



North Hollywood Community Open House

June 25, 2018



Community Open House

Agenda

Welcome! This evening you will have the opportunity to learn about important Metro projects in the San Fernando Valley.

6–6:30pm	Open House - Please sign in and visit Stations.
6:30–7:15pm	Presentations <ul style="list-style-type: none">• Improvements to the Metro Orange Line (MOL)• North Hollywood Joint Development
7:15-7:30pm	Q & A
7:30–8:00pm	Open House Resumes
8pm	Meeting Adjourns



Thank you for your participation!

Warner Center Bus Service Improvements

Launched June 24, 2018



Orange Line Background

- Opened to the public on October 29, 2005
- Extended to Chatsworth in 2012
- Average daily ridership has reached 29,000 boardings
- 74 million boardings since opening of the line



Warner Center Improvements

How It All Started

- Orange Line to be electrified by 2020.
 - The existing station on Owensmouth Av cannot accommodate a charging station.
- Requests for service to Westfield Topanga
- Provide better connections to employment - existing one stop creates long walks.
- Ridership at Warner Center is low relative to the Orange Line, even after the opening of The Village at Topanga.



Warner Center Improvements

Staff reviewed each route with the following goals:

- **Provide more direct connections** to the Orange Line by creating a new Transit Hub at Canoga Station;
- **Streamline services** in Warner Center by simplifying the routes taken out of direction to connect with the Orange Line;
- **Improve travel time** while traversing Warner Center; and
- **Expand access** to the new Village at Westfield Topanga.

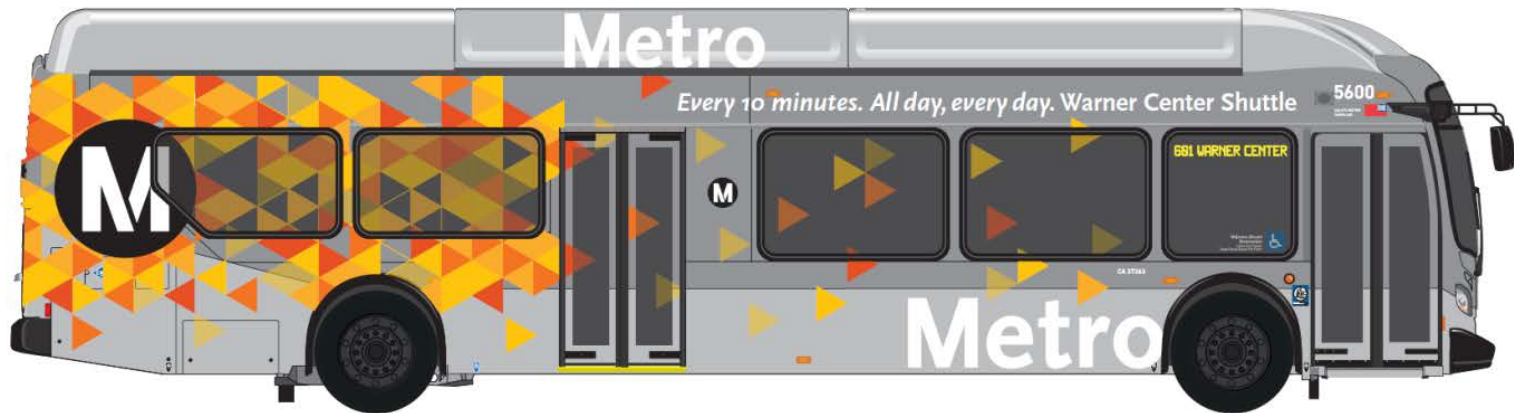
New Warner Center Shuttle Line 601



NEW Shuttle Service	
Service Began	June 24, 2018
Transit Hub Location	Canoga Station
Stops within Warner Center	10
Routing	Extends service to Kaiser Permanente and WC Corp. Park
Warner Center Service Frequency	10 Minutes During the Day
Benefits	Provides two-way service, 10 stops.

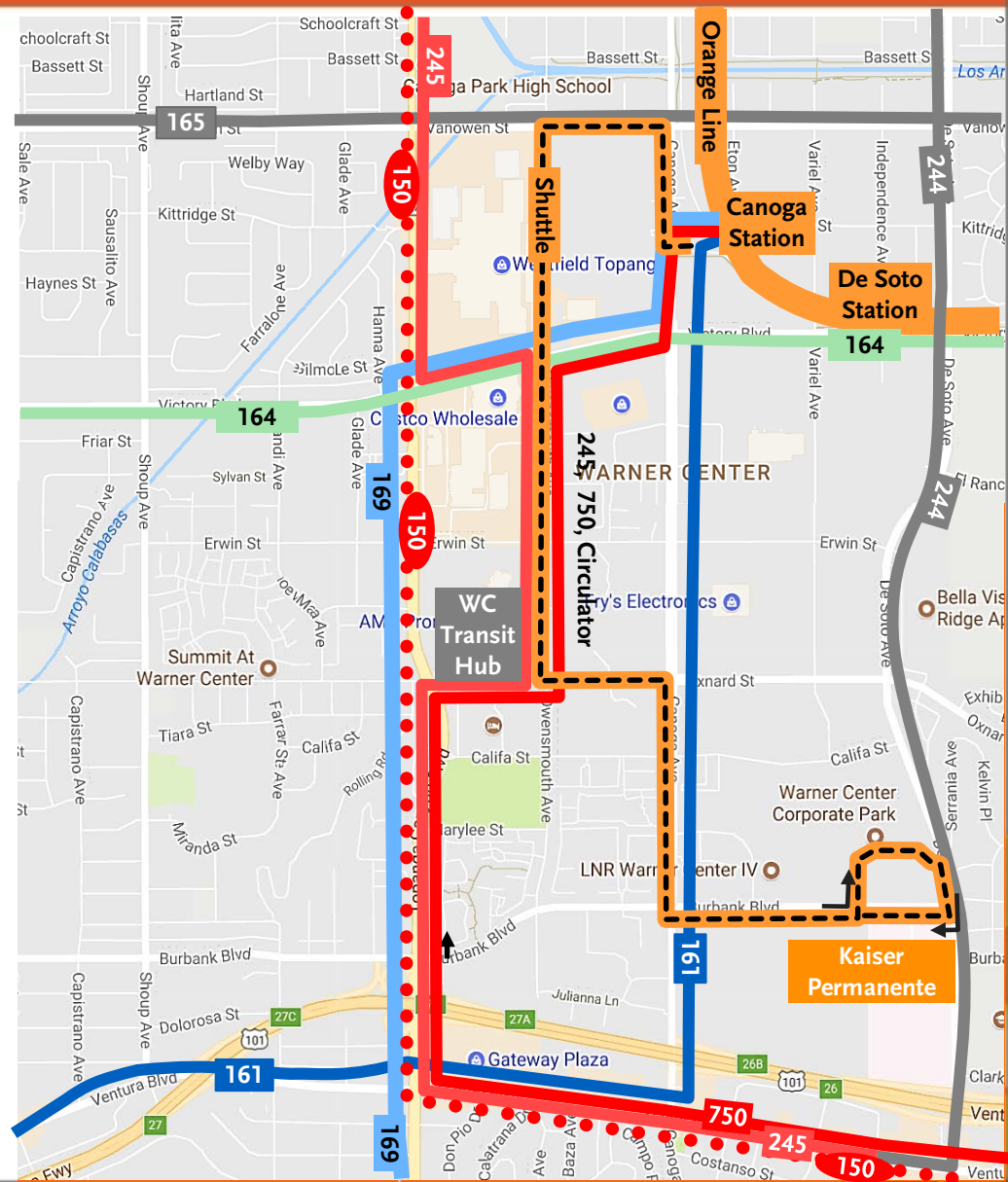
- Circulator Route
- Shuttle Stops
- Current Orange Line Route

Warner Center Shuttle Bus



Warner Center Improvements

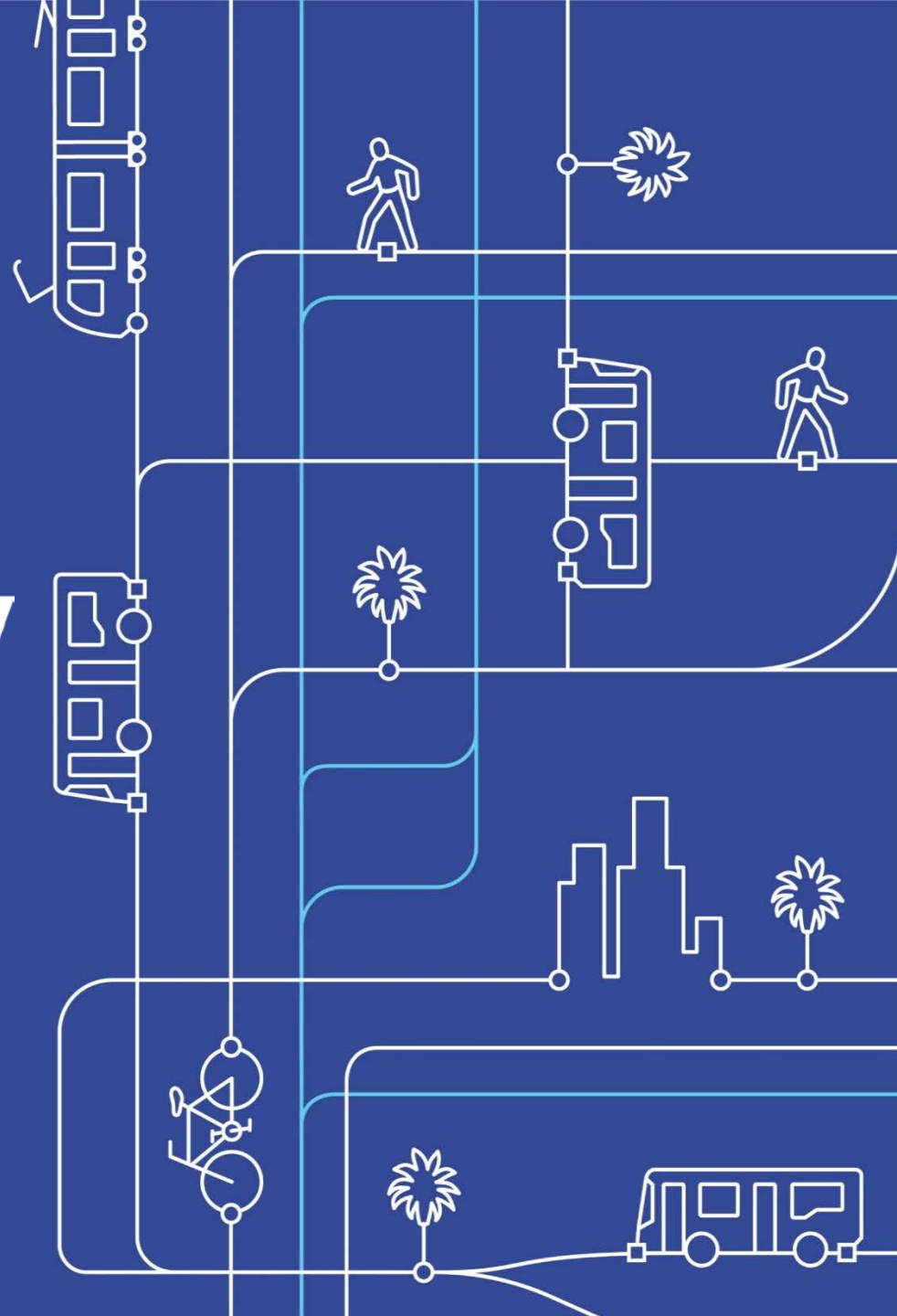
- **Lines 161, 169 and 750** extended north to Canoga Station to provide direct connection to the Orange Line.
- **Route Line 169** to provide additional service on Topanga Canyon between Erwin St and Victory Bl.
- New **Circulator** provides two-way service.
- Streamlining **Lines 150 and 164** saves approximately 10 minutes for 75% of customers traveling through Warner Center.



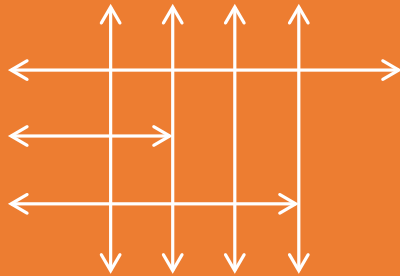
NEXTGEN Bus Study



Metro®



So, what is NextGen?



A new bus network



Something for everyone

Why are we doing this?

Outdated bus network

It's been 25 years since last redesign!

More People

1 million new residents

More places to go

New destinations

More ways to get there

Travel patterns have changed

Vehicle Technology

Full Electric Zero Emission Buses (ZEB) in Operation by 2020



Vehicle Technology Background

- The Metro Orange Line (MOL) identified as Metro's top candidate service for battery electric Zero Emission bus (ZEB) operation, and will be the first ZEB BRT system in US
- In November 2017 Metro issued NTP to New Flyer for 40 battery electric buses and charging systems for use on the MOL

ZEB Benefits

- **No tailpipe emissions**
- **Quieter operation**
 - Electric drive motors
 - Electric accessories
- **Better performance**
- **Better ride quality**

Project Details

- **40 New Flyer battery electric buses**
 - 2 - shop chargers installed at Bus Yard
 - 8 - en-route opportunity chargers installed at Chatsworth, Canoga, and North Hollywood
- **5 BYD battery electric buses**
 - 5 – shop chargers installed at bus yard



ZEB Operating Overview

New Flyer Buses

- MOL schedule will include a 7-10 minute/hour layover for opportunity charging after each run for en-route charge buses
- En-route charging adds ~ 40 miles additional range per charge

BYD Buses

- Depot charge at night at Bus yard, ~200 mile range



Next Steps

- Complete charging equipment installations at Chatsworth Yard
- Issue RFP for MOL station charging installation site work
- Coordinate DWP service for all charging locations





Next stop: Orange Line Improvements.

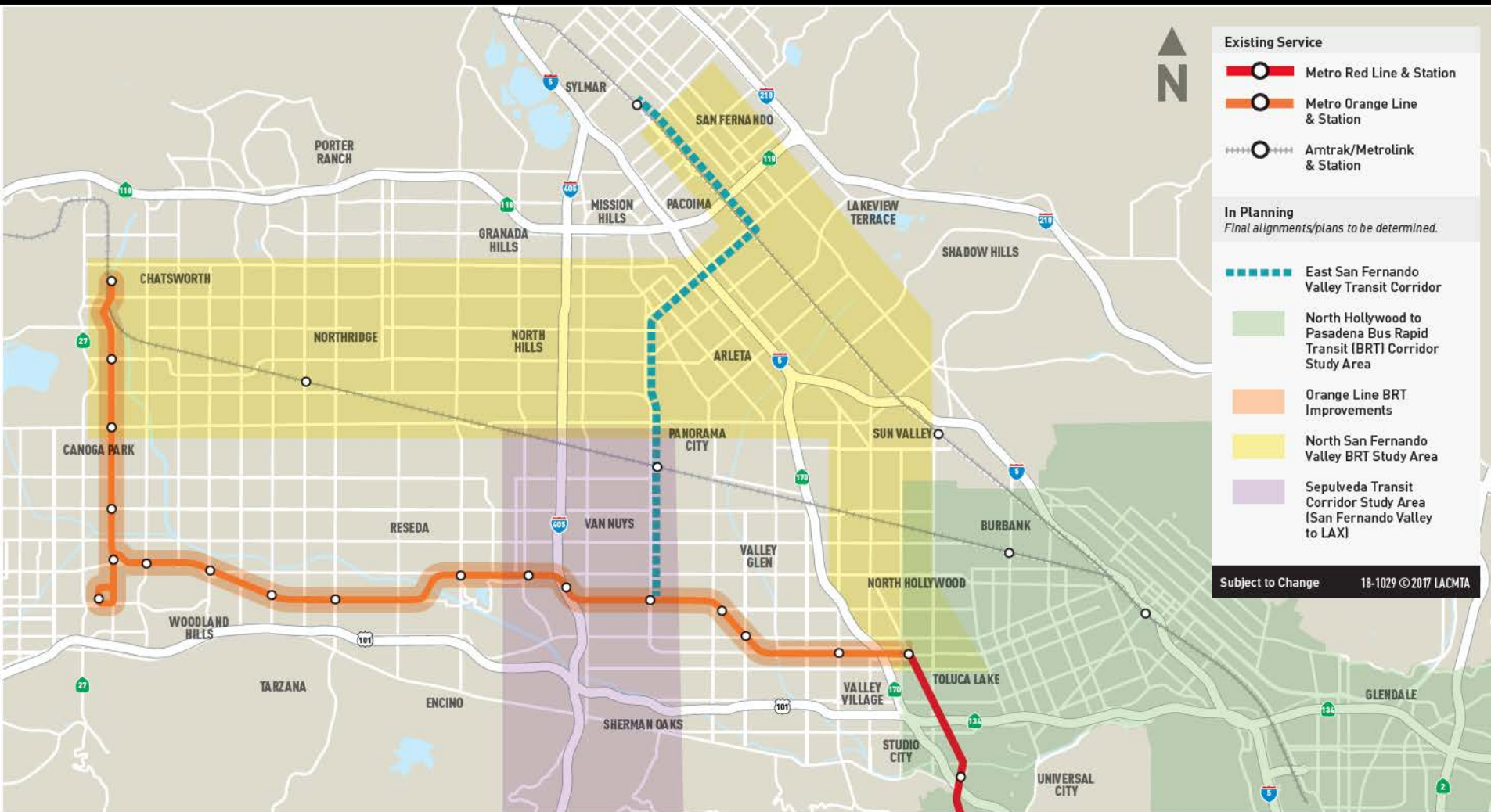
Orange Line BRT Improvements Project



Purpose of Today's Meeting

- **Provide a Project update**
- **Generate public awareness**
- **Summary of next steps**
- **Interactive discussion**
 - Open House
 - Question and Answer
 - Write down your comments

Measure M Transit Projects in San Fernando Valley



Orange Line BRT Improvements Project

- **Goals and Objectives**
 - Enhance safety at Bus Rapid Transit (BRT) crossings
 - Improve BRT travel times
- **Schedule Commitment**
 - Measure M Groundbreaking in 2019; Opening in 2025
 - Identify approaches to accelerate delivery when possible
 - ✓ Operation Shovel Ready Project
 - ✓ Twenty-Eight by '28 Project List
- **Funding**
 - Measure M and the recently awarded SB-1 Local Partnership Grant Program provides up to \$320 million funding for this project



Project Description

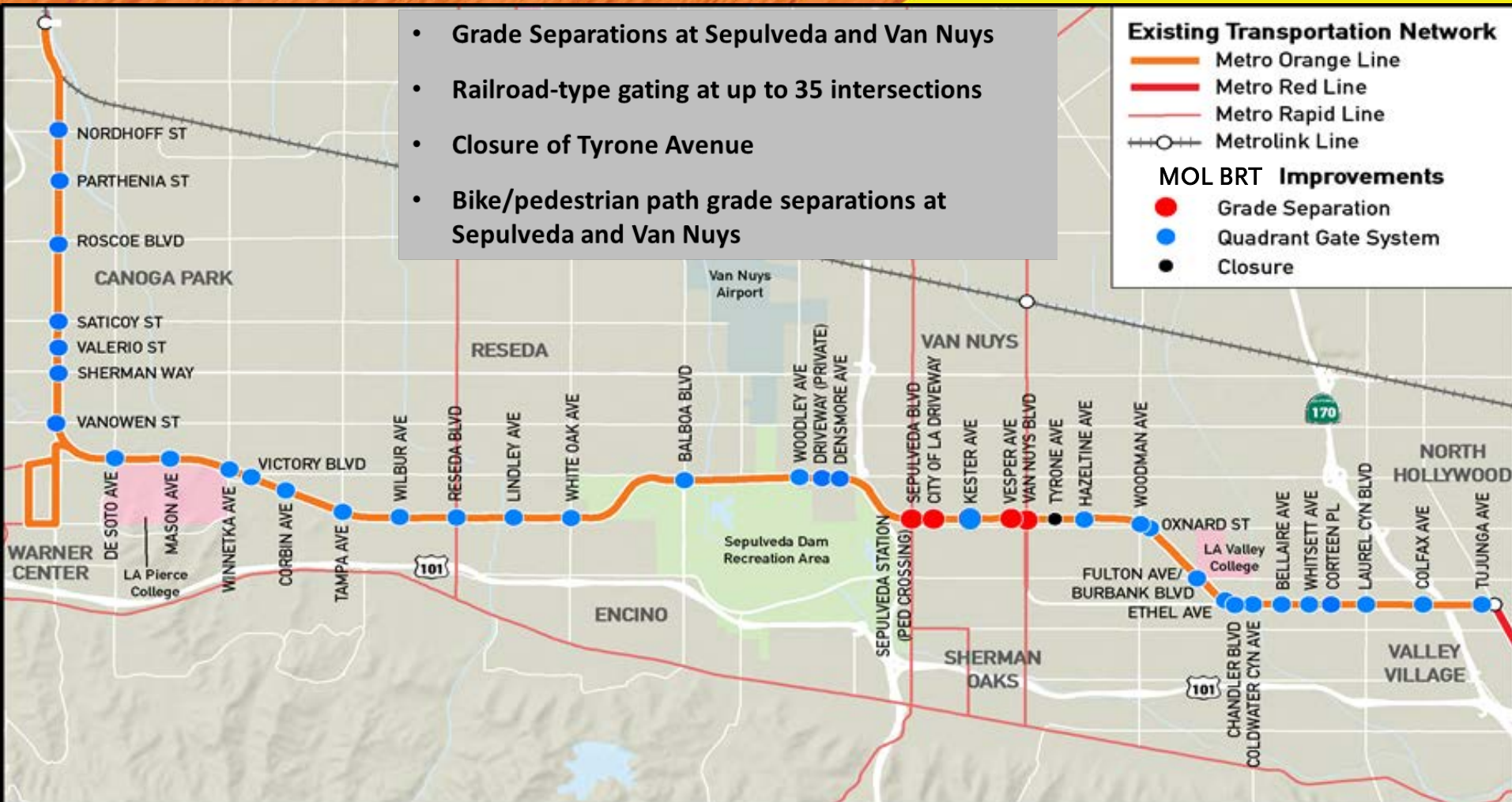
- Grade Separations at Sepulveda and Van Nuys
- Railroad-type gating at up to 35 intersections
- Closure of Tyrone Avenue
- Bike/pedestrian path grade separations at Sepulveda and Van Nuys

Existing Transportation Network

- Metro Orange Line
- Metro Red Line
- Metro Rapid Line
- Metrolink Line




MOL BRT Improvements

- Grade Separation
- Quadrant Gate System
- Closure



Potential Benefits of Recommended Improvements

Entire Orange Line Corridor (North Hollywood to Chatsworth)

Improvement / Benefit		Gates + Grade Separations at Van Nuys and Sepulveda
	BUS TRAVEL TIME REDUCTION	-10 min (avg. 20% reduction)
	RIDERSHIP	+10,100 (approx. 39% increase)
	SAFETY	Improve safety for buses, cars, pedestrians and bicyclists at grade separated and gated crossings

Ongoing Work



- **Preliminary Engineering Design**
 - Developing gating concepts, design, and traffic impact analysis in coordination with LADOT
 - Advancing conceptual design of elevated grade separations
 - Reviewing environmental issues
- **Pilot Gate**
 - To test and verify gate activation for BRT application
 - Currently preparing design drawings in coordination with LADOT and anticipate starting the installation of pilot gates by Fall 2018
- **LADOT Coordination**
 - Traffic Impact Analysis of adding gates at up to 35 crossings
 - LADOT is currently reviewing gating concepts and signal phasing plans to be used as basis for the traffic impact analysis
- **East San Fernando Valley (ESFV) and Sepulveda Project Coordination**

Railroad-Type Gating



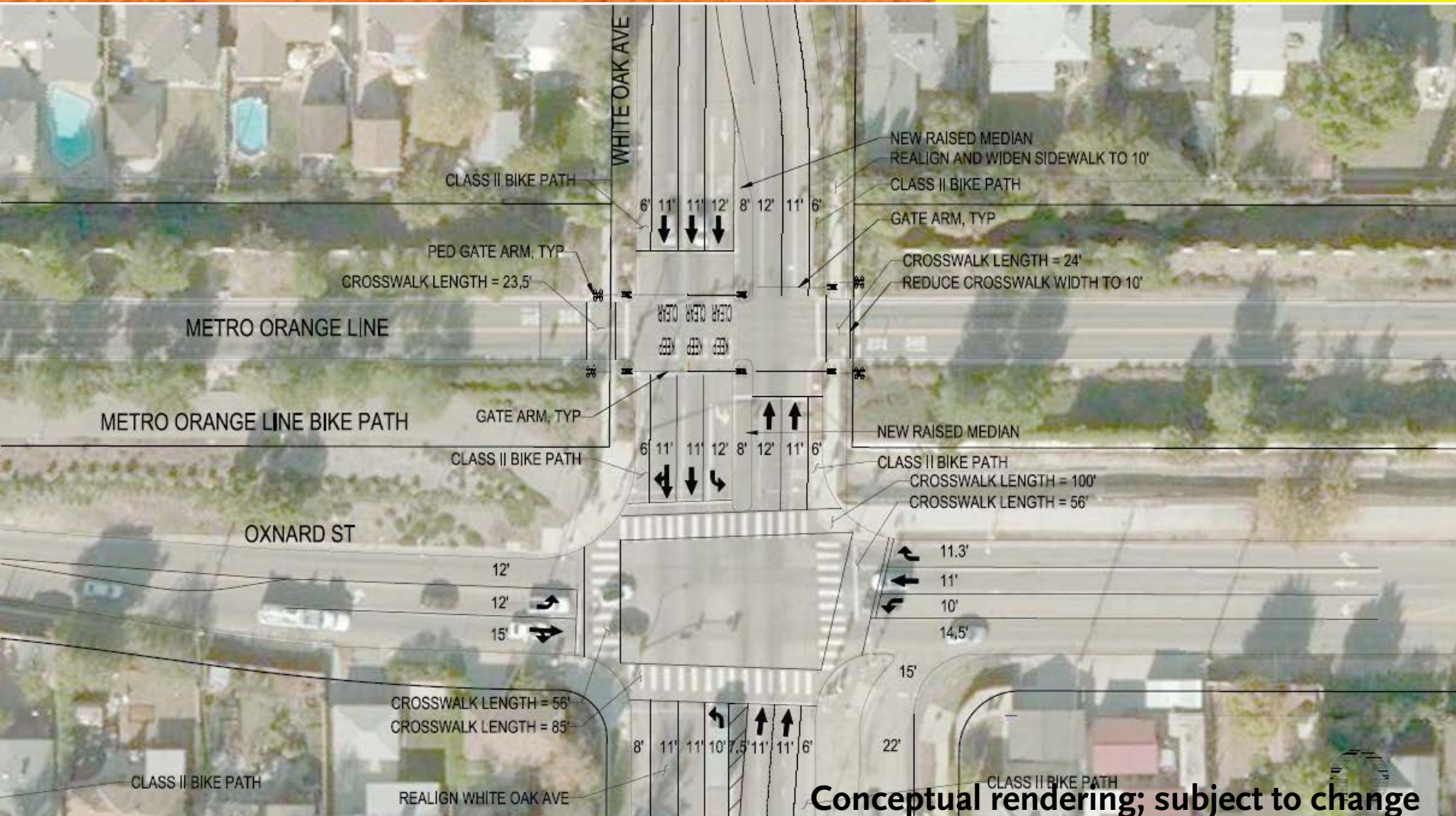
- **Up to 35 MOL Crossings**
- **Operational Issues**
 - Longer gate down times due to variations in station dwell times
 - Operate increased headways (6-8 minutes during peak) and two bus platoons to reduce gate down time
 - Delays to traffic and pedestrians on cross-streets (traffic impacts) continuing to be analyzed
- **Design considerations**
 - Consistency and standardization of crossing treatment to reduce motorist confusion
 - Stations tend to be at major arterials with 6-8 lanes. Gating more than 5 lanes requires median islands which interferes with turn movements both lefts and rights
 - Introduction of 9' median often has ROW impacts

Gating Rendering – Orange Line De Soto Crossing



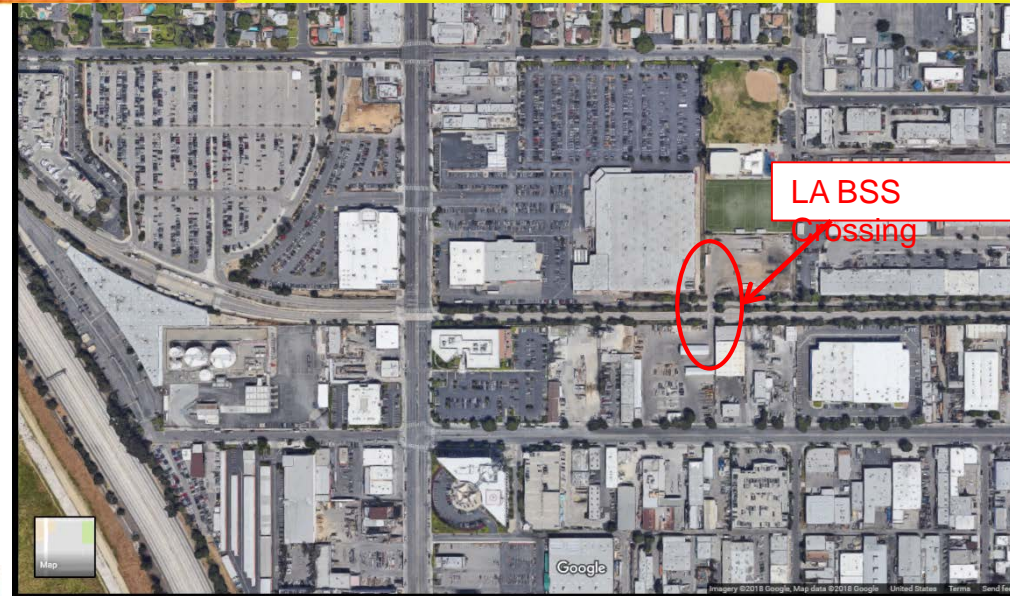
Conceptual rendering; subject to change

Railroad-Type Gating Concept



Pilot Gate

- To test and verify gate activation for BRT application
- Currently preparing design drawings in coordination with LADOT and anticipate starting the installation of pilot gates by Fall 2018
- Technology options being explored to platoon buses



Sample Gating Concept

Station Connectivity with ESFV and Sepulveda Transit Corridor Projects



- **Assumptions for interface with ESFV**
 - MOL Van Nuys Blvd Station is elevated
 - ESFV station located beneath MOL station
 - ESFV environmental study will determine station connectivity and first/last mile planning
- **Assumptions for interface with Sepulveda Transit**
 - Sepulveda Station is elevated
 - Sepulveda Transit terminus location and transit connections are currently being studied
 - Sepulveda project developed initial rail transit concepts, each featuring connections to MOL and ESFV

Grade Separation Rendering – Orange Line Sepulveda Crossing



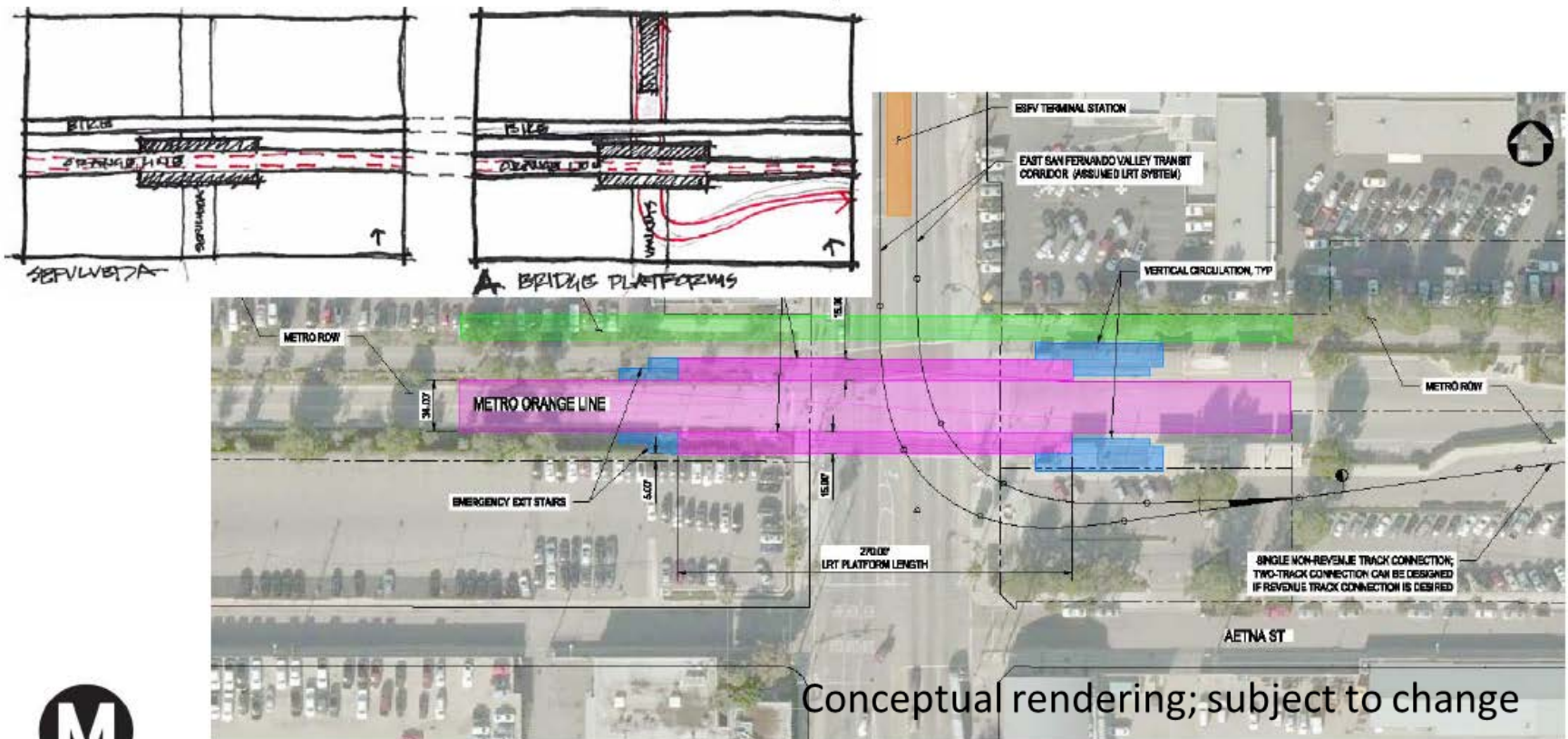
Conceptual rendering; subject to change



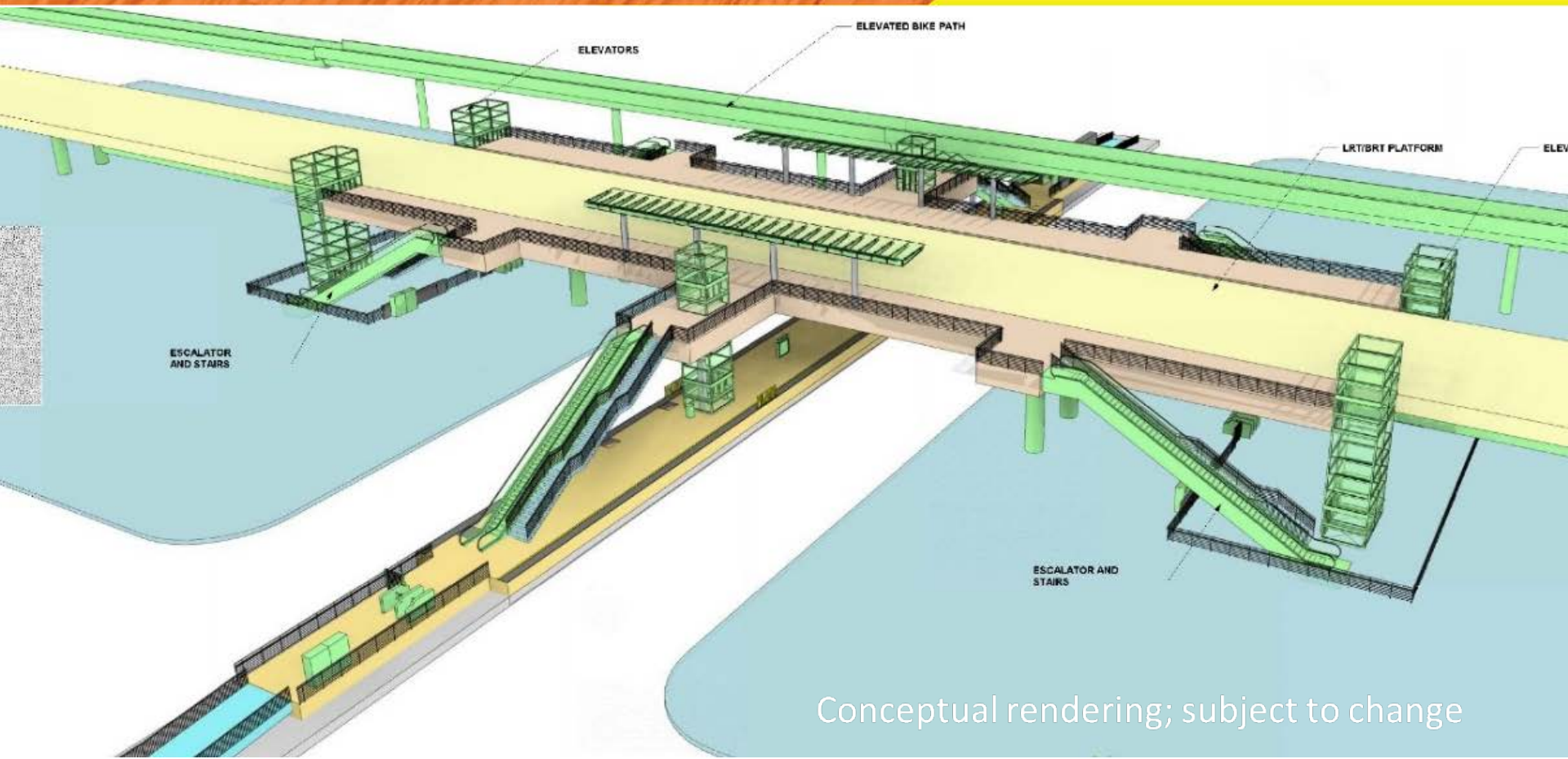
Conceptual rendering; subject to change

Grade Separated Van Nuys Blvd. Station Concept

Track Connection South, Platform Centered over Van Nuys

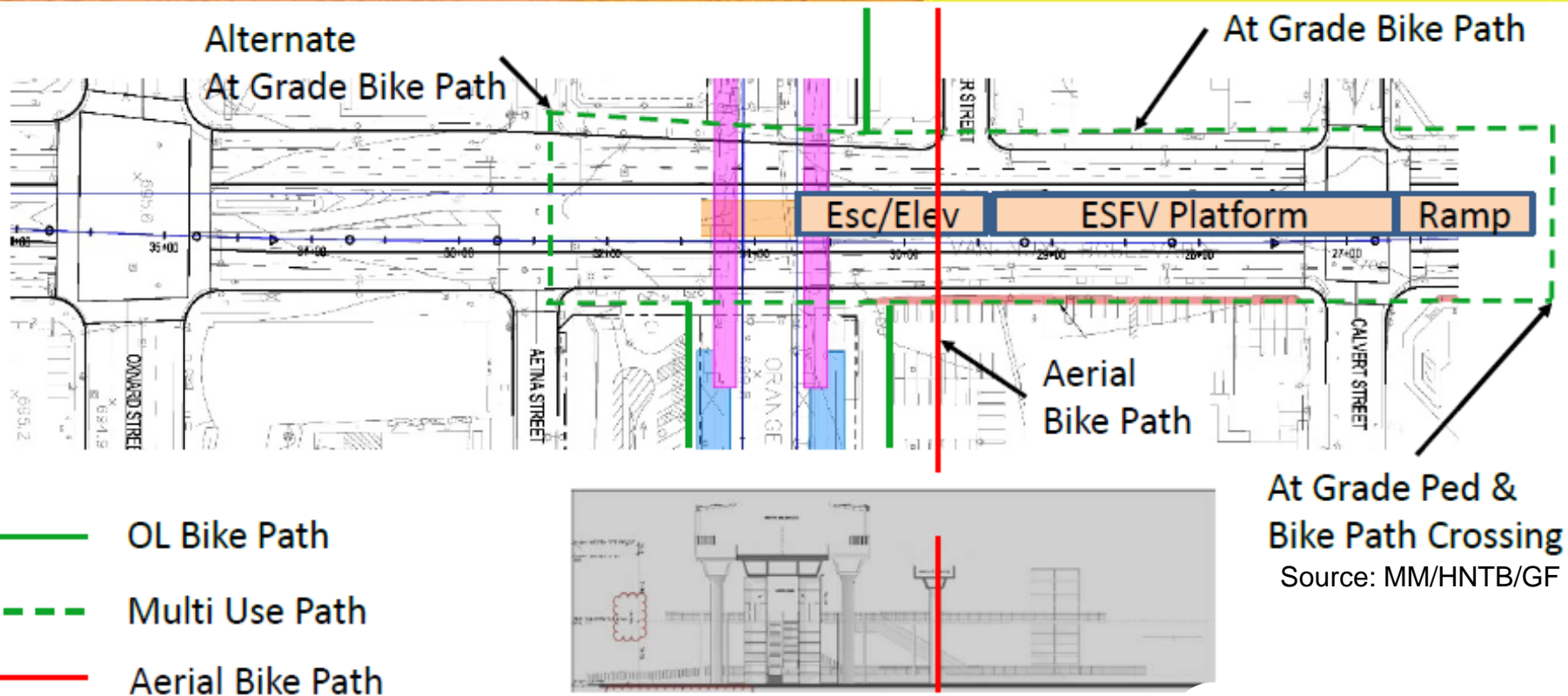


Station Concept - Connectivity with ESFV



Conceptual rendering; subject to change

Station Concept - Connectivity with ESFV



Conceptual rendering; subject to change

North



Elevated Bike Path

- **Grade separated bike path crossings at Sepulveda Blvd. and Van Nuys Blvd.**
- **Anticipated cost of grade separated structures – approximately \$18 M**
 - **Metro to assume operations and maintenance**
- **Enhance safety for bicyclists and pedestrians**
- **Design Considerations:**
 - **Station access challenges**
 - **Wayfinding/signage to be addressed**
 - **Steepness anticipated (3% grade or ~28 feet)**
 - **Potential ROW impacts to adjacent properties**
 - **Security and safety to be addressed**
 - **Integration with local neighborhood**



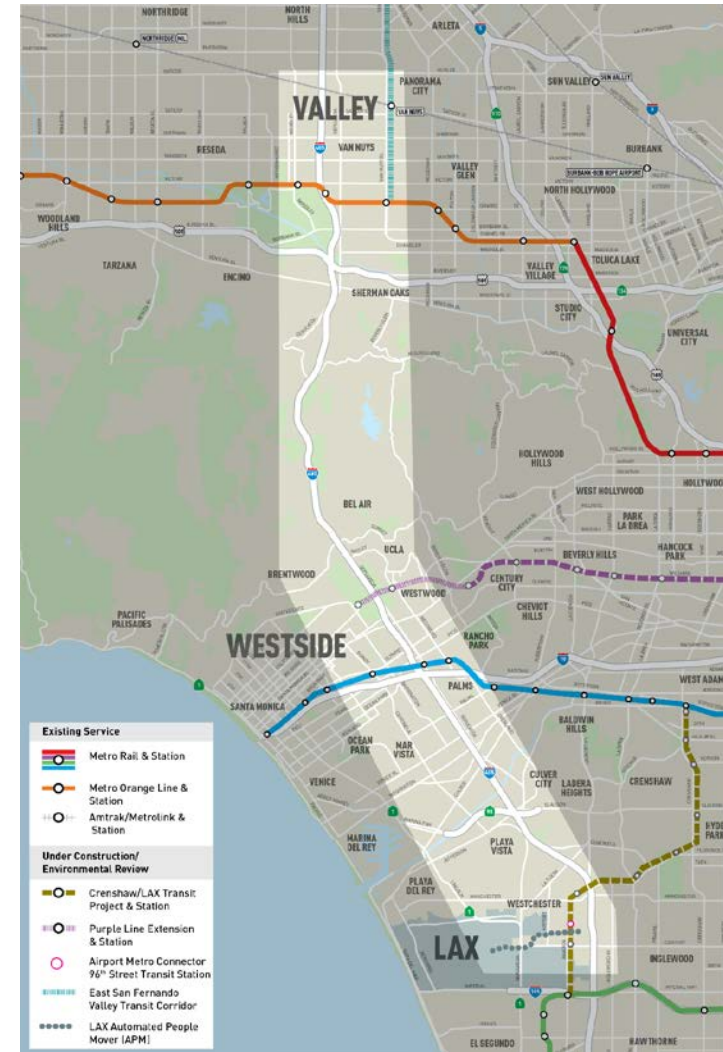
Existing At-Grade Bikeway at Canoga



Sample Elevated Bike Path at LA River

Sepulveda Transit Corridor Project Feasibility Study

- 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
- Study Area divided into two sections:
 - Valley-Westside
 - Westside-LAX



Sepulveda Transit Corridor Project Valley-Westside – Concept 2 (HRT)



Sepulveda Transit Corridor Project (alignment options)

- Aerial or Underground
- Underground

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 (proposed alignment)



Heavy Rail Transit (HRT)

Sepulveda Transit Corridor Project Valley-Westside – Concept 3 (LRT)



Sepulveda Transit Corridor Project (alignment options)

- Aerial or Underground
- Underground

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 (proposed alignment)



Light Rail Transit (LRT)

Sepulveda Transit Corridor Project Valley-Westside – Concept 4 (LRT)



Sepulveda Transit Corridor Project (alignment options)

- Aerial or Underground
- Underground

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 (proposed alignment)



Light Rail Transit (LRT)




Sepulveda Transit Corridor Project

Valley-Westside – Concept 5

(Monorail or Rubber Tire)





Sepulveda Transit Corridor Project (alignment options)

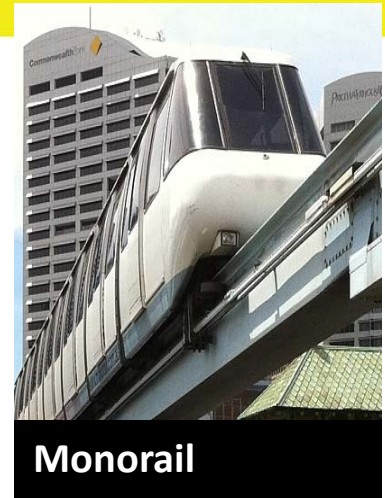
-  Aerial
-  Aerial or At Grade
-  Underground

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 (proposed alignment)



Monorail



Rubber Tire Transit

Next Steps

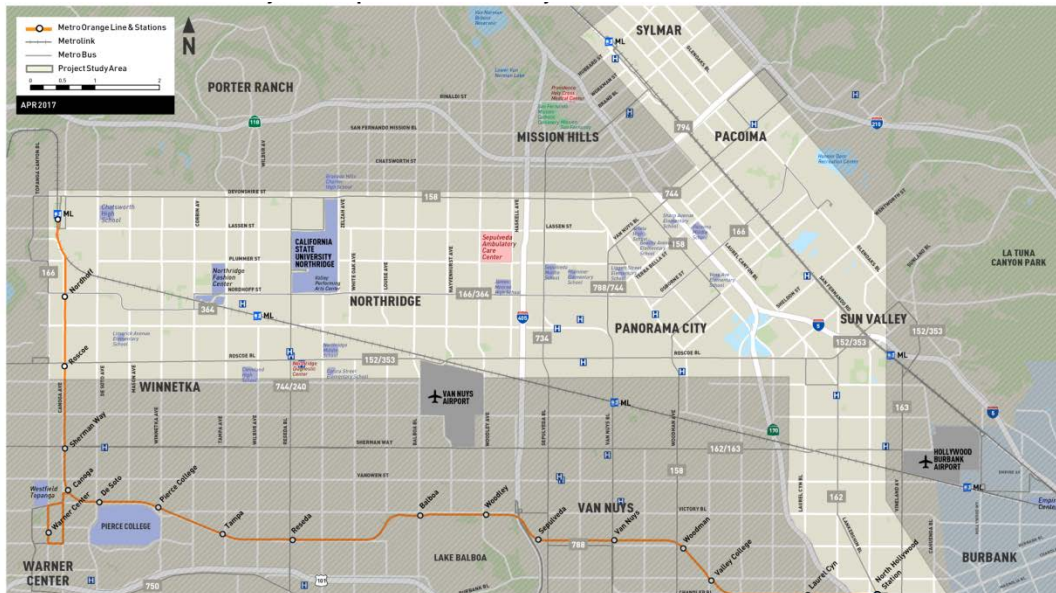
- **Summer 2018**
 - Metro Board Update
 - Traffic Impact Analysis
 - Preliminary Engineering
- **Coordinate with ESFV and Sepulveda Transit Projects**
- **Coordinate with LA City on railroad-type gates**

Additional San Fernando Valley Transit Projects



North San Fernando Valley Bus Rapid Transit Corridor Improvements

- Goal: Provide a premium east-west transit service to:
 - Link activity centers
 - Help ease traffic
 - Meet growing demand for transit
 - Improve connectivity to regional transit system
 - Increase ridership
 - Improve travel time, reliability, frequency of service
- Measure M funded project: \$180 million

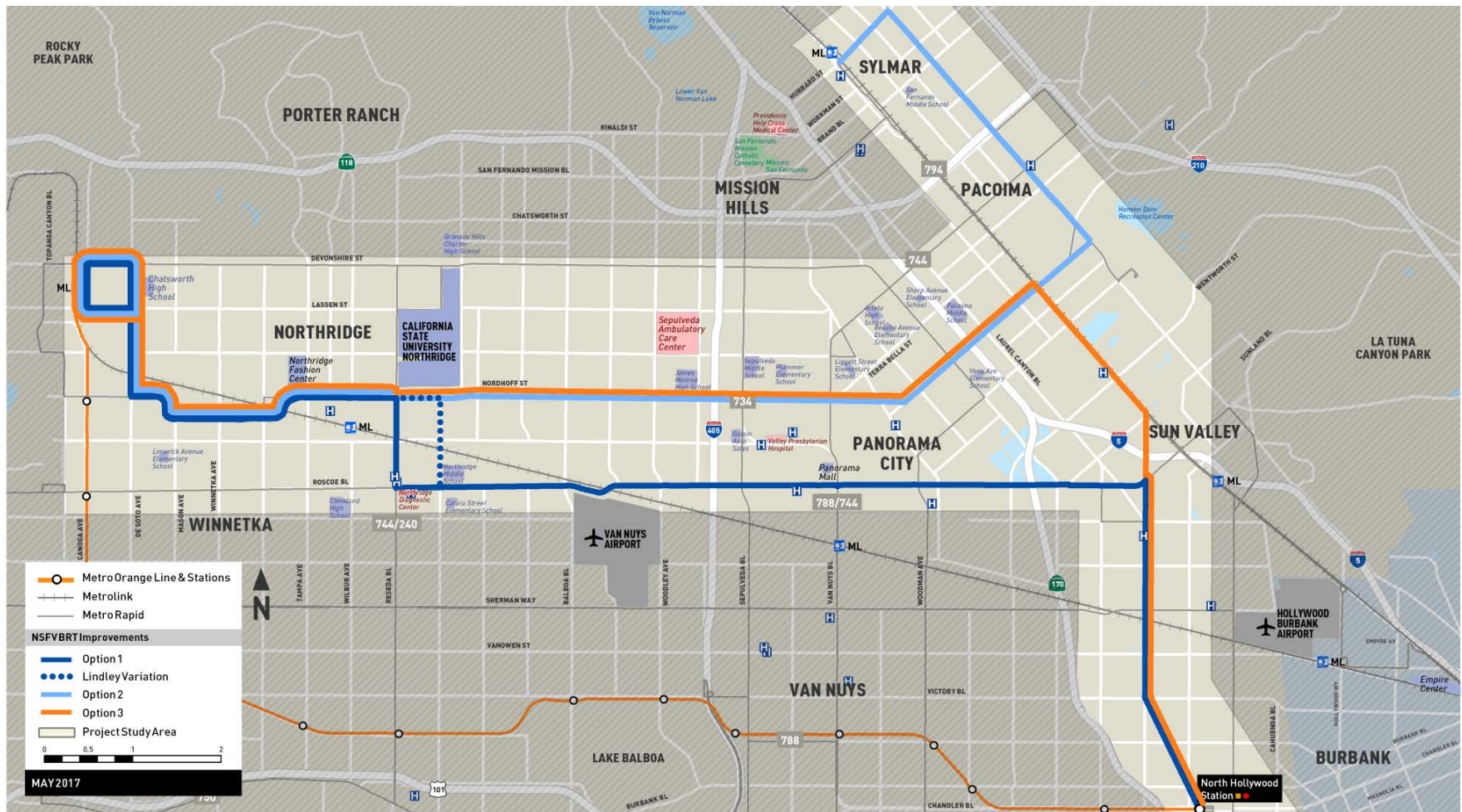


The study area includes:

- Northridge
- North Hills
- Panorama City
- Sun Valley
- Pacoima
- Sylmar
- North Hollywood
- City of San Fernando

Initial Environmental Studies

- September 2017 – Completed Environmental Framework Report identifying community characteristics, study area demographics and initial alignment options



Next Steps

Current Activities

- Continue Environmental Planning
- Begin Alternatives Analysis

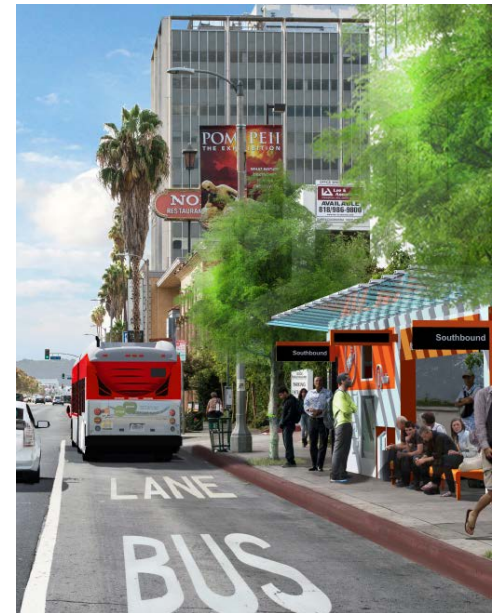
Late Summer 2018

- Engage community and solicit feedback including community and key stakeholder meetings

Projected opening date between 2023 and 2025, per Measure M expenditure plan

North Hollywood to Pasadena Bus Rapid Transit Corridor

- Goal: Provide a premium transit service more competitive with auto travel to attract choice riders.
 - Improve transit access to activity/employment centers
 - Enhance connectivity to Metro and regional rail services
 - Improve passenger comfort and convenience
 - Support community plans and Transit Oriented Development goals
- Up to \$267 million funding available from Measure M and the recently awarded SB1 Transit and Intercity Rail Capital Program (TIRCP)
- Projected opening date between 2022 and 2024



BRT Concept 1 - Primary Street Alignment

- Approximately 18 miles of BRT connecting the Metro Gold Line to the Metro Red/Orange Line via Colorado, Broadway, Brand, Glenoaks, Olive, and Lankershim
- Alternative street alignments include:
 - Central (Glendale)
 - Alameda (Burbank)/Flower (Glendale)
 - Chandler (Burbank)
 - Magnolia (Burbank)
 - Green/Union Couplet (Pasadena)



BRT Concept 2 - Primary Freeway Alignment

- Approximately 17 miles of BRT connecting the Metro Gold Line to the Metro Red/Orange Line via SR-134
- Alternative freeway alignment via SR-134/I-5 to Hollywood Burbank Airport



Next Steps

Current Activities

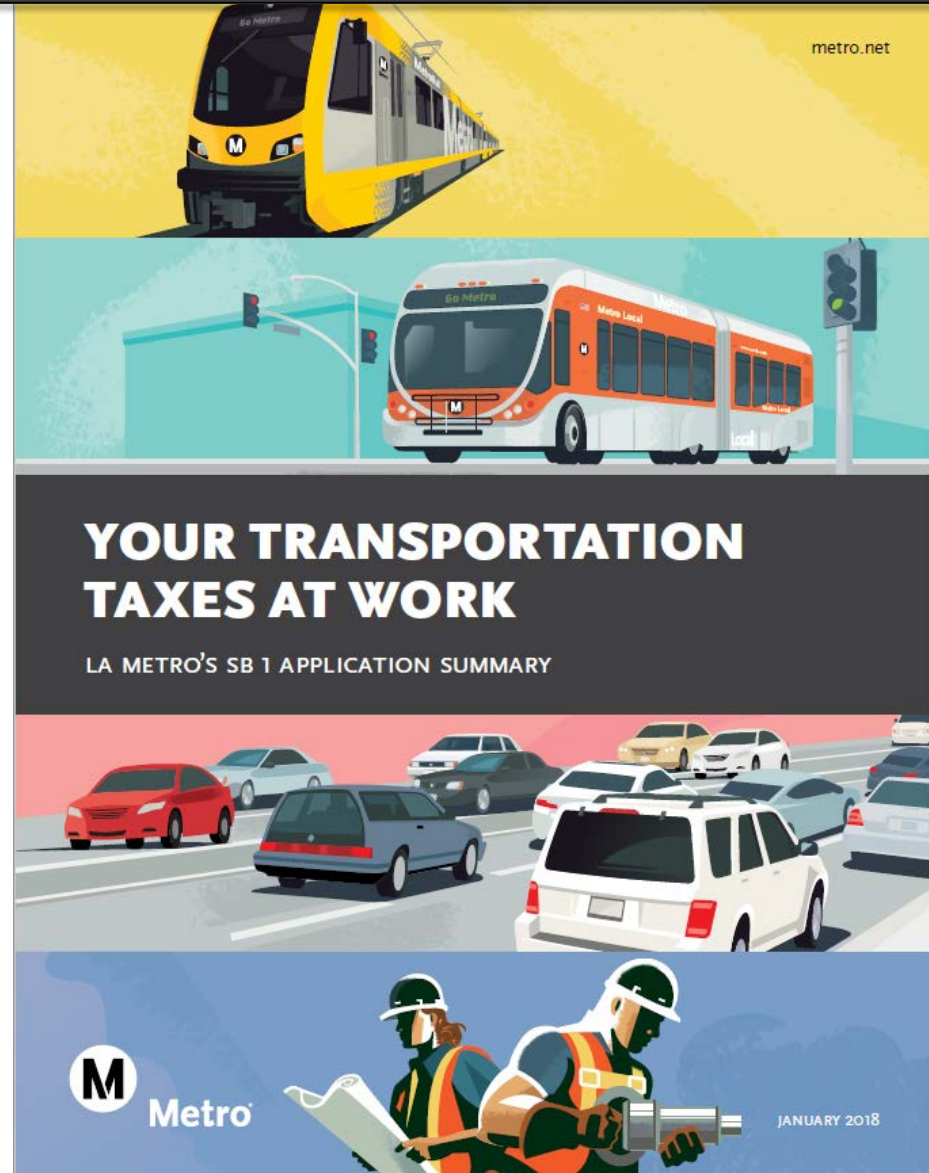
- Kick-off Environmental Planning including Alternatives Analysis
- Technical outreach with cities of Los Angeles, Burbank, Glendale and Pasadena

Late Summer 2018

- Engage community and solicit feedback including community and key stakeholder meetings

Metro's SB 1 Program of Projects

- **What is SB 1?**
 - Transportation and funding reform package that increased the gas tax and fees to fund transportation
 - Provides funding to cities for local streets and road repairs
- **Metro was awarded SB 1 funding**
 - **\$1.72 billion in May 2018**
 - Multi-Year Funding Awards for Transit and Highway Projects

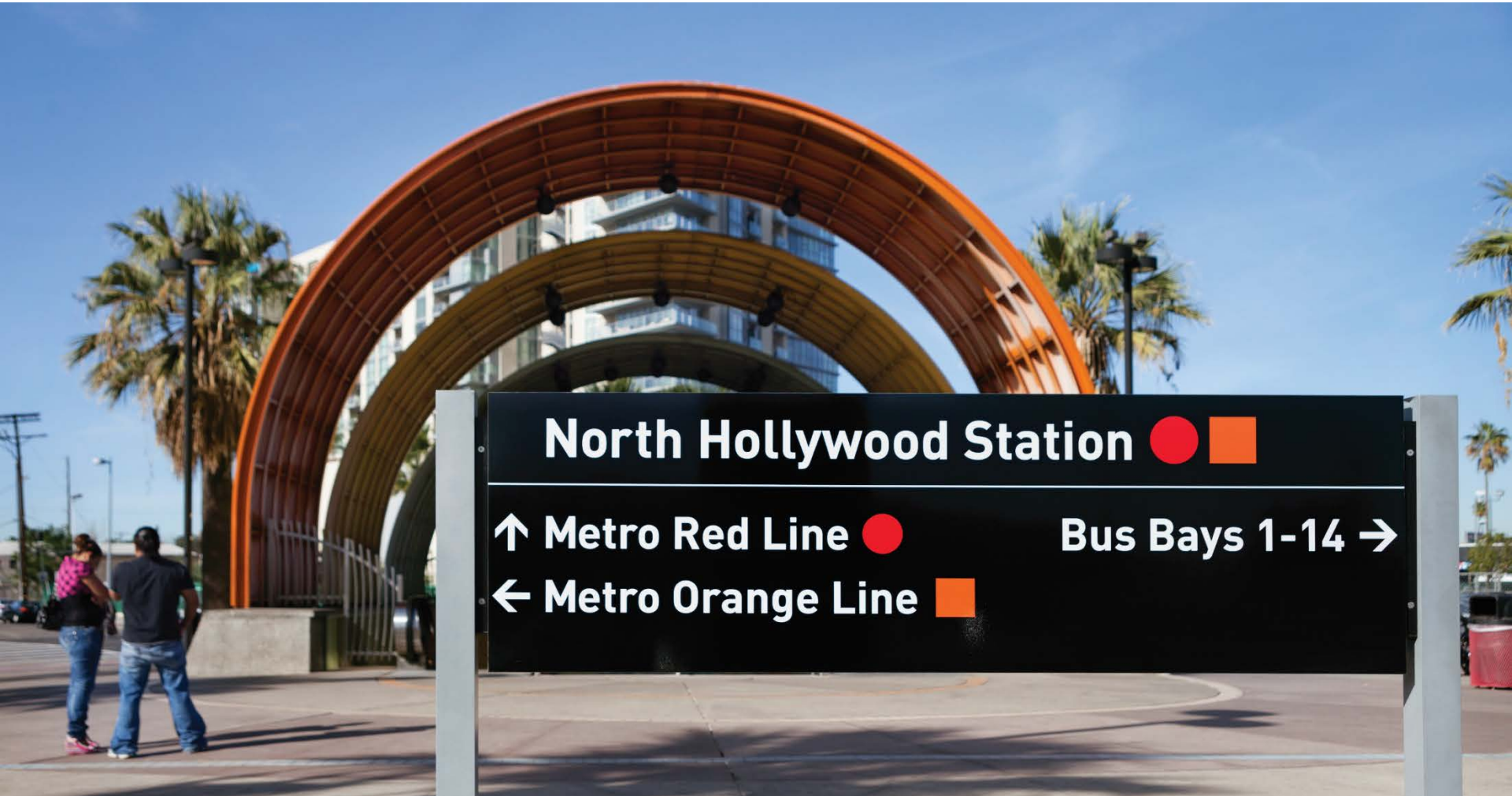


Senate Bill 1 Funding – San Fernando Valley Projects

- CalSTA Announced TIRCP Funding Award for Metro's Full Program of Capital Transit Projects in April 2018
 - East San Fernando Valley Transit Corridor
 - North Hollywood to Pasadena Bus Rapid Transit Corridor
- CTC Awarded Local Partnership Funding in May 2018
 - Metro Orange Line BRT Improvements



NORTH HOLLYWOOD JOINT DEVELOPMENT



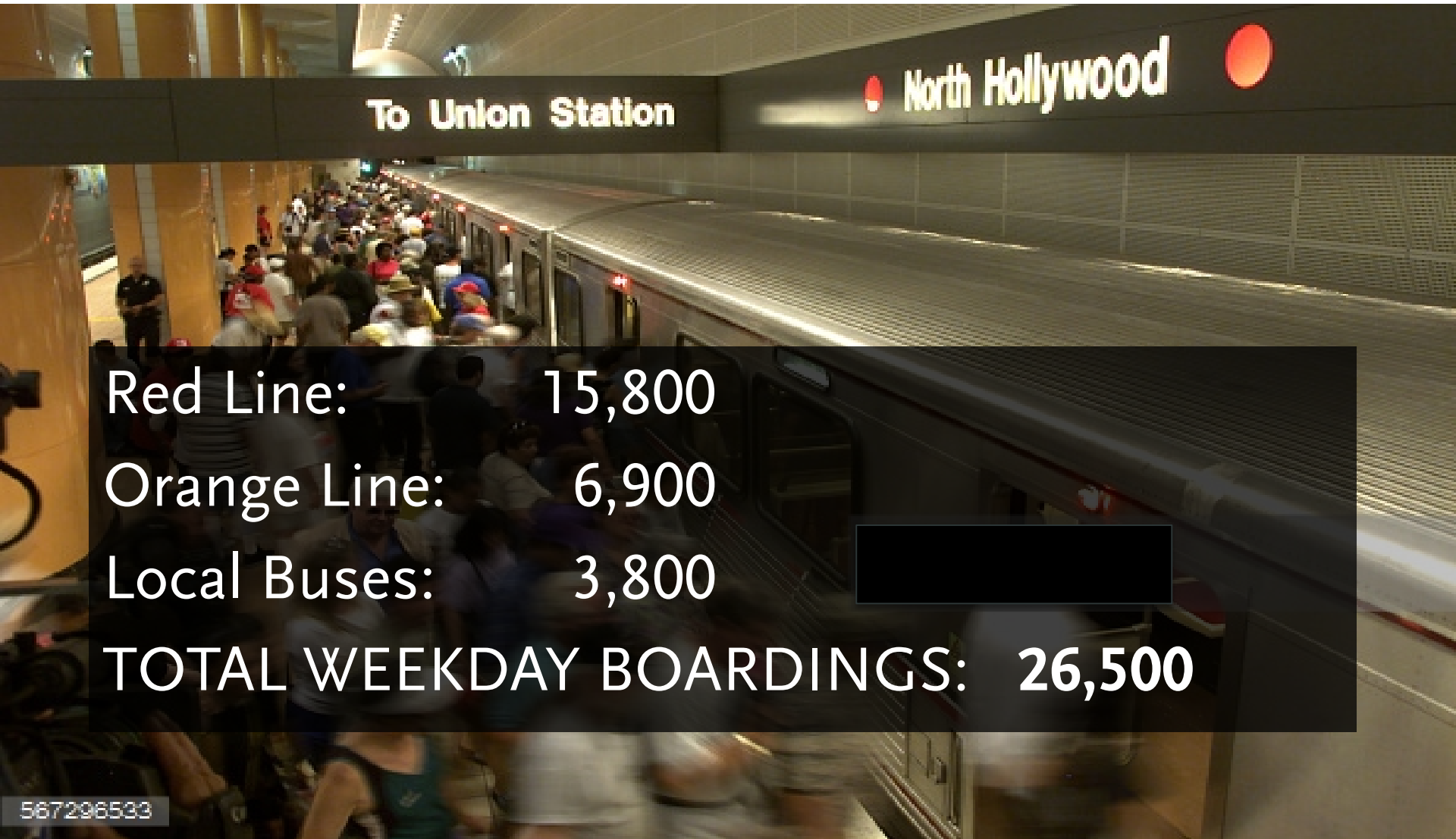
North Hollywood Station ● ■

↑ **Metro Red Line** ●

Bus Bays 1-14 →

← **Metro Orange Line** ■

NORTH HOLLYWOOD WEEKDAY BOARDINGS



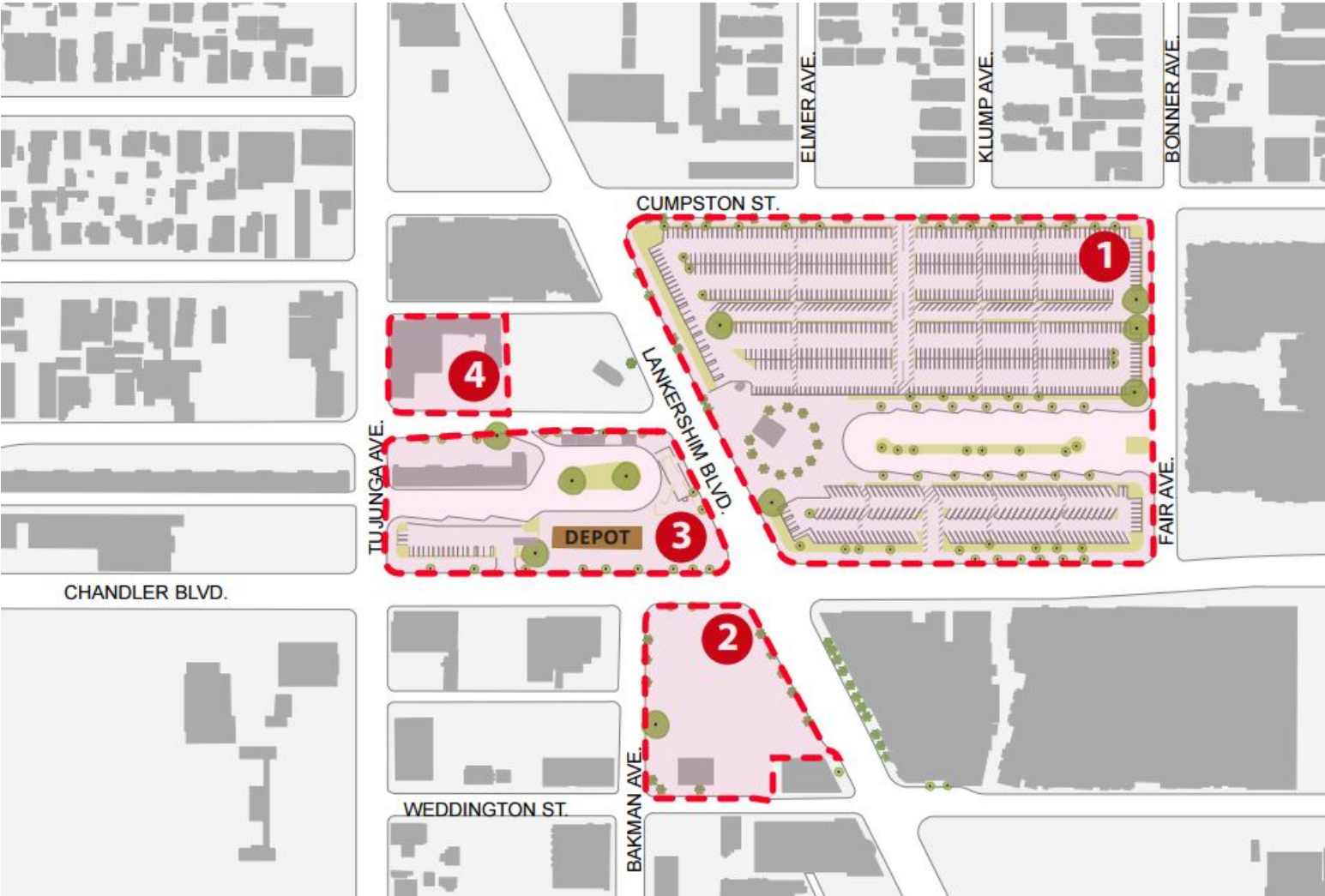
RE-INTRODUCTION

> **Transit Oriented Communities (TOCs)** are places (such as corridors or neighborhoods) that, by their design, allow people to drive less and access transit more. A Transit Oriented Community maximizes equitable access to a multi-modal transit network as a key organizing principle of land use planning and holistic community development.

> **Joint Development (JD)** is a real estate management program that collaborates with qualified developers to build transit-oriented developments (TODs) on Metro-owned properties.



SITE OVERVIEW



PUBLIC / PRIVATE / NON-PROFIT PARTNERSHIP

✓ Trammell Crow
Company



✓ Cesar Chavez
Foundation



SHAPING THE PROJECT

- ✓ Consolidating buses into an integrated transit plaza
- ✓ Right-sizing connections
- ✓ Making room for Measure M Projects including:
 - ✓ Orange Line Improvements
 - ✓ NoHo-Pasadena BRT
 - ✓ North Valley BRT



SHAPING THE PROJECT

- ✓ Breaking up large parcel with internal streets
- ✓ Accommodating a mix of uses including affordable housing and neighborhood retail
- ✓ Preserving open space for community gathering



NEXT STEPS

- ✓ Entitlements to begin in Spring 2019
- ✓ Trammell Crow Company to begin outreach early next year



STAY IN TOUCH!

✓ Visit: <https://www.metro.net/projects/jd-noho/>

North Hollywood Community Open House

Q & A