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Department of Transportation  
City of Santa Clarita  
23920 Valencia Bl, Suite 300  
Santa Clarita, CA 91355

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PUBLIC WORKS DEPARTMENT  
CITY OF SANTA CLARITA

Gentlemen:

During the last year, there have been several articles and letters in the Los Angeles Daily News describing the state of transit in the Santa Clarita Valley. Many of these articles and letters pointed out that there is only limited public transit service between Santa Clarita and "the rest of L.A."

This is a proposal for providing SCRTD service to the Santa Clarita Valley. Unlike the earlier attempts in operating SCRTD buses in Santa Clarita, this proposal does not involve providing local circulation routes within the Santa Clarita community. Instead, existing SCRTD routes (Lines 94 and 420) are extended into Newhall and continue to Valencia, providing services for both residents and non-residents of the Santa Clarita area.

Currently, the only public transit service between Santa Clarita and the greater Los Angeles area consists of four "commuter" trips which leave Santa Clarita in the early morning for downtown Los Angeles. (Return service from Los Angeles to Santa Clarita is provided in the evening.) Persons desiring to leave Santa Clarita at other times, or to travel anywhere other than downtown Los Angeles, must use private, unsubsidized bus lines. Such services are, when compared to SCRTD or other public transit service, relatively infrequent and expensive. Another disadvantage of the private bus services is that they make only a limited number of stops, which are often in inconvenient areas.

Obviously, a public transit line between Santa Clarita and the San Fernando Valley is needed. There are at least two strategies for providing such a service. Either a short, "shuttle" line could be provided between Santa Clarita and San Fernando, or an existing SCRTD line could be extended into the Santa Clarita area.

A "shuttle" service could be provided by either by the SCRTD or by Santa Clarita Valley (SCV) Transit. Although such a service would be less expensive than an extension of an existing line, an important disadvantage is that the riders would have to transfer at least once in order to travel to major points of interest outside of the city of San Fernando. This would make the service less attractive to certain riders, such as commuters and tourists. Passengers might also be discouraged from taking longer trips (such as to the Burbank Airport or the Panorama City Shopping Center) because of concern over long waits and/or missed connections.

Another alternative would be to extend one or more SCRTD lines into Santa Clarita. Usually, this would be done by adding more SCRTD buses to the route; buses operated by SCV Transit could also "share" the route with SCRTD.

There are several San Fernando Valley SCRTD routes which could be extended into Santa Clarita. SCRTD Lines 94 and 420 were chosen because they operate through areas such as Hollywood, Burbank and Glendale as well as through the San Fernando Valley. These two lines provide direct and one-transfer access to a variety of shopping, employment, educational, and recreational centers. Lines 94 and 420 are also well patronized, at all times of the day: there is a chance that some current riders on these lines may be encouraged to travel to Santa Clarita for some purpose if the lines were to be extended.

Although both Line 420 and Line 94 operate into downtown Los Angeles, and would continue to do so if they were extended to Santa Clarita, this extended service should not be considered a replacement for the existing commuter service between Santa Clarita and Los Angeles. (The existing express service travels from Santa Clarita to downtown Los Angeles in one hour and fifteen minutes; the extended services would take twice as long for a similar trip.)

Extending the SCRTD lines into the Santa Clarita Valley would accomplish the following:

1. Access to points of interest (in the San Fernando Valley, Burbank, etc.) would be available for both commuters and mid-day riders from Santa Clarita.
2. Riders outside the Santa Clarita Valley would have access to Cal Arts and Magic Mountain (and other points, depending on the adopted SCV routing).
3. Fares for travel between SCV and San Fernando (and the rest of Los Angeles County) would be similar to the fares charged for transit travel between other L.A. County areas. Passengers would have transfer privileges between SCRTD and SCV Transit buses; SCRTD passes could be used to travel on the extended route in Santa Clarita.
4. The SCV Transit routes which connect with the extended SCRTD line would have increased ridership. SCV Transit services would improve due to the increased demand.

I have included maps of the proposed routes and a summary of features of the extended service. Please feel free to write or call (213)-558-3139 if there are any questions or comments.

Sincerely,

*Charles P. Hobbs*

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cc: Los Angeles County, Department of Public Works  
cc: Southern California Rapid Transit District



SCRTD Service Extensions to Santa Clarita Valley (SCV)  
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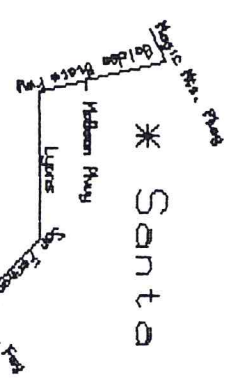
- \* New route of Line 420: From current terminal (Van Nuys/Chase) to SCV via Van Nuys, San Fernando, Roxford, Golden State Fwy, Antelope Valley Fwy, San Fernando, Lyons, Newhall, Golden State Fwy, McBean Pkwy (Cal Arts), Golden State Fwy, and Magic Mountain Pkwy to Magic Mountain.
- \* New route of Line 94: From San Fernando/Roxford to SCV via Roxford, Golden State Fwy, Antelope Valley Fwy, San Fernando, Newhall, Lyons, Golden State Freeway, McBean Pkwy (Cal Arts), Golden State Fwy, and Magic Mountain Pkwy to Magic Mountain. Optionally, operates via Sylmar / Olive View Hospital via current route of line before continuing to SCV.

Alternatively, all extended SCRTD service in SCV to operate via Golden State Fwy between San Fernando (Roxford) and Magic Mountain: access to SCV Transit routes provided at Golden State Fwy/Lyons Av. and Golden State Fwy/Mc Bean Pkwy. (Greyhound buses make these same stops.)

- \* Days of operation: 7 days / wk.
- \* Hours of operation: 6:00 am - closing of Magic Mountain/Cal Arts (whichever is later)
- \* Frequency of service in SCV area (initially): 30-60 minutes.  
(15-30 minutes if both 94 and 420 are extended)
- \* Fare: SCRTD base fare (currently \$1.10)  
(No express fare charged for travel between Santa Clarita & San Fernando)
- \* Transfer agreement between SCRTD and SCV Transit.
- \* Extended route of Line 94 provides direct service to:  
San Fernando, Pacoima, Sun Valley, Burbank (Airport/Mall), Glendale, and Downtown Los Angeles.
- \* Extended route of Line 420 provides service to:  
San Fernando, Pacoima, Panorama City, Van Nuys, North Hollywood, Hollywood Bowl, Hollywood, Downtown Los Angeles.
- \* Approximate travel time: Line 420 - 2 hr. 30 min.  
Line 94 - 2 hr. 20 min  
  
(cf. Line 460 - 1 hr. 45 min.  
Line 470/471 - 1 hr. 40 min.  
Line 490 - 2 hr.  
Line 423 - 2 hr.  
Line 496 - 2 hr. 20 min.  
Line 149 - 2 hr. 20 min.  
OCTD Line 1 - 2 hr. 5 min.  
Omnitrans Line 14 - 3 hr. 22 min.)

(Travel times are representative and vary with traffic, etc.)

\* Santa Clarita



\* San Fernando

\* Burbank

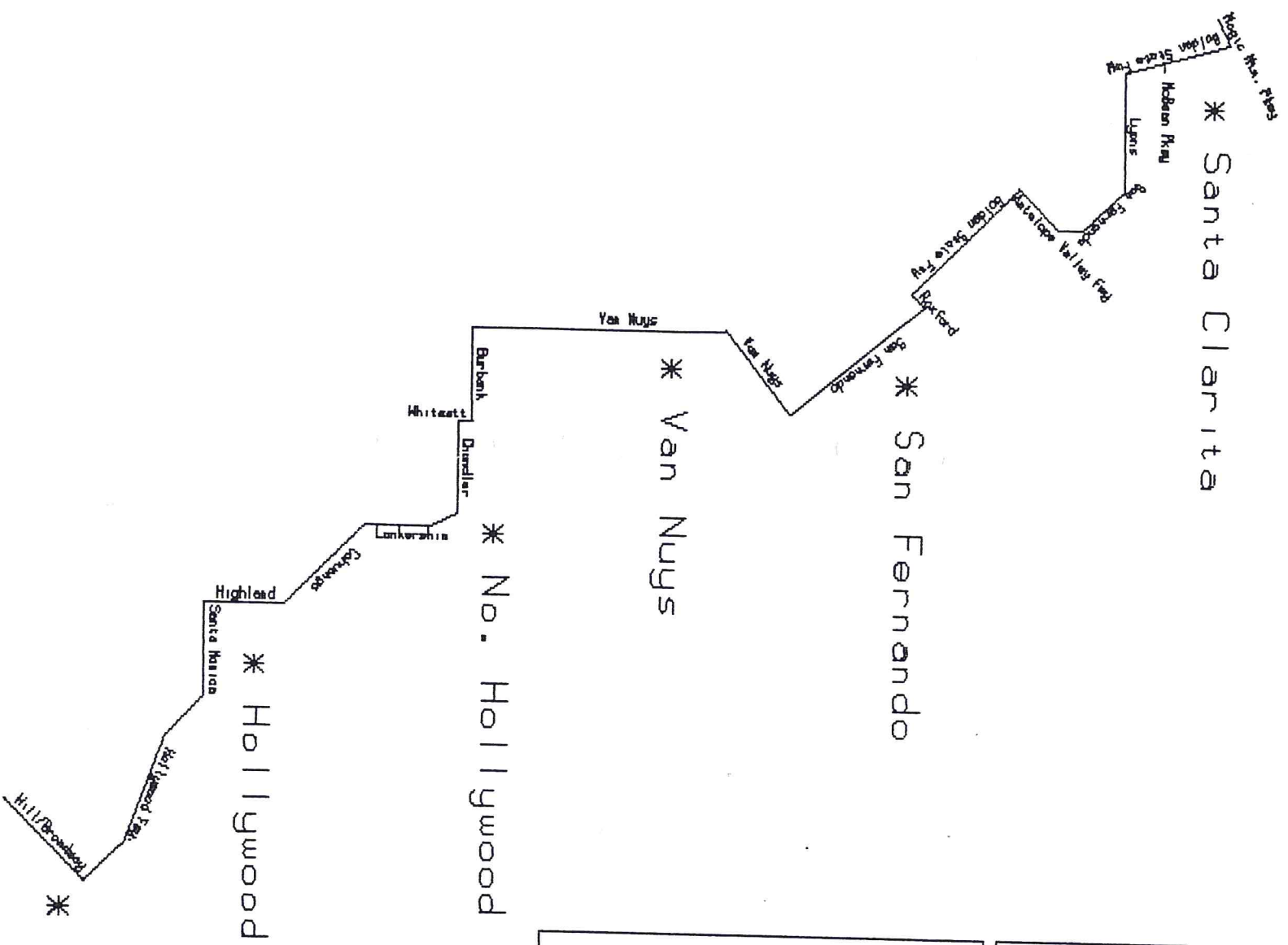
\* Glendale

\* Los Angeles

# LINE 94

L A - Santa Clarita via  
Burbank/Glendale/San Fernando

Downtown LA (Main / 16th)	0100
S.F. Rd/Los Feliz	0130
Burbank Airport	1100
S.F. Rd./Roxford	1144
S.F. Rd./Sierra	1158
Cal Arts (McBean Pky)	2114
Magie Mountain	2120



LINE 420		
L A - Santa Clarita via Hollywood/Van Nuys/San Fernando		
Downtown L A (B'way/Venice)	0100	
Highland/Hollywood	0139	
Van Nuys/Sherman	1124	
Van Nuys/S.F. Rd.	1144	
S.F. Rd./Roxford	1158	
S.F. Rd./Sierra	2108	
Cal Arts (McBean Pky)	2124	
Magic Mountain	2130	