



***US 101 Freeway Corridor
Improvement Study***

**US 101 FREEWAY CORRIDOR
IMPROVEMENT STUDY**

**FINAL
FEASIBLE SET OF STRATEGIES
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Note: Revised Build Strategy Sequence, from 3-15-02 Draft to 4-26-02 Final, is as follows (New=Old): 1=1, 2=9, 3=7, 4=10, 5=8, 6=3, 7=2, 8=5, 9=4, 10=6

Feasible Set of Strategies

No-Build Strategy

Purpose of the Strategy

The No-Build Strategy consists of those transportation projects and programs that are already planned and included in the SCAG Regional Transportation Plan for 2025. Consequently, the No-Build Strategy represents future travel characteristics and conditions in the US 101 study area and it is the strategy against which the other candidate transportation strategies proposed for the US 101 Freeway Corridor Improvement Study will be assessed.

Transit Improvements

- ◆ Ventura Blvd, Rapid Bus from Warner Center to Universal Red Line Station (MTA)
- ◆ East/West Bus Rapid Transit from Warner Center to North Hollywood Red Line Station (MTA)
- ◆ North/South Bus Rapid Transit from Sylmar to Ventura Blvd along Van Nuys corridor (MTA)
- ◆ Increase Bus Fleet by 25 percent (MTA)
- ◆ Additional parking spaces at North Hollywood Red Line Station at Lankershim and Chandler, 850 spaces (MTA)
- ◆ Additional parking spaces at Universal Red Line Station, 700 spaces (MTA)
- ◆ Westlake Community Based Intercept Intermodal Facility (City of Los Angeles)
- ◆ Additional Rapid Bus lines along the following corridors (MTA):
 - Crenshaw/Rossmore
 - Hollywood/Fairfax/Pasadena
 - San Fernando Road
 - Van Nuys
 - Vermont
 - Western
 - Sepulveda
 - Beverly

Highway Improvements

- ◆ I-405 HOV Lanes I-10 to US 101 (both directions)
- ◆ I-405 NB HOV Lane US 101 to Burbank Blvd
- ◆ I-405 NB Auxiliary Lane, Mulholland Drive to Ventura Blvd
- ◆ I-405/US 101 Improvements (near Greenleaf and Ventura Blvd to Kester)
- ◆ SR 23 Widen from 4 to 6 lanes from SR 118 to US 101
- ◆ US 101/Kanan Road improvements (City of Agoura Hills)
- ◆ Moorpark Road widening (City of Thousand Oaks)
- ◆ US 101 is combination of 4 + 0 and 5 + 0 segments, no HOV lanes

Transportation Demand Management Improvements

- ◆ Continue to support regional Rideshare and Vanpool programs
- ◆ Continue to support innovative TDM programs

Feasible Set of Strategies

TSM/TDM Strategy

Purpose of the Strategy

The Transportation System Management/Transportation Demand Management (TSM/TDM) Strategy consists of operational investments, policies, and actions aimed at improving passenger automobile travel, improving safety and operations, transit usage, and reducing the demand for use of the transportation facilities in the US 101 study area. This strategy does not include major physical capacity increases to the transportation system over the committed No-Build Strategy. The TSM/TDM improvement strategies listed below will be included as appropriate in all of the build strategies.

Transit Improvements

- ◆ Increase the bus fleet and service supply capacity in the study area by more than the 25 percent proposed by MTA
- ◆ Ventura Blvd, Rapid Bus from Warner Center to Universal Red Line Station (MTA)
- ◆ East/West Bus Rapid Transit from Warner Center to North Hollywood Red Line Station (MTA)
- ◆ North/South Bus Rapid Transit from Sylmar to Ventura Blvd along Van Nuys corridor (MTA)
- ◆ Additional parking spaces at North Hollywood Red Line Station at Lankershim and Chandler, 850 spaces (MTA)
- ◆ Additional parking spaces at Universal Red Line Station, 700 spaces (MTA)
- ◆ Westlake Community Based Intercept Intermodal Facility (City of Los Angeles)
- ◆ Additional Rapid Bus lines along the following corridors (MTA):
 - Crenshaw/Rossmore
 - Hollywood/Fairfax/Pasadena
 - San Fernando Road
 - Van Nuys
 - Vermont
 - Western
 - Sepulveda
 - Beverly

Highway Improvements

- ◆ I-405 HOV Lanes I-10 to US 101 (both directions)
- ◆ I-405 NB HOV Lane US 101 to Burbank Blvd
- ◆ I-405 NB Auxiliary Lane, Mulholland Drive to Ventura Blvd
- ◆ I-405/US 101 Improvements (near Greenleaf and Ventura Blvd to Kester)
- ◆ SR 23 Widen from 4 to 6 lanes from SR 118 to US 101
- ◆ US 101/Kanan Road improvements (City of Agoura Hills)
- ◆ Moorpark Road widening (City of Thousand Oaks)
- ◆ Freeway operations improvements including additional exit lanes on US 101 at:
 - Laurel Canyon Blvd.
 - Van Nuys Blvd.
 - Sepulveda Blvd.
 - Hayvenhurst Ave.
 - Balboa Blvd.

- Reseda Blvd.
- Tampa Ave.
- De Soto Ave.
- Ventura Blvd./Topanga Canyon Blvd.
- Canoga Ave.
- Others ?
- ◆ Freeway operations improvements including westbound auxiliary lanes at:
 - White Oak to Reseda
 - Balboa to White Oak
 - Hayvenhurst to Balboa
 - Van Nuys to Sepulveda
 - Others ?
- ◆ Freeway operations improvements including eastbound auxiliary lanes at:
 - Vanalden to Reseda
 - Burbank to White Oak
 - White Oak to Balboa
 - Balboa to Hayvenhurst
 - Hayvenhurst to Haskell
 - Others ?
- ◆ US 101 is combination of 4 + 0 and 5 + 0 segments, no HOV lanes

Transportation Demand Management Improvements

- ◆ Continue to support regional Rideshare and Vanpool programs
- ◆ Continue to support innovative TDM programs
- ◆ Transit priority systems on adjacent arterials
 - Ventura Blvd.
 - Victory Blvd.
 - Sepulveda Blvd.
 - Van Nuys Blvd.
 - Topanga Canyon Blvd.
- ◆ Improve traffic signal systems within the US 101 study area
- ◆ Other “programs”

Feasible Set of Strategies

Build 1 Strategy – Bus and Rail Transit Improvements

Purpose of the Strategy

This corridor-wide build strategy would stress major improvements and extensions to bus and rail transit services throughout the US 101 study area with little investment in highway improvements. The applicable TSM/TDM improvements would also be included in this strategy. In addition, a number of possible improvements to local arterial streets would be considered to supplement the US 101 Freeway improvements.

Transit Improvements

- ◆ TSM/TDM Strategy Improvements, as applicable
- ◆ Additional bus service improvements to the MTA routes, over and above what is planned by MTA and LADOT, south of the US 101/SR 134/SR 170 interchanges will be made along with additional local community transit service connections to the Red Line stations at Hollywood/Western, Vermont/Sunset, Vermont/Santa Monica/LACC, Vermont/Beverly, Wilshire/Vermont, and Westlake/MacArthur Park.
- ◆ Addition of Freeway express/BRT transit services along US 101 from Thousand Oaks to Warner Center connecting and operating on the East/West Busway to the North Hollywood Red Line station. The new bus service would operate in mixed flow lanes on the US 101 Freeway and service transit centers in the communities of Thousand Oaks, Westlake Village, Agoura Hills, Calabasas, and Hidden Hills. The Freeway express service would provide 5 to 10 minute headways in the peak periods and 15 to 20 minute headway in the off-peak periods.
- ◆ Transit centers with park-and-ride lots would be built and/or enhanced in the communities of Thousand Oaks, Westlake Village, Agoura Hills, Calabasas, and Hidden Hills.
- ◆ Community transit services would be provided by each community (Thousand Oaks, Westlake Village, Agoura Hills, Calabasas, and Hidden Hills) to serve the transit centers and to provide access to the Freeway express services.
- ◆ Additional Park-and-Ride lot capacity along the East/West Busway would also be considered in this strategy
- ◆ Additional MTA Metro Red Line capacity starting at the North Hollywood station will also be considered in this strategy based on the increased bus services to the Red Line stations within the study corridor

Highway Improvements

- ◆ TSM/TDM Strategy Improvements

Possible Arterial Improvements to Increase Accessibility

- ◆ Extend Victory Blvd. to Kanan Road and Thousand Oaks Blvd.
- ◆ Make Thousand Oaks Blvd. a continuous arterial facility between SR 23 North and Valley Circle Blvd./Mulholland Drive
- ◆ Extend Ventura Blvd. between Topanga Canyon Blvd. and Valley Circle Blvd./Mulholland Drive, south of US 101
- ◆ Make Calabasas Road a continuous arterial facility between Valley Circle Blvd./Mulholland Drive and Las Virgenes Road
- ◆ Extend Agoura Road from Las Virgenes Road to SR 23 South

- ◆ Improve the capacity and operation of East-West arterials within the City of Los Angeles, including Victory Blvd., Sherman Way, Roscoe Blvd. and Ventura Blvd.
- ◆ Improve the capacity and operation of North-South arterials within the City of Los Angeles, including Topanga Canyon Blvd., Sepulveda Blvd., and Cahuenga Blvd.

Transportation Demand Management Improvements

- ◆ TSM/TDM Strategy Improvements, as applicable
- ◆ Additional transit system priority and locator systems applicable to the increases in transit services that are proposed by this strategy.

Feasible Set of Strategies

Build 2 Strategy – Addition of Mixed Flow Lanes in 4-Lane Sections, At-Grade

Purpose of the Strategy

This strategy would add one mixed flow lane in each direction where the US 101 Freeway is four lanes in each direction. This would bring the US 101 Freeway to five mixed flow lanes in each direction from SR 23 North to just north of the SR 110 interchange. This strategy would require that the US 101 Freeway be brought up to current geometric and safety standards in the areas where the mixed flow lane would be added. In addition, a number of possible improvements to local arterial streets would be considered to supplement the US 101 Freeway improvements.

Transit Improvements

- ◆ Improvements as listed under Build 1 Strategy

Highway Improvements

- ◆ TSM/TDM Strategy Improvements, as appropriate
- ◆ Add one mixed flow lane in each direction in the sections where the Freeway is four lanes (@ various locations)
- ◆ Bring Freeway sections up to “standard” in areas where widening would occur
- ◆ Reconstruction/modification of most interchanges in areas of widening

Possible Arterial Improvements to Increase Accessibility

- ◆ Extend Victory Blvd. to Kanan Road and Thousand Oaks Blvd.
- ◆ Make Thousand Oaks Blvd. a continuous arterial facility between SR 23 North and Valley Circle Blvd./Mulholland Drive
- ◆ Extend Ventura Blvd. between Topanga Canyon Blvd. and Valley Circle Blvd./Mulholland Drive, south of US 101
- ◆ Make Calabasas Road a continuous arterial facility between Valley Circle Blvd./Mulholland Drive and Las Virgenes Road
- ◆ Extend Agoura Road from Las Virgenes Road to SR 23 South
- ◆ Improve the capacity and operation of East-West arterials within the City of Los Angeles, including Victory Blvd., Sherman Way, Roscoe Blvd. and Ventura Blvd.
- ◆ Improve the capacity and operation of North-South arterials within the City of Los Angeles, including Topanga Canyon Blvd., Sepulveda Blvd., and Cahuenga Blvd.

Transportation Demand Management Improvements

- ◆ TSM/TDM Strategy Improvements, as applicable
- ◆ Additional transit system priority and locator systems applicable to the increases in transit services that are proposed by this strategy.

Feasible Set of Strategies

Build 3 Strategy – Add 1 Carpool (HOV) Lane, At-Grade, in Each Direction From SR 23 North to North of the SR 110

Purpose of the Strategy

This strategy would add one carpool or HOV lane in each direction, at-grade, along the US 101 Freeway. It would provide for additional transit use of the HOV lanes and provision of a possible direct connection to the East/West Busway facility at Warner Center. This strategy would require that the US 101 Freeway be brought up to current geometric and safety standards throughout its full length between SR 23 North and SR 110 and would require that most interchanges would need to be modified. In addition, a number of possible improvements to local arterial streets would be considered to supplement the US 101 Freeway improvements.

Transit Improvements

- ◆ Improvements as listed under Build 1 Strategy, as appropriate
- ◆ Allow the Freeway express services to now operate in the HOV lane in addition to the Mixed Flow traffic lanes

Highway Improvements

- ◆ TSM/TDM Strategy Improvements, as appropriate, plus
- ◆ Addition of 1 HOV lane in each direction, at-grade, starting east of the SR 23 North interchange and transitioning back to the existing US 101 facility at some point north of the SR 110 interchange
- ◆ Bring Freeway sections up to “standard”
- ◆ Reconstruction/modification of most interchanges

Possible Arterial Improvements to Increase Accessibility

- ◆ Extend Victory Blvd. to Kanan Road and Thousand Oaks Blvd.
- ◆ Make Thousand Oaks Blvd. a continuous arterial facility between SR 23 North and Valley Circle Blvd./Mulholland Drive
- ◆ Extend Ventura Blvd. between Topanga Canyon Blvd. and Valley Circle Blvd./Mulholland Drive, south of US 101
- ◆ Make Calabasas Road a continuous arterial facility between Valley Circle Blvd./Mulholland Drive and Las Virgenes Road
- ◆ Extend Agoura Road from Las Virgenes Road to SR 23 South
- ◆ Improve the capacity and operation of East-West arterials within the City of Los Angeles, including Victory Blvd., Sherman Way, Roscoe Blvd. and Ventura Blvd.
- ◆ Improve the capacity and operation of North-South arterials within the City of Los Angeles, including Topanga Canyon Blvd., Sepulveda Blvd., and Cahuenga Blvd.

Transportation Demand Management Improvements

- ◆ TSM/TDM Strategy Improvements, as applicable
- ◆ Additional transit system priority and locator systems applicable to the increases in transit services that are proposed by this strategy.

Optional Considerations (to be studied)

- ◆ Warner Center direct connection to the HOV lanes to facilitate exclusive Busway movements to the East/West Busway facility
- ◆ Addition of US 101 to I-405 direct HOV connectors (SB to SB and NB to NB)
- ◆ Consider the possibility of adding the three missing movements to the US 101/SR 134/SR 170 interchange – SB 170 to WB 101; EB 101 to NB 170; and NB 101 to EB 134.

Feasible Set of Strategies

Build 4 Strategy – Addition of Mixed Flow Lanes in 4-Lane Sections plus Addition of 1 Carpool (HOV) Lane in Each Direction From SR 23 North to North of the SR 110, All At-Grade

Purpose of the Strategy

This strategy would add one mixed flow lane in each direction where the US 101 Freeway is four lanes in each direction. This would bring the US 101 Freeway to five mixed flow lanes in each direction from SR 23 North to just north of the SR 110 interchange. In addition this strategy would then add one carpool or HOV lane in each direction, at-grade, along the US 101 Freeway. It would also provide for additional transit use of the HOV lanes and provision of a possible direct connection to the East/West Busway facility at Warner Center. This strategy would require that the US 101 Freeway be brought up to current geometric and safety standards throughout its full length between SR 23 North and SR 110 and would require that most interchanges would need to be modified. In addition, a number of possible improvements to local arterial streets would be considered to supplement the US 101 Freeway improvements.

Transit Improvements

- ◆ Improvements as listed under Build 1 Strategy, as appropriate
- ◆ Allow the Freeway express services to now operate in the HOV lane in addition to the Mixed Flow traffic lanes

Highway Improvements

- ◆ TSM/TDM Strategy Improvements, as appropriate
- ◆ Add one mixed flow lane in each direction in the sections where the Freeway is four lanes (approximately 22 miles)
- ◆ Addition of 1 HOV lane in each direction, at-grade, starting east of the SR 23 North interchange and transitioning back to the existing US 101 facility at some point north of the SR 110 interchange
- ◆ Bring Freeway sections up to “standard”
- ◆ Reconstruction/modification of most interchanges

Possible Arterial Improvements to increase Accessibility

- ◆ Extend Victory Blvd. to Kanan Road and Thousand Oaks Blvd.
- ◆ Make Thousand Oaks Blvd. a continuous arterial facility between SR 23 North and Valley Circle Blvd./Mulholland Drive
- ◆ Extend Ventura Blvd. between Topanga Canyon Blvd. and Valley Circle Blvd./Mulholland Drive, south of US 101
- ◆ Make Calabasas Road a continuous arterial facility between Valley Circle Blvd./Mulholland Drive and Las Virgenes Road
- ◆ Extend Agoura Road from Las Virgenes Road to SR 23 South
- ◆ Improve the capacity and operation of East-West arterials within the City of Los Angeles, including Victory Blvd., Sherman Way, Roscoe Blvd. and Ventura Blvd.
- ◆ Improve the capacity and operation of North-South arterials within the City of Los Angeles, including Topanga Canyon Blvd., Sepulveda Blvd., and Cahuenga Blvd.

Transportation Demand Management Improvements

- ◆ TSM/TDM Strategy Improvements, as applicable
- ◆ Additional transit system priority and locator systems applicable to the increases in transit services that are proposed by this strategy.

Optional Considerations (to be studied)

- ◆ Warner Center direct connection to the HOV lanes to facilitate exclusive Busway movements to the East/West Busway facility
- ◆ Addition of US 101 to I-405 direct HOV connectors (SB to SB and NB to NB)
- ◆ Consider the possibility of adding the three missing movements to the US 101/SR 134/SR 170 interchange – SB 170 to WB 101; EB 101 to NB 170; and NB 101 to EB 134.

Feasible Set of Strategies

Build 5 Strategy – Add 2 Carpool (HOV) Lanes, Elevated, in Each Direction From SR 23 North to North of the SR 110

Purpose of the Strategy

This strategy would add two carpool or HOV lanes in each direction, elevated, along the US 101 Freeway. It would provide for additional transit use of the HOV lanes and provision of a possible direct connection to the East/West Busway facility at Warner Center. This strategy would require that the US 101 Freeway be brought up to current geometric and safety standards throughout its full length between SR 23 North and SR 110 and would require that most interchanges would need to be modified. Also limited connections and access to the elevated HOV facility would have to be considered. In addition, a number of possible improvements to local arterial streets would be considered to supplement the US 101 Freeway improvements.

Transit Improvements

- ◆ Improvements as listed under Build 1 Strategy, as appropriate
- ◆ Allow the Freeway express services to now operate in the HOV lane in addition to the Mixed Flow traffic lanes and would have a better level of operation than under the Build 10 Strategy

Highway Improvements

- ◆ TSM/TDM Strategy Improvements, as appropriate
- ◆ Addition of 2 HOV lanes in each direction, elevated, starting east of the SR 23 North interchange and transitioning back to the existing US 101 facility at some point north of the SR 110 interchange
- ◆ Provide for limited access location – probably every 3 to 4 miles at the most and at the Freeway-to-Freeway interchanges
- ◆ Bring Freeway sections up to “standard”
- ◆ Reconstruction/modification of most interchanges

Possible Arterial Improvements to Increase Accessibility

- ◆ Extend Victory Blvd. to Kanan Road and Thousand Oaks Blvd.
- ◆ Make Thousand Oaks Blvd. a continuous arterial facility between SR 23 North and Valley Circle Blvd./Mulholland Drive
- ◆ Extend Ventura Blvd. between Topanga Canyon Blvd. and Valley Circle Blvd./Mulholland Drive, south of US 101
- ◆ Make Calabasas Road a continuous arterial facility between Valley Circle Blvd./Mulholland Drive and Las Virgenes Road
- ◆ Extend Agoura Road from Las Virgenes Road to SR 23 South
- ◆ Improve the capacity and operation of East-West arterials within the City of Los Angeles, including Victory Blvd., Sherman Way, Roscoe Blvd. and Ventura Blvd.
- ◆ Improve the capacity and operation of North-South arterials within the City of Los Angeles, including Topanga Canyon Blvd., Sepulveda Blvd., and Cahuenga Blvd.

Transportation Demand Management Improvements

- ◆ TSM/TDM Strategy Improvements, as applicable
- ◆ Additional transit system priority and locator systems applicable to the increases in transit services that are proposed by this strategy.

Optional Considerations (to be studied)

- ◆ Warner Center direct connection to the HOV lanes to facilitate exclusive Busway movements to the East/West Busway facility
- ◆ Addition of US 101 to I-405 direct HOV connectors (SB to SB and NB to NB)
- ◆ Consider the possibility of adding the three missing movements to the US 101/SR 134/SR 170 interchange – SB 170 to WB 101; EB 101 to NB 170; and NB 101 to EB 134.

Feasible Set of Strategies

Build 6 Strategy – Extension of East/West Busway, At-Grade

Purpose of the Strategy

This strategy would enhance the Build 1 Strategy by providing an exclusive busway from Warner Center to Thousand Oaks within the US 101 right-of-way. This extension of the busway would be at-grade. This strategy would require that the US 101 Freeway be brought up to current geometric and safety standards between SR 23 North and Topanga Canyon Blvd. and would require that most interchanges would need to be modified. In addition, a number of possible improvements to local arterial streets would be considered to supplement the US 101 Freeway improvements.

Transit Improvements

- ◆ Improvements listed under Build 1 Strategy, as appropriate
- ◆ At-grade extension of the exclusive busway (East/West Busway) to Thousand Oaks using the US 101 Freeway Corridor.
- ◆ The exclusive busway would begin east of the SR 23 North interchange and include an exclusive direct busway connector to Warner Center.
- ◆ Expansion of US 101 Freeway and interchange modifications from SR 23 North to Topanga Canyon Blvd. to meet current geometric and safety standards.
- ◆ This strategy would also include designing direct access/egress connections to each one of the community Transit Centers proposed in Thousand Oaks, Westlake Village, Agoura Hills, Calabasas, and Hidden Hills.

Highway Improvements

- ◆ TSM/TDM Strategy Improvements
- ◆ Expansion of US 101 Freeway and interchange modifications from SR 23 North to Topanga Canyon Blvd. to meet current geometric and safety standards.

Possible Arterial Improvements to Increase Accessibility

- ◆ Extend Victory Blvd. to Kanan Road and Thousand Oaks Blvd.
- ◆ Make Thousand Oaks Blvd. a continuous arterial facility between SR 23 North and Valley Circle Blvd./Mulholland Drive
- ◆ Extend Ventura Blvd. between Topanga Canyon Blvd. and Valley Circle Blvd./Mulholland Drive, south of US 101
- ◆ Make Calabasas Road a continuous arterial facility between Valley Circle Blvd./Mulholland Drive and Las Virgenes Road
- ◆ Extend Agoura Road from Las Virgenes Road to SR 23 South
- ◆ Improve the capacity and operation of East-West arterials within the City of Los Angeles, including Victory Blvd., Sherman Way, Roscoe Blvd. and Ventura Blvd.
- ◆ Improve the capacity and operation of North-South arterials within the City of Los Angeles, including Topanga Canyon Blvd., Sepulveda Blvd., and Cahuenga Blvd.

Transportation Demand Management Improvements

- ◆ TSM/TDM Strategy Improvements, as applicable
- ◆ Additional transit system priority and locator systems applicable to the increases in transit services that are proposed by this strategy.

Feasible Set of Strategies

Build 7 Strategy – Extension of East/West Busway, Elevated

Purpose of the Strategy

This strategy would enhance the Build 1 Strategy by providing an exclusive busway from Warner Center to Thousand Oaks within the US 101 right-of-way. This extension of the busway would be elevated. This strategy would require that the US 101 Freeway be brought up to current geometric and safety standards between SR 23 North and Topanga Canyon Blvd. and would require that most interchanges would need to be modified. In addition, a number of possible improvements to local arterial streets would be considered to supplement the US 101 Freeway improvements.

Transit Improvements

- ◆ Improvements listed under Build 1 Strategy, as appropriate
- ◆ Elevated extension of the exclusive busway (East/West Busway) to Thousand Oaks using the US 101 Freeway Corridor.
- ◆ The exclusive busway would begin east of the SR 23 North interchange and include an exclusive direct busway connector to Warner Center.
- ◆ Expansion of US 101 Freeway and interchange modifications from SR 23 North to Topanga Canyon Blvd. to meet current geometric and safety standards.
- ◆ This strategy would also include designing direct access/egress connections to each one of the community Transit Centers proposed in Thousand Oaks, Westlake Village, Agoura Hills, Calabasas, and Hidden Hills.

Highway Improvements

- ◆ TSM/TDM Strategy Improvements
- ◆ Expansion of US 101 Freeway and interchange modifications from SR 23 North to Topanga Canyon Blvd. to meet current geometric and safety standards.

Possible Arterial Improvements to Increase Accessibility

- ◆ Extend Victory Blvd. to Kanan Road and Thousand Oaks Blvd.
- ◆ Make Thousand Oaks Blvd. a continuous arterial facility between SR 23 North and Valley Circle Blvd./Mulholland Drive
- ◆ Extend Ventura Blvd. between Topanga Canyon Blvd. and Valley Circle Blvd./Mulholland Drive, south of US 101
- ◆ Make Calabasas Road a continuous arterial facility between Valley Circle Blvd./Mulholland Drive and Las Virgenes Road
- ◆ Extend Agoura Road from Las Virgenes Road to SR 23 South
- ◆ Improve the capacity and operation of East-West arterials within the City of Los Angeles, including Victory Blvd., Sherman Way, Roscoe Blvd. and Ventura Blvd.
- ◆ Improve the capacity and operation of North-South arterials within the City of Los Angeles, including Topanga Canyon Blvd., Sepulveda Blvd., and Cahuenga Blvd.

Transportation Demand Management Improvements

- ◆ TSM/TDM Strategy Improvements, as applicable
- ◆ Additional transit system priority and locator systems applicable to the increases in transit services that are proposed by this strategy.

Feasible Set of Strategies

Build 8 Strategy – New At-Grade Fixed Guideway Transit System from Thousand Oaks to Universal City Red Line Station

Purpose of the Strategy

This strategy would consider a major new fixed guideway transit system within the US 101 right-of-way from Thousand Oaks to a terminus at the Universal City Red Line Station. The fixed guideway transit line would be at-grade. This strategy would require that the US 101 Freeway be brought up to current geometric and safety standards between SR 23 North and Lankershim Blvd. and would require that most interchanges would need to be modified (no mainline capacity improvements). In addition, a number of possible improvements to local arterial streets would be considered to supplement the US 101 Freeway improvements.

Transit Improvements

- ◆ Improvements listed under Build 1 Strategy, as appropriate
- ◆ Construct At-Grade Fixed Guideway Transit System in the US 101 Freeway right-of-way from Thousand Oaks to Universal City Red Line Station
- ◆ Possible station stops (18) along the US Freeway Corridor would be at:
 - Westlake Blvd
 - Lindero Canyon Road
 - Kanan Road
 - Lost Hills Road
 - Parkway Calabasas
 - Topanga Canyon Blvd/Warner Center
 - DeSoto Avenue
 - Winnetka Avenue
 - Tampa Avenue
 - Reseda Blvd
 - White Oak Avenue
 - Balboa Blvd
 - Sepulveda Blvd
 - Van Nuys Blvd
 - Woodman Avenue
 - Coldwater Canyon Avenue
 - Laurel Canyon Blvd
 - Universal City-Lankershim Blvd
- ◆ The At-Grade stations would require 20 to 30 feet of additional right-of-way at each location
- ◆ Develop park-and-ride lots and bus interface facilities at all stations - this would require additional right-of-way
- ◆ Locate and construct new rail operating and maintenance facility
- ◆ Expansion of US 101 Freeway and interchange modifications from SR 23 North to Lankershim Blvd. to meet current geometric and safety standards.

Highway Improvements

- ◆ TSM/TDM Strategy Improvements

- ◆ Expansion of US 101 Freeway and interchange modifications from SR 23 North to Lankershim Blvd. to meet current geometric and safety standards.

Possible Arterial Improvements to Increase Accessibility

- ◆ Extend Victory Blvd. to Kanan Road and Thousand Oaks Blvd.
- ◆ Make Thousand Oaks Blvd. a continuous arterial facility between SR 23 North and Valley Circle Blvd./Mulholland Drive
- ◆ Extend Ventura Blvd. between Topanga Canyon Blvd. and Valley Circle Blvd./Mulholland Drive, south of US 101
- ◆ Make Calabasas Road a continuous arterial facility between Valley Circle Blvd./Mulholland Drive and Las Virgenes Road
- ◆ Extend Agoura Road from Las Virgenes Road to SR 23 South
- ◆ Improve the capacity and operation of East-West arterials within the City of Los Angeles, including Victory Blvd., Sherman Way, Roscoe Blvd. and Ventura Blvd.
- ◆ Improve the capacity and operation of North-South arterials within the City of Los Angeles, including Topanga Canyon Blvd., Sepulveda Blvd., and Cahuenga Blvd.

Transportation Demand Management Improvements

- ◆ TSM/TDM Strategy Improvements, as applicable
- ◆ Additional transit system priority and locator systems applicable to the increases in transit services that are proposed by this strategy.

Feasible Set of Strategies

Build 9 Strategy – New Elevated Fixed Guideway Transit System from Thousand Oaks to Universal City Red Line Station

Purpose of the Strategy

This strategy would consider a major new fixed guideway transit system within the US 101 right-of-way from Thousand Oaks to a terminus at the Universal City Red Line Station. The fixed guideway transit line would be elevated. This strategy would require that the US 101 Freeway be brought up to current geometric and safety standards between SR 23 North and Lankershim Blvd. and would require that most interchanges would need to be modified (no mainline capacity improvements). In addition, a number of possible improvements to local arterial streets would be considered to supplement the US 101 Freeway improvements.

Transit Improvements

- ◆ Improvements listed under Build 1 Strategy, as appropriate
- ◆ Construct Elevated Fixed Guideway Transit System in the US 101 Freeway right-of-way from Thousand Oaks to Universal City Red Line Station
- ◆ Possible station stops (18) along the US Freeway Corridor would be at:
 - Westlake Blvd
 - Lindero Canyon Road
 - Kanan Road
 - Lost Hills Road
 - Parkway Calabasas
 - Topanga Canyon Blvd/Warner Center
 - DeSoto Avenue
 - Winnetka Avenue
 - Tampa Avenue
 - Reseda Blvd
 - White Oak Avenue
 - Balboa Blvd
 - Sepulveda Blvd
 - Van Nuys Blvd
 - Woodman Avenue
 - Coldwater Canyon Avenue
 - Laurel Canyon Blvd
 - Universal City-Lankershim Blvd
- ◆ Develop park-and-ride lots and bus interface facilities at all stations - this would require additional right-of-way
- ◆ Locate and construct new rail operating and maintenance facility
- ◆ Expansion of US 101 Freeway and interchange modifications from SR 23 North to Lankershim Blvd. to meet current geometric and safety standards.

Highway Improvements

- ◆ TSM/TDM Strategy Improvements

- ◆ Expansion of US 101 Freeway and interchange modifications from SR 23 North to Lankershim Blvd. to meet current geometric and safety standards.

Possible Arterial Improvements to Increase Accessibility

- ◆ Extend Victory Blvd. to Kanan Road and Thousand Oaks Blvd.
- ◆ Make Thousand Oaks Blvd. a continuous arterial facility between SR 23 North and Valley Circle Blvd./Mulholland Drive
- ◆ Extend Ventura Blvd. between Topanga Canyon Blvd. and Valley Circle Blvd./Mulholland Drive, south of US 101
- ◆ Make Calabasas Road a continuous arterial facility between Valley Circle Blvd./Mulholland Drive and Las Virgenes Road
- ◆ Extend Agoura Road from Las Virgenes Road to SR 23 South
- ◆ Improve the capacity and operation of East-West arterials within the City of Los Angeles, including Victory Blvd., Sherman Way, Roscoe Blvd. and Ventura Blvd.
- ◆ Improve the capacity and operation of North-South arterials within the City of Los Angeles, including Topanga Canyon Blvd., Sepulveda Blvd., and Cahuenga Blvd.

Transportation Demand Management Improvements

- ◆ TSM/TDM Strategy Improvements, as applicable
- ◆ Additional transit system priority and locator systems applicable to the increases in transit services that are proposed by this strategy.

Feasible Set of Strategies

Build 10 Strategy – New Fixed Guideway Transit System from Thousand Oaks to Universal City Red Line Station and 1 Carpool (HOV) Lane in Each Direction From SR 23 North to North of the SR 110, All Elevated

Purpose of the Strategy

This strategy would consider a major new-elevated fixed guideway transit system within the US 101 right-of-way from Thousand Oaks to a terminus at the Universal City Red Line Station as presented in the Build 9 Strategy. This Build 10 Strategy would add to that elevated structure one carpool or HOV lane in each direction. This would be a very high capacity potential strategy. This strategy would require that the US 101 Freeway be brought up to current geometric and safety standards throughout its full length between SR 23 North and SR 110 and would require that most interchanges would need to be modified. Also limited connections and access to the elevated HOV facility would have to be considered. In addition, a number of possible improvements to local arterial streets would be considered to supplement the US 101 Freeway improvements.

Transit Improvements

- ◆ Improvements listed under Build 1 Strategy, as appropriate
- ◆ Construct Elevated Fixed Guideway Transit System in the US 101 Freeway right-of-way from Thousand Oaks to Universal City Red Line Station
- ◆ Possible station stops (18) along the US Freeway Corridor would be at:
 - Westlake Blvd
 - Lindero Canyon Road
 - Kanan Road
 - Lost Hills Road
 - Parkway Calabasas
 - Topanga Canyon Blvd/Warner Center
 - DeSoto Avenue
 - Winnetka Avenue
 - Tampa Avenue
 - Reseda Blvd
 - White Oak Avenue
 - Balboa Blvd
 - Sepulveda Blvd
 - Van Nuys Blvd
 - Woodman Avenue
 - Coldwater Canyon Avenue
 - Laurel Canyon Blvd
 - Universal City-Lankershim Blvd
- ◆ Develop park-and-ride lots and bus interface facilities at all stations - this would require additional right-of-way
- ◆ Locate and construct new rail operating and maintenance facility

Highway Improvements

- ◆ TSM/TDM Strategy Improvements, as appropriate
- ◆ Addition of 1 HOV lane in each direction, elevated, starting east of the SR 23 North interchange and transitioning back to the existing US 101 facility at some point north of the SR 110 interchange
- ◆ Provide for limited access location – probably every 3 to 4 miles at the most and at the Freeway-to-Freeway interchanges
- ◆ Bring Freeway sections up to “standard”
- ◆ Reconstruction/modification of most interchanges

Possible Arterial Improvements to Increase Accessibility

- ◆ Extend Victory Blvd. to Kanan Road and Thousand Oaks Blvd.
- ◆ Make Thousand Oaks Blvd. a continuous arterial facility between SR 23 North and Valley Circle Blvd./Mulholland Drive
- ◆ Extend Ventura Blvd. between Topanga Canyon Blvd. and Valley Circle Blvd./Mulholland Drive, south of US 101
- ◆ Make Calabasas Road a continuous arterial facility between Valley Circle Blvd./Mulholland Drive and Las Virgenes Road
- ◆ Extend Agoura Road from Las Virgenes Road to SR 23 South
- ◆ Improve the capacity and operation of East-West arterials within the City of Los Angeles, including Victory Blvd., Sherman Way, Roscoe Blvd. and Ventura Blvd.
- ◆ Improve the capacity and operation of North-South arterials within the City of Los Angeles, including Topanga Canyon Blvd., Sepulveda Blvd., and Cahuenga Blvd.

Transportation Demand Management Improvements

- ◆ TSM/TDM Strategy Improvements, as applicable
- ◆ Additional transit system priority and locator systems applicable to the increases in transit services that are proposed by this strategy.

Optional Considerations (to be studied)

- ◆ Warner Center direct connection to the HOV lanes to facilitate exclusive Busway movements to the East/West Busway facility (supplemental service to the proposed rail transit service)
- ◆ Addition of US 101 to I-405 direct HOV connectors (SB to SB and NB to NB)
- ◆ Consider the possibility of adding the three missing movements to the US 101/SR 134/SR 170 interchange – SB 170 to WB 101; EB 101 to NB 170; and NB 101 to EB 134.