

# ORANGE LINE BRT SUSTAINABLE CORRIDOR IMPROVEMENT PLAN

*Presentation at the*

## SCAG Toolbox Tuesday

October 30, 2012



**Metro**



**SOUTHERN CALIFORNIA  
ASSOCIATION of GOVERNMENTS**

# Funding and Disclaimer



This is a project for the Los Angeles County Metropolitan Transportation Authority (Metro) with funding provided by the Southern California Association of Governments' (SCAG) Compass Blueprint Program. Compass Blueprint assists Southern California cities and other organizations in evaluating planning options and stimulating development consistent with the region's goals. Compass Blueprint tools support visioning efforts, infill analyses, economic and policy analyses, and marketing and communication programs. This report was prepared in fulfillment of Agreement No. 10-777: Sustainable Development Pilot Projects in the SCAG Region by SCAG under the partial sponsorship of the California Air Resources Board (ARB). Work was completed as of October 7, 2011.

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# History

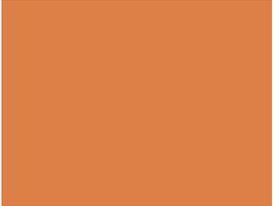
- ❑ Opened in 2005
- ❑ Former Southern Pacific Railroad (1904 – 1920); Pacific Electric Red Car (1938 – 1952)
- ❑ Originally planned as subway but cost of construction too high
- ❑ Subway and light rail legally prohibited
  - ❑ State legislation prohibits any rail transit except for deep bore transit at least 25 feet below ground
- ❑ Only option was dedicated bus way



# Project Outcomes



- Increase transit ridership along the corridor
- Address system-wide sustainability goals
- Identify and prioritize physical improvements and policy changes needed in station areas
  - Transit service
  - Bicycle access
  - Pedestrian access
  - Land use and design (new development and regulatory changes)
  - Roadway improvements
  - Streetscape
  - Community facilities
  - Partnerships

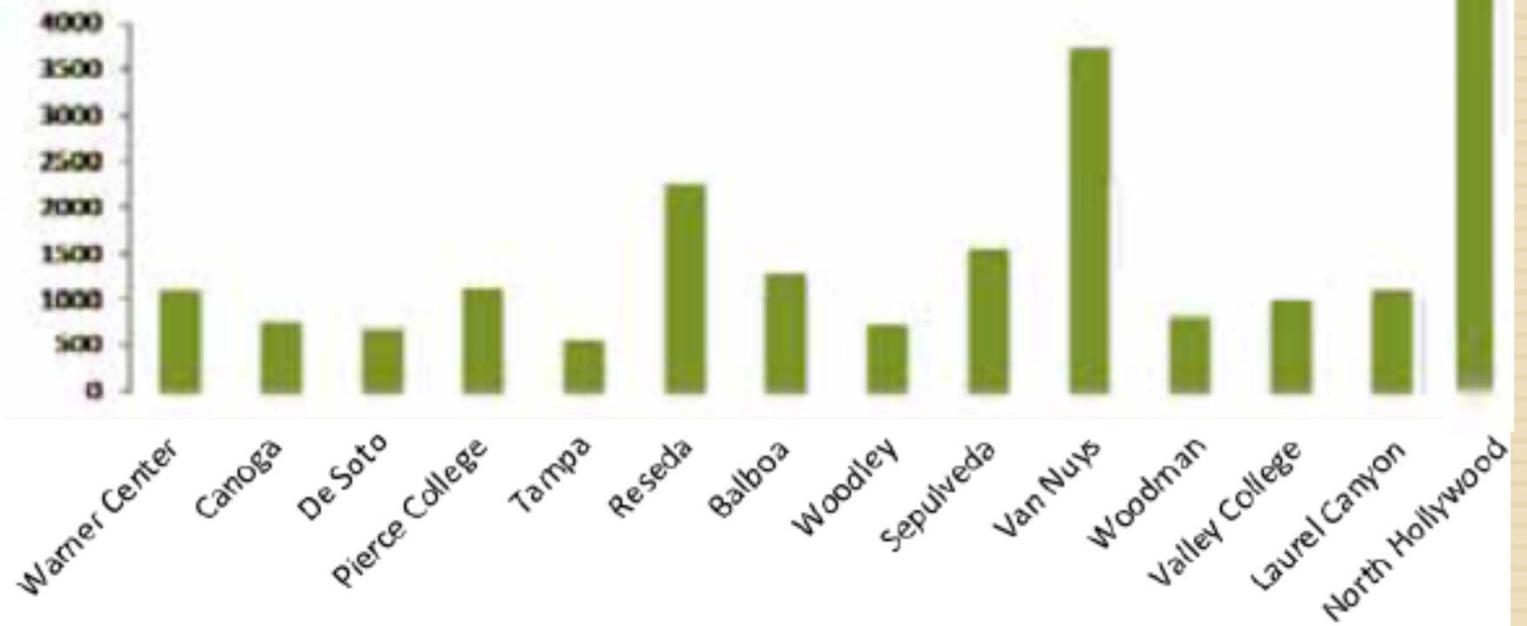


# Corridor Overview



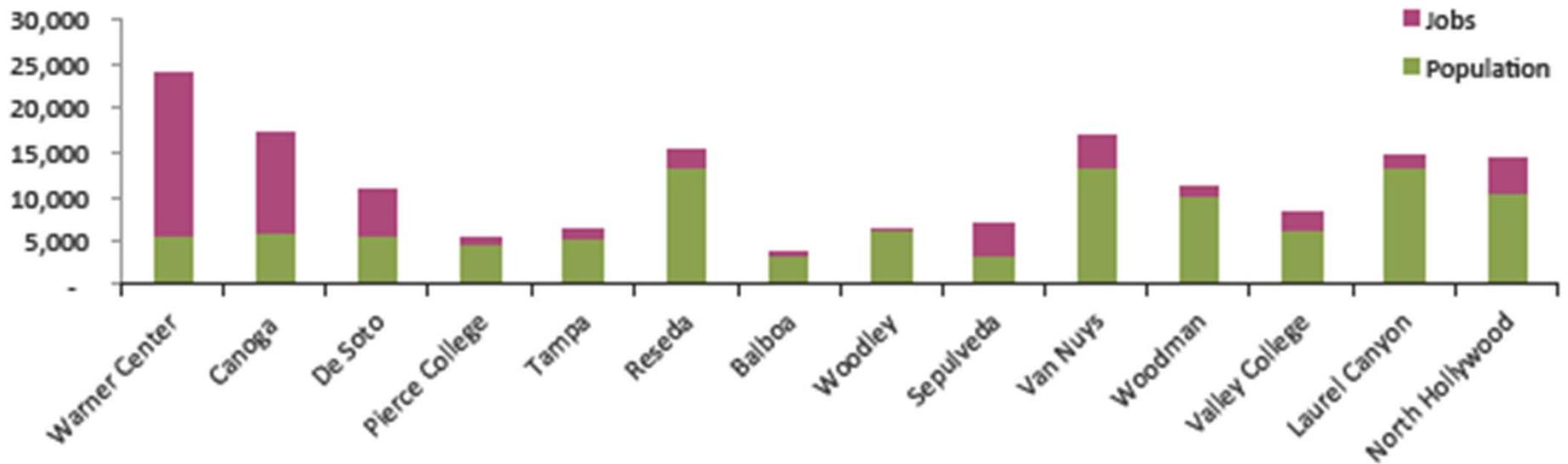




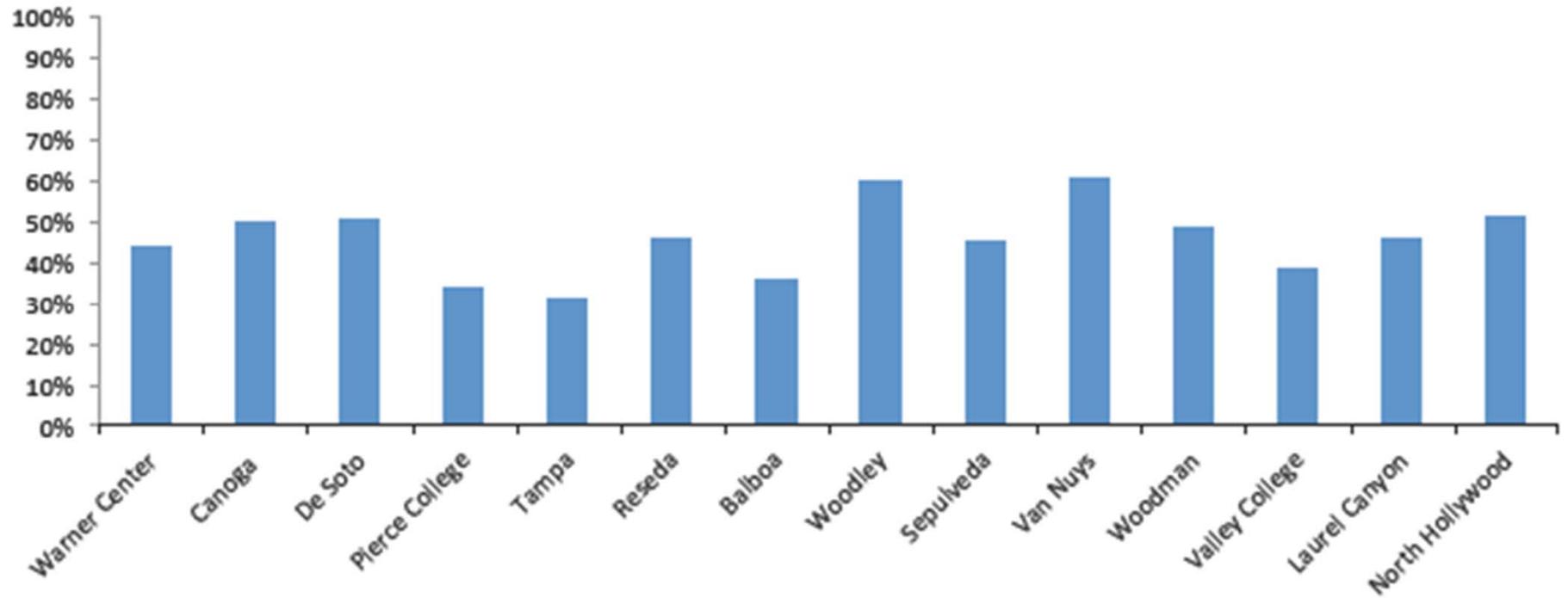


## Orange Line Weekday Boardings

# Population/Jobs Intensity



# Low Income Households



# Non-Auto Commute Mode Share

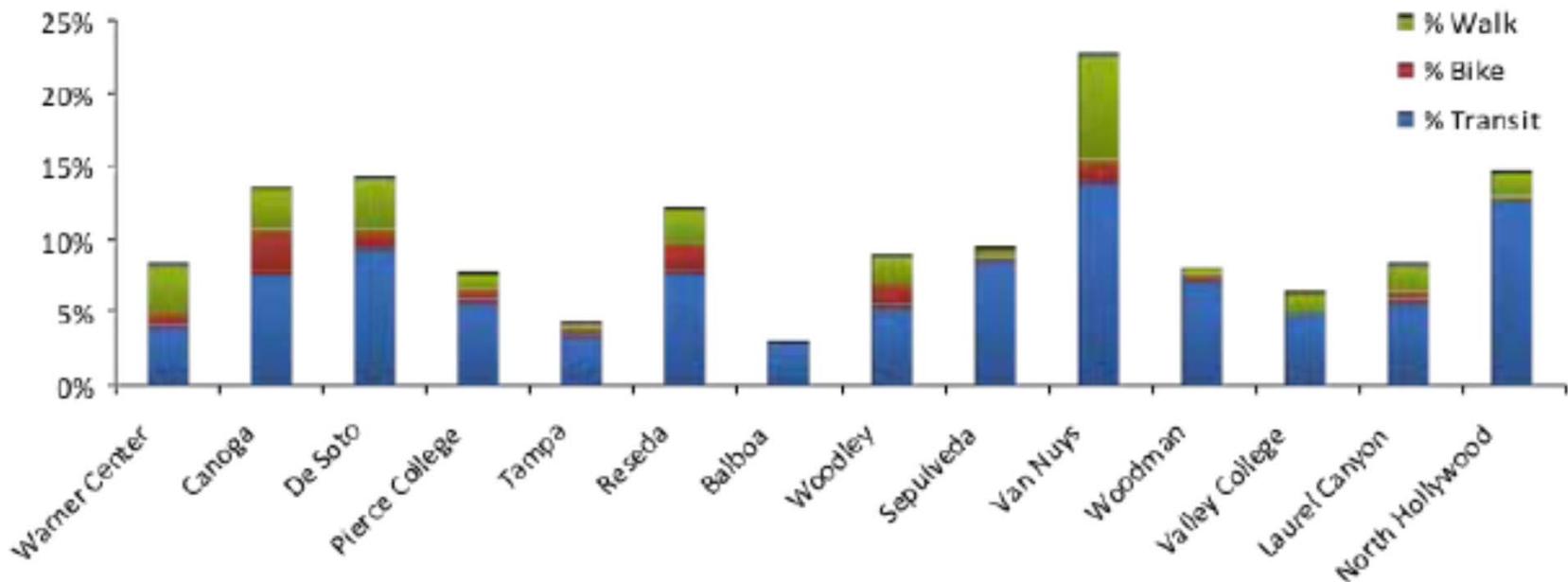
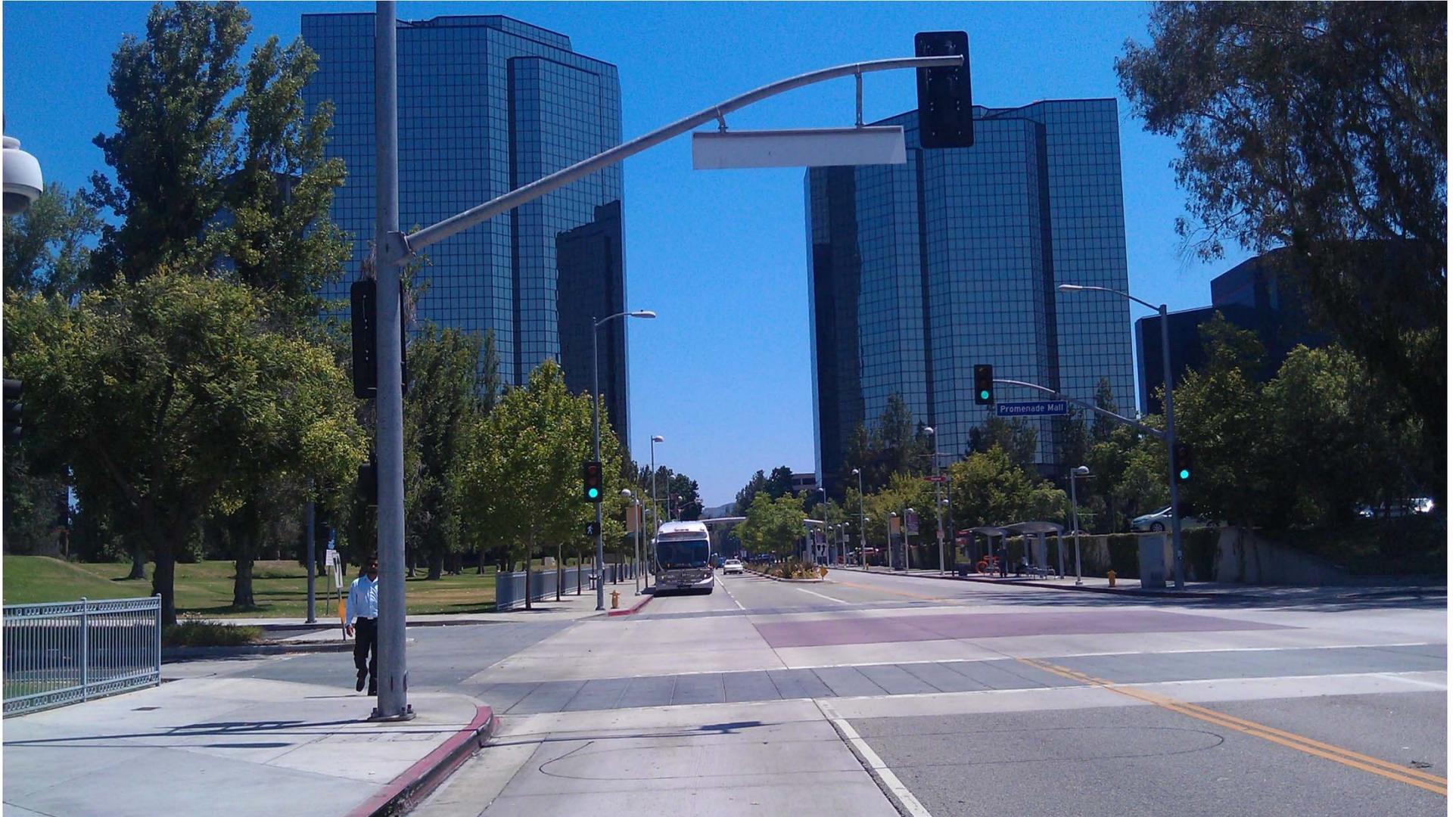


Figure 2-12: Non-Auto Commute Mode Share (American Community Survey, 2005-2009 rolling average)

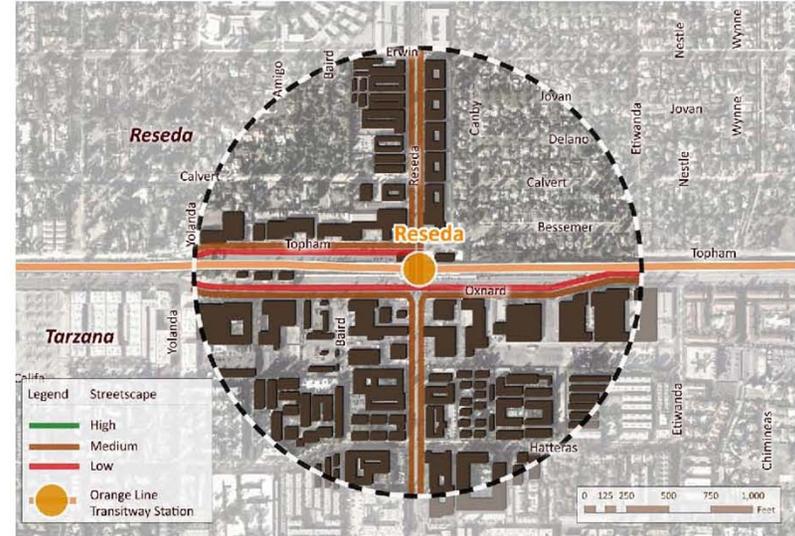
# Warner Center



# Pierce College



# Reseda



# Sepulveda

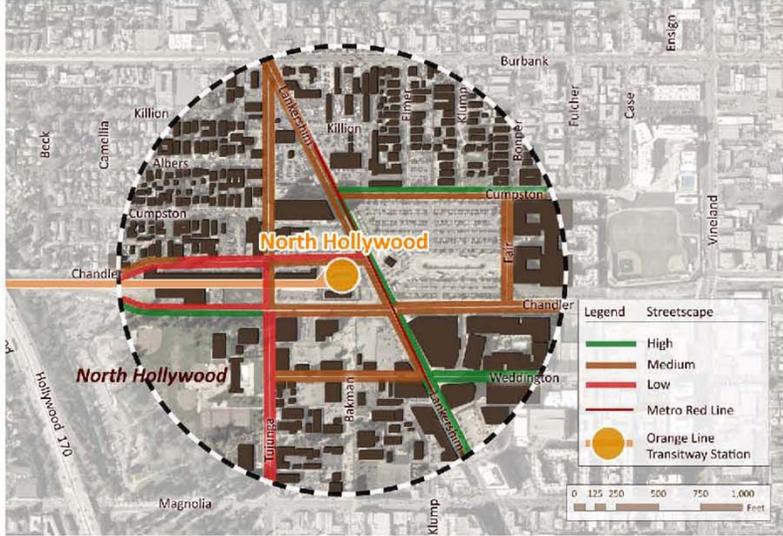
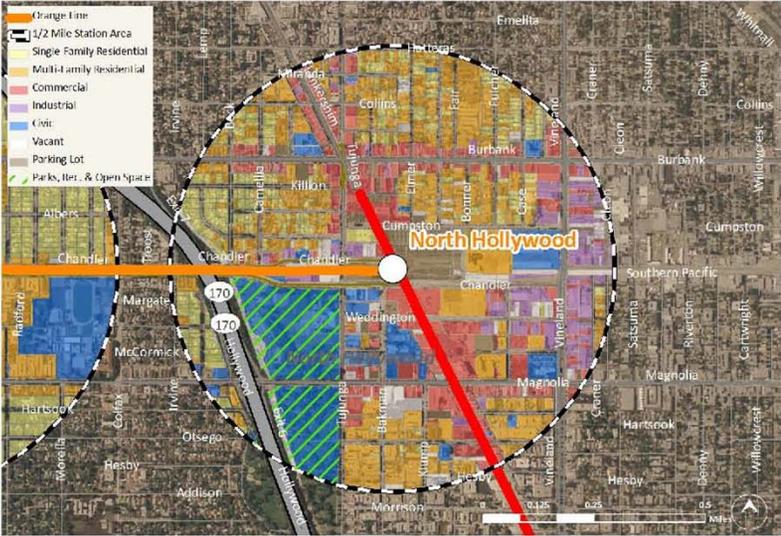


Existing Land Uses (Source: LA County and Reconnecting America)



Streetscape Quality

# North Hollywood



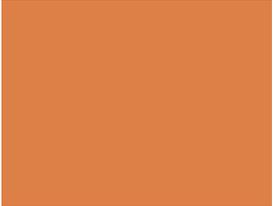
Streetscape Quality



# Existing Conditions Conclusions



- Highly successful corridor - ridership is nearing capacity
- Station areas vary greatly along corridor
- Stations with highest ridership have destinations and transit transfers
- Significant planning and development is occurring in various station areas
- All stations would benefit from streetscape and pedestrian safety/comfort improvements
- Community has accepted Orange Line



# Recommendations

# Conclusions



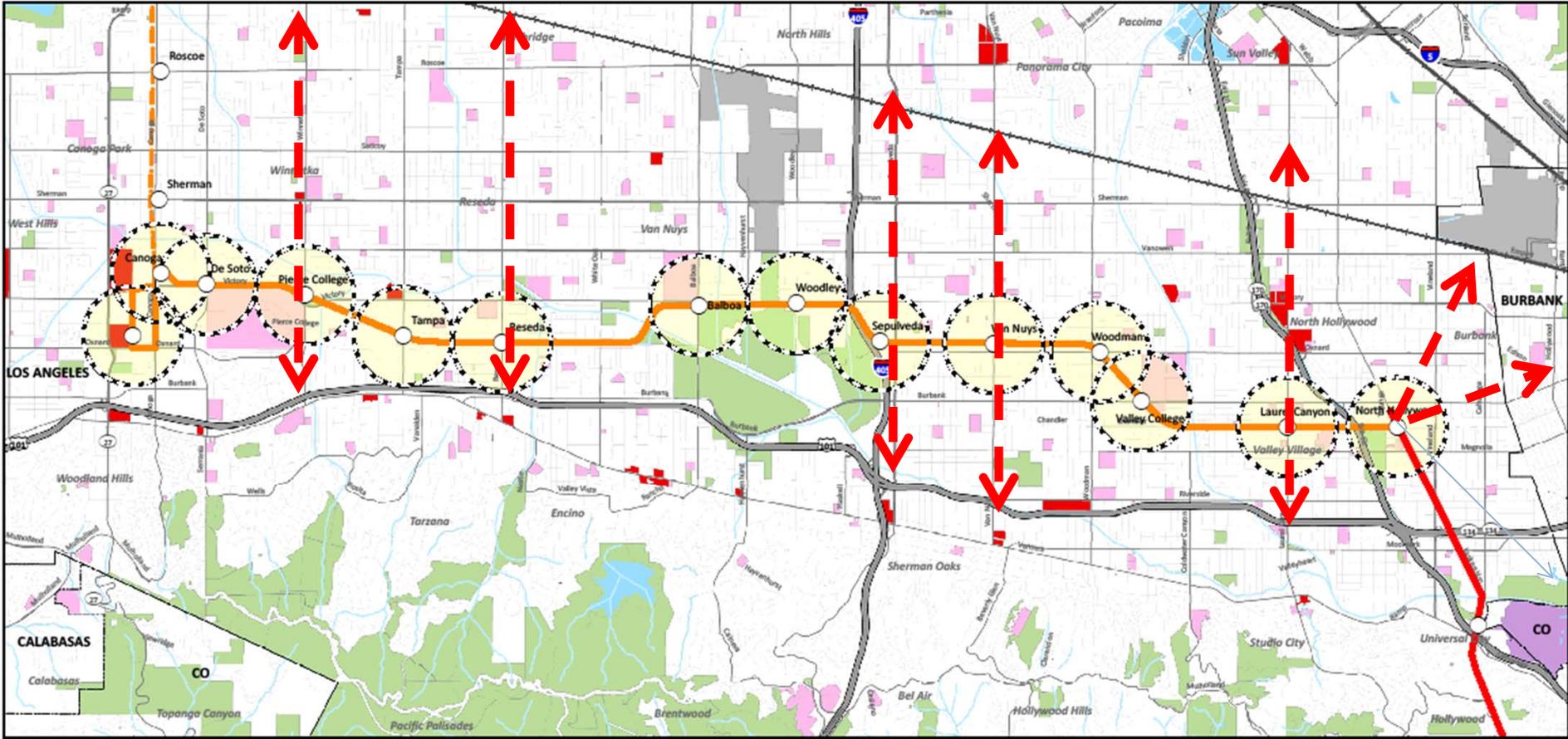
1. Expand capacity on the Orange Line
2. Improve cross-transit service
3. Focus development in appropriate locations
4. Improve transit amenities at the stations
5. Improve pedestrian and bicycle safety and access
6. Find creative ways to conduct public outreach and participation
7. Create station-specific implementation plan

# Expand Capacity

- Explore a variety of physical improvements. Options to study include:
  - Grade separation at major intersections
  - Crossing gates
  - Signal preemption
  - Longer vehicles
  - Conversion to rail
- *Tension between measures to increase ridership and need to increase capacity.*



# Improve Cross-Transit Service







# Focus Development in Limited Areas

- Create expanded TOD Districts:
  - ▣ North Hollywood
  - ▣ Van Nuys
  - ▣ Sepulveda
  - ▣ Warner Center/Canoga/DeSoto
  - ▣ Reseda
- Limited new development: Laurel Canyon
- No potential for significant new development
  - ▣ Valley College
  - ▣ Woodman
  - ▣ Woodley
  - ▣ Balboa
  - ▣ Tampa
  - ▣ Pierce College

# Pedestrian and Bicycle Access

- Pedestrian Environment and Access
  - ▣ Complete pedestrian and streetscape planning around each Orange Line station
  - ▣ Improve pedestrian wait and crossing times
  - ▣ Improve signage
- Bicycle Environment and Access
  - ▣ Complete bicycle access planning around each Orange Line station
  - ▣ Make targeted improvements to the Orange Line Bicycle Path
  - ▣ Add Class II lanes on station-area arterials
  - ▣ Create more bicycle-friendly neighborhood streets
  - ▣ Increase carrying capacity on buses
  - ▣ Expand bicycle parking at stations







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**HOT TUB SALE**



# Implementation: Station-Specific Recommendations

**Table 1: Orange Line Corridor Recommendations by Station Area**

Improvement	Corridor-Wide	North Hollywood	Laurel Canyon	Valley College	Woodman	Van Nuys	Sepulveda	Woodley	Balboa	Reseda	Tampa	Pierce College	De Soto	Canoga	Warner Center
<b>Transit</b>															
Expand Orange Line capacity and improve travel time	●														
Improve connections to Burbank Airport, Downtown Burbank and Pasadena	●														
Improve speed, reliability and frequency of north-south transit service	●	●				●	●			●					
Ensure consistent, high-quality amenities at nearby connecting bus stops	●	●				●	●			●					
Institute employer and college incentives		●		●		●						●	●	●	●
Create a Metro-wide mode "access hierarchy" policy	●														
<b>Land Use and Development</b>															
Create policy to target funding to stations with the greatest capacity to change	●	●	●			●	●			●			●	●	●
Create programs and activities to enhance the identity of the Orange Line	●														
Enhance destinations along the corridor	●	●		●		●		●	●			●		●	●
Create TOD design guidelines	●														
Create TOD-supportive development incentives	●														
Implement existing land use and specific plans		●								●			●	●	●
Create new specific plans or updated Community Plans		●	●			●	●								
Revisit City's industrial land policy	●	●				●	●			●					
Pursue joint development of Metro property at Orange Line stations		●				●	●		●	●				●	
Pursue workforce and affordable housing		●				●	●			●				●	●
Create "modified parking requirement" (MPR) districts		●	●			●				●					

# Implementation: Players and Funding

- Responsible Parties
  - City of Los Angeles Department of City Planning
  - City of Los Angeles Department of Transportation
  - Los Angeles County Metropolitan Transportation Authority
  - Business/Neighborhood Associations
- Funding sources
  - Department of Transportation (DOT)
  - Department of Housing and Urban Development (HUD)
  - Department of Transportation (CalTrans)
  - Housing and Community Development (HCD)
  - Strategic Growth Council
  - Southern California Association of Governments (SCAG)
  - Los Angeles County Metropolitan Transportation Authority (Metro)

# Implementation: Identify Initial Activities

- Develop a short and long-term plan to increase capacity on the Orange Line
- Implement basic pedestrian and bicycle safety and access improvements (e.g., crosswalks)
- Conduct detailed pedestrian access for one-half mile around all stations; seek funding to construct all improvements
- Conduct a detailed bicycle access study (for area within 3 miles of stations); seek funding to construct all improvements
- Develop station-area plans for Sepulveda, Van Nuys, North Hollywood Stations; seek Metro funding for planning processes
- Adopt Warner Center Specific Plan
- Apply for a Federal Bus Livability or State of Good Repair Grant for Improved Intermodal Transfer with North-South Rapid Buses

# Creative Outreach Activities

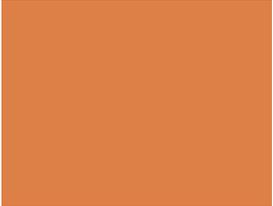


- “Traditional” outreach activities did not work
  - Stakeholder interviews (Fall 2011)
  - Public workshop (Nov. 2011)
  - Corridor Working Group (4 meetings)
- Mid-course correction: go to the neighborhoods
  - On-line survey
  - Meetings with neighborhood associations/councils (approx. 12 meetings)
- Result: strong support for the project

# 5 Take-Aways



1. Once size TOD does not fit all
2. Increase transit use through pedestrian, bike and transit access
3. TODs should create amenities for residents
4. Expand identity of corridor
5. Find new ways to conduct outreach



## For Additional Information

Desiree Portillo-Rabinov

Transportation Manager, MTA

[rabinovd@metro.net](mailto:rabinovd@metro.net)

213-922-3039

Matt Raimi

Raimi + Associates

[matt@raimiassociates.com](mailto:matt@raimiassociates.com)

510-666-1010