

# Metro Orange Line Extension

Briefing and Construction Follow-up

December 01, 2010



# Metro Orange Line Extension

## Canoga Station – Locally Preferred Alternative



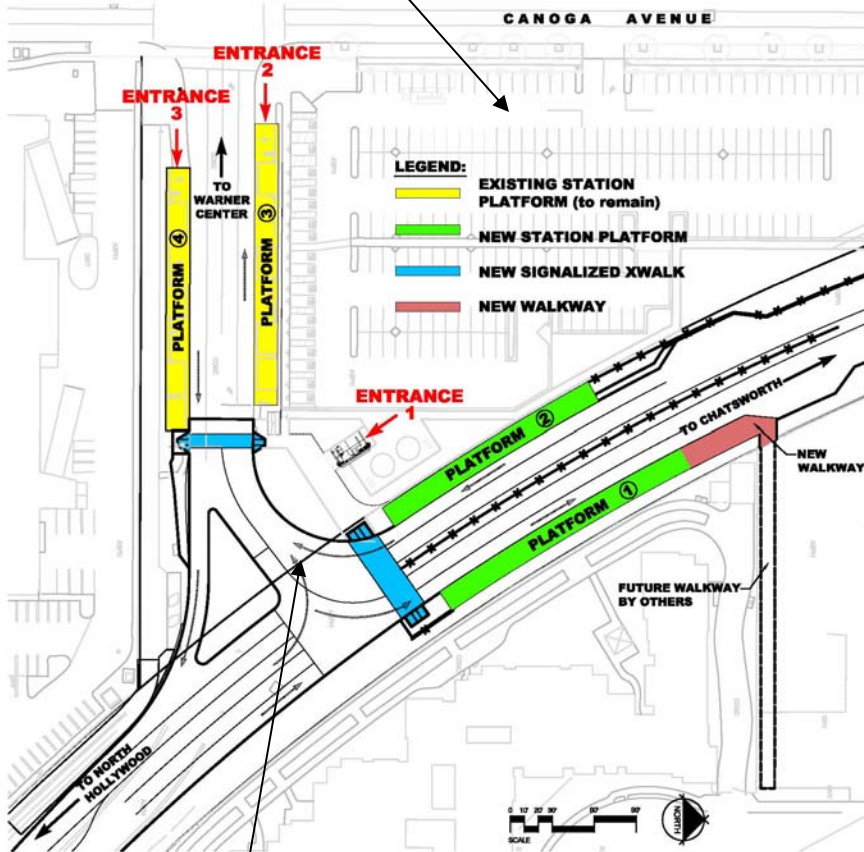
Locally Preferred Alternative from Final EIR

- A number of different platform arrangements were examined during the Draft EIR phase.
- 4 platform arrangement was adopted as the Locally Preferred Alternative:
  - (a) new consolidated entrance provides access from parking lot
  - (b) platform access controlled at new signalized intersection
  - (c) maintained the existing busway intersection and platforms at Canoga Ave
  - (d) maximized parking at the existing park-n-ride
  - (e) optimized future joint development area
  - (f) complies with MTA design criteria including safety, ADA, wayfinding, systems and fare enforcement
- A walkway is provided for future pedestrian access at the eastern property line.

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## Canoga Station – By Design

Wayfinding and platform identification signs will be provided at platforms and parking lots.



Signalized cross walks are provided at the busway crossings.

Electronic Variable Message Signs (VMS), wayfinding and platform identification signs will be provided at each of the 3 controlled entrances.

VMS and the Public Address (PA) System will alert patrons on the location and destination of the next bus.

### Concept of VMS at Entrance 1

To Chatsworth	Platform 1	2-3 min
To North Hollywood	Platform 2	1-2 min
To North Hollywood	Platform 4	4-6 min
To Warner Center	Platform 3	1-2 min

← Platform 1, 2

Platform 3, 4 →

### Concept of VMS at Entrance 2

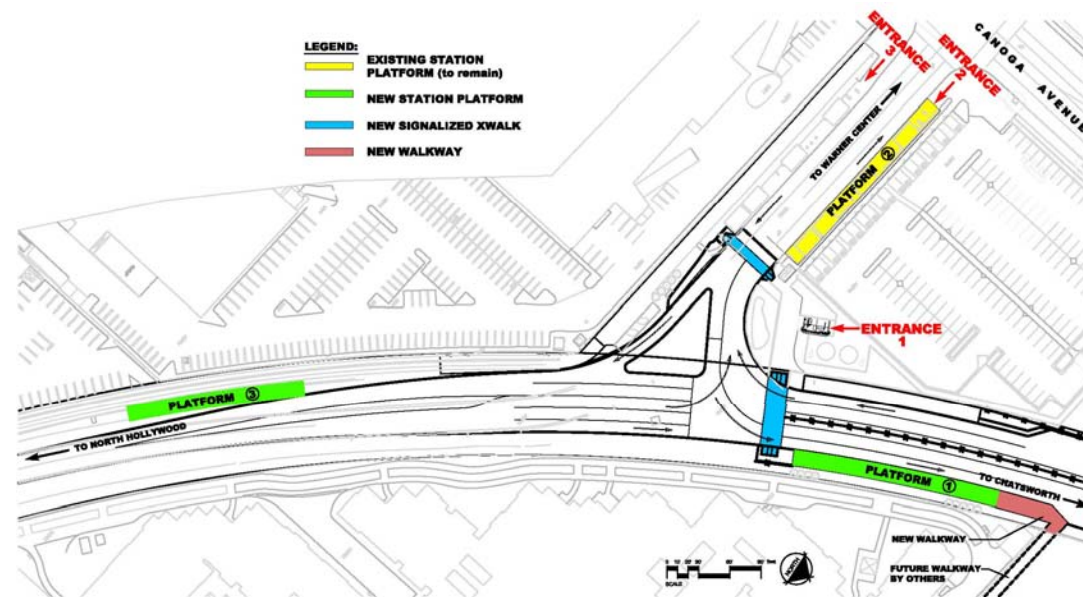
To North Hollywood	Platform 1	1-2 min
To North Hollywood	Platform 4	4-6 min
To Chatsworth	Platform 2	2-3 min
To Warner Center	Platform 3	1-2 min

↓ Platform 1, 2, 3

Platform 4 →

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## Canoga Station – South Platform Alternative



**Concept of Alternative platform**

- Eliminates one existing boarding platform (previously considered during the planning and environmental process).
- Additional right of way required to comply with design standards.
- Significant realignment of the existing busway will be required. Passing lane will be eliminated at platform (non-standard).
- Existing bikepath must be reduced to multi-use path.
- Patron to use multi-use bike and pedestrian path to access platform 3.
- Additional entrance and TVMs required at new platform 3 as well as relocation of TVMs at existing platform.
- Location of platform 3 will result in a long walk for patrons.
- Platform 3 will not be visible from Platform 2 or Canoga Avenue.
- Platforms are spread over a total of 3 locations instead of 2 locations per the Locally Preferred Alternative.
- Impacts to existing grading and drainage will have to be mitigated.



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## Canoga Station – Reliability of VMS

- The electronic Visual Message Sign (VMS) displays the next bus arrival time information at platforms based on two different data sources:
  - **Los Angeles Department of Transportation (LADOT) transit priority system.**
  - **GPS installed on the buses.**
- GPS data is sent to the Bus Control Center via radio which sometimes has unexpected delays and results in reliability level below the acceptable level.
- LADOT data is sent via fiber optic lines and provides an acceptable reliability level of 95%.
- MTA will be integrating these two data sources before the opening of the MOL Extension to improve overall reliability.
- VMS in conjunction with Public Address and permanent signs will eliminate confusion and provide safe and reliable signage.
- Additionally, new technologies will likely be available in future that should increase the reliability levels. For example, MTA has recently entered into a separate contract for system wide enhancement of the transit passenger information system and to add next bus coming signs at rail stations.

# Metro Orange Line Extension

How to reach us

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