

Los Angeles River Bridge Crossing at Victory Boulevard and Louise Avenue in Van Nuys is the start of construction site for the San Fernando Valley Metro Rapidway Project. PHOTO BY DAVE SOTERO



## **MTA Gives Green Light to SF Valley Metro Rapidway Construction**

By BILL HEARD, Editor

(May 7, 2003) MTA has given the green light for start of construction on the 14-mile San Fernando Valley Metro Rapidway – the dedicated busway that will connect North Hollywood and Warner Center.

The agency issued a Notice to Proceed, May 2, allowing the contractor, Shimmick/Obayashi, to begin the \$150 million design and construction project. The Rapidway is scheduled to open in August 2005.

One element of the Rapidway already is under construction under a separate contract. Steel pile installation began, April 25, on the south abutment of a bridge that will span the LA River in the Sepulveda Basin Recreation Area.

As for the Rapidway, itself, the contractor must rip up old rails and ties from the former Union Pacific railroad bed. A number of buildings, pavement and other obstacles also must be demolished before the actual bus lanes can be built.

Generally, says Project Manager Roger Dames, the Rapidway will be 100 feet wide with two 13-foot wide dedicated bus lanes down the center. Running parallel to the busway will be a 15-foot wide bikeway and pedestrian path.

Drought-resistant landscaping will be featured the length of the corridor. In neighborhood areas adjacent to the Rapidway, the contractor will build an earth berm surmounted by a wall to reduce noise.

### **Historic train depot**

The eastern terminal of the Rapidway, located near the North Hollywood Metro Rail station at Chandler and Lankershim, will be

adjacent to a historic train depot. At the western end, the Rapidway will leave the dedicated right-of-way to follow surface streets to make a one-mile loop to the Warner Center Transit Hub.

With signal priority at intersections, end-to-end running time along the Rapidway between Warner Center and North Hollywood will be 35 to 40 minutes. Buses will run every seven to ten minutes during peak hours.

Thirteen stations will be spaced approximately a mile apart along the Rapidway. The stations will feature ornamental landscaping, ticket vending machines, variable message signs, original art, patron seating, security cameras, public telephones and bicycle racks.

Park and ride lots will be built at five stations, providing more than 3,000 parking spaces convenient to major activity centers. North-south bus lines will connect the Rapidway to other destinations.

The MTA Board has approved the purchase of 200 CNG, low-floor articulated buses, 22 of which are slated for use on the Rapidway.

The total cost of the Rapidway project – including real estate and preliminary engineering – is \$329.5 million. In addition, the project will include \$8.1 million for the bikeway and pedestrian path.

[Back to MTA Report](#)