Next stop: exploring alternatives to the 405.

SEPULEDYA TRANSIT CORRIDOR PROJECT

Community Meetings
January/February 2019
Purpose of Meeting

> Present evaluation of Valley-Westside concepts
> Present initial Westside-LAX concepts
> Gather community feedback
Study Process

**STEP 1**
RESEARCH AND EVALUATION OF TRANSIT MODES

**STEP 2**
VALLEY-WESTSIDE CONCEPT DEVELOPMENT

**STEP 3**
EVALUATION OF INITIAL CORRIDOR CONCEPTS (VALLEY-WESTSIDE)

**STEP 4**
WESTSIDE-LAX CONCEPT DEVELOPMENT

**STEP 5**
EVALUATION OF INITIAL CORRIDOR CONCEPTS (WESTSIDE-LAX)

**STEP 6**
CONCEPTUAL DESIGN OF SELECTED CONCEPTS

**STEP 7**
COMPARATIVE PERFORMANCE EVALUATION OF CONCEPTS (VALLEY TO LAX)
Overview: I-405 Corridor History

> **2008:** Measure R provides $1 billion for I-405 corridor (2039 opening year)

> **2014:** I-405 Sepulveda Pass Widening Project opened to traffic

> **2016:** Measure M provides over $9 billion for I-405 transit improvements
  - $260 million for ExpressLanes on I-405 (opening year 2026)
  - $5.7 billion for Valley-Westside transit (opening year 2033)
  - $3.8 billion for Westside-LAX transit (opening year 2057)

> **2018:** Valley-Westside Section of the project is identified as eligible for acceleration for 2028 Olympic and Paralympic Games

> **Ongoing:** Project Feasibility Study underway and Project being evaluated for a public-private partnership
Project Study Area

> Approximately 22 miles long
> Generally follows Interstate 405
> Primarily within the City of Los Angeles, but also portions of:
  • City of Santa Monica
  • Culver City
  • City of Inglewood
  • Unincorporated Los Angeles County
Scope of Feasibility Study

- Study Area divided into two sections:
  - Valley-Westside
  - Westside-LAX
- Rail transit concepts between the San Fernando Valley and LAX.
- Connections to existing/planned transit corridors.
- Alignments and station locations, including Park & Ride.
- Maintenance facility requirements.
Projects in Planning or Construction
East San Fernando Valley Transit Corridor

> At-grade LRT with 14 Stations
  • 6.7 Miles on Van Nuys Boulevard
  • 2.5 Miles on railroad right-of-way along San Fernando Road

> Approved by Metro Board in June 2018
  • Groundbreaking in 2022
  • Opening in 2028
Provide a **high-quality transit service** that effectively serves a **large and growing travel market** between the San Fernando Valley and the Westside, including the LAX area.

For transit to be a **competitive travel option** that attracts new riders, there is a need to **increase the speed, frequency, capacity and reliability of transit service** and provide **convenient connections** to existing and planned transit corridors.
Evaluation Criteria

- Community Input
- Compatibility with Local and Regional Plans
- Cost
- Cost-Effectiveness

- Potential Environmental Effects
- Reliability
- Ridership
- Sustainability
- Travel Time Savings
Transit Modes Under Consideration

- High speed (up to 65 mph)
- Typical capacity of 4,800 passengers per hour per direction
- Can share track with planned Metro LRT lines
- Currently in use by Metro

- High speed (up to 70 mph)
- Typical capacity of 12,000 passengers per hour per direction
- Currently in use by Metro

- Can operate on the surface over the steep inclines through the Sepulveda Pass
- Typical capacity of 7,500 passengers per hour per direction for monorail or 15,000 for rubber tire

Notes:
All capacities are approximate and depend on vehicle and system design.
LRT based on 3-car trains at 5-minute frequency. HRT based on 6-car trains at 4-minute frequency.
Monorail based on 3-car trains at 4-minute frequency. Rubber tire based on 8-car trains at 4-minute frequency.
Initial Valley-Westside Transit Concepts
(All concepts planned to allow extension to LAX)

HRT Concepts

<table>
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<tr>
<th>Concept</th>
<th>Daily Project Trips</th>
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<tr>
<td>1</td>
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<tr>
<td>2</td>
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<td>3</td>
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<td>5</td>
<td>110,000</td>
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<td>6</td>
<td>108,000</td>
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LRT Concepts

MRT Concept

Purple Line Extension

Note: Ridership forecasts reflect train frequency but are not constrained by train capacity.
The overloading issue illustrated in this graph also applies to the other LRT concept (Concept 4).

Note: Ridership forecasts reflect demand and are not constrained by capacity.
Demand Exceeds Capacity on ESFV

The overloading issue illustrated in this graph also applies to the other HRT and MRT concepts (Concepts 2, 3, 5, and 6).

Note: Ridership forecasts reflect demand and are not constrained by capacity.
Response to Ridership of Initial Concepts

> Eliminate LRT concepts from consideration – insufficient capacity along ESFV corridor for one-seat ride

> Refine the initial MRT and HRT concepts to extend farther north – intercept demand on ESFV

> Eliminate other lower performing concepts/options:
  - Purple Line Extension – lowest performer
  - Connection at Westwood/VA – low ridership
Refined Valley-Westside Transit Concepts

Daily Project Trips

- HRT 1: 123,000
- HRT 2: 120,000
- HRT 3: 133,000
- MRT 1: 105,000
Valley-Westside Stations and Access

Sepulveda Transit Corridor Project
(station and Park & Ride options)

- On underground alignment
- On underground or aerial alignment
- Park & Ride Opportunity

Existing Service

- Existing Metro Orange Line & Station
- Existing Metro Expo Line
- Amtrak/Metrolink & Station
- Existing Park & Ride

Pre-Construction

- East San Fernando Valley Transit Corridor
- Purple Line Extension & Station (Section 3)
ESFV Load, Southbound Trains, AM Peak Hour, 2042
(Per Each Refined Concept)

ESFV load under:
- HRT 1
- HRT 2
- HRT 3
- MRT 1

Capacity of 3-car LRT at 5-minute frequency
Travel Times By Mode – Refined Concepts

Travel Time from Van Nuys Metrolink to Expo Line (AM Peak, in minutes)

- HRT 1: 15 minutes
- HRT 2: 16 minutes
- HRT 3: 18 minutes
- MRT 1: 26 minutes
- Drive: 110 minutes

Legend:
- Drive-High
- Drive-Low
- Drive-Free Flow
- Sepulveda Transit Corridor
Refined Concepts – HRT 1

Valley

Heavy Rail Transit (HRT)

Metro

Sepulveda Transit Corridor Project (alignment options)

Existing Service
- Existing Metro Expo Line & Station
- Existing Metro Orange Line & Station
- Amtrak/Metrolink & Station

Pre-Construction
- Purple Line Extension & Station (Section 3)
- East San Fernando Valley Transit Corridor & Station
Refined Concepts – HRT 2

Valley

Metrolink Van Nuys

Sepulveda

Heavy Rail Transit (HRT)

Sepulveda Transit Corridor Project
(alignment options)

- Underground
- Transfer Station

Existing Service

- Existing Metro Expo Line & Station
- Existing Metro Orange Line & Station
- Amtrak/Metrolink & Station

Pre-Construction

- Purple Line Extension & Station (Section 3)
- East San Fernando Valley Transit Corridor & Station
HRT 1, HRT 2 : Key Strengths and Challenges

> Strengths

- Excess capacity to serve growth
- Fastest travel time
- Fewer property impacts due to underground alignment

> Challenges

- Major water main & storm drains
- Tunneling underneath ESFV
Refined Concepts – HRT 3
HRT 3: Key Strengths and Challenges

**Strengths**
- Excess capacity to serve growth
- Potential construction cost savings (with aerial section)
- Faster travel times
- Sherman Way station provides Park & Ride opportunity

**Challenges**
- Major water main & storm drains
- Greater property impacts along aerial sections
- Loss of parking on Sepulveda Boulevard
Refined Concepts – MRT 1

- Metrolink Van Nuys
- Sepulveda Transit Corridor Project (alignment options)
  - Aerial
  - Aerial and At Grade
  - Underground
- Transfer Station
- Pre-Construction
  - Purple Line Extension & Station (Section 3)
  - East San Fernando Valley Transit Corridor & Station

Existing Service
- Existing Metro Expo Line & Station
- Existing Metro Orange Line & Station
- Amtrak/Metrolink & Station
MRT 1: Key Strengths and Challenges

> Strengths

• Potential construction cost savings
• Operates on steep grades
• Excess capacity to serve growth

> Challenges

• Slow average speed
• Open space, wildlife crossings, and streams in Sepulveda Pass
• Major water main & storm drains
• Greater property impacts along aerial sections
• Loss of parking on Sepulveda Boulevard
# Summary of Refined Concepts

## Table of Comparisons

<table>
<thead>
<tr>
<th></th>
<th>HRT 1</th>
<th>HRT 2</th>
<th>HRT 3</th>
<th>MRT 1</th>
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<td>Fewer Environmental and Community Impacts</td>
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</tr>
</tbody>
</table>

Legend:
- 🟦: Low (does not meet goal)
- 🟥: High (meets goal)
Goal is to evaluate alignments and identify major feasibility issues:

- Preserve the ability to extend to LAX from Expo/Sepulveda or Expo/Bundy
- Connect major activity centers
- Use existing transportation corridors
Westside-LAX Stations and Access
Feasibility Study Schedule

- STUDY KICKOFF: DECEMBER 2017
- PROJECT INTRODUCTION: SUMMER/ FALL 2018
- EVALUATION OF VALLEY-WESTSIDE INITIAL CONCEPTS: FALL 2018
- EVALUATION OF WESTSIDE-LAX INITIAL CONCEPTS: WINTER/ SPRING 2019
- STUDY COMPLETION AND BOARD SELECTION OF ALTERNATIVES: FALL 2019
- BEGIN ENVIRONMENTAL ANALYSIS FOR VALLEY-WESTSIDE: 2020

We are here
Community Meeting Schedule

> This is the second of three rounds of community meetings for the Feasibility Study:

- Wednesday, January 30, 2019 – 6-8pm – Westwood Presbyterian Church
- Saturday, February 2, 2019 – 10am-12pm – Marvin Braude Constituent Service Center
- Tuesday, February 5, 2019 – 6-8pm – Proud Bird Restaurant
How to Provide Input

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Thank You

> Q&A