Orange Line Bus Rapid Transit

Los Angeles, CA

ABIGAIL THORNE-LYMAN

RAIL~VOLUTION

OCTOBER 31, 2009
Serving the San Fernando Valley
Orange Line Case Study:
Sepulveda to Warner Center Stations
Characterized by residential development... No Sidewalks
...auto-oriented retail
...smaller industrial uses.
...And major arterial roads.
While the adjacent bike path is a community asset...
While the adjacent bike path is a community asset...

...other aspects of the Orange Line infrastructure are less pedestrian-friendly.
While the adjacent bike path is a community asset...

...other aspects of the Orange Line infrastructure are less pedestrian-friendly

Regardless, Ridership has been Record-Breaking
From Patricia Smith, ASLA, AICP
Regardless, Ridership has been Record-Breaking

Four-Minute Headways
Ridership Exceeds Gold Line to Pasadena

Insert Photo of BUS
Map of Ridership???
TOD Potential?
- Significant pedestrian barriers
- Opportunity for reuse of light industrial parcels?

- Office, school adjacent to station
- Single family residential
- Limited development opportunity

- Primarily SF residential
- Limited development opportunity

- Tarzana Crossing Mixed-Use Village planning underway
- Mix of SF res, lt. Industrial, multifamily

- SF residential
- Limited pedestrian access
The Orange Line’s Role in Warner Center’s Development

From Patricia Smith, ASLA, AICP

Orange Line Stops Today

Future Orange Line & Streetcar?