Agenda

1. Background
2. Corridor Review
3. Key Challenge
4. Preliminary BRT Alignments
5. What We Heard From Cities
6. Preferred BRT Concepts
7. Key Findings
8. Next Steps
Background

> December 2013 – Completed Los Angeles County Bus Rapid Transit Study (CBRT)
  • Recommended nine corridors as highest potential for BRT service including North Hollywood to Pasadena Corridor
> July/October 2014 – Board directed staff to advance technical work
> July 2015 – Contract Awarded
  • Complete in Spring 2017
BRT Elements

Running Ways

Stations & Stops

Vehicles

Fare Collection

Signal Priority/Other Signal Improvements

Branding & Image
What Makes a Good BRT Alignment?

- Serves key activity centers, employment centers, and other destinations
- Improves connectivity to other transit services
- Provides an enhanced customer experience
- Improves transit travel times
- Offers sufficient street widths to accommodate dedicated bus lanes
Corridor Review

16-mile corridor from North Hollywood to Pasadena

Insert map of study area
There Are Two Distinct Travel Markets

- 700,000 daily trips
- Travel markets:
  - Trips passing through the study area
  - Trips beginning or ending in the study area
Key Challenge

> Busy corridor with 700,000 daily trips
> Trips are overwhelmingly single occupant auto trips
> Low transit mode share in corridor
> Improved transit service is needed to help balance the overall transportation system in the corridor

The primary challenge is to attract more choice riders through a premium bus service that is more competitive with automobiles.
The Process Started with 10 Alignment Concepts
What We’ve Heard from the Corridor Cities

City of Burbank
  > Concern with loss of bike path on Chandler
  > Minimize parking loss

City of Glendale
  > Maintain parking on Brand
  > Median bus lanes could be possible on Glenoaks

City of Pasadena
  > BRT stations on Colorado would need to be removable for annual Rose Parade
  > Other city projects may preclude implementation of dedicated bus lanes

City of Los Angeles
  > Support BRT along Colorado through Eagle Rock
Concept 1: Primary Street Alignment

- Approximately 18 miles connecting the Metro Gold Line and Orange/Red Line via Colorado, Broadway, Brand, Glenoaks, Olive, and Lankershim
- Dedicated bus lanes along majority of alignment
- Street alignment options:
  - Green/Union Couplet (Pasadena)
  - Central (Glendale)
  - Chandler (Burbank)
  - Magnolia (Burbank)
  - Alameda (Burbank)
Concept 2: Primary Freeway Alignment

- Approximately 16 miles of BRT connecting the Metro Gold Line and Red/Orange Line via SR-134
- Freeway alignment option: access to Burbank Airport via the SR-134/I-5 Freeways
## Assessment of Preferred BRT Concepts

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary Street Running</td>
<td>77</td>
<td>18,000</td>
<td>$274 - $448</td>
<td>$14</td>
</tr>
<tr>
<td>Primary Freeway Running</td>
<td>52</td>
<td>10,300</td>
<td>$123 - $246</td>
<td>$10</td>
</tr>
</tbody>
</table>

Measure M funding includes $267 million

The Street Running Concept has the potential to attract more riders because it has more stations that serve key activity centers.
Key Findings

- Substantial untapped transit market in the study area
- A premium bus service has the potential to capture more choice riders
- The Street Running and Freeway Running concepts serve different market segments
- Both concepts are feasible BRT options to improve transit service and increase ridership in the study area
Next Steps

➢ Spring 2017 – Present study findings/recommendations to Board
➢ Upon Board approval, initiate environmental process
➢ North Hollywood to Pasadena BRT is Measure M Project
  • Ground breaking date 2020
  • Opening date 2022
Thank You