

Ramos, Dolores

Subject: FW: Motions Review

From: Page, Scott
Sent: Friday, September 28, 2012 10:24 AM
To: Hillmer, Jon
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Metro Service Planning staff has reviewed the two proposed motions for the October meeting and have the following additional data.

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Metro Orange Line Motion:

Full signal pre-emption would permit faster speeds and would help maintain capacity on the Orange Line. The issue with the signal system has been well known since the opening of the line that the minimum headway that can be supported by the signal system is 2 minute calls for priority by all coaches passing a point. The modified priority system that Metro has available is designed to advantage the bus with pre-and post extensions of the signal cycle and priority within a particular cycle. Overall, the Orange Line achieves a priority (green percentage) of around 50-60% depending on the time of day. As traffic increases, the interlinked system balances the need for priority against the need to avoid significant signal delays and traffic build-up at crossings. Now that the Chatsworth Branch is fully operational, the priority system must balance North and South movements as well as East and West movements. This is particularly significant in the Warner Center area between Roscoe and Victory Boulevards. The City has been reluctant to offer full signal pre-emption (like fire services) because of the impacts on cross traffic.

Metro has recently been in contact with City staff and has proposed making changes to the signal system based assumptions (e.g. speeds between stations, station dwell times, etc.) These are under evaluation but are extremely labor intensive to review and implement. If it were a matter of a programmatic change in the control system, it could reasonably be tested or modeled. However, changes to the assumptions must be evaluated street by street on either side of the Orange Line. The end to end number of signals crossed is 46 (39 to Warner Center and an additional 7 to Chatsworth). Managing traffic flow on the alignment as well as maintaining flow across the Valley is a significant task.

The Metro Orange Line was built not to preclude future conversion to

light rail. The conversion from bus to rail is not in our adopted LRTP, and this would be a decision made by our Board. Also, the idea to construct bridges over major intersections would also require a modification to the LRTP, and would include a lengthy study review (EIR) process. Residents along the ROW would certainly be quite vocal about a freeway type structure casting shadows and unsightly bridge work adjacent to their homes.

In 2008, Metro assisted in drafting legislation that would have allowed 65' buses. The legislation was SB650. At the time there was very strong (fierce) opposition and this basically killed the legislation.

SFV Express Service Motion:

Metro Service Planning staff has already begun the process of studying the SFV and destinations on the Westside. This planning process has included a review of all services and operators serving Westwood and Century City, a zip code review of home to work trips, a TAP usage analysis to determine where patrons in the SFV may be destined on the Westside, census track data, and analysis of local TMO zip code data bases (for example UCLA and Century City employment data bases). It is assumed that a new express service would utilize the future HOV lanes from the Valley to the Westside. As an update, the operations dates for the SFV I-405 Corridor Connection Project is 2025 (for Measure J, should it pass) and 2039 in Metro's adopted Long Range Transit Plan (LRTP). Finally, funding would need to be identified for the proposed service.

Metro staff will return to the Service Council once the study is completed and service alternatives are ready to present for review. Following Council review, a Public Hearing will be scheduled. Based on the construction schedule of the I-405 HOV lane project, it is anticipated this new service would be best implemented in December 2013.

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