

East San Fernando Valley North-South Rapidways

Planning and Programming Committee

May 16, 2012



East San Fernando Valley Transit Corridors

Reseda Corridor – 7.3 Miles
Sepulveda Corridor – 7.7 Miles
Van Nuys Corridor – 10.2 Miles
Lankershim/San Fernando Corridor – 12.4 Miles



Purpose of the Project

Improve transit efficiencies on
North/South Corridors in the east San
Fernando Valley

- Reseda
- Sepulveda
- Van Nuys
- Lankershim/San Fernando



Project History

2008 – Present

- 2008 City of Los Angeles (LADOT) Initial Study Findings
 - Low cost improvements for Reseda, Sepulveda, and Lankershim/San Fernando (3 Corridors)
 - More significant transit investment for Van Nuys
- Measure R Allocates - \$68.5 million
- 2009 Adopted Long Range Transportation Plan (LRTP)
 - Reserves \$170.1 million (includes Measure R and TCRP funding)
 - Revenue Service – 2018
- 2010 Los Angeles City Council approves Study
- Metro Board concurs



Corridors Split to Accelerate Work

- Metro and City of Los Angeles co-leads
- **3 Corridors**
 - Reviewed 2010 Study refinements
 - Recommended additional measures
 - If appropriate, environmentally clear
- **Van Nuys Corridor**
 - Complete a more significant capital investment : Alternatives Analysis/ Draft Environmental Impact Statement/Report (AA/DEIS/R)



3 Corridors Improvements Considered

- **2010 City of Los Angeles Study Recommendations:**
 - Signal Timing Changes
 - Roadway Restriping
 - Bus Stop Relocations
 - Transit Enhancements
 - Landscaped Medians
 - Intersection Widening
- **Additional Measures Considered:**
 - Bus Stop Consolidations
 - Raised Median Islands
 - Queue Jump Signals
 - Peak Hour Parking Restrictions
 - Bus Schedule Refinements

Findings: 3 Corridors

- Average passenger trip length approximately three miles
- Level of Service (LOS) A or B at many signalized intersections
 - City of Los Angeles has already optimized signal timing
- Bus Stop Consolidation requires passengers to walk further
- Raised medians would eliminate mid-block left turns
- Widening intersections result in marginal bus speed increases

Conclusion:

- No improvements recommended for Measure R funding
- Focus on area of highest ridership and potentially greatest impact to transit users = Van Nuys/Sepulveda Corridor



Van Nuys/ Sepulveda

Van Nuys Corridor

- Highest north/south boardings in SFV
- 2nd in the SFV
- 7th in Metro system

Sepulveda Corridor added:

- Public input
- Possible synergies

Sylmar/San Fernando Metrolink
Station northern
origination/termination point



Van Nuys/Sepulveda Corridor

- October 2011 Community Meetings (Van Nuys)
- Approximately 160 people, more than 400 comments:
 - Enhanced transit service
 - Accommodate bicyclists
 - Connect to Sepulveda Pass Project
 - Consider
 - Sepulveda BI Corridor
 - Sylmar/San Fernando Metrolink Station Terminus/Origination Point
- April/May 2012 Community Meetings (Sepulveda)
- Approximately 140 people, 250 comments to date:
 - Prefer Van Nuys BI
 - Support light rail
 - Desire bus improvements
 - Eliminate Brand BI segment
- Comment period closes May 18th



Next Steps

- Van Nuys/Sepulveda Corridor
 - Continue Work on AA
 - Screening of Alternatives
 - Late Summer Second Round of Community Meetings
 - Fall/Winter Metro Board
 - Ongoing public participation