

## **San Fernando Valley Transit Service Restructuring Study Notes and Comments**

### **General Comments and Suggestions**

- Proposed service frequencies, in several cases (#90, #94, #394, #234) seems too low. 30-minute service (midday) is specified, when, ridership may dictate 20-minute service or better.
- An off-street transit facility should be built at the MTA-owned lot near Van Nuys and Sherman Way.
- A trackside transit facility should be built at the Glendale Metrolink station (served by Amtrak, Metrolink, MTA, Beeline and Greyhound)
- Greyhound intercity bus service should be encouraged to use either the Universal City or Sherman Oaks transit centers.
- There should be more direct service between Van Nuys/Sherman Oaks and the Chatsworth Industrial Center

### **San Fernando Rd Corridor Local Services**

- Service to Juvenile Hall: Both the San Fernando Valley Transit Service Restructuring Study and the proposed MTA service reductions (in response to the \$141 million MTA deficit) recommend that service to Juvenile Hall be cancelled. An alternative method of providing service to Juvenile Hall would be to develop a pedestrian crossing on San Fernando Road (and the adjacent SP rail line) and Filbert St. #394 could serve ~~this~~ location.

### **Golden State Freeway Express Services (#413, #418, #419)**

- It is proposed to replace #413 with a combination of Metrolink and buses (both local and limited stop) converging on Burbank. To maintain passenger convenience, the following points should be considered:
  - a. If possible, buses connecting with Metrolink should stop at the Metrolink station first before looping through Downtown Burbank. (Applies to both inbound and outbound trips)
  - b. The fare needs to be considered carefully. Metrolink fares, especially for relatively short trips, are somewhat higher than express bus fares. Individual Metrolink tickets, (as opposed to 10-trip or monthly passes) also carry a \$1 surcharge.

### **Ventura Freeway Express Services (#411, #423, #426)**

- In the near future, Ventura County Interconnect may terminate at 1000 Oaks Mall instead of Westlake Village. Also, it is uncertain at this time whether Thousand Oaks Transit will provide the frequency of service needed to make good connections between #423 and the interconnect. Therefore, in the interest of regional connectivity, it is recommended that at least some #423 trips originate/terminate at the 1000 Oaks Mall.

- There probably should be several types of express service along US-101:

- a) Line #423 should operate as proposed (originating at 1000 Oaks, stopping at Warner Center, Reseda, Encino P/R, Van Nuys and Universal City). This would be the basic freeway express along US-101, and would provide all-day service between LA and Westlake Village

- b) Additional rush-hour trips (designated Line #427) would originate at 1000 Oaks, operate non-stop between Warner Center and LA.

- c) Another rush-hour only line (designated Line #428) would originate at 1000 Oaks, operate to Warner Center, exit the freeway at Hayvenhurst, then operate via Ventura Bl. to Sepulveda, thence rejoin the freeway for a non-stop trip downtown. This will provide commuter access to the office building area in Encino.

Reverse commute and off-peak service would be provided by #423 only and would serve all stops. Hollywood Freeway stops at Alvarado, Vermont and Western would not be served on any #423-#427-#428 trip; passengers may board #422-#424-#425 and transfer to #423 at Universal City.

- Observation: Most #426 users board on Wilshire east of Crenshaw, with a few more boarding in Hollywood. The Hollywood ridership can use #420, while few people use this line along Crenshaw anyway. Routing via Normandie would provide faster, more direct access to offices on Wilshire. (Would re-routed #426 make local or limited stops on Normandie? )

### **Ventura Blvd. Local/Limited Stop Services (#422, #424, #425)**

- Line #422 (local service on Ventura and Reseda Bis.) should be numbered #421 (reserving the number "422" in case limited stop service is ever implemented on Reseda Bl.)

- Some peak-hour #422, #424 and/or #425 should operate to USC via Vermont Ave, in both directions, making limited stops on Vermont. This would provide much improved service for domestic employees, etc., who reside near Vermont Ave and commute to the Valley. (A substantial bus fare increase may go into effect soon; any effort to improve service quality and reduce the number of transfers required would be appreciated).

### Inter-Suburban Commuter Services

#545 Sylmar - Chatsworth.

It is proposed that this line exit S-118 at DeSoto, travelling south to Warner Center. It may be appropriate to exit at Topanga Cyn, thence via Nordhoff to De Soto (in order to serve more of the Chatsworth Industrial Area)

#549 Encino-Burbank-Glendale-Pasadena - *Need direct service btw. Pasadena & Downtown Burbank (Suggest new local line #182 and/or reinstate portion of #640)*

#573 Balboa-Westwood-Century City Express.

Terminate service at Sylmar Metrolink (same as #574) and encourage Santa Clarita Transit to implement a new express route between Santa Clarita and Westwood/Century City.

#575 Simi Valley-Warner Center Express (and Warner Center DASH)

Is this service primarily funded with Warner Center trip reduction funds? If there is still demand for it, it may be worth retaining, as Metrolink use requires at least one transfer, the Metrolink fare is much higher (\$2.50 vs. \$1.75), and #575 serves areas in Simi Valley that Metrolink does not. Perhaps a coordination of #575 and Simi Valley #C, providing all-day service with stops in Chatsworth and Warner Center, would be in order.

#787 Antelope Valley-San Fernando Valley Express

Although extending this route to Encino may be useful in its own right, Antelope Valley commuters would be better served by preserving and modifying the emergency service bus routes serving Century City, LAX, etc. (see below)

### Earthquake Emergency Services

There are several earthquake emergency service bus routes still operating, but not mentioned in the Restructuring Study:

AVTA #780	Lancaster-Van Nuys	SCT #796	Santa Clarita-Warner Center
AVTA #782	Lancaster-Century City	SCT #797	Santa Clarita-Chatsworth
AVTA #786	Lancaster-LAX	SCT #798	Santa Clarita-Van Nuys
MTA/CSUN #647, 648 (Campus Circulator and Metrolink feeder)			

It is hoped that as much of this service as possible is preserved and made a part of the regional transit network.

## Operator and Equipment Assignment Recommendations

- Transit: Standard 40-foot buses. These make up the vast majority of MTA's fleet
- Suburban: Similar to transit coaches, with more comfortable seats, reading lights, etc. A few MTA buses (#1100 series) and most LADOT Commuter Express buses are of this type.
- Highway: Similar to those used by Greyhound and other intercity bus carriers. Some LADOT Commuter Express, and all AVTA/Santa Clarita commuter buses are of this type. They are most appropriate for longer routes with few stops (#409, #423, etc.)
- Shuttle: Includes LADOT "DASH" and MTA "Highway Hummer" type vehicles. Small buses, typically with 22 seats. Used on low-density routes or where street conditions militate against larger equipment

Route	Operator	Equipment
#364,#394,#561	MTA	Suburban (#1100 series)
#409	LADOT	Highway
#411,418	LADOT	Suburban
#419,#423	LADOT	Suburban or Highway
#427,#428	LADOT	Highway
#426	MTA or LADOT	Suburban
#545	MTA	Shuttle
	(upgrade to Suburban if ridership improves)	
#573,#574	LADOT	Suburban or Highway

#600-series routes to be operated with MTA Shuttle or LADOT ("DASH") equipment, as appropriate. Santa Clarita/AVTA routes operated with their own equipment (typically highway coaches)

All other routes operated by MTA using standard transit equipment.