

**PLANNING & PROGRAMMING COMMITTEE  
OCTOBER 18, 2006**

**SUBJECT: SR-14 REVERSIBLE HOV LANE FEASIBILITY STUDY**

**ACTION: RECEIVE AND FILE THE FINAL REPORT OF THE SR-14 REVERSIBLE  
HOV LANE FEASIBILITY STUDY AND APPROVE STUDY  
RECOMMENDATION**

**RECOMMENDATION**

- A. Receive and File the final report of the SR-14 Reversible HOV Lane Feasibility Study (Study) mailed under separate cover via a Board Box dated August 11, 2006;
- B. Approve Study recommendations to: (1) delete the Reversible HOV Lanes in its entirety from the Short Range Improvement Projects of the North County Corridors Plan (NCCP); and (2) add a second non-reversible HOV lane in each direction from the interchange of I-5/SR-14 to Avenue P to the Long Range Improvement Projects of the NCCP; and
- C. Direct staff to use the Study for future update of the Long Range Transportation Plan (LRTP) and Regional Transportation Plan (RTP) in order to guide future SR-14 development in North Los Angeles County.

**ISSUE**

In July 2005, the Board directed staff to conduct a feasibility study of potential reversible HOV operations along the SR-14 corridor. Since then, staff has organized a Technical Advisory Committee (TAC) involving the Los Angeles County Department of Public Works, California Department of Transportation (Caltrans), California Highway Patrol, Southern California Association of Government, and the Cities of Lancaster, Los Angeles, Palmdale and Santa Clarita, and has been periodically updating the policy oversight committee, the North County Transportation Coalition (NCTC), as the Study progressed. The draft study report has now been reviewed and formally endorsed by the Study's TAC and NCTC with a letter of support included in Attachment A. The study process is now complete, and staff is bringing it to the Board for review and consideration.

## **POLICY IMPLICATIONS**

The recommended action is consistent with METRO's 2001 LRTP and the 2003 SRTP. The Study will provide policy and technical background for future updates to these planning documents.

## **OPTIONS**

The Board could choose not to receive and file the Plan. Staff is not recommending this because the Plan reflects the consensus of the North County and provides input for future updates of SRTP, LRTP and RTP.

## **FINANCIAL IMPACT**

The recommended action will have no impact on the FY-07 budget.

## **DISCUSSION**

The SR-14 reversible HOV lanes were initially conceived in the NCCP. The NCCP identified SR-14 as a commute corridor with a pronounced imbalance in the directional traffic volumes (significantly heavy southbound volumes in the morning peak hours and significantly heavy northbound volumes in the afternoon peak hours). Accordingly, the NCCP identified the SR-14 corridor as a potential candidate for the implementation of reversible HOV lanes due to the fact that SR-14 is the only commuter route serving the rapidly growing Antelope Valley.

There are, however, several physical constraints and design challenges confronting the implementation of reversible HOV lanes along the SR-14 corridor. Physical constraints are posed by the corridor topography and existing configuration of the freeway whereby the northbound and southbound lanes are separated by a wide median and travel through this topography will require extensive earthwork in order to implement a reversible HOV system. Design challenges involve traffic operations safety whereby the entire freeway would have to be widened to provide adequate right-of-way for re-striping of the mixed flow lanes in order to provide safe merging and weaving for the HOV's.

The only segment where the reversible HOV lanes might warrant the investment is the one immediately north of the interchange of I-5 and SR-14. However, based on Caltrans' Benefit to Cost model, it was concluded that the mobility benefit would be completely offset at the end of the reversible HOV lanes where the southbound traffic merging from two reversible lanes into one HOV lane before reaching the I-5/SR-14 interchange direct connector, hence creating a new bottleneck. Even if the bottleneck could be removed by widening the I-5/SR-14 interchange direct connector, the traffic merging problems would still occur on I-5 south of the interchange of I-5/SR-14 where the reversible HOV lanes merging with I-5 traffic.

Due to its infeasibility of the reversible HOV lane concept and its much needed capacity to accommodate projected growth in Antelope Valley, the Study subsequently recommended to add one non-reversible HOV lane in each direction and replace any reference regarding the creation of two reversible HOV lanes along SR-14, to be in concurrence with Caltrans' "Route 14 Transportation Concept Report". Further study might be needed to look into the effectiveness of HOV operation on I-5 between the interchanges of I-5/SR-14 and I-5/I-405.

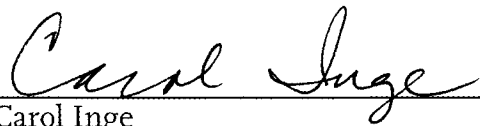
**NEXT STEPS**

Staff will utilize the Study for future updates to the LRTP and RTP.

**ATTACHMENTS**

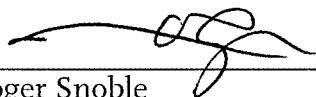
- A. Letter of Support for the amendments to the North County Corridors Plan

Prepared by: Brian Lin, Transportation Planning Manager  
Kevin Michel, Director, San Fernando Valley/North County Area Team



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Carol Inge  
Chief Planning Officer  
Countywide Planning and Development



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Roger Snoble  
Chief Executive Officer

# North County Transportation Coalition

38300 Sierra Highway Suite A, Palmdale CA 93550

August 2, 2006

## Member Jurisdictions

City of Lancaster  
County of Los Angeles  
City of Palmdale  
City of Santa Clarita

Ms. Carol Inge  
Chief Planning Officer  
Countywide Planning and Development  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952

RE: North County Combined Highway Corridor Study

Dear Ms. Inge:

## Board Members

### **Members - Elected**

James C. Ledford, Chair  
Henry Hearn  
Cameron Smyth

### **Members - General**

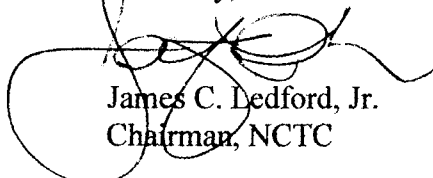
Laura Biery, Secretary  
Brittany Zhuang  
Michael Cano  
Ron Carter  
Andrew Yi  
Connie Worden-Roberts  
Richard Yribe  
Tom DiPrima

At the July 17<sup>th</sup>, North County Transportation Coalition (NCTC) meeting, the NCTC Board reviewed the final draft of the SR-14 Reversible HOV Lanes Feasibility Study jointly prepared by Caltrans and Metro. As a result of the findings and recommendations outlined in this study, the NCTC Board is recommending specific changes to the previously adopted 2004 North County Combined Highways Corridors Study (NCCHCS). Additionally, the NCTC Board requests that along with the below described changes, all necessary updates to the PSR/PDS, PAED, and Metro's LRTP that reference the NCCHCS also reflect the below recommended changes. Therefore, the NCTC Board recommends the following:

That the Integration and Corridor Improvements Plan sections in the 2004 North County Combined Highway Corridors Study (NCCHCS) be modified by replacing any reference regarding the creation of three reversible HOV lanes along SR-14 with a recommendation to add one non-reversible HOV lane in each direction and replace any reference regarding the creation of two reversible HOV lanes along SR-14 with a recommendation to add one non-reversible HOV lane in each direction.

Should you have any questions regarding our recommendation, please feel free to contact Laura Biery, NCTC Secretary, at (661) 267-5132.

Sincerely,



James C. Ledford, Jr.  
Chairman, NCTC

c: Doug Failing, Caltrans District 7  
Brian Lin, Metro  
NCTC

