

METRO SAN FERNANDO VALLEY GOVERNANCE COUNCIL
May 3, 2006

SUBJECT: METRO ORANGE LINE EXTENSIONS

**ACTION: RECOMMEND PROJECTS FOR INCLUSION IN THE LONG RANGE
TRANSPORTATION PLAN**

BACKGROUND

At the April 5, 2006 Sector Council Meeting a presentation was made to the Council concerning the possible extensions of the METRO Orange Line from its current termini either east or west from North Hollywood or Warner Center respectively. A variety of potential extensions was proposed along with a set of recommendations that made use of existing transportation resources as well as requested certain capital projects.

Recognizing that major capital investments are not likely to be available in the near term, staff will need to rely on improvements to existing facilities including the expansion of Rapid Bus, implementation of Metro Connections, possible modifications to other services in the region, and limited capital improvements that will serve to enhance services and reduce costs of operations.

Expansion of the Metro Orange Line beyond the current planned expansion to the Canoga Avenue Park and Ride is not currently in the Long Range Transportation Plan and Program for the County. Further, significant extensions to the east or west will require significant capital and operating dollars. Hence, it is recommended that the Council consider and set priorities for programs and thereby request the MTA Board to include them in the range of projects for the update to the Long Range Transportation Plan already underway.

As recommended for consideration at the April 5th Sector Council meeting, staff is submitting a potential list of projects to recommend to the full MTA Board:

1. Construct of a street under-crossing from the Orange Line Station to the Metro Red Line Station at North Hollywood. This project is included in the Small Starts Grant application that was approved by the full Board in March.
2. Pave the right of way from the North Hollywood station to Vineland Avenue, construction of street traffic controls to permit exclusive bus access for the local and city services to enter the North Hollywood bus terminal. This project is not yet funded.
3. Study the costs to provide a direct link to the Chatsworth Station for the Orange Line busway as well as construct a larger parking facility at that site. This project is not yet funded. At issue, however, is the last leg of the proposal from the

Canoga right of way into the station area. Buses and trains cannot operate in mixed flow; hence, a new pathway from approximately Marilla Street into the station is needed.

4. Seek to enhance the level of service on the Ventura Metro link line.
5. Consider, through Metro Connections, recommending participation in construction of an inter-modal transit facility at the Bob Hope Airport that would permit direct connection to the passenger terminals. The City of Burbank and Airport Authority would need to address internal circulation issues to bring people from the proposed terminal to the airport passenger facilities. At this point, the City of Burbank has secured a \$1.2 million federal grant to initiate the planning and development of the proposed site. However, additional land costs are likely because the property in question is owned by the Union Pacific railroad.
6. Seek modifications in selected LADOT and MTA services to improve connections particularly from the Conejo Valley and Ventura to Warner Center as well modification of the LADOT Line 549 service to connect the North Hollywood station with its ultimate destination in Pasadena.
7. Consider the development of a subscription bus services program to enhance connections throughout the Valley, from Ventura County, supported by employers and operated by MTA, LADOT or others.
8. Suggest other options to be studied by Countywide Planning or Operations planning that would fit within the parameters of the Board adopted 101-corridor study program, Metro Connections proposals, or other comments or proposals received from the public. A set of Metro Orange Line alignment recommendations received from Mr. Paul Dyson is shown in Attachment A. Mr. Dyson's primary focus is on connecting the Metro Orange Line from the North Hollywood station to the Bob Hope Airport. Attachment B is the list of projects submitted by the Arroyo Verdugo Cities Sub-region for consideration by the MTA in the update of the Long Range Plan. This list was approved by the Arroyo Verdugo Cities Steering Committee on April 6, 2006. The highest priority project on the attached list is the extension or connection of services from the North Hollywood Station to the Gold Line.

Once Sector Council recommendations are made, staff will work with the appropriate departments to seek implementation and/or inclusion of the projects in the requisite plans and programs of the agency.

ATTACHMENTS

- A. Comments received via e-mail from Mr. Paul Dyson
- B. Approved list of projects from Arroyo Verdugo Cities Steering Committee

Gary S. Spivack
Acting General Manager
San Fernando Valley Sector

ATTACHMENT A: Letter from Mr. Paul Dyson

21st April, 2006

To:

Members and Staff
Metropolitan Transportation Authority (“MTA”)
San Fernando Valley Governance Council (“The Council”)

From:

Paul Dyson, Member, City of Burbank Transportation Committee

Re: Eastward Extension Of the Metro Orange Line to Burbank and Beyond

Background:

On March 1, 2006 The Council kindly received my presentation regarding a proposed eastward extension of the Orange Line to Burbank. On April 5 the staff made a report on the overall status of the 101 corridor as well as both eastward and westward extensions to the Orange Line. This was heard under item 7 of the agenda. The following memorandum consists of my comments on the staff report plus some amplifications to my original proposal.

Comments on the Staff Report:

(These comments follow the order of the staff memorandum prepared by Mr. Spivak).

1. The Burbank Bus Empire NoHo service is now in operation. However, this is a peak hours Monday to Friday only service designed to service the offices on Empire. The Bus makes multiple stops. The 96, 152 and 183 services (and the 154) operate hourly and stop running early in the evening. None of these services is well patronized, even at peak hours, and there is overlap with the BurbankBus services in the media district.
2. The only section of the “Chandler” right of way that my proposal contemplates using is the section from Lankershim to Vineland. MTA staff also wants to use this alignment for “Local” routes.
3. I do not see any need for MTA buses to circulate within the airport, and in any event given the constraints of the airport roadways it’s not going to happen. What is needed is a positive attitude on the part of the airport authorities to provide available rather than on demand shuttle service from the bus and train stops, as well as a covered walkway for pedestrians. In my experience the Burbank Airport terminals are closer to the rail station and proposed Orange Line stop than at any other major airport in the country.

4. The proposal by the Countywide Planning Department to extend the Orange Line along the 134 does not serve the City of Burbank, and it is hard to see how this service will be successful in attracting riders. Similar service, even with reserved lanes, along the Harbor Freeway is regarded as a failure, and the environment for passengers at stops at or under freeway intersections is to say the least hostile.
5. Staff states that my proposal to extend the Orange Line to Burbank “at this point in time does not appear warranted”. Perhaps the staff would be so kind as to enlarge on this statement. Do you believe that there is no market for the service? I am not aware of any study being undertaken, and candidly you have been surprised by the current Orange Line ridership. If you are assuming that there is no demand based on the light loadings of current Metro Local services towards the east you are clearly comparing apples to oranges. Help me to understand your reasoning.
6. “Relocating the Orange Line to the East side of Lankershim is not recommended”. Yes the area is congested. A major contributor to the congestion is the new pedestrian crossing that the City was forced to establish because the Orange Line terminus IS on the wrong side of the street from the point of view of convenience to riders. If the Orange Line were to cross Lankershim at the Chandler intersection to a new stop on the east side this pedestrian crossing could be removed. Together with the proposed changes to the Local routes to use the Chandler Busway through to Vineland I’d guess that congestion at Lankershim would be no worse than it is today.

Further Comments:

Further review of the street layout in Burbank, together with the employment and centers and shopping focus of the Empire Center, lead me to recommend that the extension eastward should be to a stop in the vicinity of Empire and Victory. There are two or three alternate street loops that could be used to reverse the buses.

After the I-5 Empire off ramp is complete there will be a through route available, grade separated at the Metrolink tracks, to downtown Burbank. This could be the next phase, followed by extension to Glendale via Brand.

I appreciate the Council and staff taking the time to consider my proposal and will gladly make myself available to answer any questions and consider any modifications that you might suggest.

P.J. Dyson
Burbank, CA
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818 845 9599

ATTACHMENT B: Approved List of Projects from
Arroyo Verdugo Cities Steering Committee

**2005 Metropolitan Transportation Authority Long
Range Transportation Plan
Proposed Projects for Arroyo Verdugo Cities Subregion
March, 2005**

City	Priority	Subregion	Route	Project Limits	Description	Project Type	Project Cost (1000s) (est.)	Project Start Date (est.)	Project Completion Date (est.)	Reference Document / Corridor Study
Arroyo Verdugo Cities	1	Arroyo Verdugo region, San Fernando Valley	SR 134 corridor	SR 134 Corridor between the MTA Gold Line and Red Line	Conduct a feasibility /alignment study for a Burbank-Glendale-Pasadena High Capacity Transit Corridor Study to connect Pasadena Gold Line to Red Line in North Hollywood /Universal via a LRT or BRT system	Transit	\$2,000	Jan-06	Jan-07	
Burbank	1	Arroyo Verdugo, San Fernando Valley	Buena Vista St / SCRRRA Metrolink Valley Line	Railroad Grade Crossing, Buena Vista St. / San Fernando Blvd. and SCRRRA Metrolink Valley Line	Grade Separation of the SCRRRA tracks at Buena Vista Street. This project is part of a larger Interstate 5 HOV improvement and Empire Interchange project	Rail Grade Separation	\$17,500	2008	2010	STIP, MTA SRTTP
Glendale	1	Central Los Angeles , Gateway, Arroyo Verdugo, SFV	SR 134	SR 134 Corridor	Analyze SR 134 off/on ramps to increase capacity and reduce Congestion. Prepare conceptual design alternatives	Freeway	\$2,000	Jan-06	Jan-08	
La Canada - Flintridge	1	Arroyo Verdugo	I 210	I 210, Berkshire to Ocean View	Construct Soundwalls along I 210 between Berkshire and Ocean View Exits	Soundwall	\$21,000	2006	2008	Post-1989 Soundwall List
Pasadena	1	Arroyo Verdugo, San Gabriel Valley		Gold Line Foothill Extension; Pasadena to Claremont	Design and Construction	Transit	\$1,400,000	2006	2014	

South Pasadena	1	Arroyo Verdugo, San Gabriel Valley	I 710	Proposed I 710 Corridor, I 710 at Valley Blvd to SR 710 at Del Mar Blvd.	Perform a feasibility study of the 'tunnel alternative' for the proposed I 710 extension	Freeway	\$3,000			
Burbank	2	Arroyo Verdugo, San Fernando Valley	Vanowen St - Empire Ave.	Vanowen St west of Clybourn to Empire Avenue east of Clybourn	Realign Vanowen St. to directly connect with Empire Avenue and provide a rail grade separation at the existing Clybourn St Rail Crossing.	Road Realignment and Rail Grade Sep.	\$26,000	2010	2015	
Glendale	2	Arroyo Verdugo	SR 134	SR 134 at Doran St	Construct a grade-separation structure to extend Doran street westerly over San Fernando Road and the Metrolink railroad tracks.	Freeway	\$25,000	Jan-10	Jan-12	Project Study Report; SR-134/San Fernando Road Interchange.
La Canada - Flintridge	2	Arroyo Verdugo	MTA Bus Route 177	Metro Gold Line to JPL	Provide funding to increase headways on the MTA 177 Line Connecting the Metro Gold Line to Jet Propulsion Laboratory	Transit				
Pasadena	2	Arroyo Verdugo, San Gabriel Valley	210 / 710	Corridor-wide	Implementation of the City's ITS Master Plan including upgrades to the transportation management center, installation of fiber optic traffic signal interconnect, video cameras, a parking guidance system, and technology upgrades to the city's bus system.	TSM / TDM	\$17,000	2006	2008	SRTP ITS
Burbank	3	Arroyo Verdugo, San Fernando Valley	Downtown Burbank Metrolink Station	Metrolink Station	Expand the Downtown Burbank Metrolink Station to include additional bus layovers, vehicle maintenance facility, BikeStation, enclosed passenger waiting areas	Rail Station	\$2,500	2006	2008	Burbank Center Plan, Bicycle Master Plan
Glendale	3	Arroyo Verdugo		City Wide	Purchasing Buses to increase bus service and improve frequencies for Glendale Beeline Transit Services	Transit	\$3,000	Jan-06	Jan-08	
Pasadena	3	Arroyo Verdugo, San Gabriel Valley	210	North 210 Freeway, Orange Grove to Arroyo Parkway	Soundwall Construction	Freeway	\$15,000	2006	2008	1989 Soundwall Plan

Burbank	4	Arroyo Verdugo, San Fernando Valley	Downtown Burbank Metrolink Station	Metrolink Station east to Palm Avenue	Provide a bicycle and pedestrian bridge over I-5 and the SCRRA Metrolink Tracks, connecting the Downtown Burbank Station with Downtown Burbank at Palm Avenue.	Bridge	\$6,000	2008	2010	Burbank Center Plan, Bicycle Master Plan
Glendale	4	Arroyo Verdugo		Major Arterials in Glendale	Glendale Downtown Streetcar System: PS&E	Transit	\$2,000	Jul-05	Jul-06	
Burbank	5	Arroyo Verdugo, San Fernando Valley	Olive Avenue	Olive Ave. at I-5, First St. to Lake St.	Widen the Olive Avenue Overpass with I-5 to provide eastbound dual left and right turn lanes at First St.	Bridge	\$5,000	2010	2015	Burbank Center Plan
Glendale	5	Arroyo Verdugo	SR 210	I 210 - Pennsylvania Ave. to Lowell Ave. exits	Reduce excessive Noise due to the extension of SR 210 to I-15	Freeway	\$15,000			
City	Priority	Subregion	Route	Project Limits	Description	Project Type	Project Cost (1000s) (est.)	Project Start Date (est.)	Project Completion Date (est.)	Reference Document / Corridor Study
Burbank	6	Arroyo Verdugo, San Fernando Valley	Burbank Airport	Burbank Airport Area	Design and Construct a Compressed Natural Gas Refueling Station in the vicinity of the Burbank Airport	Alternative Fuel	\$1,200	2006	2007	
Glendale	6	Central Los Angeles, Gateway, Arroyo Verdugo, SFV	Route 2	Traffic Signals at on/off Ramps	Install Traffic Signals	Freeway	\$700	Jan-06	Jan-07	
Burbank	7	Arroyo Verdugo, San Fernando Valley	I-5 / SR 134	Area bounded by I-5, SR 134, Alameda Ave, Victory Blvd	Implement short-term and long-term improvements to the I-5, SR 134 interchange area as identified in the 5/134 Congestion Management System Study	Street	\$16,000	2007	2025	5/134 Congestion Management System Study
Glendale	7	Arroyo Verdugo		Glendale Beeline CNG Facility	CNG and Maintenance Facility for Glendale Beeline transit Services	Transit	\$2,000	Jul-05	Jul-07	
Glendale	8	Arroyo Verdugo	San Fernando Rd.	At Grade Crossing Safety Improvements	Improve safety at at-grade crossing in Glendale.	Rail Grade Crossing	\$10,000	Jun-05	Jul-06	