

## 6.0 Recommended Project Alternatives

### *What alternatives are recommended for further analysis?*

Based on the Tier I and Tier II screening process, six build alternatives were evaluated to determine recommendations for further study. The evaluation considered two LRT alternatives and four BRT alternatives as part of the comparative analysis. Table 6-1 summarizes the comparative analysis for the LRT alternatives, while Table 6-2 summarizes the BRT alternatives analysis.



Table 6-1 – LRT Alternatives Analysis

LRT ALTERNATIVES				
	2L	7L		
Travel and Mobility Benefits and Impacts	●	●		
Regional Connectivity	◐	◐		
Cost Effectiveness	◐	◐		
Environmental Benefits and Impacts	◐	◐		
Economic and Land Use Considerations	◐	○		
Community Input	◐	○		
Financial Capability	○	○		
<b>MATRIX TOTAL</b>	◐	◐		
<b>COST TOTAL (2018 \$)</b>	<b>\$1.8-\$2.3b</b>	<b>\$1.7-\$2.3b</b>		

Table 6-2 – BRT Alternatives Analysis


BRT ALTERNATIVES					
		2B	4B	6B	7B
Travel and Mobility Benefits and Impacts					
Regional Connectivity					
Cost Effectiveness					
Environmental Benefits and Impacts					
Economic and Land Use Considerations					
Community Input					
Financial Capability					
<b>MATRIX TOTAL</b>					
<b>COST TOTAL (2018 \$)</b>	<b>\$250-\$440m</b>	<b>\$300-\$560m</b>	<b>\$280-\$520m</b>	<b>\$340-\$620m</b>	

The following alternatives have been recommended for further study as part of the DEIS/DEIR:

- **No Build Alternative** – This alternative includes existing transit and highway networks and programmed improvements through the year 2035. This alternative includes projects funded by Measure R and specified in the financially constrained element of Metro’s Long Range Transportation Plan (LRTP) and Southern California Association of Governments (SCAG) 2012 constrained Regional Transportation Plan (RTP).
- **Transportation System Management (TSM) Alternative** – This alternative represents lower cost capital and operational improvements to roadways including restriping, signal synchronization, and enhanced bus services designed to improve bus speeds. It would include enhanced bus frequencies for the existing Rapid Bus Line 761 that operates on Van Nuys Boulevard and connects the east San Fernando Valley with Westwood.

## RECOMMENDED LRT ALTERNATIVE - 2L



 Dedicated Guideway

### Route

- The LRT Alignment would travel from the Sylmar/San Fernando Metrolink Station south/east to Van Nuys Blvd. and then south to Ventura Blvd. It could be completed in phases which could include starting the alignment at the Van Nuys Blvd./MOL Station to the south, or terminating at Van Nuys Blvd./San Fernando Rd. to the north.

### Ridership

- With the highest projected 2035 average weekday boardings of the LRT alternatives at 37,500, this median-running alternative would provide improved travel times to key regional transit services that include the Van Nuys Metrolink/Amtrak Station, MOL, Sylmar/San Fernando Metrolink Station, and a potential connection to the future Sepulveda Pass Corridor project. This alternative also has the highest system-wide transit user benefit, and would generate the highest number of new system-wide riders.

### Operating Costs and Travel Times

- This route would have the lowest operations and maintenance (O&M) costs among all LRT options, and would provide the lowest point-to-point travel times. It also provides a linear alignment along Van Nuys Blvd. which is ideal for LRT operations.

### Transit Dependency

- This route would serve various transit dependent communities along Van Nuys Blvd.

### Community Plans


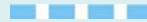
- The route is consistent with several community plans (Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass; Van Nuys - North Sherman Oaks; Mission Hills - Panorama City - North Hills; Arleta - Pacoima) since it improves mobility and would increase the use of public transportation.

### Public Comment

- Based on public comments and input, it has the highest level of community support. It provides the capacity needed for the ridership generated in the corridor, connects to the Sylmar/San Fernando Metrolink Station, and has the potential to connect to the future Sepulveda Pass Corridor project.

**RECOMMENDED BRT ALTERNATIVE - 6B OPTIONS 1, 2, AND 3**



-  Dedicated Guideway
-  Mixed-Flow Operation
-  Optional Mixed-Flow Alignment

**Route**

- The dedicated busway would:
  - Option 1 - terminate at the Metro Orange Line (MOL) allowing buses to proceed south via Van Nuys Blvd. and Ventura Blvd. in mixed flow traffic
  - Option 2 - terminate at the Sepulveda MOL Station and provide a connection to the I-405 Freeway
  - Option 3 - dedicated lane via Sepulveda Blvd. to Ventura Boulevard. The Lakeview Terrace community would connect to the BRT via the existing local bus line 233.

**Ridership**

- With the highest projected 2035 average weekday boardings of the BRT alternatives at 33,600, and the highest system-wide transit user benefits and highest generation of new system-wide riders, this generally median-running BRT alternative would provide the most intermodal connectivity, providing links to the Van Nuys Metrolink/Amtrak Station, MOL, Sylmar/San Fernando Metrolink Station, and a potential connection to the future Sepulveda Pass Corridor project.

**Operating Costs**

- This route has the lowest cost per new transit rider over all the other BRT alternatives under consideration.

**Transit Dependency**

- Along with 2B, these are the only routes that serve various transit dependent communities while providing regional connections.

**Community Plans**

- The route is consistent with several community plans (Van Nuys - North Sherman Oaks; Mission Hills - Panorama City - North Hills; Arleta - Pacoima) since it improves mobility and would increase the use of public transportation.

**Public Comment**

- Based on public comments and input, this alternative has the highest level of public support of all the BRT alternatives. It serves the Van Nuys Boulevard corridor that generates high ridership, provides connection to the Sylmar/San Fernando Metrolink Station, and has the potential to connect to the future Sepulveda Pass Corridor project.

Table 6-3 summarizes the recommended build alternatives that includes Alternative 2L and Alternative 6B.

**Table 6-3 – Summary of Build Alternatives Evaluation**

<b>Summary of East San Fernando Valley Transit Corridor Evaluation</b>		
	<b>Alternative 2L</b>	<b>Alternative 6B Options 1, 2 and 3</b>
<b>Mode</b>	<b>Light Rail Transit</b>	<b>Bus Rapid Transit</b>
<b>Alignment</b>	<b>Van Nuys/Ventura-Van Nuys Blvd.-San Fernando Rd.-Truman St.-Sylmar/San Fernando Metrolink Station</b>	<b>Option 1</b> - terminate at the Metro Orange Line (MOL) allowing buses to proceed south via Van Nuys Blvd. and Ventura Blvd. in mixed flow traffic <b>Option 2</b> - terminate at the Sepulveda MOL Station and provide a connection to the I-405 Freeway <b>Option 3</b> - dedicated lane via Sepulveda Blvd. to Ventura Boulevard. The Lakeview Terrace community would connect to the BRT via an existing local bus line.
<b>Route Length (miles)</b>	<b>11.2</b>	<b>12.0</b>
<b>Travel Time (minutes)</b>	<b>35.5</b>	<b>41.3</b>
<b>Projected 2035 Average Weekday Boardings</b>	<b>37,500</b>	<b>33,600</b>
<b>Intermodal Connections</b>	<b>28</b>	<b>34</b>
<b>Cost Total (2018\$)</b>	<b>\$1.8-\$2.3b</b>	<b>\$250-\$520m</b>

The build alternatives that are being recommended based on the screening of alternatives as part of the AA include one LRT alternative (Alternative 2L) and one BRT alternative (Alternative 6B) with three options (Options 1, 2, and 3). The BRT options under consideration include terminating the dedicated guideway at the MOL, either at the Van Nuys Station under Option 1 or at the Sepulveda Station under Option 2; Option 3 would continue on a dedicated lane from the MOL Sepulveda Station south on Sepulveda Boulevard towards Ventura Boulevard. These alternatives and any corresponding options will be further analyzed in the DEIR/DEIS. Figures 6-1 and 6-2 illustrate the two recommended alternatives in greater detail.

Figure 6-1 – Alternative 2L



Source: Metro, 2012.



Figure 6-2 – Alternative 6B with Options 1, 2 and 3



Source: Metro, 2012.

