

14-1352

MOTION

Improving transit efficiency is essential to encourage ridership, reduce traffic, and achieve the City's long term goals for mobility. In the San Fernando Valley, the Los Angeles County Metropolitan Transportation Authority's (Metro's) Orange Line is the only east-west dedicated transit way and is an essential backbone of Valley transportation. The Orange Line is the second most popular bus line and is running at or near Metro policy maximum capacity during peak periods. In an effort to improve efficiency and also reduce surface impacts to car, bicycle and pedestrian traffic, Metro is developing a study to examine options for enhancing service performance and ridership on the Metro Orange Line.

Metro's analysis will include assessing Bus Rapid Transit (BRT) upgrades and the potential of converting the Orange Line to Light Rail Transit (LRT) and potential implementation strategies. Metro staff have identified various immediate, short- and long-term proposals that need to be considered that could improve the operation of the Orange Line, some of which require City department collaboration in order to execute, such as:

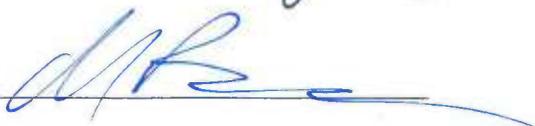
1. Using the real-time information gained from the signal system and the location of buses to develop a software program to signal operators when to speed up or slow down as they approach signals. Metro needs the City to permit the use of this data and investigate capital cost to equip Metro buses to use this system. In order to use full signal pre-emption for the entire length of the system, the City will need to engage and be supportive of this proposal.
2. Increase the intersection crossing speeds from the artificially low speed of 10 mph to not more than 25 mph. Several intersections will be exempted from this because of specific hazards, including the Burbank/Fulton and Sherman Way stations. The City would need to approve this change before Metro can implement it. The entire trip from end to end on this alignment is 18 miles and takes approximately 48 to 66 minutes. If implemented, a time savings of up to eight minutes per trip could be realized.

It is critical that Metro and the City review and implement improvements to the Orange Line as soon as possible to reduce overcrowding, decrease travel time, and reduce traffic impacts.

I THEREFORE MOVE that the Department of Transportation, in cooperation with the Los Angeles Police Department, be instructed to work with the Los Angeles County Metropolitan Transportation Authority (Metro) to examine options for enhancing service performance and ridership on the Metro Orange Line, including a report on the feasibility of the above options.

PRESENTED BY:   
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OCT 3 2014