

North Hollywood to Pasadena
BRT Corridor Technical Study
Planning & Programming Committee
March 15, 2017

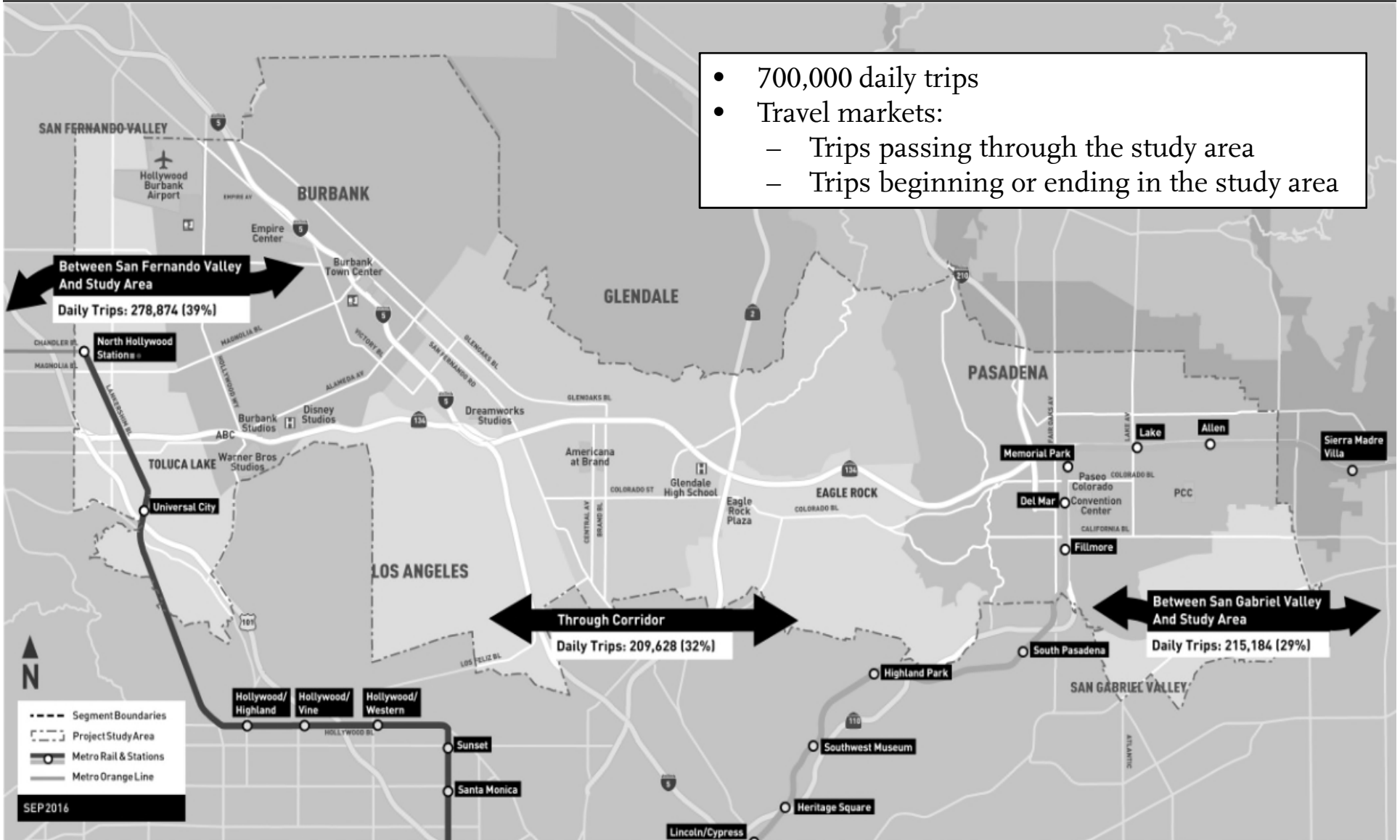


Outline

- > Corridor Overview
- > Project Goals
- > Key Challenges
- > Preliminary BRT Concepts
- > Assessment of Preferred BRT Concepts
- > Key Findings

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
- > Transit carries just 2% of corridor trips
 - Lacks convenient access to key activity centers
 - Does not offer competitive travel times
- > 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



Five Project Goals

- > Design a premium transit service that is more competitive with auto travel to attract choice riders
- > Improve transit access to major activity centers and employment sites
- > Enhance connectivity to Metro and regional rail services
- > Provide improved passenger comfort and convenience
- > Support community plans and transit-oriented development goals



BRT Elements



Running Ways



Stations & Stops



Vehicles



Fare
Collection



Signal Priority/
Other Signal
Improvements

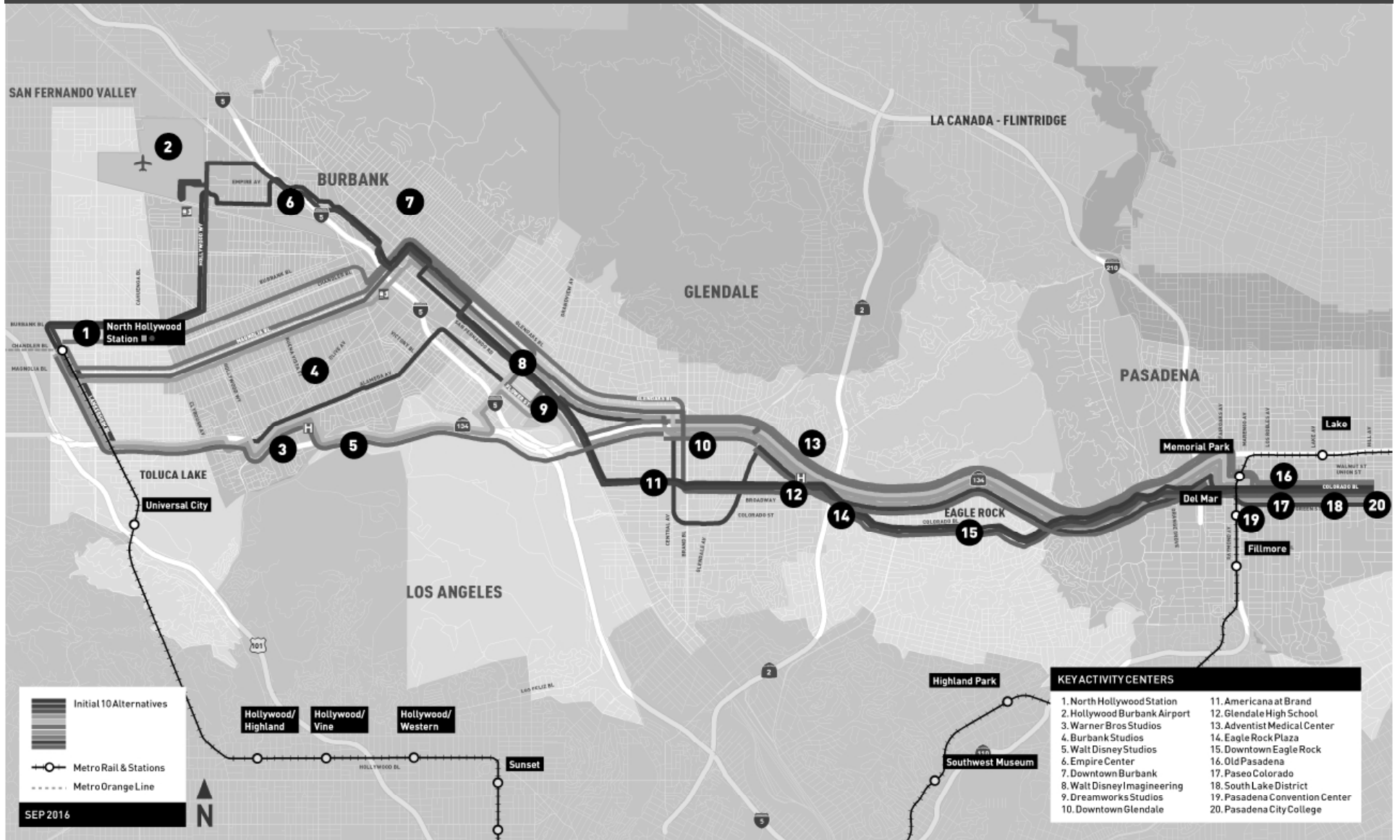


Branding & Image

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

The Process Started with 10 Alignment Concepts



What We've Heard from the Corridor Cities

City of Burbank

- > Concerned with loss of bike path on Chandler
- > Desire to minimize parking loss
- > Olive has sufficient ROW for BRT and least impact to parking

City of Glendale

- > Desire to maintain parking on Brand
- > Potential for median running BRT on Glenoaks

City of Pasadena

- > Any BRT station components on Colorado would need to be removable for annual Rose Parade
- > Other city projects may preclude implementation of dedicated bus lanes

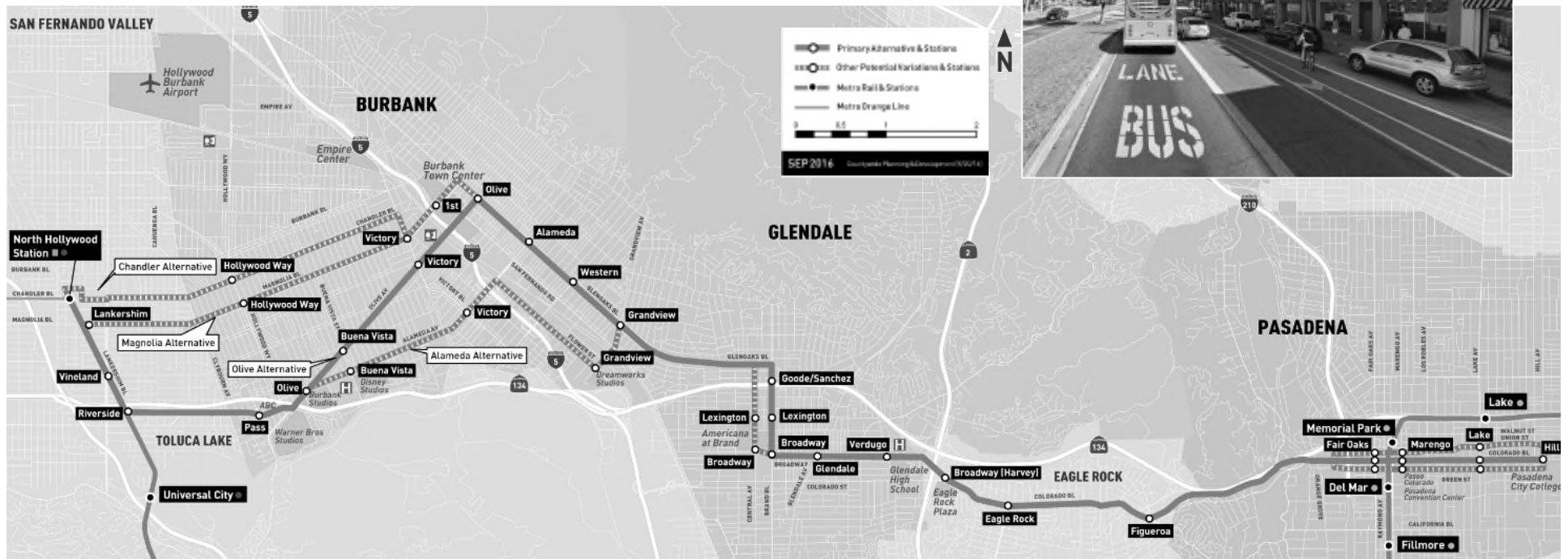
City of Los Angeles

- > Provide transit access 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)
 - Magnolia (Burbank)
 - Central (Glendale)
 - Alameda (Burbank)
 - Chandler (Burbank)



Assessment of Preferred BRT Concepts

	Travel Time (minutes) (2035)	Ridership (2035)	Capital Cost (\$ Millions) (2016)	O&M Cost (Annual – \$ Millions) (2016)
Primary Street Running	77	18,000	\$274 - \$448	\$14
Primary Freeway Running	52	10,300	\$123 - \$246	\$10

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



Street Running Concept



Freeway Running Concept