

Motion by**Directors Paul Krekorian, Zev Yaroslavsky , Eric Garcetti****and Michael Antonovich****San Fernando Valley Red Line Parking, Multi-modal Transit Improvements****December 5, 2013**

The Red Line is the busiest transit line in the entire MTA system, carrying over 4.6 million boardings a month. In the San Fernando Valley, there are two major stops – Universal City/Studio City and the North Hollywood terminus station, which intersects the Orange Line. These stations are some of the most highly traveled in the system. Significant potential exists for increasing ridership on this line, but certain barriers impede expanding use of the line, including insufficient parking (the parking lots at both stations are filled to capacity by 7 am daily), inadequate bicycle facilities and a lack of direct, fast connectivity to and from the stations. Addressing these barriers could facilitate increased ridership, which would have material positive benefits by providing more travel/commuting options, improving air quality and reducing traffic.

The North Hollywood station has the added benefit of being adjacent to vacant properties owned by Metro. This can provide numerous options, such as the potential for joint development, adding parking capacity, and establishing a transit/mobility hub. In order to plan for the future of the line and to attract more riders, it is important that the Board evaluate these options.

WE THEREFORE MOVE that the MTA Board instruct the Chief Executive Officer to report back to the board in March 2014 on a long term strategic plan for the North Hollywood and Universal City/Studio city stations that analyzes the following:

- 1) Explore options and provide recommendations both long-term and short-term to increase parking availability at the Red Line North Hollywood and Universal City/Studio City stations (at the North Hollywood station, the options to be explored should include but not be limited to the creation of additional parking lots on vacant land, construction of a multi-level parking garage, and providing public parking as part of a joint-development);
- 2) Provide recommendations for potential bicycle and pedestrian improvements at those stations and surrounding areas;
- 3) Evaluate existing connections to the stations from Metro transit as well as other transit lines and make recommendations to either, add, adjust or modify existing services in order to maximize ridership;
- 4) Identify available/potential funding sources for parking facilities, bicycle and pedestrian improvements.