

RICHARDS Motion Regarding Metro Orange Line

WHEREAS, the Metro Orange Line will have been in operation for seven years at the end of October; and

WHEREAS, during those seven years the Orange Line has consistently increased ridership, and is now operating at designed capacity during weekday peak-hours; and

WHEREAS, the recent Orange Line extension paralleling Canoga Ave. is adding passengers to buses that already operate at higher loads than what is prescribed in the passenger load factor in Metro's Transit Service Policy;

THEREFORE, the Metro San Fernando Valley Service Council finds that the Orange Line is in need of enhanced capacity, especially during peak-hour service; and

THEREFORE, the Council directs Metro Staff to evaluate the service to determine what ridership levels are projected to be in the future, what capacity issues will be created, and what steps can be taken to alleviate those issues, including but not limited to:

- Revisiting the possibility of full signal pre-emption along the Orange Line busway with LADOT;
- Determining if the acquisition and use of longer (bi-articulated) equipment would be cost-effective, and what action would need to be taken with the State of California to allow the use of such equipment; and
- The feasibility of upgrading the Orange Line to light rail, including what legislative action may be needed to allow such operation in that corridor (i.e., the 1991 law prohibiting at-grade rail east of Hazeltine Ave.).