IndyGo Red Line

- Opened September 1, 2019
- Nation’s first all-electric Bus Rapid Transit System
- 60 ft. battery electric articulated vehicles
- 13.1 mile corridor, densest in the city
Red Line Stats (part 1)

• ½ mile Station Spacing with no local service in corridor
• 10 minute headways weekday / 15 min weekend
• 50,000 people and 150,000 jobs within walking distance
• Strong mix of people of all ages, races, and incomes
• Total Cost $96.3M
Red Line Stats (part 2)

- 65% dedicated lane – in areas of most congestion
- Full featured, including
  - Level Boarding
  - Off Board Fare Collection
  - Wifi
  - Security Cameras
  - Emergency Phones
  - Snow Melt System
- Just started design in 2015!
The Red Line is fantastic. Byeeyyyyyey!
Our Strategy

• BRT to be our top-of-the-line service, had to minimize shortcuts
• Center stations and dedicated lanes = better service AND lower cost
• Use cost savings to invest in adjacent infrastructure to get wide buy-in
• Be innovative!
Bi-Directional Lane
Lessons Learned

• If you build high-quality BRT, people will use it (even in a “car” city)
• The system is only as strong as the weakest link = limit compromises in the most critical locations
• Don’t bid the project until federal funding in place
• Multiple contractors are fine, but minimize the number of points of coordination
• 10-minute headway management is hard, especially with inconsistent docking speeds
• Once the line is open, operator training gets a lot harder
Purple Line

14.8 mile corridor

High Concentration Low-income and zero-car HH

Interlines with the Red Line

Bid 2020 / Open 2023

90% Dedicated Lanes

$155M Project Budget
Blue Line

24 mile corridor

East/West Spine from Cumberland to Indianapolis Airport

Bid 2022 / Open 2025

>80% Dedicated Lanes

$220M Project Budget
Thanks!

Justin Stuehrenberg  
VP of Planning & Capital Projects  
IndyGo

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GRTC PULSE
Opened June 24, 2018

September 13, 2019
APA Transportation Planning Division
Webinar
Overview by:
Carrie Rose Pace
Director of Communications
Greater Richmond Transit Company
GRTC PULSE | PROJECT DESCRIPTION

GRTC Pulse is a modern, high quality, high capacity bus rapid transit system connecting riders to destinations in the City of Richmond and Henrico County.

- Frequency: 10 minutes weekdays (6 AM – 7 PM), 15 minutes off-peak, 30 minutes late-night
- Off-board fare collection
- Modern bus rapid transit vehicles
- 14 station locations: 5 median, 9 curbside
- 3.2 miles of dedicated bus-only lanes
- Transit-signal priority along 7.6-mile route

Sponsored by:
GRTC PULSE | PROJECT COST

GRTC Pulse final design and construction work occurred 2016-2018, with funding from local, state and federal sources:

- TIGER (FTA/USDOT): $24,900,000
- City of Richmond: $7,600,000
- Henrico County: $400,000
- DRPT/VDOT (Commonwealth of Virginia): $32,016,000
- **Total Contributions: $64,916,000**
GRTC PULSE

7,000 RIDERS EVERY WEEKDAY
40,000 – 43,000 RIDERS WEEKLY

Sponsored by:

Bon Secours
VCU Health
Between June and September 2018, GRTC updated all local routes with improved service schedules, new service hours and new destinations.

- **Old network:** 0 miles frequent 15-minute service
- **New network:** 43 miles frequent 15-minute (or better) service

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Sponsored by:

- Bon Secours
- VCU Health
- GRTC pulse
GRTC PULSE | PEDESTRIAN CROSSINGS

Push-button ADA crossings at stations, median gaps, and signalized intersections.
GRTC PULSE | TRANSIT SIGNAL PRIORITY

**TSP:** Bus talks to traffic signal network, which keeps bus on time or permits an early jump through an intersection when entering/leaving Bus Only Lane.

Pulse average speed: 12-13 mph (faster than the scheduled 11 mph)

Sponsored by:
GRTC PULSE | REAL-TIME ARRIVAL

Station totems: 5-minute count-down

Overhead display and audio announcements

Sponsored by: Bon Secours, VCU Health
GRTC PULSE | PAYMENT

Off-board fare collection at Ticket Vending Machines and by Mobile Pass scan.
MOBILE PASS

Apple & Android Devices

• Major Credit/Debit Cards Accepted
GRTC PULSE | FARE ENFORCEMENT

On-board Fare Enforcement Inspectors:
- Visual and hand-held scanner validation

Sponsored by:
GRTC PULSE | OTHER STATION FEATURES

- Interactive map (scan the QR codes)
- Emergency Call Box
- Security cameras
- Adaptive lights
- Seating and lean-rails
GRTC PULSE | BICYCLE CONNECTIVITY

- Bike racks at front
- Bike parking at stations
- Bike ramp to street level
For more information contact:

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GRTC
804-474-9354
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ORANGE LINE TRANSIT NEIGHBORHOOD PLAN

SEPTEMBER 13, 2019

Project partially funded by Metro
1. Introduction to the Orange Line
2. Local Context: Transit Network and State Mandates
3. Transit Neighborhood Plan: Vision for 2040
4. Land Use and Zoning Tools
METRO ORANGE LINE

• Built on former Southern Pacific Railroad right-of-way
• Opened 2005 (North Hollywood to Warner Center, 18 miles)
• Four-mile northern extension to Chatsworth opened 2012
• Inspired by BRT systems in Curitiba, Brazil and other cities
• Funded by Proposition A and Proposition C sales taxes
THE ORANGE LINE TODAY

- Approximately 22,000 weekday riders
- Features: Dedicated right-of-way, All-door boarding, Fare pre-payment
- Orange Line bicycle/pedestrian path runs adjacent to route
- Headways range from 5-20 minutes

FUTURE PLANS

- BRT Improvements: Crossing gates, limited grade separations, signal priority (by 2025)
- Conversion to light rail by 2051
ORANGE LINE TRANSIT NEIGHBORHOOD PLAN

Today’s Transit Network

San Fernando Valley
ORANGE LINE TRANSIT NEIGHBORHOOD PLAN
Growing Transit Network

Possible 2050 rail network built using funds from Measure M sales tax (2016)
ORANGE LINE TRANSIT NEIGHBORHOOD PLAN
State & Regional Policy Mandates

State

CA Sustainable Communities and Climate Protection Act, 2008

SB375

Regional

2016 RTP
2040 SCS

MEASURE M
ORANGE LINE TRANSIT NEIGHBORHOOD PLAN

Overview: Transit Neighborhood Plans Program

Origins

- Funded by a grant from Metro secured in 2014
- TNP programs also exist for Expo and Purple Lines

Goals

- Create opportunities for more jobs & housing of all types near transit
- Foster a vibrant mix of uses within each station area
- Increase access to a variety of mobility options for all
- Improve quality of public spaces for residents, employees & visitors
ORANGE LINE TRANSIT NEIGHBORHOOD PLAN

- New zoning for three transit neighborhoods along the Orange Line
- Guide for future development through 2040
- No development projects are proposed – this long-range planning effort will develop regulations for any new development
- Take advantage of growing transit network & zoning-code rewrite to create regulations that are flexible, sustainable, and well suited to the Valley’s unique geography
Enhance the vibrancy of the Civic Center & Van Nuys corridor with day & evening activity; protect existing employment uses in the industrial corridor & accommodate new production & service types; encourage mixed-use development to activate the Sepulveda station area; and promote a variety of housing types.

Van Nuys & Sepulveda Station Area

Vision: Regional Gateway – Civic Center & Jobs Hub

Area: 4.5 square miles
Population (2018): 62,000
ORANGE LINE TRANSIT NEIGHBORHOOD PLAN
Vision for 2040: North Hollywood Station

Area: 2.85 square miles
Population (2018): 43,000

Reinforce NoHo’s character as a regional arts destination and creative jobs hub, with theaters, restaurants, office space and varied housing types; encourage public amenities including pedestrian-friendly streetscapes, a mix of retail and services, and open space.
ORANGE LINE TRANSIT NEIGHBORHOOD PLAN
Land Use and Zoning Tools: Incentive System

• Generous system of bonus development rights will incentivize public benefits
  • Ex. Affordable housing, community centers

• System will comply with State Density Bonus and local Transit-Oriented Communities programs

• Overall Goal: Maximize production of new affordable housing while encouraging preservation of existing rent-stabilized units

Current Land Use Regulations, Van Nuys/Sepulveda Station Area
ORANGE LINE TRANSIT NEIGHBORHOOD PLAN

Land Use and Zoning Tools: Measure JJJ + TOC

• Initiative passed by LA City voters in 2016

• Developers get up to 80% density bonus and 55% FAR increase, depending on number of affordable units provided and proximity to major transit stops

• In 2019 Q1, TOC program accounted for 54% of all units and 75% of all Affordable units proposed in City of LA
ORANGE LINE TRANSIT NEIGHBORHOOD PLAN
Land Use and Zoning Tools: Re:Code LA

- Comprehensive rewrite of LA City zoning code for first time since 1946
- Goal: A simpler, more flexible and efficient zoning code
- Current zoning designations combine form and use, new code will create separate modules
• Metro grant requires TNP team to study pedestrian, bike, and bus links to new transit

• LADCP will collaborate with LADOT, Bureau of Street Services, and City Council to implement improved streetscapes

• Previous FM/LM plans have also included street trees, wayfinding, and lighting improvements
ORANGE LINE TRANSIT NEIGHBORHOOD PLAN
Next Steps

• Determine details of Public Benefits Incentive System

• Work with new zoning code to determine Form, Frontage, and Use regulations

• Continue writing Draft Environmental Impact Report

• Community and constituent outreach to present Proposed Plan
ORANGE LINE TRANSIT NEIGHBORHOOD PLANS
Next Steps: Stay Connected

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QUESTION AND ANSWER SESSION
Bus Rapid Transit: Insight on Project Development and Implementation

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