



# Northridge Metrolink Station

## Relocation Feasibility Study and Transportation Updates



**Metro**

Northridge Community Meeting - May 4, 2017 | 6:00 pm

**METROLINK**

# Metro Updates

**Karen Swift**

Metro Community Relations Manager  
San Fernando Valley



# Meeting Purpose

- > Introduce and present the Northridge Relocation Feasibility Study and get your feedback
- > Provide an update on other Metro and Metrolink projects to improve mobility in the Northridge community

# Agenda

- > Metro Updates
- > Metrolink Updates
- > Station Feasibility Study
- > Q&A, Comments

# If You've Been

... on a bus

... on a train

... in a carpool lane

... on a highway

... on a bike

... at a stop light

then you are a Metro Customer



# LA Voters Have Stepped Up to Make This Change Happen

## Measure M (November 2016)

- > 71.15% of LA County Voters voted “Yes”
- > \$120 billion over 40 years to address anticipated 2.3 million population increase
- > Provides funding for:
  - New rail and bus rapid transit projects
  - Highway improvements
  - Operate & maintain our system
  - Active transportation
  - Local improvements
- > Generate 465,000 jobs in the local economy
- > Attract federal and private dollars to help deliver projects



**Metro**

# Measure M Transit Projects in San Fernando Valley

Project	Groundbreaking Start Date	Expected Opening Date (3 year range)	Measure Funding (2015 \$ in millions)
Orange Line BRT Improvements Not to preclude future rail	FY 2019	FY 2025-27	\$286
BRT Connector Orange/Red Line to Gold Line North Hollywood to Pasadena	FY 2020	FY 2022-24	\$27 (San Fernando Valley) \$240 (Arroyo Verdugo)
East San Fernando Valley Transit Corridor Van Nuys Blvd.	FY 2021	FY 2027-29	\$810
Sepulveda Pass Transit Corridor Phase 1	FY 2024	FY 2026-28	\$130 (San Fernando Valley) \$130 (Westside)
Sepulveda Pass Transit Corridor Phase 2	FY 2024	FY 2033-35	\$1,270 (San Fernando Valley) \$1,270 (Westside)
North San Fernando Valley BRT Improvements	FY 2019	FY 2023-25	\$180

# Universal Pass Program (U-Pass)



# Universal Pass Program (U-Pass)

In May 2016, the Metro Board approved a 2-year U-Pass Pilot Program for Colleges, Universities, and Trade Schools to increase college transit ridership and create a new generation of transit riders.

CSUN was the first school to launch U-Pass in Fall 2016 and increased their transit ridership from 455 riders to 1663 riders... 365%!

CSUN will also be the first school to launch the GradPass program this Spring, allowing U-Pass graduates to purchase reduced fare for 12 months after graduation and linking them with potential employers who offer transit pass benefits.



# Northridge Bus Improvements



# Northridge Bus Improvements

## Recently implemented changes in the Northridge area:

- Modified existing services and added eight new evening trips synchronized with class schedules
- Implemented All-Door Boarding at Cal State Northridge Transit Center
- Added a Digital Display and two TAP validators



Commuting students board at the CSUN Transit Center  
Photo credit: Josue Aguilar, courtesy of The Sundial

# North San Fernando Valley Bus Rapid Transit Improvements Study

**Lauren Cencic**

Senior Manager, Transportation Planning  
Metro Regional Transit Planning

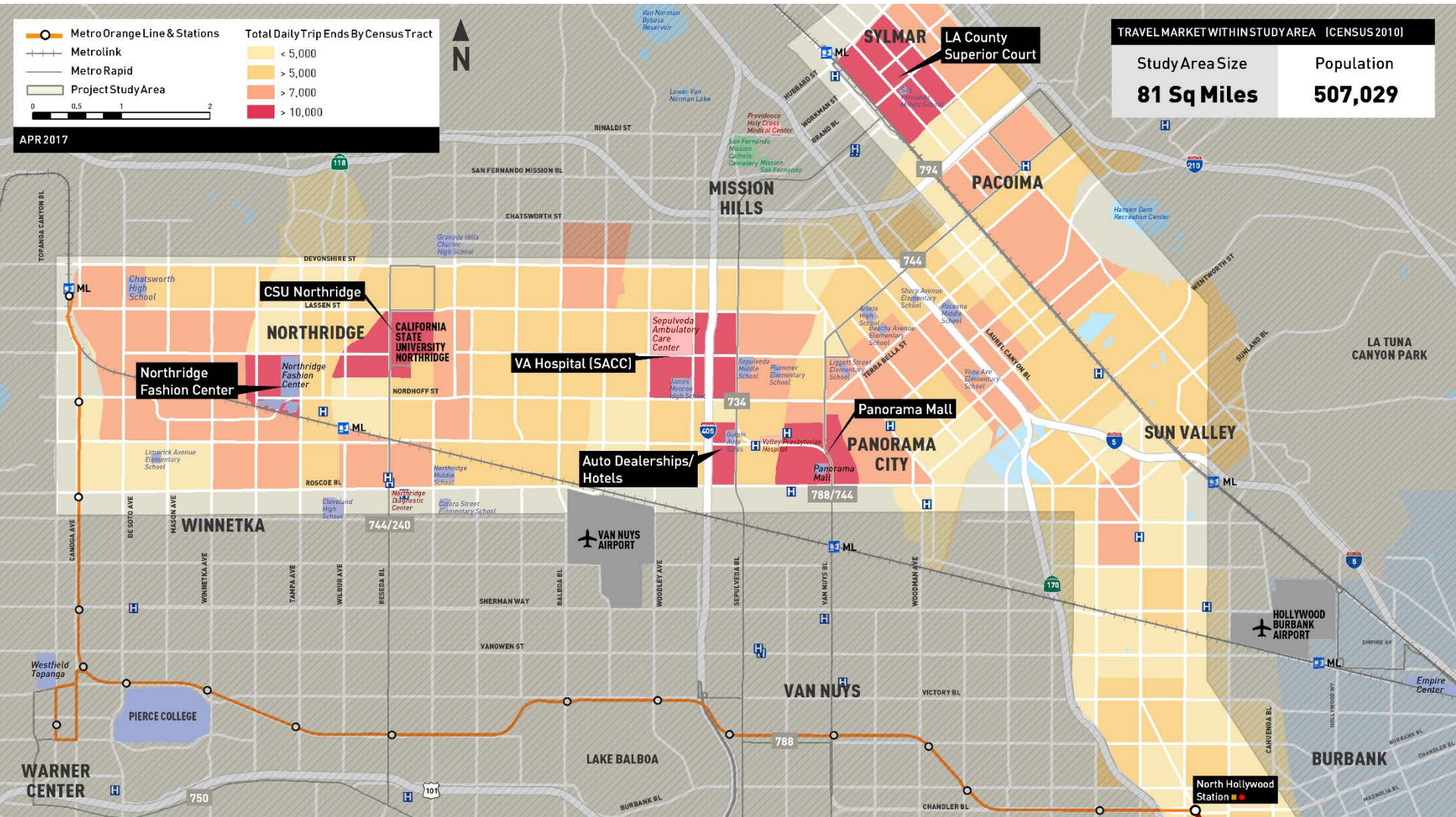


# North San Fernando Valley BRT Improvements Study

- > Provides a premium east-west Bus Rapid Transit (BRT) service in the North SFV serving key activity centers including CSUN
- > Help ease traffic in the area by encouraging more people out of cars and on to transit
- > What is BRT?
  - Higher quality, faster, more reliable and convenient bus service
  - May include a number of capital and operational improvements such as:
    - Dedicated bus lanes
    - Transit signal priority
    - Frequent service
    - Other features (branding, passenger amenities)



# Study Area



# Project Development

- > Measure M funded project (\$180 M)
- > January 2017 - Began environmental work looking at corridor characteristics/demographics and travel patterns
- > Early 2018 - Award consultant contract to complete environmental review (anticipated to take approximately 2 years)
- > Spring 2018 - Public scoping meetings to solicit initial feedback and comments will be conducted
- > Projected opening date 2023-2025, per Measure M expenditure plan



# Danielle Valentino

Community Relations Manager

Metro Regional Rail



**Sherita Coffelt**

Director of Public Affairs

Metrolink

# Overview of Metrolink

- > Operates a 538-mile system across all of Southern California
- > Avg trip length = 37 miles
- > 441 million annual passenger miles on Metrolink
- > =137,730 metric tons of GHG emissions eliminated each year
- > Northridge on Ventura County Line



# Taking Cars Off the Road

Metrolink's Ventura County Line takes over 3,000 cars off adjacent roadways, providing relief on 101 and 118 freeways.

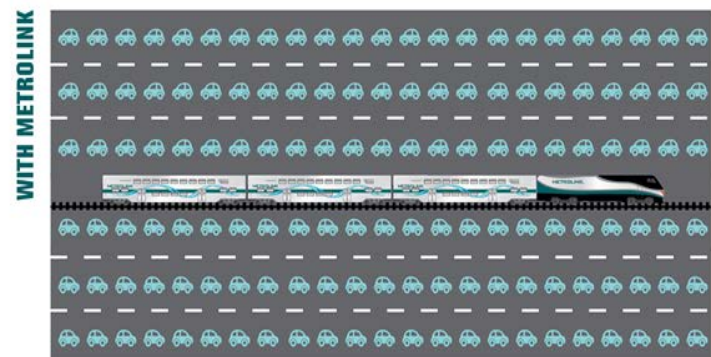
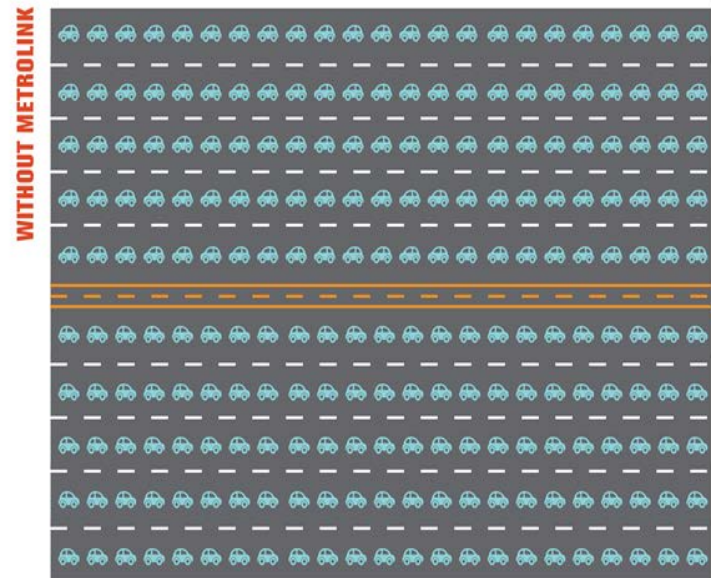
About 10% of those riders board at Northridge.

## METROLINK TAKES CARS OFF THE FREEWAYS

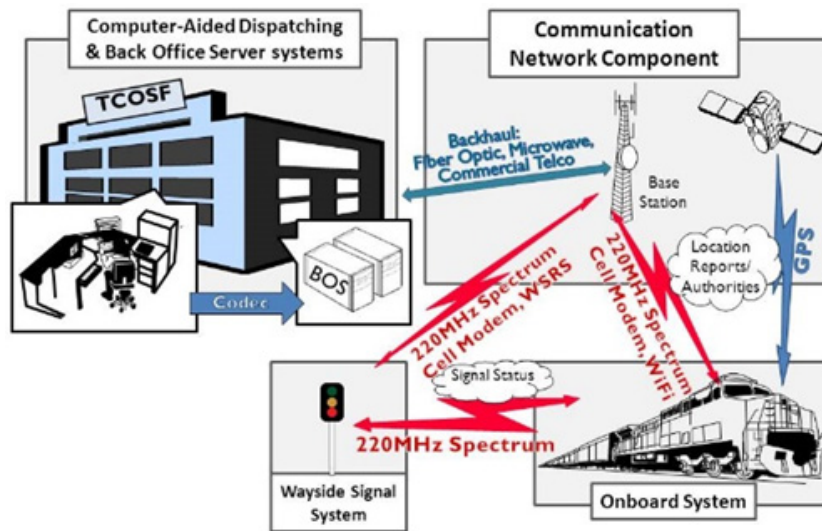
**82%** OF METROLINK RIDERS HAVE AN AUTOMOBILE BUT CHOOSE TO TAKE THE TRAIN, CREATING MORE ROOM ON THE REGION'S FREEWAYS.



METROLINK REMOVES THE EQUIVALENT OF 1-2 LANES OF PARALLEL FREEWAY TRAFFIC IN EACH DIRECTION ON THE 5, 10, 60, 91, 101 AND 134 FREEWAYS.



# Safety First



## Positive Train Control

- > Metrolink is the first commuter railroad in the nation
- > Uses GPS to control trains remotely in the event of operator error

# Cleanest in the Nation

## Tier 4 locomotive

- > First commuter line in the nation to have Tier 4's
- > Up to 85% reduction in emissions
- > Our fleet will include 40 Tier 4's (out of 55 locomotives)
- > Improved safety
- > In service this year



## Bike Cars

- > Plenty of bicycle storage space – about 30 spaces on every train
- > Bike to the train. Take the train. Bike to work. Leave the car at home.
- > Environmentally-friendly. Saves money.



# Northridge Metrolink Station Feasibility Study

**Jeanet Owens**

Senior Executive Officer

Metro Project Management/Regional Rail



# Northridge Metrolink Station Feasibility Study

In March 2016, the Metro Board of Directors unanimously approved a motion to examine the feasibility of relocating the existing **Northridge Metrolink Station** at Wilbur Avenue to Reseda Boulevard to improve transit connectivity.

# Existing Northridge Metrolink Station



- > Opened in 1994, a temporary station platform was constructed in five days as an emergency station stop in response to the Northridge earthquake
- > The current station was later constructed in 2000
- > Metrolink service between LA Union Station and East Ventura on the Ventura County Line
- > 22 weekday trains, no weekend rail service
- > 371 average weekday boardings
- > 290 parking spaces, 59% utilized on average weekday



# Existing Bus Service

## Direct Transfer at Northridge Metrolink Station

**CSUN**

CALIFORNIA  
STATE UNIVERSITY  
NORTHRIDGE

Metrolink Shuttle

**LADOT**

DASH Northridge

- > Existing service accommodates CSUN Shuttle and LADOT DASH Northridge route
- > Due to currently constrained bus turnaround facility, Metro buses are unable to service this Metrolink Station



**Metro**

# Existing Active Transportation Amenities

## Existing Active Transportation Amenities

- > Bicycle shells at the existing station



## Improvement Opportunities

- > Station doesn't currently connect to buffered bike lane on Reseda Boulevard (2/3-mile east)
- > No access north of the existing station
- > Not currently served by a dedicated bike path, bike lane, or shared lane

# Study Alternatives

## Alternative 1

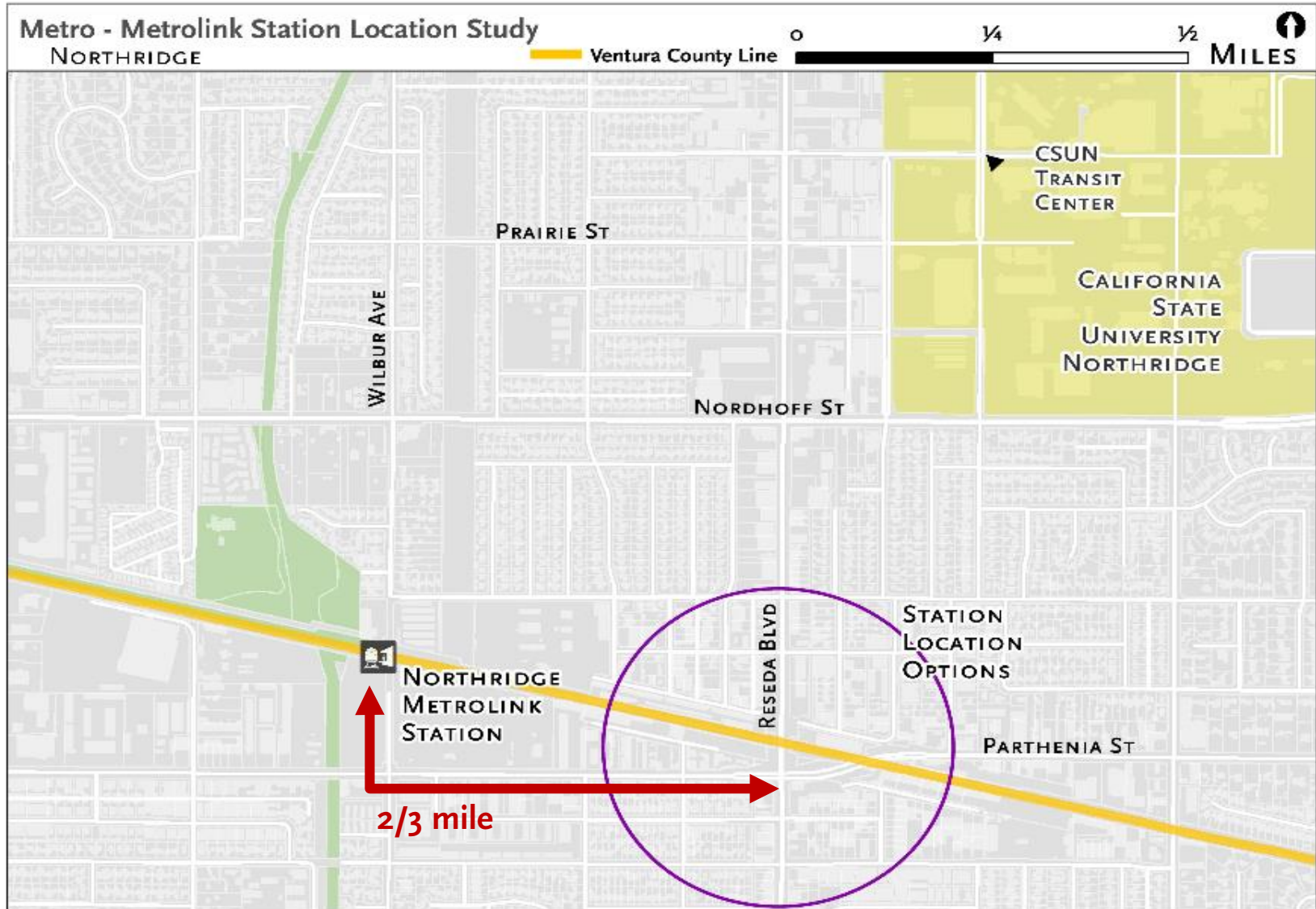
Analyze the feasibility of relocating the existing Northridge Metrolink Station to Reseda Boulevard

## Alternative 2

Create a multi-modal transit hub using the existing Northridge Metrolink Station

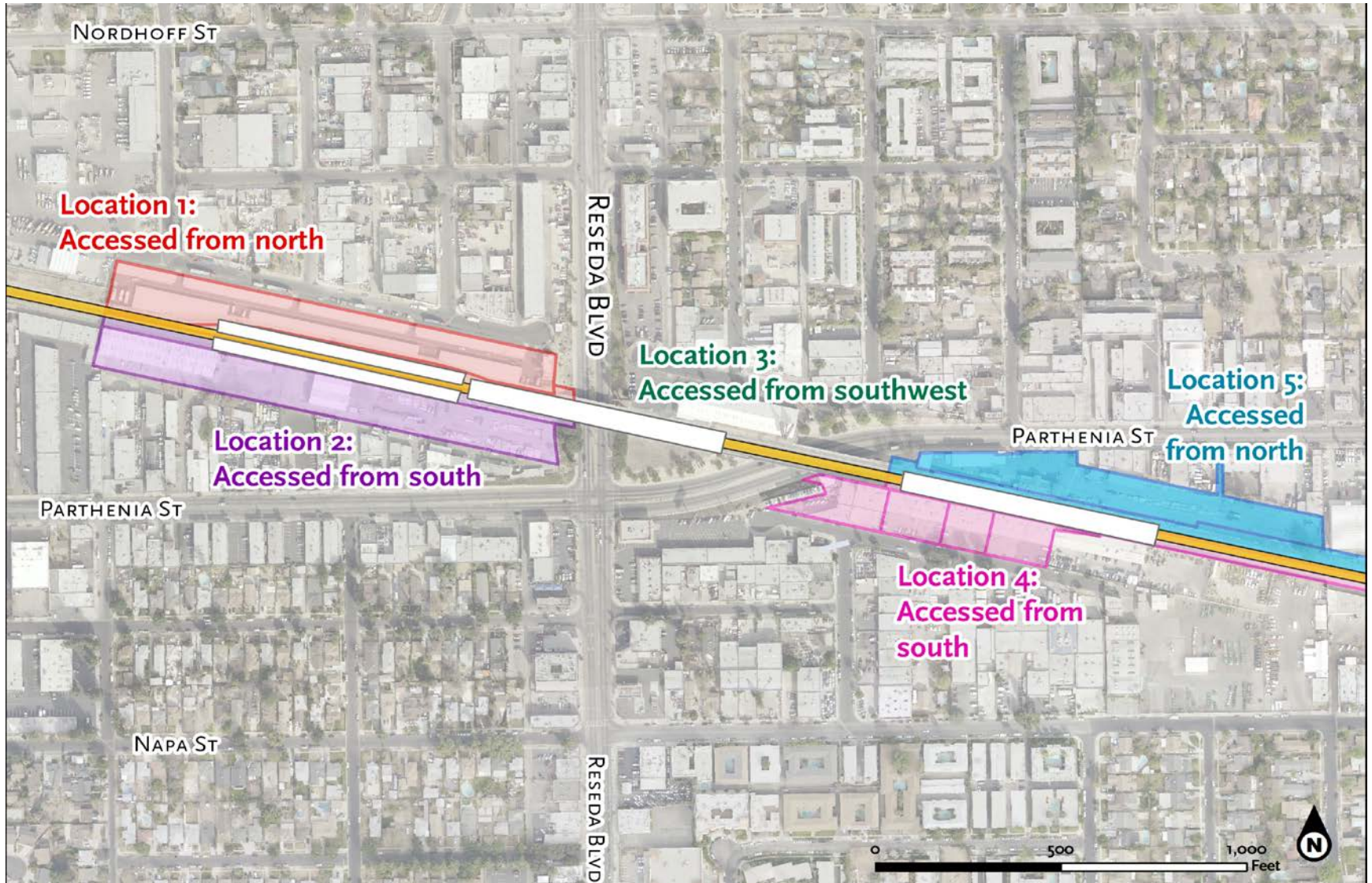
# Alternative 1 Relocation

# Study Area

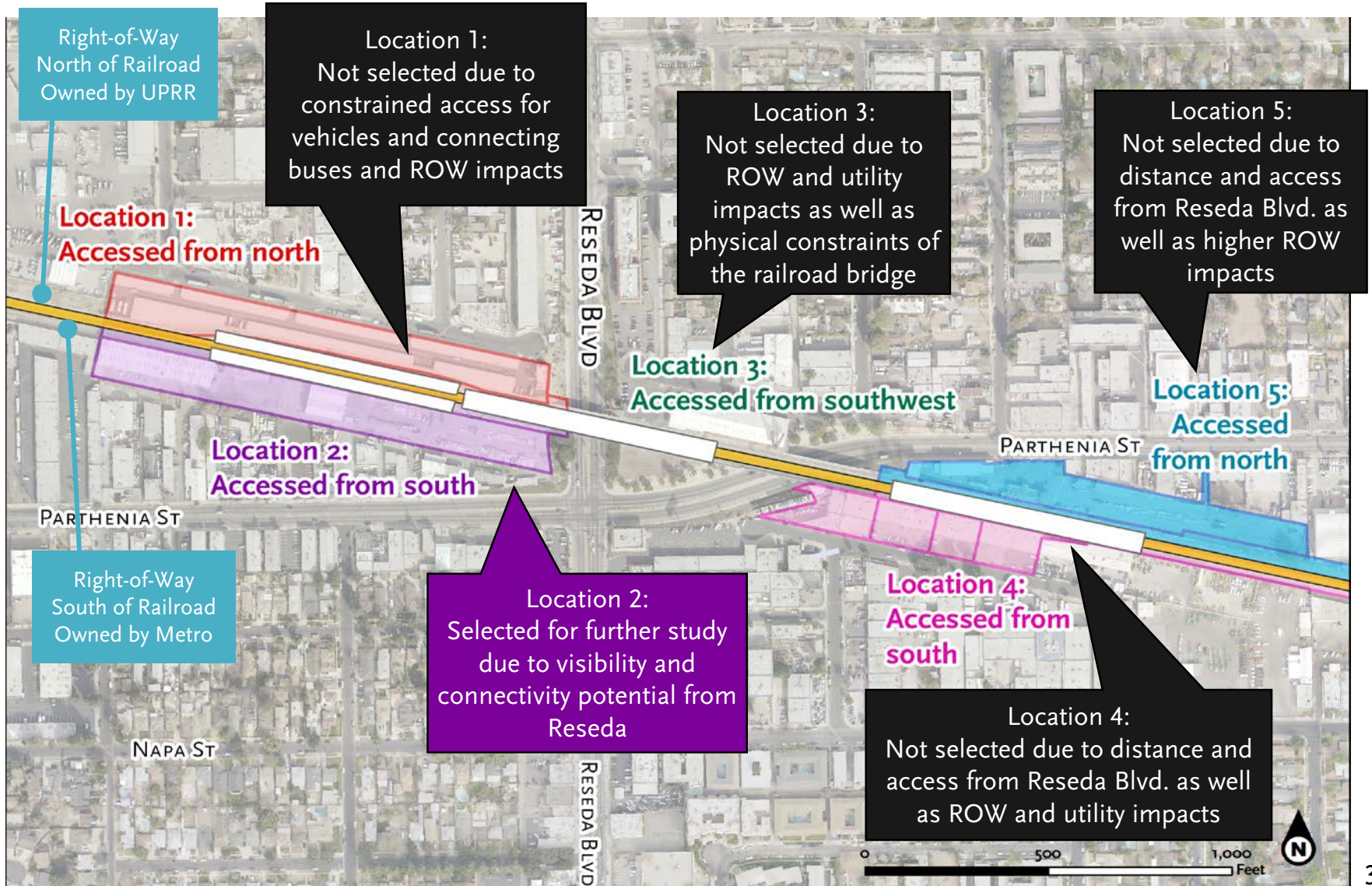


# Alternative 1 Relocation

# 5 Initial Location Options



# Selected for Further Study



1. Better access to Reseda Boulevard for bikes, pedestrians, and public transit
2. Closer to CSUN and Reseda Blvd
  - > ¾-mile or 15-minute walk to CSUN campus from the relocated station
3. Transit Oriented Development opportunity site
4. Site can accommodate transit center, plaza, and parking
5. Improved safety conditions given more activity and visibility on Reseda Blvd



# Site Challenges

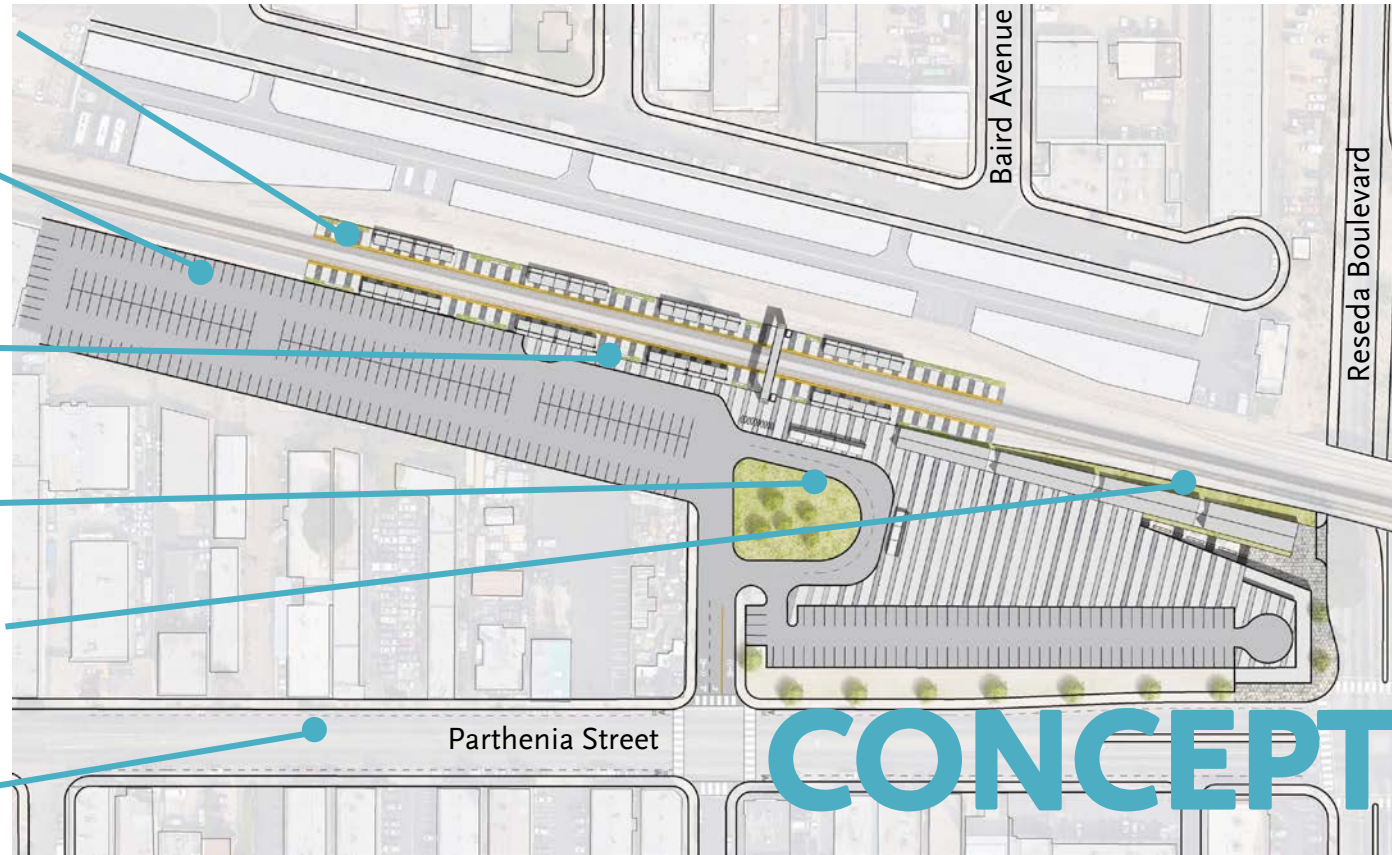


1. Private property acquisition would be required, causing impacts to successful and longtime business
2. Construction and right-of-way impacts to Union Pacific Railroad operations exist
3. Pedestrian access from Reseda Boulevard to the station platform would need to be accommodated with ramps

# Alternative 1 Relocation

# Potential Station Site Plan

- New Metrolink Station
- New surface parking (470 spaces) with charging stations
- New private auto & Uber/Lyft drop-off area
- New bus drop-off
- New Reseda Blvd access
- New bike lanes along Parthenia St



# Alternative 1 Relocation

# Potential Station Amenities



# Alternative 1 Relocation

# Potential Transit Oriented Development Opportunity

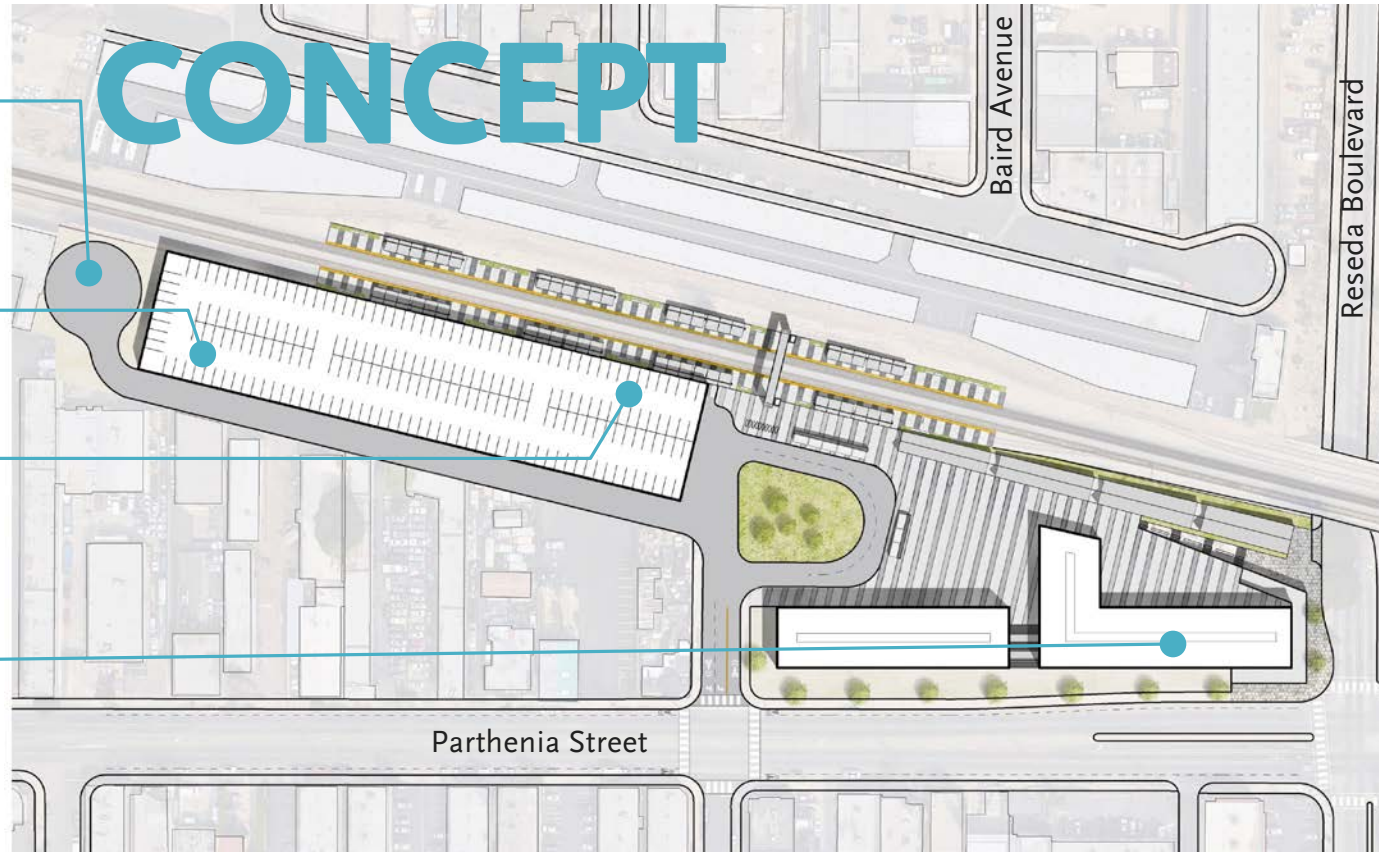
# CONCEPT

New fire-truck  
access turnaround

New 2-level  
parking structure  
(370 spaces)

New private auto &  
Lyft/Uber drop-off area  
on ground level of  
parking structure

New mixed-use  
development  
with ground floor retail  
and bike hub



**Metro**

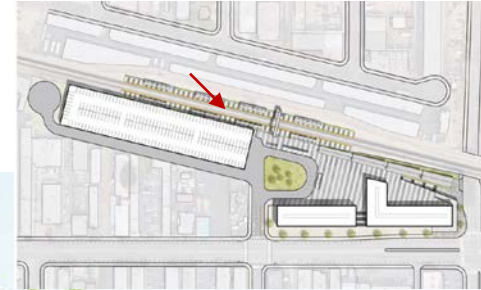
# Alternative 1 Relocation

# Potential Transit-Oriented Development Opportunity

# CONCEPT

Future  
Development

Parking  
Garage



# Alternative 1 Relocation

# Station Access from Reseda Boulevard

# CONCEPT

Bus Stop

Retail

Future  
Development

Station access  
from Reseda Blvd



Reseda Boulevard

**Create a multi-modal transit hub using the  
existing Northridge Metrolink Station**

# Alternative 2 Existing Station

# Existing Conditions

No access from north of station

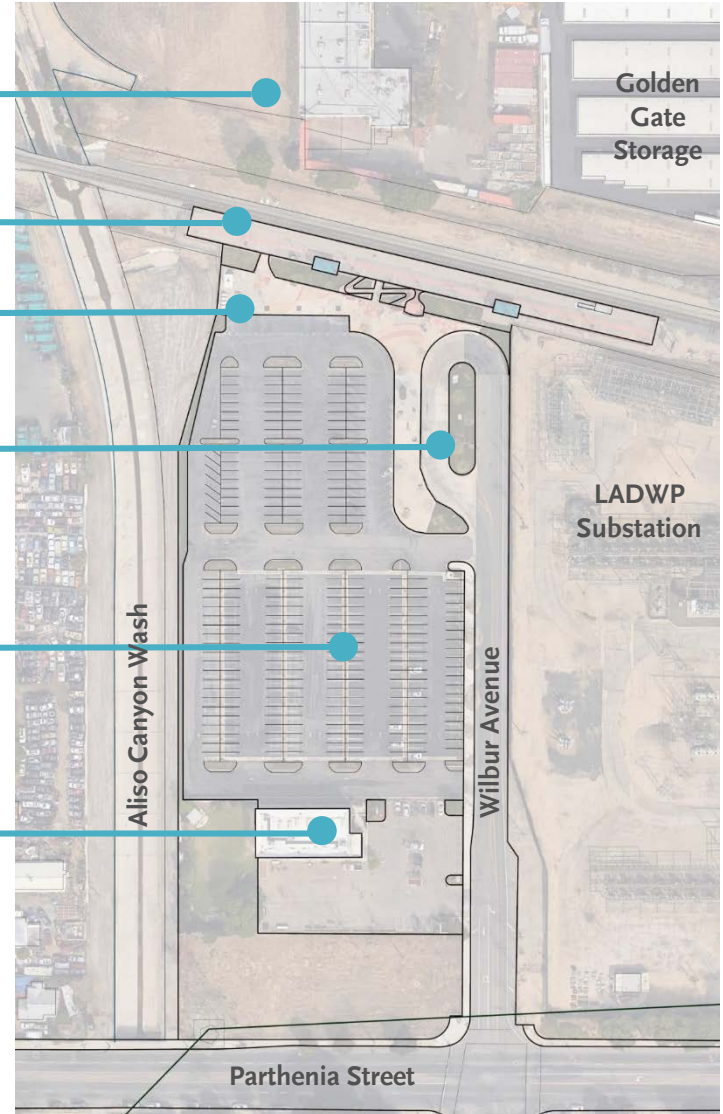
Station Platform

10 Bike Shells

DASH and CSUN Shuttle drop-off

Surface parking lot with 290 spaces, 59% utilized

Greig Smith LAPD Devonshire Youth Center



# Alternative 2 Existing Station

# Potential Station Site Plan

New pedestrian/bike underpass providing northern access

New station amenities

New bike hub

New private auto & Uber/Lyft drop-off area

Reconfigured drop-off for buses and shuttles

225 parking spaces

Existing Greig Smith LAPD Devonshire Youth Center



# CONCEPT

# Alternative 2 Existing Station

# Potential Station Improvements

# CONCEPT

Improved platform

Bike Hub

Real-time information

Shuttle/Bus Drop-off



Ticket Vending machines

Info Kiosk

Seating

Landscaping



Alternative 2  
Existing Station

# Potential Bus Connection Improvements

# CONCEPT

LADOT

LADOT

CSUN



# Alternative 2 Existing Station

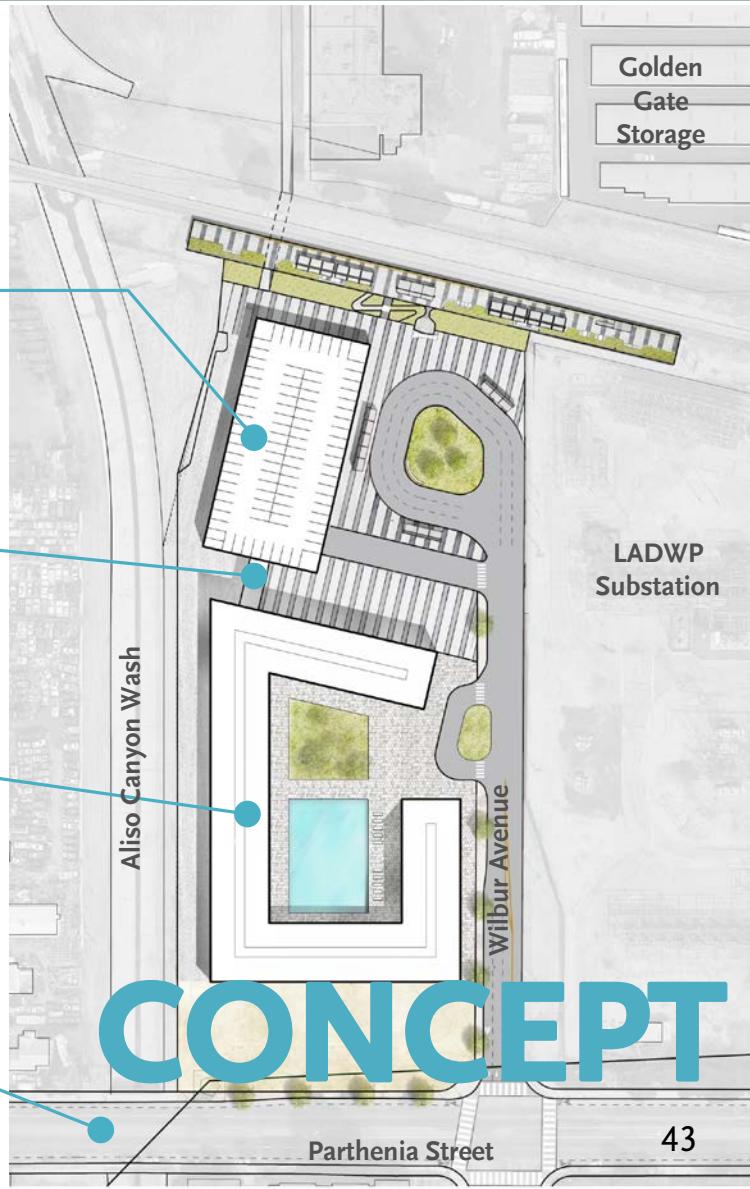
# Potential Transit Oriented Development Opportunity Site Plan

New 6-level shared parking structure (540 spaces), including integrated ancillary amenities, Uber/Lyft drop-off and bike hub at ground level

Pedestrian bridge connection between parking structure and residential development

Existing Greig Smith LAPD Devonshire Youth Center incorporated into potential transit oriented development

New bike lanes along Parthenia St



Golden Gate Storage

LADWP Substation

Aliso Canyon Wash

Wilbur Avenue

Parthenia Street

CONCEPT

43

Alternative 2  
Existing Station

# Potential Transit Oriented Development Opportunity

# CONCEPT

Parking Garage



# Summary

- > Metro is examining the feasibility of relocating the existing Northridge Metrolink Station to Reseda Boulevard to improve transit connectivity.
- > Two alternatives are currently being studied:
  - **Alternative 1:** Analyze the feasibility of relocating the existing Northridge Metrolink Station to Reseda Boulevard
  - **Alternative 2:** Create a multi-modal transit hub using the existing Northridge Metrolink Station

# Next Steps

- > Public Comments to Metro by May 19th, 2017  
[www.metro.net/projects/regionalrail](http://www.metro.net/projects/regionalrail)
- > Report findings on both alternatives to Metro Board in September

# Q&A, Comments

# Contact Information

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Thank you!

