





Metropolitan
Transportation
Authority

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December 6, 2002

TO: BOARD OF DIRECTORS

THROUGH: ROGER SNOBLE
CHIEF EXECUTIVE OFFICER 

FROM: JAMES L. de la LOZA
EXECUTIVE OFFICER 
COUNTYWIDE PLANNING AND DEVELOPMENT

SUBJECT: SAN FERNANDO VALLEY NORTH-SOUTH TRANSIT
CORRIDOR STUDY

ISSUE

Based on community input, consultation with staff from elected officials, and technical criteria, MTA staff and members of its consultant team have narrowed down the preliminary alternatives in the San Fernando Valley North-South Transit Corridor Study from thirteen (13) to eight (8) alternatives for further study. The eight alternatives include:

- **Baseline/No Project** Alternative (existing transit service plus already planned improvements in MTA's Long Range Transportation Plan);
- **Transportation Systems Management (TSM)** Alternative (more service on existing routes);
- **Metro Rapid** Alternative (additional Metro Rapid routes); and,
- **Corridor Alternatives** (busway alternatives that may include dedicated bus lanes, either all day or during peak periods only, or other improvements designed to improve bus speeds at congestion points) (Attachment A):
 - **Canoga Avenue** in the adjacent railroad right-of-way between Victory Boulevard and the Chatsworth Metrolink station
 - **Lankershim Boulevard** between the Universal City Metro Red Line Station and the Sylmar/San Fernando Metrolink station
 - **Reseda Boulevard** between Ventura Boulevard and the Sylmar/San Fernando Metrolink station
 - **Sepulveda Boulevard** between Ventura Boulevard and the Sylmar/San Fernando Metrolink station
 - **Van Nuys Boulevard** between Ventura Boulevard and the Sylmar/San Fernando Metrolink station

BACKGROUND

This Study was initiated as a result of the State of California's Traffic Congestion Relief Program (TCRP) and the Governor's 2001 Transportation Initiative, which earmarked \$100 million to build a North/South corridor bus transit project that would interface with the San Fernando Valley East/West Metro Rapid Transitway

and the Ventura Boulevard Rapid Bus project. The preferred project alternatives must adhere to these guidelines to be eligible for funding under the TCRP.

The Study area is roughly bounded by the City of San Fernando/Sylmar/118 Freeway to the north, Vineland Avenue on the east, Ventura Boulevard on the south and Topanga Canyon Boulevard on the west.

In February 2002, the MTA Board approved the award of a nine-month, firm fixed price, for the San Fernando Valley North South Transit Corridor Major Investment Study to the firm of Meyer Mohaddes Associates.










In May 2002, MTA commenced work on the San Fernando Valley North-South Transit Corridor Study. Since then, the project team has identified and examined a wide range of north-south alternatives that best connect the San Fernando Valley East/West Metro Rapid Transitway and Ventura Boulevard Metro Rapid lines. During the stakeholder briefings and the September community meetings, MTA presented 13 preliminary alternatives to the public for review and comments. Based on community input and other criteria, the following corridors were suspended from further study:

- **Glenoaks/Vineland Avenue** between the Universal Metro Red Line station and the Sylmar/San Fernando Metrolink Station;
- **San Diego Freeway (I-405)** between the Sylmar/San Fernando Metrolink station and Westwood;
- **Topanga Canyon Boulevard** between Ventura Boulevard and the Chatsworth Metrolink station;
- **Vineland/San Fernando Road** between the North Hollywood Metro Red Line Station and the Sylmar/San Fernando Metrolink station;
- **Woodley/Rinaldi Street** between Ventura Boulevard and the Sylmar/San Fernando Metrolink station.

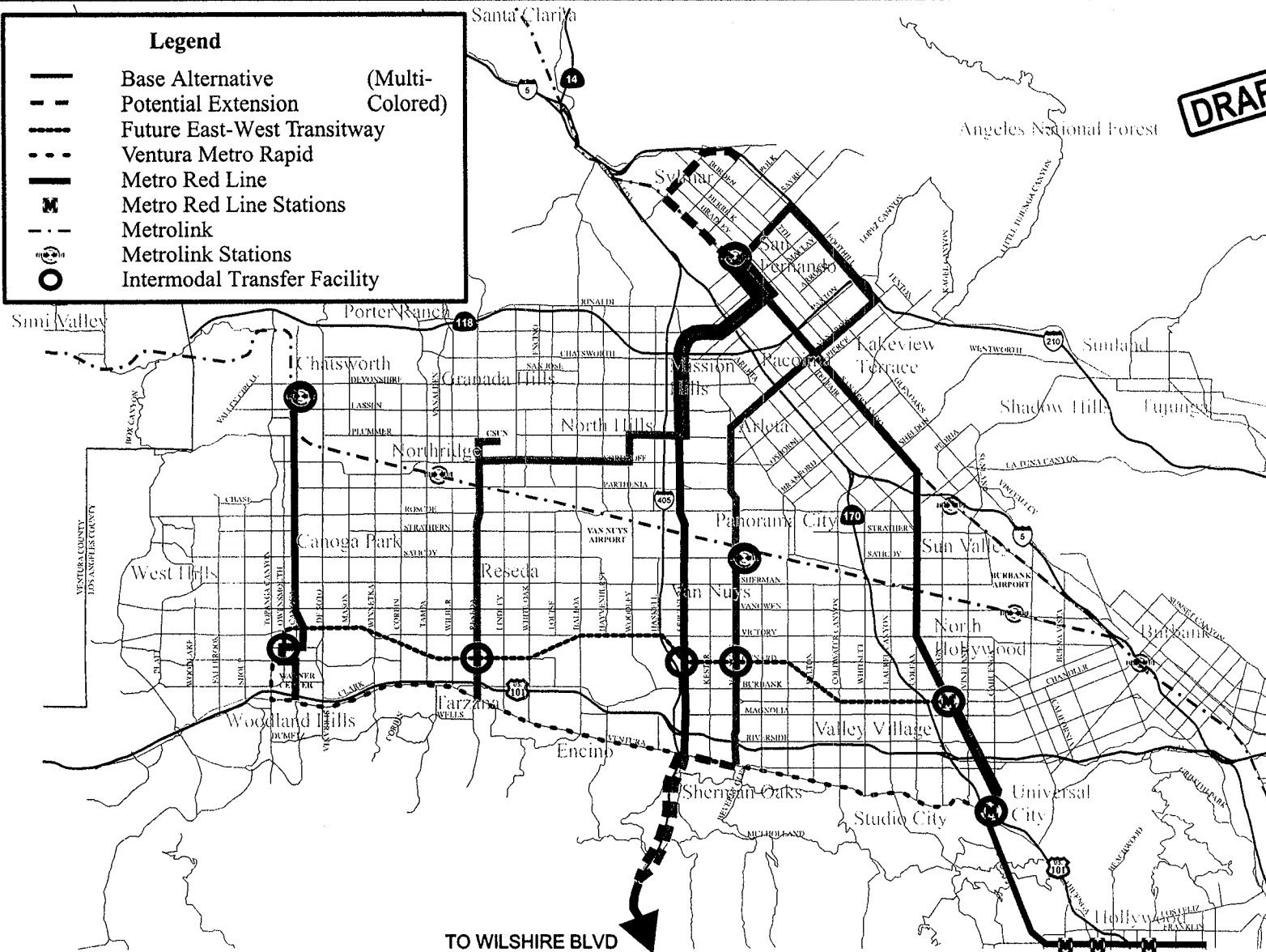
NEXT STEPS

The MTA project team is in the process of modeling and costing out each of the eight alternatives, as well as preparing for the community open houses in early December.

Legend

-  Base Alternative (Multi-Colored)
-  Potential Extension
-  Future East-West Transitway
-  Ventura Metro Rapid
-  Metro Red Line
-  Metro Red Line Stations
-  Metrolink
-  Metrolink Stations
-  Intermodal Transfer Facility

DRAFT



Source:  Meyer, Mohades Associates, Inc.
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