

# CORRECTED MINUTES

San Fernando Valley Service Sector  
Governance Council

## Committee of the Whole

Marvin Braude Constituent Service Center  
6262 Van Nuys Boulevard  
Van Nuys, CA 91401

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Called to Order at 6:35 P.M.

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Service Sector Representatives Present:

Michael C. Cano  
Jesus R. Ochoa  
Marsha Ramos  
Kymberleigh Richards

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Officers Present:

Maria Reynolds, Acting General Manager  
William Walker, Council Secretary



Metropolitan Transportation Authority

**Metro**<sup>™</sup>

Los Angeles County Metropolitan Transportation Authority  
San Fernando Valley Service Sector Governance Council Regular Meeting  
Minutes – Wednesday, September 3, 2008

\*\*Note: Corrections appear in **bold face** type on page 7.

1. Pledge of Allegiance
  
2. CARRIED OVER Approval of August 6, 2008 Regular Governance Council Meeting Minutes until October 1, 2008.

3. RECEIVED Public Comment

Ray Lopez – Suggested creation of Metro Rapid Line 722 Hollywood Way to supplement Metro Local Line 222 Hollywood Way between Sun Valley and Hollywood. He wished the council a great summer.

4. Chair's Remarks – NONE.

5. RECEIVED report on Canoga Transportation Corridor by Walt Davis, Transportation Planning Manager V, San Fernando/North County Area.

Mr. Davis described the Canoga Transportation Corridor project as a 4-mile extension of the Orange Line from the Canoga Busway Station, northward along Canoga Avenue to the Chatsworth Metrolink Station and State Route 118 using an abandoned railroad right-of-way for much of the alignment. An environmental impact report (EIR) was required by the California Transportation Commission in order for the project to be awarded state funding. This report looked at several route alignments utilizing a separated Busway similar to existing Orange Line operations, a widened Canoga Avenue, and options that could be implemented without significant capital costs such as a no-build alternative or a transportation systems management alternative that would increase services on existing corridors surrounding the project area. The Board chose the exclusive Busway as the locally preferred alternative and opted not to pursue the portion of the alignment connecting Chatsworth Metrolink to State Route 118 because the estimated projected ridership of only 300 boardings per day at this location did not warrant the cost of building the extension and adjacent park/ride lot.

After completing the EIR, planners found that of all the potentially negative impacts discovered through the EIR process could be mitigated with the

exception of additional noise and vehicle emissions. Some sound noise could be mitigated by limiting the hours of construction, designating truck routes, and placing noise curtains during the 2-year construction phase. During the draft EIR phase, it was suggested that privacy walls be constructed to block the view from Orange Line Buses directly into residences, mobile home parks and multi-unit residential communities in the area of Parthenia and Canoga.

The Orange Line carries 27,000 riders as of summer 2008. Ridership projections of the Orange Line including the Canoga extension in the year 2030 will reach 45,000 riders. As of today, the line does not have the capacity to carry this many riders.

Project construction costs are approximately \$191 million in 2007 dollars, \$251 million in 2013 dollars or \$291 million in 2016 dollars. The inflation formula utilized is rather aggressive considering steep increases in resource and construction costs. The project is currently included in the transportation plan for 2016. If the transportation sales tax measure passes, the project priority may be moved up and funds may become available in 2013.

The Metro Orange Line Canoga Avenue extension is approximately 4 miles with a 15 minute travel time, an average speed of 21 miles per hour, and four station stops at Sherman Way (with an adjoining park and ride lot), Roscoe Boulevard, Nordhoff Street and Chatsworth Metrolink Station with an optional stop at Parthenia Street. The extension will add 250 parking spaces, but Canoga Station will lose 100 spaces because of new station construction. Each station is about 1 mile apart which conforms to the current spacing on the existing Orange Line Busway. Each station also has good east-west bus connections. A number of comments were received during the EIR process requesting a station stop at Parthenia Avenue. Staff recommended against a Parthenia stop location because its spacing between Nordhoff and Lassen (Chatsworth Metrolink Station) is only one-half mile which would compromise operating efficiency. There is also no connecting east-west bus service at Parthenia causing passengers there to walk at least a half-mile for the nearest connecting service. This stop would also only generate 540 weekday boardings by 2030. The Board concurred with Metro staff and approved the project without the Parthenia Station. The project includes 25 billboard leases and 60 property leases along the alignment which will be terminated in order to construct the project.

The Canoga Extension includes a multi-use path that is generally 17 feet in width. This width reduces to 11 feet in areas where Metro does not own the

adjacent property. Because paths less than 17 feet in width are not legally bike paths, the path is now known as a multi-use path.

The biggest challenge for the project is the north end of the project connecting Canoga Avenue with Chatsworth Metrolink Station. Three alternatives include:

- Alternative 1: End Busway at Plummer Avenue. Route bus service via Plummer, Owensmouth and Lassen into the Metrolink Station. The City of Los Angeles was unsupportive of this option because they said Owensmouth was not originally intended for frequent bus service meaning the roadway would have to be repaved.
- Alternative 2: Busway underpass with a dual opening. Forty to fifty percent of the mobile home park residents oppose this alternative because it would disrupt their park.
- Alternative 3: Busway overpass that would remove a warehouse. The public approved of this idea but it was too expensive.
- Alternative 4: Busway overpass over Lassen Avenue without crossing railroad tracks.
- Alternative 5: This option required a grade separation over tracks and Lassen Avenue into the Metrolink station.

Alternative 5 was the locally preferred alternative adopted by the Board. It includes a 2,000 foot bridge, a 24-foot clearance over the Metrolink rail right-of-way, and a 17-foot clearance over Lassen Avenue. Residents attended the Board meeting to express their support for the locally preferred alternative which includes a new signalized intersection where the Chatsworth mobile park driveway meets Lassen Avenue and an eight-foot privacy wall between the mobile home park and the Busway. Alternative 5 also omitted the Parthenia Station and State Route 118 options because of operational efficiencies.

Next steps include preliminary engineering along the corridor, release and public comment on the final EIR, and Board approval of the final EIR.

RECEIVED QUESTIONS regarding report on Canoga Transportation Corridor.

Representative Cano asked if the Orange Line Canoga Extension Busway would be compatible with a conversion to light rail in the future. Mr. Davis responded that all aspects of the extension were built to light rail standards, except for the Canoga Park/Ride Lot which would lose parking spaces and the Chatsworth Metrolink terminus layout which is currently designed for buses.

Representative Richards asked how the Orange Line would serve Canoga Station when services are destined for three different termini, Chatsworth, Warner Center and North Hollywood. Mr. Davis said the suggested service scenario would be similar to how Red and Purple Line services operate out of Union Station alternating between Wilshire/Western and North Hollywood. The service would be modified if demand warranted alteration. Two platforms would be placed at Canoga Station separated by 100 feet with a pedestrian crossing connecting to the existing platform at Canoga. He added that modeling currently shows that there will be more demand from the Chatsworth Metrolink Station to the Warner Center than to North Hollywood Station. Representative Richards said that she could not support the proposed configuration of the Canoga Station. Mr. Davis agreed to take back comments from the Governance Council to the next engineering meeting on the Canoga Station.

Representative Cano asked what steps were taken to ensure ample bicycle parking on the Canoga Extension. Mr. Davis said that the agency was moving away from bike lockers and encouraging bike racks because they are less bulky than lockers offering more capacity for bike riders. He also mentioned that the Board has a standing bike locker policy that would have to be considered as well. Representative Cano said the Board-mandated bicycle policy might be amended because of the overabundance of bicycles on the Metro system. He suggested Mr. Davis coordinate with Metro Chief Operating Officer Carolyn Flowers and the Board-mandated “Tiger Team” that will be handling some of these issues.

6. DISCUSSED Proposed Items for Inclusion in Metro San Fernando Valley Service Sector Short Range Transportation Plan (SFV SRTP) by Michael Brewer, Service Development Manager.

Mr. Brewer said his presentation would familiarize the Governance Council and the public with projects being considered for inclusion in the Metro Short Range Transit Plan.

Needs Identified for the San Fernando Valley

Los Angeles County Metropolitan Transportation Authority  
San Fernando Valley Service Sector Governance Council Regular Meeting  
Minutes – Wednesday, September 3, 2008

- Better use of park/ride facilities through increasing ridership and joint development opportunities
  - Potential for establishing new Laurel Canyon Station Park/Ride Lot
  - Joint development plan for North Hollywood Station and Park/Ride Lot to include high rise
  - Joint development plan for Universal City Red Line Station and construction of new NBC Television and Universal Pictures Complex with Studios and Office Space
  - Private development plan for new Burbank Airport Transit Center adjacent to Airport (Empire/Hollywood) and high rise commercial development
- Tri City Corridor (Burbank-Glendale-Pasadena) Study to evaluate the feasibility of operating express bus service between North Hollywood Red Line Station, Downtown Glendale and the Del Mar Gold Line Station in Pasadena.
- North/South Corridor Traffic Studies along Lankershim, Van Nuys, Reseda and Sepulveda boulevards that may lead to improvements such as signal and cue jumpers, bus only lanes, or grade separations at locations with heavy pedestrian traffic.
- Proposed Westwood Transportation Study that would evaluate the potential of establishing a new transit center to accommodate short line bus trips serving Westwood, expedite rapid service traveling through the Westwood area and find ways for all Westwood Area operators (Metro, Culver CityBus, Los Angeles Department of Transportation, Santa Monica Big Blue Bus and UCLA Transit to more efficiently serve the area..
- Proposed Orange Line express service that would skip stops along the current Orange Line route between North Hollywood and Warner Center and the future extension to Chatsworth.
- Planned Orange Line Canoga Avenue extension connecting Warner Center with Chatsworth Metrolink Station
- Planned evaluation of recently implemented San Fernando Road Rapid Lines 724 and 794 to assess effectiveness and efficiency.
- Improved interagency coordination between Metro and North County operators (Antelope Valley Transportation Authority, City of Santa Clarita Transit, Los Angeles Department of Transportation, Metrolink and paratransit operator Access Services, Inc.) for maximum efficiency.
- Suggested forecasting of appropriate service levels, revenue service hours, bus requirements and ridership demand based upon trend analysis

QUESTIONS AND COMMENTS RECEIVED regarding Proposed Items for Inclusion in Metro SFV SRTP:

Representative Cano said a future Red Line or Orange Line extension to a proposed Burbank Transit Center may be incompatible if the lead developer on the Transit Center project has a conflict with future rail or bus service plans. Mr. Brewer added that Metro predecessor agency SCRTD operated service onto the private airport roadway until airport authorities requested that service be removed because of traffic congestion.

Representative ~~Richards~~ **Ramos** said Metro should evaluate whether Metro should provide service directly into the airport.

Representative Cano suggested that part of the SRTP should be devoted to regional airport connectivity.

Representative Ramos expressed her initial reservations regarding the Tri City Corridor Study considering LADOT already operates Commuter Express Line 549 in that corridor with modest success. She added that she does see how Metro might be able to provide service in this corridor more efficiently than a municipal operator considering the success of the Burbank Bus line connecting the Burbank Media District with North Hollywood Station which is putting a strain on the level of service Burbank Bus can provide within Burbank city limits.

Representative Cano suggested traffic flow studies and interagency coordination for North County areas and transit providers.

**Representative Richards** suggested implementing new rapid service on additional corridors and interlining productive Rapid Line segments such as a new Rapid Line replacing Line 750 on Ventura Boulevard east of Reseda Boulevard and Line 741 on Reseda Boulevard, while eliminating Line 750 west of Reseda Boulevard which is duplicated by the Orange Line.

Representative Ramos mentioned that her constituents have complained that Line 794 (San Fernando Road) is slower than former Metro Limited Local Line 394.

7. RECEIVED report on Metro Service Performance Monitoring Process by Conan Cheung, Deputy Executive Officer, -Operations –Service Planning and Development.

Mr. Cheung said that the key performance indicators being developed align with Metro's goals and objectives specific to service performance monitoring: improving transit services and providing leadership for the region's mobility agenda. The approach includes making performance indicators more transparent and placing a greater emphasis on customer experience in regard to how Metro operates as a system. The current route performance index is based upon 3 criteria that compute into one score that does not look at underperforming routes. New service indicators will evaluate service availability (accessibility, connectivity, span of service), service quality (on-time performance, customer complaints), service quantity (frequency, load factor), and service effectiveness (boardings per hour, cost per passenger mile).

Availability indicators set standards systemwide and help in building a transportation network that expands throughout the service jurisdiction, ensuring that:

- 95 percent of areas with greater than 3 households or 4 jobs per acre are within a quarter-mile of transit
- Tier 1 lines provide a transfer opportunity to all intersecting Tier 1 lines
- Service is provided at all times when minimum performance can be achieved for a majority of the performance indicators
- Owl service serves areas where home to work demand trips can be maximized while grandfathering existing owl services

Service quality indicators will continue to be measured using:

- on-time performance standards that incorporate headway variability and the existing schedule reliability standard (1 minute early to 5 minutes late)
- customer complaints per 100,000 boardings



Service frequency standards will continue to be determined by policy headways and ridership demand based upon load factors of 1.2 (bus), 1.9 (light rail) and 2.3 (heavy rail).

Service type standards will be governed by boardings per revenue service hour and cost per passenger mile. Lines ranking below the 85<sup>th</sup> percentile of these service standards would be considered for restructuring or elimination.

Next steps include presenting to all five Governance Councils in September, seeking Board approval of the recommendations for October, and quarterly reports on service performance beginning in July of 2009.

#### RECEIVED QUESTIONS AND COMMENTS REGARDING report on Metro Service Performance Monitoring Process

Representative Cano said that evaluating service performance based upon cost per service mile is generally linked to gasoline costs (variable) and other fixed costs such as security and capital costs.

Representative Richards said several lines in the San Fernando Valley Service Sector do not meet minimum service standards and that she would oppose any new standards that would eliminate lines that operate less than 30 minute peak service. Mr. Cheung agreed and stated that standards would have to be analyzed and there may be a way to network San Fernando Valley services into a trunk line structure where the same trunk line may serve different branches adjacent to the trunk line. He also said that a 60 minute peak might be reasonable for some areas, but any headway greater than 60 minutes would render the service inaccessible to most users.

Representative Ramos stated that she would like to see Metro use the service performance standards as a way to link smaller municipal operators with Metro to work in regular partnership to serve the region's mobility needs. Mr. Cheung said that Metro will be working with governance councils to help shape transit over the next 5 years. Representative Ramos added that Metro could work with municipal operators to help fill gaps in the network where Metro may not be able to provide service.

#### 8. Service Sector Representatives Closing Remarks.

Representative Ramos thanked staff for the information shared regarding the Short Range Transportation Plan. She invited Council Representatives

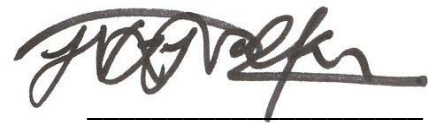
Los Angeles County Metropolitan Transportation Authority  
San Fernando Valley Service Sector Governance Council Regular Meeting  
Minutes – Wednesday, September 3, 2008

and the public to a transportation hearing being held at Metro Headquarters being convened by U.S. Senator Barbara Boxer on Thursday, September 4.

Acting General Manager Maria Reynolds shared that Transportation Manager Gary Spivack thanked the Governance Council for their support while on medical leave. She introduced Lorene Kelly who will act on Mr. Spivack's behalf until his return to duty.

ADJOURNED AT 8:04 P.M.

Prepared by:



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William L. Walker  
Council Secretary