

## **MTA Sets Meetings on Valley's North-South Bus Alternatives**

By ED SCANNELL

(Aug. 30, 2002) MTA has scheduled a series of public meetings to discuss potential alternatives for a north-south high capacity bus transit corridor in the San Fernando Valley.

Attendees will learn about the San Fernando Valley North-South Transit Corridor Study now underway and will be invited to give input on the alternatives currently under consideration as well as to suggest other alternatives.

The open houses are scheduled Monday, Sept. 9 from 5 p.m. – 8 p.m. in the Northridge Medical Hospital; on Tuesday, Sept. 10 from 5 p.m. – 8 p.m. in the North Hollywood Recreation Center; and on Thursday, Sept. 12 from 5 p.m. – 8 p.m. at the City of San Fernando's Recreation Park.

The San Fernando Valley North-South Transit Corridor Study is currently looking at 13 preliminary alternatives to provide high capacity north-south bus transit service that would best connect with both the San Fernando Valley East-West Metro Rapid Transitway and the Ventura Boulevard Metro Rapid Bus line.

"The feedback we get from the public will be invaluable as we narrow down and prioritize these alternatives for further study," said Jim de la Loza, MTA executive officer for countywide planning and development. "Our goal is to fill a pressing need for efficient north-south service to key San Fernando Valley destinations including the future east-west busway and the Metro Rapid bus line on Ventura Boulevard."

### **Alternatives being considered**

The alternatives under consideration include high capacity service on corridors including: the rail right-of-way adjacent to Canoga Ave., Glenoaks Ave. to Vineland Ave., Lankershim Blvd., Reseda Blvd., Sepulveda Blvd., Topanga Canyon Blvd., Van Nuys Blvd., Vineland Ave./San Fernando Rd., Woodley Ave./Rinaldi St. Other alternatives include a new Metro Rapid Bus line and service from the Sylmar/San Fernando Metrolink station to Westwood via the 405 freeway.

In developing the alternatives, the study factored in employment density, population density, areas of high transit usage, land use condition and population under 15 and over 64.

Upon approval of a project by the MTA Board in early 2003, funding for implementation would include \$100 million earmarked in Governor Gray Davis' Transportation Congestion Relief Program, approved by the state legislature two years ago, supplemented by local sales tax dollars.

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