Next stop: Orange Line Improvements.

Orange Line BRT Improvements
Community Open House Meetings
March 26 and 27, 2019

Metro
Measure M Transit Projects in San Fernando Valley
<table>
<thead>
<tr>
<th>Project</th>
<th>Expected Opening Date (3 year range)</th>
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<tr>
<td>Orange Line BRT Improvements</td>
<td>FY 2025-27</td>
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<td>North SFV BRT Improvements</td>
<td>FY 2023-25</td>
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<tr>
<td>North Hollywood to Pasadena Corridor BRT</td>
<td>FY 2022-24</td>
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<td>East SFV Transit Corridor - Van Nuys Blvd.</td>
<td>FY 2027-29</td>
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<td>Sepulveda Transit Corridor (two phases)</td>
<td>Phase 1 FY2026-28</td>
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<tr>
<td></td>
<td>Phase 2 FY2033-35</td>
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<tr>
<td>Orange Line Conversion to Rail</td>
<td>FY 2057</td>
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</table>
Phase 1: BRT Improvements
- Measure M and SB-1 Local Partnership Grant Program: $361 million
- Groundbreaking: Oct. 2018
- Opening: Winter 2024/25

Phase 2: BRT Conversion to LRT
- Measure M: $1.4 billion
- Groundbreaking: 2051

Oct. 2018 Groundbreaking Ceremony at Sepulveda Park & Ride
Timeline and Process

AUR = Advanced Utility Relocation
CEQA = California Environmental Quality Act
CE = Conceptual Engineering
PE = Preliminary Engineering
ROW = Right-of-Way Property Acquisition Process

(Timeline Subject to Change)
Orange Line BRT Improvements

- Gating at up to 35 crossings
- Grade separation and BRT aerial station at Van Nuys, with closure of Tyrone Ave
- Grade separation and BRT aerial station at Sepulveda
- Bike/pedestrian overcrossing at Van Nuys and Sepulveda
Gate Systems

Gating Rendering – Orange Line Vanowen Crossing

1. Four Quadrant Gate System with Flashing lights and Bells
2. Raised Median
3. Pedestrian/Bicyclist Crosswalk Gates
4. Bike/Ped Path

Conceputal rendering; subject to change

Source: MM/GF
Bus Operations with Gates

Gating Rendering – Orange Line Balboa Crossing

Conceptual rendering; subject to change; not to scale

Source: MM/GF
Grade Separations (GS)

**Project Elements:**

- GS and aerial station at Sepulveda Blvd
- GS and aerial station at Van Nuys, with closure of Tyrone Ave
- Bike/pedestrian path grade separation at Van Nuys and Sepulveda
- Connectivity with Sepulveda and East San Fernando Valley Transit Projects

*Conceptual rendering; subject to change; not to scale*  
Source: MM/GF
Aerial Station Design Features:

- Side Platforms. 42’ Busway (3-14’ wide Bus lanes)
- 1 escalator, 1 set of stairs, 2 elevators, and provision for a future second escalator at all 4 corners
- Designed for future conversion to LRT
- Elevated bike path on the north side of elevated busway. Bike Parking at Plaza Level
- Artwork
Elevated Bike Path at Sepulveda and Van Nuys Crossings

Conceptual rendering; subject to change; not to scale

Source: MM/GF
Elevated Bike Path at Sepulveda Crossing

Conceptual rendering; subject to change; not to scale
First/Last Mile Component:

➢ Most riders access Metro stations without a car
➢ Study to identify key access routes and plan specific improvements for pedestrians and bicycle riders
Project Benefits

MAXIMUM BUS TRAVEL TIME SAVINGS

- Current travel time (mins): 53-55
- Projected travel time (mins): 38
- 29% Faster

BRT Simulated Test Run with Gate Timing: March 3, 2019
Project Benefits

IMPROVED RIDERSHIP & CAPACITY

25,000

35,000

+39%

Current Ridership
Projected Ridership

Metro
## Project Benefits

<table>
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<tr>
<th>Improvement / Benefit</th>
<th>Existing Conditions (North Hollywood to Chatsworth)</th>
<th>Gates + Grade Separations at Van Nuys and Sepulveda</th>
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</table>
| **IMPROVED SAFETY**   | ➢ Right-turn-on-red violations  
  • 5,000 – 6,000 monthly violations in 2018  
  ➢ Collisions  
  • 24 collisions in 2018 | ➢ Avoids right-turn-on-red violations  
 ➢ Reduces the risk of collisions |

Source: MM/GF

*Conceptual rendering; subject to change; not to scale*
Zero Emission Buses

➢ 45 new battery electric buses

➢ Benefits:
  • No tailpipe emissions
  • Quieter operation
  • Electric drive motors
  • Electric accessories
  • Better performance
  • Better ride quality
Quieter electric buses offset the noise introduced by the gate warning bells. Plans to run two bus ‘platoons’ to increase capacity during rush hour reduces the number of times the bells would be triggered.
2025 Traffic Analysis Results
6-minute headways (PM Peak Hr)

- 23 of 42 analyzed intersections are significantly impacted by the Project, per LADOT “significant” traffic impact thresholds
- 34 intersections (81%) are projected to operate at LOS D or better
- 8 Intersections at LOS E/F.
Existing Plus Project-related Overall Intersection Delay Increase (PM Peak Hr)
Mitigation Measures

- Signal Phasing Modifications
- Street Reconfigurations
- Additional mitigation measures to be considered based on:
  - Pilot gates
  - Innovative technology for gate activation system
  - Bus platooning options
Community Outreach

➢ Community Open House Meetings
  • March 26, 2019, 7:30 - 10:00am
    Rose Goldwater Community Center
    21710 Vanowen St.
    Canoga Park, CA 91303

  • March 27, 2019, 4:30 – 7:00pm
    North Hollywood Senior Center
    5301 Tujunga Ave
    North Hollywood, CA 91601

➢ San Fernando Valley Service Council Presentation
  • April 3rd

➢ Pop-up events at MOL stations
➢ Metro Real Estate ongoing property owner/tenant contact
Q&A
We Want to Hear From You

Fulgene Asuncion  
Project Manager, Metro  
One Gateway Plaza, 99-22-4  
Los Angeles, CA 90012

888.316.3889

orangeline@metro.net

metro.net/orangeline
Thank You!