 14 Stations and Subway Option**: 4,800 persons
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 Equal Opportunity Programs

• Project Labor Agreement (PLA)/Construction Careers Policy (CCP)
• Workforce Initiative Now - Los Angeles (WIN-LA)
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
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

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

Community Input

Technical Feasibility

Cost

The LPA
Please share your thoughts

- Do you prefer BRT or LRT?
- For BRT, do you prefer:
  - Curb-running or Median-running
- For LRT, do you prefer:
  - Fewer stations, faster travel times and local bus service or;
  - More stations, with LRT replacing local bus service, but slower travel times
- For LRT, do you prefer:
  - Open the project sooner at-grade(street-level) with available funds or;
  - Delay project to identify an additional $1.4 billion to build a 2.5-mile subway between Sherman way and Roscoe with only minor time savings
- Where should the Maintenance Storage Facility (MSF) be located?
  - Please refer to display board for location options
- Any other comments on environmental impacts and mitigations?
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
We Want to Hear From You

• **Written Comments due by:** October 16, 2017

• **Submit your comments at the Public Scoping Meetings:**
  - Oral testimony
  - 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*