



THE JEM LINE

San Fernando Valley-Westside Rail

THE JEM LINE

▶ JOBS

- ▶ Westwood, Brentwood, Century City, Beverly Hills, Santa Monica, West LA

▶ EDUCATION

- ▶ UCLA, USC, SMCC, LAVC, Pierce

▶ MEDICAL SERVICES

- ▶ Veterans Hospital, UCLA Medical Center



I-405 Rail Corridor Long Term Vision

Connecting Los Angeles County



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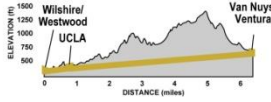
Maps prepared by Justin Walker
Presentation created by Faramarz Nabavi and Bart Reed
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- I-405 Rail Corridor
- Existing Rail/Busway Corridors
- 30/10 Projects
- Post-30/10 Projects

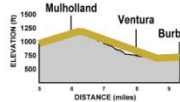
I-405/VAN NUYS RAIL CORRIDOR
Phase 1B: Van Nuys Segment
Partially Funded by 30/10 Initiative

SEPULVEDA PASS RAIL TUNNEL

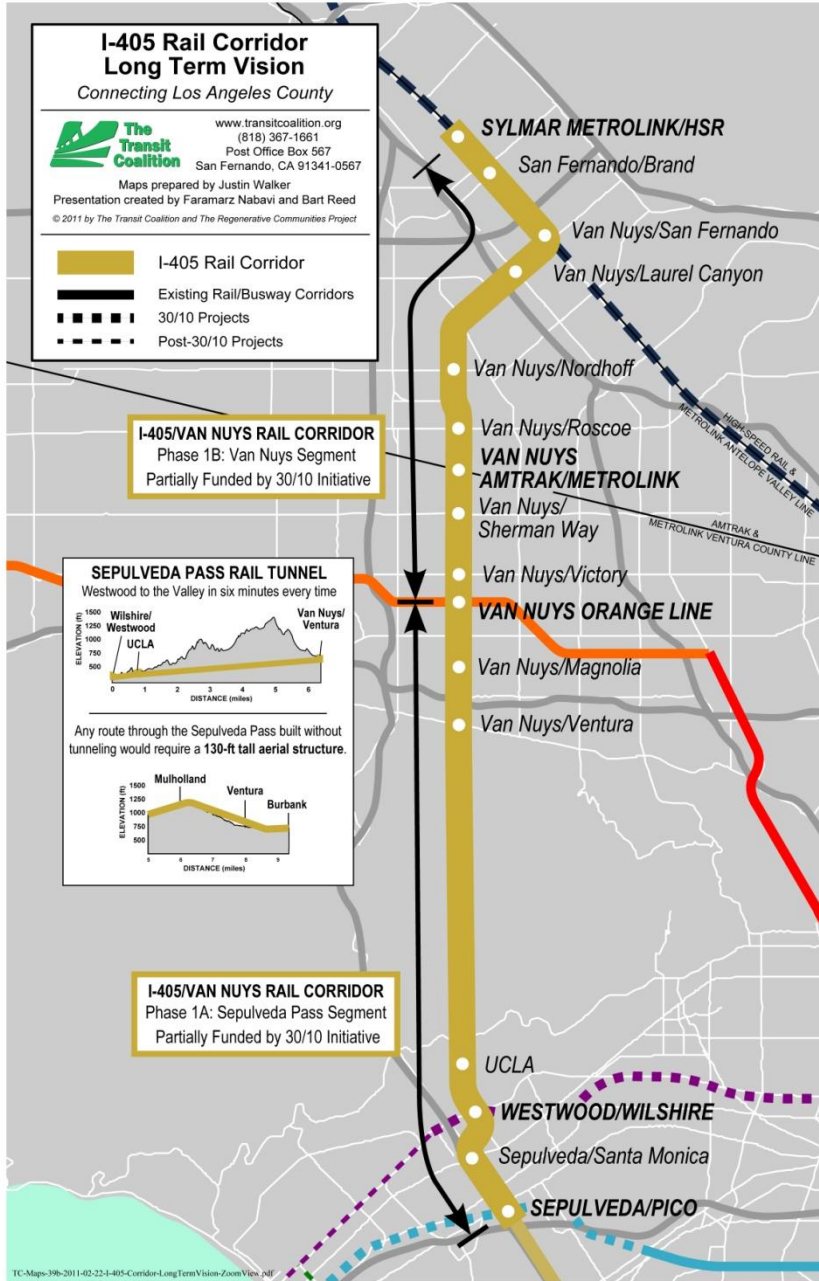
Westwood to the Valley in six minutes every time



Any route through the Sepulveda Pass built without tunneling would require a 130-ft tall aerial structure.




I-405/VAN NUYS RAIL CORRIDOR
Phase 1A: Sepulveda Pass Segment
Partially Funded by 30/10 Initiative



THE PROBLEM

- ▶ 300,000 vehicle trips over the Sepulveda Pass every day.
- ▶ No useful alternatives across the pass.
- ▶ Measure R provides funds for the Van Nuys and Sepulveda Pass Corridors.
- ▶ Van Nuys Boulevard lines have 20,000-30,000 riders.
- ▶ This level of ridership would likely justify only a minimal project with no additional funding.

THE SOLUTION

- ▶ If Van Nuys and Sepulveda Pass Corridors join as one contiguous transit line, ridership potential would be based on I-405 commuters.
 - ▶ As a “Minimum Operable Segment” of a larger, high-ridership line, it could qualify for federal New Starts Funding.
 - ▶ Said funding covers 60% of the Downtown Regional Connector project cost.
 - ▶ Regional Connector as an example: bringing different rail lines into the downtown job center via a rail tunnel.
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THE JEM LINE

- ▶ Utilizes existing right-of-way on Van Nuys Blvd., where the Pacific Electric Railway streetcars (“Red Cars”) used to run
- ▶ Route continues underground in Sherman Oaks to reach UCLA and Westwood directly, bypassing the 405 Freeway.
- ▶ Allows commuters to connect to the Wilshire Subway and the Exposition Light Rail Line
- ▶ Provides for connections to LA Mission College and Metrolink regional rail.
- ▶ Provides an opportunity for bipartisan support in Congress for funding the project with suburban ridership potential.

OPERATIONS

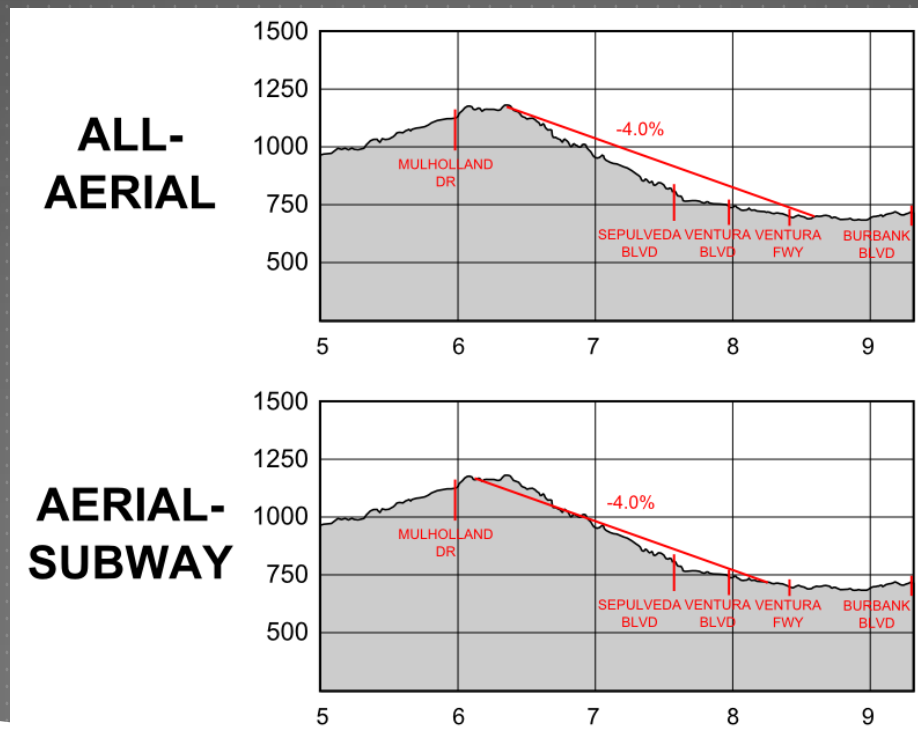
- ▶ Houston and Salt Lake City have new light rail lines running in major commercial corridors that have benefited businesses along the routes.
- ▶ Counterexample in Long Beach: Unwillingness by the city to coordinate its signal timing with the Blue Line causes increase in travel time.
- ▶ Signals must be timed for preemption in the primary commuting direction to achieve time savings similar to that of grade separation.
- ▶ Eventually the line could be extended to LAX and connect with the Green Line and the Crenshaw Line.

THE JEM LINE VS. OTHER OPTIONS

- ▶ Shorter route and direct access to major destinations provides a faster commute than driving, let alone a bus.
- ▶ The current “Rapid” bus takes 102 minutes from Pacoima to Westwood at peak (if there are no accidents) and carries about 3,000 riders/day in the Sepulveda Pass.
- ▶ With improvements, a bus trip could be reduced to perhaps 80 minutes.
- ▶ By contrast, from Ventura Boulevard to UCLA would be just 5 minutes by rail tunnel.
- ▶ Pacoima to Westwood would run 35 minutes, 1/3 of the current bus time.
- ▶ Surface rail is not an option because the grades of the Sepulveda Pass are too steep.

THE JEM LINE VS. OTHER OPTIONS

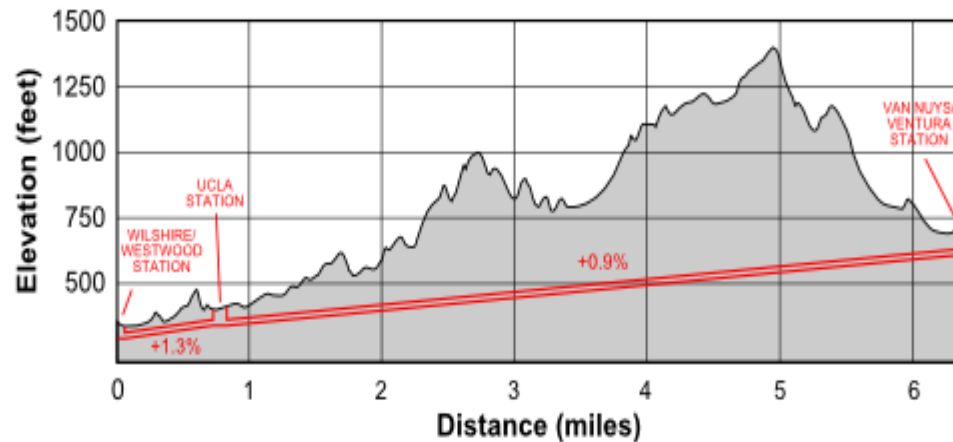
- ▶ Elevated rail would require structures of up to 180' in height to provide an adequate grade. The cost of building such a tall structure in an earthquake zone would actually be higher than drilling a tunnel.



THE JEM LINE VS. OTHER OPTIONS

- ▶ While subways are expensive, the cost of a tunnel itself is not as high. The single greatest cost of a subway are its stations, which are essentially multi-story buildings dug underground.
- ▶ Costs should be viewed as a 150-year investment.

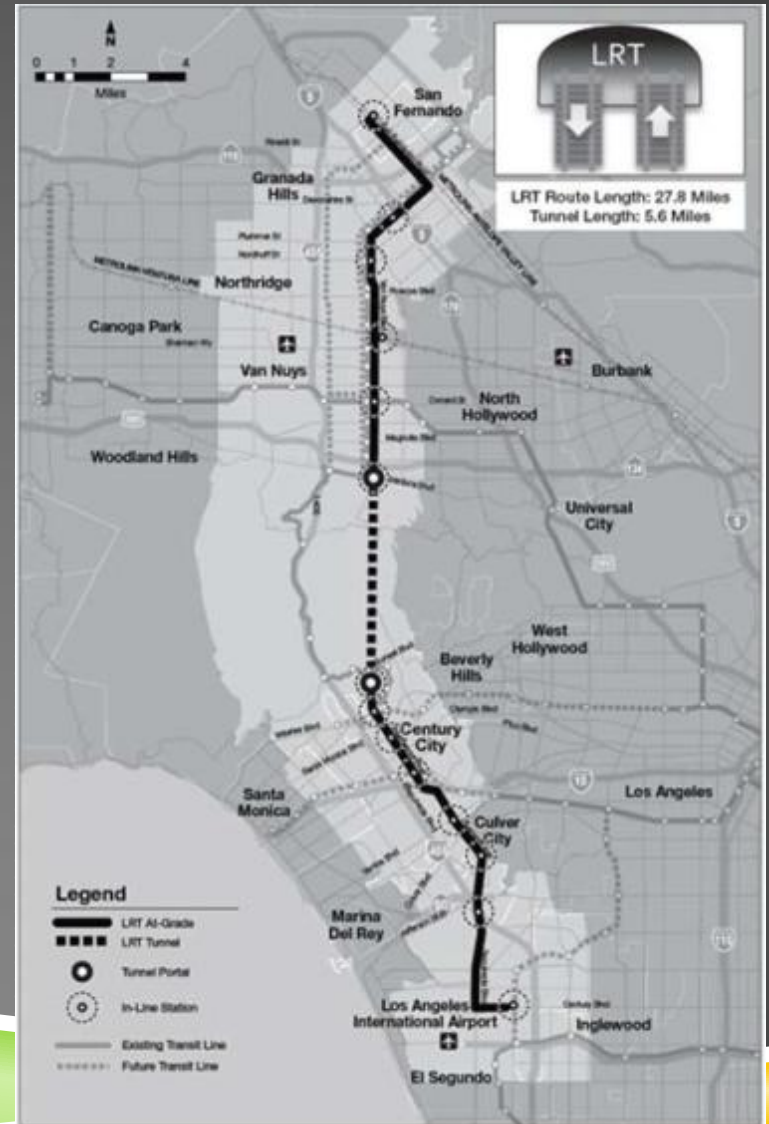
SUBWAY ALTERNATIVE



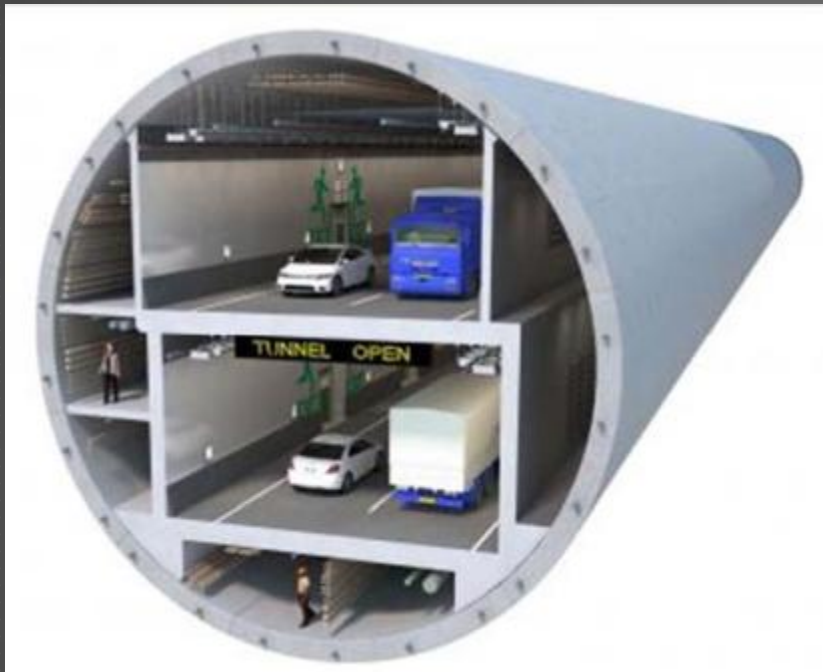
THE JEM LINE VS. OTHER OPTIONS

- ▶ A Valley surface segment would create massive savings in station and tunneling costs, allowing the line to be built using a combination of Measure R, federal and state funds.
- ▶ Van Nuys Boulevard and Westwood Boulevard are approximately due north-south of each other, allowing for the shortest distance across while connecting the two main commercial corridors and destinations.
- ▶ Directly south of Van Nuys Blvd. is the Stone Canyon Reservoir complex, allowing the tunnel to bypass residential areas in the canyons.

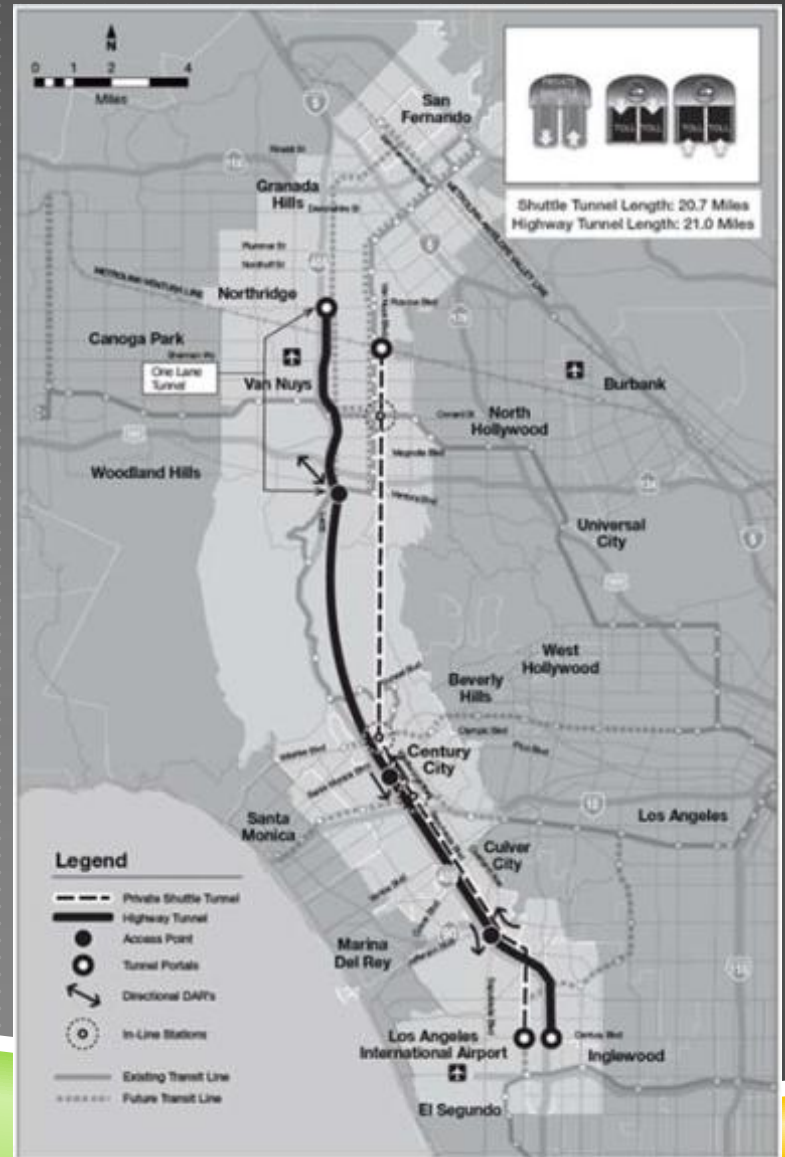
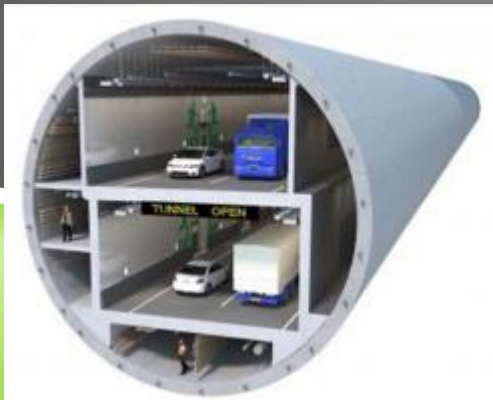
METRO STUDY: RAIL TUNNEL



METRO STUDY: HIGHWAY TOLL TUNNEL WITH BRT



METRO STUDY: HIGHWAY AND TRANSIT TUNNELS



OPERATIONS NOTES

- ▶ Light rail technology gives the line flexibility to run underground like a subway and at street level where possible like the Metro Gold Line.
- ▶ Operating costs of surface rail is lower than both bus (operations, maintenance, vehicle replacement, labor) and subway (station operation and security).
- ▶ Light rail usually runs 3-car trains using overhead wires.
- ▶ Metro can take advantage of existing underutilized parking facilities along Van Nuys Boulevard and avoid building new lots.

POSSIBLE DETRIMENTS

- ▶ NIMBYism: oppose projects by demanding all-or-nothing.
- ▶ Asking for 100% underground route would increase the project cost by an order of magnitude and might ultimately delay it.
- ▶ Having rail underground is not inherently preferable: the time travel savings versus flat terrain are not large and are partially offset by the increased amount of time walking up and down to the platform.
- ▶ Passengers would not see the businesses along the route and would have to spend more time entering and exiting the station to access them, even if they had an interest to go there.

WHO SUPPORTS THIS PROJECT

- ▶ Valley VOTE
- ▶ Los Angeles Council District 11
Neighborhood Empowerment Congress,
Transportation Advisory Committee
- ▶ 12 City of LA Neighborhood Councils
in the San Fernando Valley and the Westside

NEXT STEPS?



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