

8-2 ALTERNATIVES CONSIDERED

8-2.1 ALTERNATIVES CONSIDERED IN THE FINAL EIR

The Final Environmental Impact Report (Final EIR) for the San Fernando Valley East-West Transit Corridor considered five alternatives. These five alternatives were described in Chapter 2 of the Final EIR. The five alternatives considered were:

1. **No Build** - The “No Build” Alternative reflects conditions in the San Fernando Valley if no new transit improvements are made in the next twenty years. The No Build would include existing commitments, such as the Metro Rapid Bus demonstration project along Ventura Boulevard and High-Occupancy Vehicle (HOV) lanes along some freeways in the Valley. This alternative is used in comparison with “build” alternatives in order to better understand their impacts (see Section 2-2.1 in the Final EIR).
2. **Transportation System Management (TSM)** - The TSM Alternative is a federally mandated “basic improvements” alternative. In other words, the TSM is composed of low-cost, non-capital intensive enhancements to transit service in the Valley. The San Fernando Valley TSM Alternative is largely composed of increasing the frequency of transit service along major arterials (see Section 2-2.2 in the Final EIR).
3. **Full Bus Rapid Transit (BRT)** - The Full BRT Alternative under consideration is a bus rapid transit system along an exclusive busway between the North Hollywood Metro Red Line station and the Warner Center Transit Hub along the former Southern Pacific Burbank Branch right-of-way (SP ROW; now known as the MTA ROW). This BRT alternative also includes the Valley-wide bus service improvements of the TSM alternative, plus additional transit service improvements along some north-south arterials that intersect the busway (see Section 2-2.3 in the Final EIR).
4. **Lankershim/Oxnard On-Street Alignment and Weekend Service** – This alternative was a response to potential community concerns in the Chandler Boulevard area. This alternative alignment would operate in mixed traffic flow on Lankershim Boulevard from the North Hollywood Metro Red Line Station to Oxnard Street, and on Oxnard Street from Lankershim Boulevard to Woodman Avenue (see Section 2-2.4 in the Final EIR). In July 2001, the MTA Board directed that the Lankershim/Oxnard On-Street Alignment be studied as potential weekend service only for the Full BRT Alternative.
5. **Minimum Operable Segment (MOS)** – This alternative was studied in the event that funding would not be available immediately for the full length of the BRT busway. This alternative would allow construction to commence in phases. The first phase would have been called a “Minimum Operable Segment,” or MOS (see Section 2-2.5 in the Final EIR). The MOS integrates a shorter exclusive busway segment with bus transit projects already planned by LADOT along Oxnard Street and Victory Boulevard in the San Fernando Valley East-West Transit Corridor. The result would be a transit corridor from the North Hollywood Metro Red Line Station to the Warner Center Transit Hub, running partially on exclusive lanes and partially on-street. The MOS variation was not pursued because a funding shortfall did not occur.



In July 2001, the MTA Board selected the Full BRT Alternative including the alignment along the Chandler Boulevard median as the Locally Preferred Alternative for the Final EIR. In addition, the Board directed staff to study the Lankershim/Oxnard On-Street Alignment variation for potential weekend service should the Board choose to not operate on Chandler Boulevard on weekends.

Section 2-2 of the Final EIR is unchanged, and provides detailed descriptions and graphics of these five alternatives.

8-2.2 ALTERNATIVES CONSIDERED IN THE REVISED FEIR

Three Multiple Route Rapid Bus Alternatives considered in the Revised FEIR are (1) the Three East-West Rapid Bus Routes (Figure 8-2-1), (2) the 5 East-West Rapid Bus Routes (Figure 8-2-2), and (3) the Rapid Bus Network (Figure 8-2-3). The following is a detailed description of these alternatives considered:

1. **Three East-West Rapid Bus Routes (RB-3)** – This alternative consists of three new east-west Rapid Bus lines on Sherman Way, Vanowen Street, and Victory Boulevard. The North Hollywood Metro Red Line Station and the Warner Center Transit Hub would serve as the terminus stops for each route. **Figure 8-2-1** (Map of the RB-3 Alternative Including Routes and Stops) shows the location of each Rapid Bus route and the stops. **Table 8-2-2** shows the locations of the individual stops along each of the RB-3 routes. The following are descriptions of the RB-3 routes that comprise this alternative:

- **Sherman Way** – The total length of this route would be approximately 16.5 miles. Following are the individual segments of the route:
 - ❑ The route would start at the North Hollywood Metro Red Line Station and travel north on Lankershim Boulevard;
 - ❑ Turn west on Sherman Way;
 - ❑ Turn south on Topanga Canyon Boulevard;
 - ❑ Turn east on Oxnard Street; and
 - ❑ Turn north on Owensmouth Avenue and immediately stop at the Warner Center Transit Hub for layover.
 - ❑ From the Warner Center Transit Hub layover stop the Rapid Bus would turn west on Erwin Street,
 - ❑ Turn north on Topanga Canyon Boulevard,
 - ❑ Turn east on Sherman Way,
 - ❑ Turn south on Lankershim Boulevard, and
 - ❑ Turn east into the Rapid Bus parking lot at the North Hollywood Metro Red Line Station where it would layover.

The hours of operation are from 5:00 AM to 10:00 PM, Monday through Sunday. The headway for this route is 10 minutes during the peak hours, and 12 minutes during the off-peak hours.



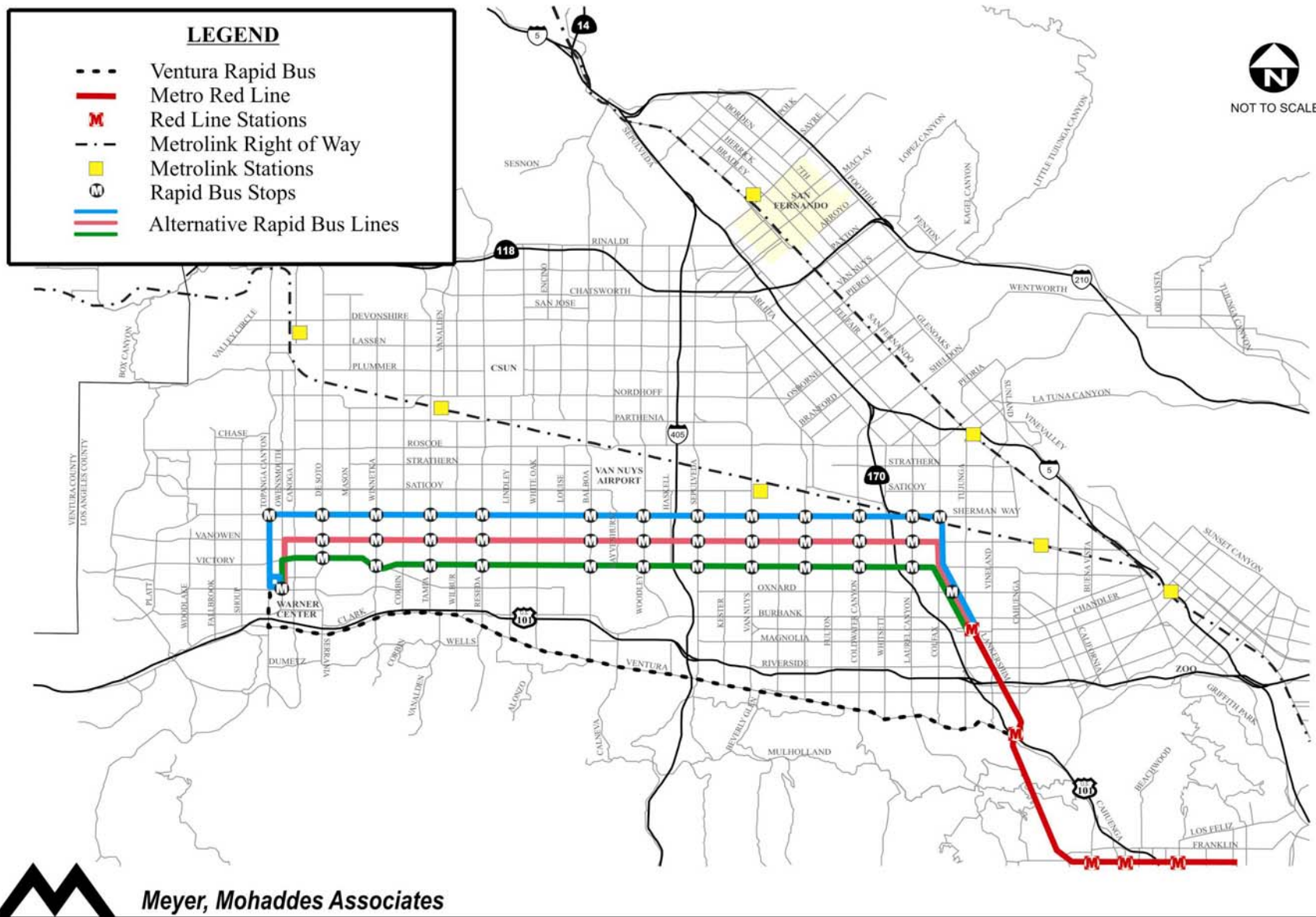


Figure 8-2-1 – Map of the RB-3 Alternative Including Routes and Stops



- **Vanowen Street** – The total length of this route would be approximately 15.5 miles. Following are the individual segments of the route:
 - The route would start at the North Hollywood Metro Red Line Station and travel north on Lankershim Boulevard;
 - Turn west on Vanowen Street;
 - Turn south on Owensmouth Avenue; and
 - Layover at the Warner Center Transit Hub.
 - From the Warner Center Transit Hub layover stop the Rapid Bus would turn west on Oxnard Street,
 - Turn north on Topanga Canyon Boulevard;
 - Turn east on Erwin Street;
 - Turn north on Owensmouth Avenue;
 - Turn east on Vanowen Street,
 - Turn south on Lankershim Boulevard, and
 - Turn east into the Rapid Bus parking lot at the North Hollywood Metro Red Line Station where it would layover.

The hours of operation are from 5:00 AM to 10:00 PM, Monday through Sunday. The headway for this route is 10 minutes during the peak hours, and 12 minutes during the off-peak hours.

- **Victory Boulevard** – The total length of this route would be approximately 14.5. Following are the individual segments of the route:
 - The route would start at the North Hollywood Metro Red Line Station and travel northwest on Lankershim Boulevard;
 - Turn west on Victory Boulevard;
 - Turn south on Owensmouth Avenue; and
 - Layover at the Warner Center Transit Hub.
 - From the Warner Center Transit Hub layover stop the Rapid Bus would turn west on Oxnard Street,
 - Turn north on Topanga Canyon Boulevard;
 - Turn east on Erwin Street;
 - Turn north on Owensmouth Avenue;
 - Turn east on Victory Boulevard,
 - Turn southeast on Lankershim Boulevard, and
 - Turn east into the Rapid Bus parking lot at the North Hollywood Metro Red Line Station where it would layover.

The hours of operation are from 5:00 AM to 10:00 PM, Monday through Sunday. The headway for this route is 10 minutes during the peak hours, and 12 minutes during the off-peak hours.



2. **Five East-West Rapid Bus Routes (RB-5)** – This alternative consists of five new east-west Rapid Bus lines on Sherman Way, Victory Boulevard, Oxnard Street, Burbank Boulevard, and Chandler Boulevard. The North Hollywood Metro Red Line Station would serve as the eastern terminus layover stop for each route, except for the Sherman Way route. The Warner Center Transit Hub would serve as the western terminus stop for the Victory Boulevard route; each of the other four routes would have their own western terminus layover stops. **Figure 8-2-2** (Map of the RB-5 Alternative Including Routes and Stops) shows the location of each Rapid Bus route and the stops. **Table 8-2-3** shows the locations of the individual stops along each of the RB-5 routes. The following are descriptions of the RB-5 routes that comprise this alternative:

- **Sherman Way** – The total length of this route would be approximately 13.5 miles. Following are the individual segments of the route:
 - ❑ The route would start at the intersection of Sherman Way and Vineland Avenue and travel west on Sherman Way;
 - ❑ The western layover stop would be at the intersection of Sherman Way and Topanga Canyon Boulevard.
 - ❑ From the western layover stop the Rapid Bus would turn north on Topanga Canyon Boulevard;
 - ❑ Turn east on Wyandotte Street;
 - ❑ South on Vassar Street;
 - ❑ East on Sherman Way;
 - ❑ North on Vineland Avenue;
 - ❑ East on Saticoy Street;
 - ❑ South on Clybourn Avenue, and
 - ❑ West on Sherman Way to its layover stop at Vineland Avenue.

The hours of operation are from 5:00 AM to 10:00 PM, Monday through Sunday. The headway for this route is 10 minutes during the peak hours, and 12 minutes during the off-peak hours.

- **Victory Boulevard** – The total length of this route would be approximately 14.5. Following are the individual segments of the route:
 - ❑ The route would start at the North Hollywood Metro Red Line Station and travel northwest on Lankershim Boulevard;
 - ❑ Turn west on Victory Boulevard;
 - ❑ Turn south on Topanga Canyon Boulevard;
 - ❑ Turn east on Oxnard Street, and
 - ❑ Turn north on Owensmouth Avenue and layover at the Warner Center Transit Hub.
 - ❑ From the Warner Center Transit Hub layover stop the Rapid Bus would turn west on Erwin Street;
 - ❑ Turn north on Topanga Canyon Boulevard;
 - ❑ Turn east on Victory Boulevard;
 - ❑ Turn southeast on Lankershim Boulevard, and
 - ❑ Turn east into the Rapid Bus parking lot at the North Hollywood Metro Red Line Station where it would layover.



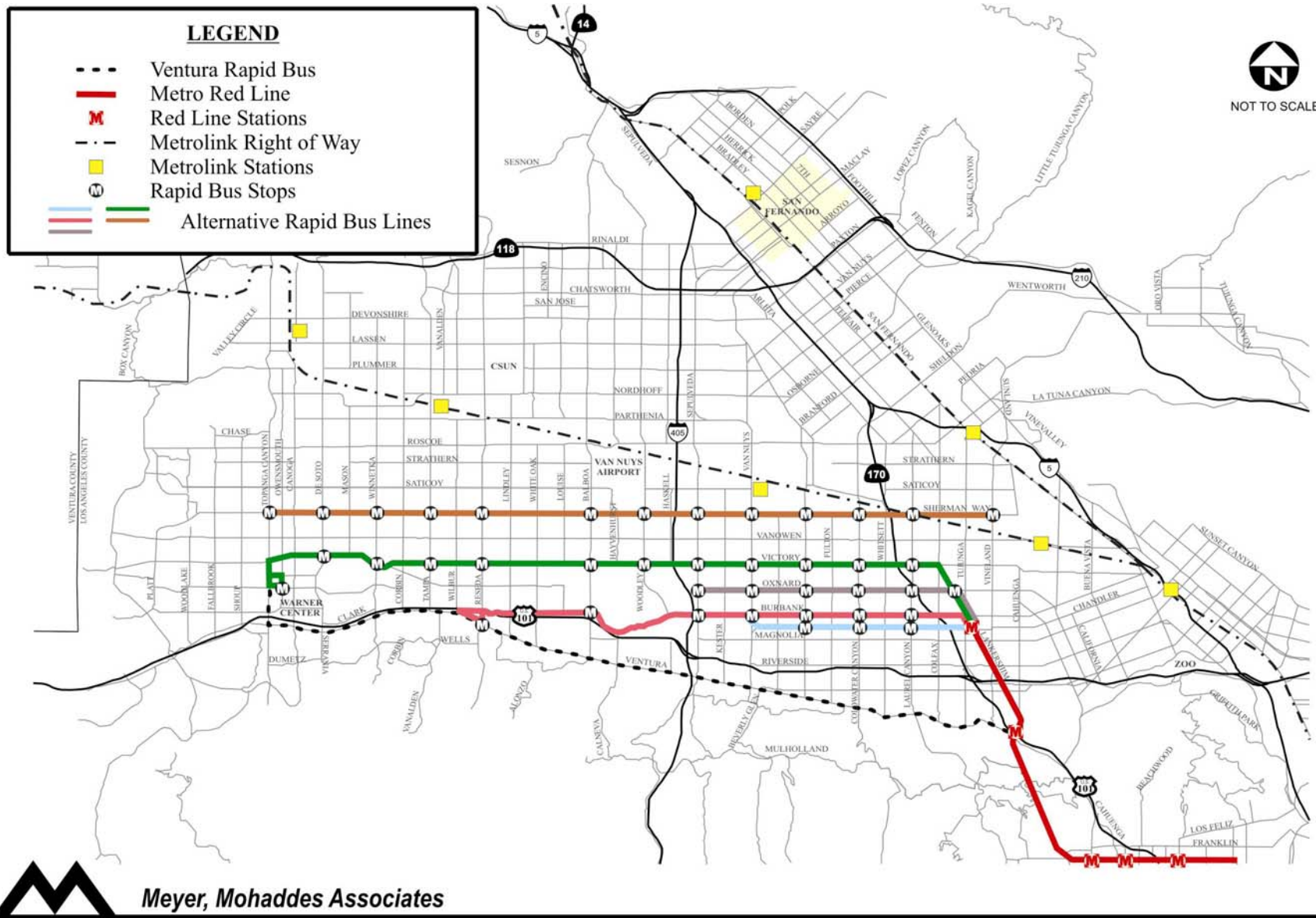


Figure 8-2-2 - Map of the RB-5 Alternative Including Routes and Stops



The hours of operation are from 5:00 AM to 10:00 PM, Monday through Sunday. The headway for this route is 10 minutes during the peak hours, and 12 minutes during the off-peak hours.

- **Oxnard Street** – The total length of this route would be approximately 6 miles. Following are the individual segments of the route:
 - The route would start at the North Hollywood Metro Red Line Station and travel northwest on Lankershim Boulevard;
 - Turn west on Oxnard Street;
 - Turn north on Kester Avenue;
 - Turn west on Victory Boulevard;
 - Turn south on Sepulveda Boulevard; and
 - Turn east on Oxnard Street and stop at the layover stop.
 - From the western layover stop the Rapid Bus would continue east on Oxnard Street;
 - Turn southeast on Lankershim Boulevard, and
 - Turn east into the Rapid Bus parking lot at the North Hollywood Metro Red Line Station where it would layover.

The hours of operation are from 5:00 AM to 10:00 PM, Monday through Sunday. The headway for this route is 10 minutes during the peak hours, and 12 minutes during the off-peak hours.

- **Burbank Boulevard** – The total length of this route would be approximately 10.8 miles. Following are the individual segments of the route:
 - The route would start at the North Hollywood Metro Red Line Station and travel northwest on Lankershim Boulevard;
 - Turn west on Burbank Boulevard;
 - The western layover stop would be at the intersection of Burbank Boulevard and Reseda Boulevard;
 - From the western layover stop the Rapid Bus would turn south on Reseda Boulevard;
 - Turn northwest on Ventura Boulevard;
 - Turn east on Burbank Boulevard;
 - Turn southeast on Lankershim Boulevard; and
 - Turn east into the Rapid Bus parking lot at the North Hollywood Metro Red Line Station where it would layover.

The hours of operation are from 5:00 AM to 10:00 PM, Monday through Sunday. The headway for this route is 10 minutes during the peak hours, and 12 minutes during the off-peak hours.

- **Chandler Boulevard** – The total length of this route would be approximately 4.3 miles. Following are the individual segments of the route:
 - The route would start at the North Hollywood Metro Red Line Station and travel north on Lankershim Boulevard;
 - Turn west on Chandler Boulevard;
 - Turn north on Van Nuys Boulevard;



- The western layover stop would be at the intersection of Van Nuys Boulevard and Burbank Boulevard.
- From the western layover stop the Rapid Bus would turn east on Burbank Boulevard;
- Turn south on Hazeltine Avenue;
- Turn east on Chandler Boulevard;
- Turn northwest on Lankershim Boulevard, and
- Turn east into the Rapid Bus parking lot at the North Hollywood Metro Red Line Station where it would layover.

The hours of operation are from 5:00 AM to 10:00 PM, Monday through Sunday. The headway for this route is 10 minutes during the peak hours, and 12 minutes during the off-peak hours.

3. **The Rapid Bus Network Alternative (RB-Network)** – This alternative consists of a network of nine rapid bus routes that would function as a grid by having a series of three east-west routes and six north-south routes. The three new east-west Rapid Bus lines would be on Devonshire Street, Roscoe Boulevard, and Victory Boulevard. The six new north-south Rapid Bus lines would be on San Fernando Road, Laurel Canyon Boulevard, Van Nuys Boulevard, Sepulveda Boulevard, Reseda Boulevard, and Topanga Canyon Boulevard. **Figure 8-2-3** (Map of the RB-Network Alternative Including Routes and Stops) shows the location of each Rapid Bus route and the stops. **Table 8-2-4** shows the locations of the individual stops along each of the RB-Network routes. The following are descriptions of the RB-Network routes that comprise this alternative:

Three East-West RB-Network Routes

- **Devonshire Street** – The total length of this route would be approximately 10 miles. Following are the individual segments of the route:
 - The route would start at the intersection of Arleta Avenue and Van Nuys Boulevard and proceed northwest on Arleta Avenue where the street name changes to Devonshire Street;
 - Proceed west on Devonshire Street;
 - Turn south on Canoga Avenue;
 - Turn west on Lassen Avenue, and
 - Turn north in to the Chatsworth Metrolink Station, which is the western layover stop.
 - From the western layover stop the Rapid Bus would turn east on Lassen Avenue;
 - Turn north on Canoga Avenue;
 - Turn east on Devonshire Street;
 - Proceed southeast on Arleta Avenue;
 - Turn northeast on Van Nuys Boulevard;
 - Turn southeast on Laurel Canyon Boulevard;
 - Turn southwest on Terra Bella Street, and
 - Turn northwest on Arleta Avenue to the eastern layover stop at Van Nuys Boulevard.



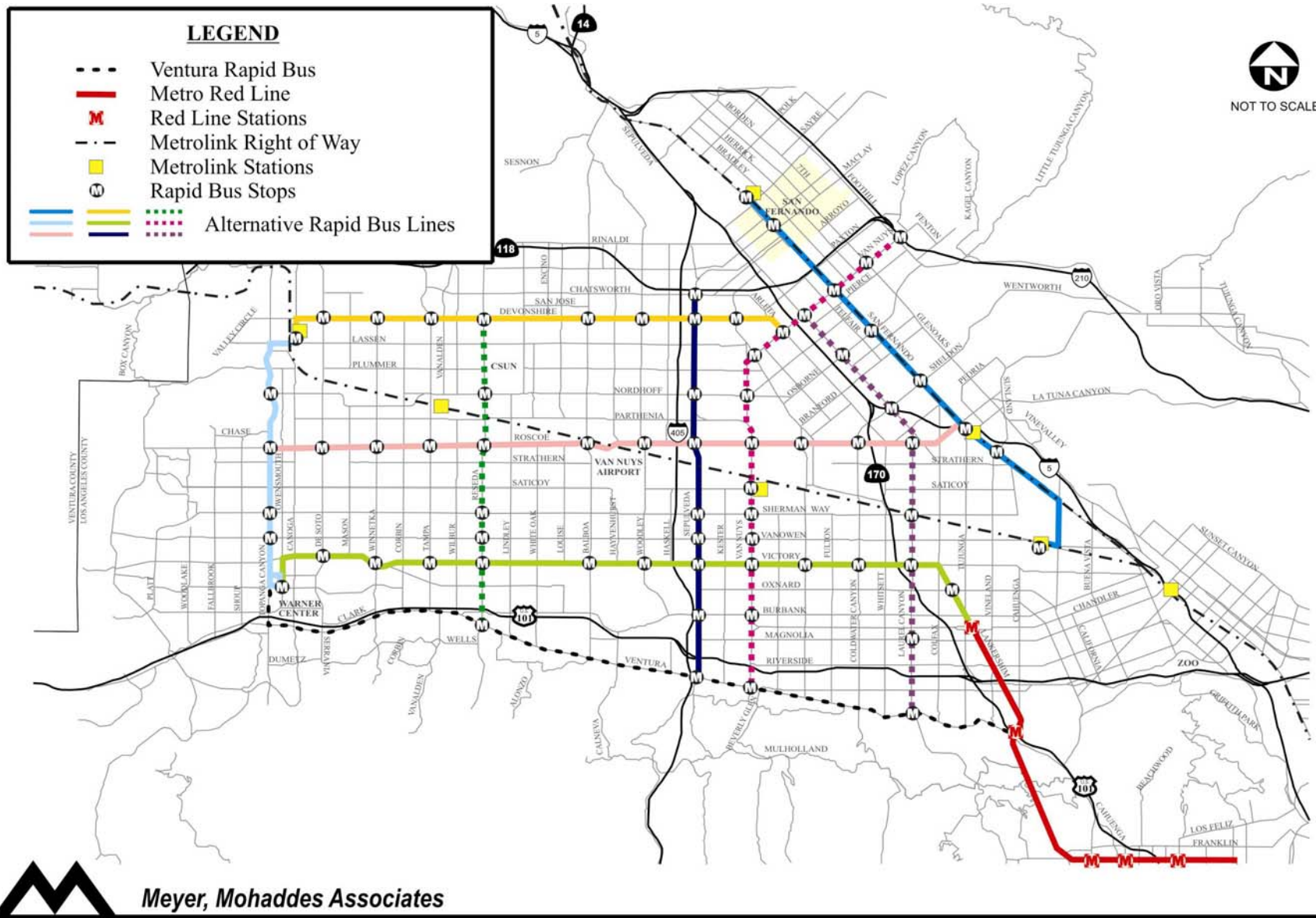


Figure 8-2-3 - Map of the RB-Network Alternative Including Routes and Stops



The hours of operation are from 5:00 AM to 10:00 PM, Monday through Sunday. The headway for this route is 10 minutes during the peak hours, and 12 minutes during the off-peak hours.

- **Roscoe Boulevard** – The total length of this route would be approximately 13.1 miles. Following are the individual segments of the route:
 - The route would start at the intersection of Tuxford Street and San Fernando Road and proceed southwest on Tuxford Street where the street name changes to Roscoe Boulevard at Lankershim Boulevard;
 - Proceed west on Roscoe Boulevard past Topanga Canyon Boulevard, which is the western layover stop, and turn south on Shoup Avenue;
 - Turn east on Saticoy Street;
 - Turn north on Topanga Canyon Boulevard and proceed to the layover stop just south of Roscoe Boulevard.
 - From the western layover stop the Rapid Bus would turn east on Roscoe Boulevard;
 - Proceed on Roscoe Boulevard and merge onto Tuxford Street;
 - Turn southeast on San Fernando Road;
 - Turn southwest on Penrose Street;
 - Turn south on Tujunga Avenue;
 - Turn east on Strathern Street;
 - Turn north on Sunland Boulevard; and
 - Turn northwest on San Fernando Road to the eastern layover stop just before Tuxford Street.

The hours of operation are from 5:00 AM to 10:00 PM, Monday through Sunday. The headway for this route is 10 minutes during the peak hours, and 12 minutes during the off-peak hours.

- **Victory Boulevard** – The total length of this route would be approximately 14.5 miles. Following are the individual segments of the route:
 - The route would start at the North Hollywood Metro Red Line Station and travel northwest on Lankershim Boulevard;
 - Turn west on Victory Boulevard;
 - Turn south on Owensmouth Avenue; and
 - Layover at the Warner Center Transit Hub.
 - From the Warner Center Transit Hub layover stop the Rapid Bus would turn west on Oxnard Street,
 - Turn north on Topanga Canyon Boulevard;
 - Turn east on Erwin Street;
 - Turn north on Owensmouth Avenue;
 - Turn east on Victory Boulevard,
 - Turn southeast on Lankershim Boulevard, and
 - Turn east into the Rapid Bus parking lot at the North Hollywood Metro Red Line Station where it would layover.



The hours of operation are from 5:00 AM to 10:00 PM, Monday through Sunday. The headway for this route is 10 minutes during the peak hours, and 12 minutes during the off-peak hours.

Six North/South RB-Network Routes

- **San Fernando Road** - The total length of this route would be approximately 9.5 miles. Following are the individual segments of the route:
 - The route would start at the Sylmar/San Fernando Metrolink Station and proceed southeast along San Fernando Road;
 - Turn south on Hollywood Way;
 - Turn west on Empire Avenue and enter the Burbank-Glendale-Pasadena Airport;
 - Stop at the Burbank Airport Metrolink Station for layover.
 - From southern layover stop proceed east on Empire Avenue;
 - Turn north on Hollywood Way;
 - Turn northwest on San Fernando Road, and
 - Turn north into the Sylmar/San Fernando Metrolink Station to the northern layover stop.

The hours of operation are from 5:00 AM to 10:00 PM, Monday through Sunday. The headway for this route is 10 minutes during the peak hours, and 12 minutes during the off-peak hours.

- **Laurel Canyon Boulevard** – The total length of this route would be approximately 8.7 miles. Following are the individual segments of the route:
 - The route would begin at the intersection of Van Nuys Boulevard and Laurel Canyon Boulevard;
 - Proceed southeast on Laurel Canyon Boulevard to Roscoe Boulevard, and
 - Continue south on Laurel Canyon Boulevard;
 - Turn southeast on Ventura Place; and
 - Turn west on Ventura Boulevard, which is the southern terminus stop.
 - From the southern terminus stop the Rapid Bus would turn north on Laurel Canyon Boulevard;
 - Turn southwest on Terra Bella Street;
 - Turn northwest on Arleta Avenue;
 - Turn northeast on Van Nuys Boulevard, and
 - Turn southeast on Laurel Canyon Boulevard and stop at the northern terminus stop.

The hours of operation are from 5:00 AM to 10:00 PM, Monday through Sunday. The headway for this route is 10 minutes during the peak hours, and 12 minutes during the off-peak hours.

- **Van Nuys Boulevard** – The total length of this route would be approximately 10.3 miles. Following are the individual segments of the route:
 - From the northern terminus stop the Rapid Bus would travel southwest on Van Nuys Boulevard;
 - Continue south on Van Nuys Boulevard after the road changes direction near Woodman Avenue;



- Turn west on Ventura Boulevard;
 - Turn north on Sepulveda Boulevard;
 - Turn east on Moorpark Street;
 - Turn south on Noble Avenue;
 - Turn east on Ventura Boulevard;
 - Turn north on Van Nuys Boulevard and stop at the southern terminus stop.
 - From the southern layover stop the Rapid Bus would proceed north on Van Nuys Boulevard;
 - Turn northwest on Glenoaks Boulevard;
 - Turn northeast on Paxton Street;
 - Turn southeast on Foothill Boulevard, and
 - Turn southwest on Van Nuys Boulevard and stop at the northern terminus stop.
- The hours of operation are from 5:00 AM to 10:00 PM, Monday through Sunday. The headway for this route is 10 minutes during the peak hours, and 12 minutes during the off-peak hours.

- **Sepulveda Boulevard** – The total length of this route would be approximately 8 miles. Following are the individual segments of the route:

- From this northern layover stop at the intersection of Chatsworth Street and Sepulveda Boulevard the Rapid Bus would proceed south on Sepulveda Boulevard;
- Turn east on Ventura Boulevard;
- Turn north on Kester Avenue;
- Turn west on Moorpark Street;
- Turn south on Noble Avenue;
- Turn west on Ventura Boulevard, and
- Turn north on Sepulveda Boulevard and stop at the southern layover stop.
- From the southern layover stop the Rapid Bus would proceed north on Sepulveda Boulevard;
- Turn west on Devonshire Street;
- Turn north on Haskell Avenue;
- Turn east on Chatsworth Street, and
- Turn south on Sepulveda Boulevard and stop at the northern layover stop.

The hours of operation are from 5:00 AM to 10:00 PM, Monday through Sunday. The headway for this route is 10 minutes during the peak hours, and 12 minutes during the off-peak hours.

- **Reseda Boulevard** – The total length of this route would be approximately 6.1 miles. Following are the individual segments of the route:

- From this northern layover stop at the intersection of Devonshire Street and Reseda Boulevard the Rapid Bus would proceed south on Reseda Boulevard;
- Proceed south on Reseda Boulevard to the southern layover stop at Ventura Boulevard.
- From the southern layover stop the Rapid Bus would turn west on Ventura Boulevard;
- Turn north on Burbank Boulevard and continue around the curve to the east;



- Turn north on Roscoe Boulevard;
- Turn east on Devonshire Street;
- Turn north on Zelzah Avenue;
- Turn west on Chatsworth Street, and
- Turn south on Reseda Boulevard and stop at the northern layover stop.

The hours of operation are from 5:00 AM to 10:00 PM, Monday through Sunday. The headway for this route is 10 minutes during the peak hours, and 12 minutes during the off-peak hours.

- **Topanga Canyon Boulevard** – The total length of this route would be approximately 6.9 miles. Following are the individual segments of the route:

- From this northern layover stop at the Chatsworth Metrolink Station turn west on Lassen Street;
- Turn south on Topanga Canyon Boulevard;
- Turn east on Erwin Street;
- Turn south on Owensmouth Avenue and stop at the Warner Center Transit Hub, which is the southern layover stop.
- From the southern layover stop the Rapid Bus would turn west on Oxnard Street;
- Turn north on Topanga Canyon Boulevard;
- Turn east on Lassen Street, and
- Turn north into the Chatsworth Metrolink Station.

The hours of operation are from 5:00 AM to 10:00 PM, Monday through Sunday. The headway for this route is 10 minutes during the peak hours, and 12 minutes during the off-peak hours.

8-2.3 SCREENING AND SELECTION PROCESS

The three Rapid Bus alternatives were identified based on information contained in the Court of Appeal's decision in *Citizens Organized for Smart Transit v. Los Angeles County Metropolitan Transportation Authority* (filed July 19, 2004). The decision specifically mentioned comment letters that identified a three-route alternative and a five-route alternative. In addition, the decision also mentioned a network alternative that was put forth by COST. The specific main streets that make up the three Rapid Bus alternatives' routes were also described in the decision. Based on this information contained in the decision, MTA staff developed the RB-3 and RB-5 alternatives that are fully described above in Section 8-2.2. The COST network alternative is the RB-Network Alternative. This Revised FEIR analyzes and compares the three Rapid Bus alternatives with the BRT in two fundamental aspects:

1. First, the three Rapid Bus alternatives were studied in a way so as to determine if they are capable of being implemented. The primary factor was whether the three Rapid Bus alternatives meet the Full BRT Alternative's goals and objectives. (See February 2002 Final EIR, Table 1-5, page 1-13.) To determine the feasibility of the alternatives, the following factors were considered:
 - For the objective of minimizing patrons' travel times, an analysis was conducted to determine each alternative's total passenger hours of travel time for patrons and the results were compared with those of the BRT.



- The three Rapid Bus alternatives were also studied to determine if they would satisfy the objective to support land use and development goals in the Valley.
2. Secondly, the Revised FEIR evaluated the environmental impacts of the three Rapid Bus alternatives to determine if they caused any potentially significant environmental impacts. Where potential significant environmental impacts were found, feasible mitigation measures are proposed for each Rapid Bus alternative to avoid or lessen such impacts, where possible. The remaining unavoidable potentially significant environmental impacts of the Rapid Bus alternatives were then compared to the BRT’s unavoidable potentially significant environmental impacts to determine whether any of the Rapid Bus alternatives would clearly avoid or lessen the unavoidable significant environmental impacts of the BRT Alternative.

8-2.4 DETAILED DESCRIPTION OF ALTERNATIVES

This section provides details on the Rapid Bus Alternatives. This revised Final EIR section includes an overall description of Rapid Bus and its features, transit priority/traffic signals, stop locations, bus stop design, and the Rapid Bus Operating Plan. Section 2.2 Detailed Description of Alternatives in the Final EIR is unchanged for the No Build, TSM, Bus Rapid Transit (BRT), Lankershim/Oxnard On-street Alignment and Weekend Service Option, and Busway Minimum Operable Segment (MOS) alternatives. **Figure 8-2-4** (Existing Rapid Bus Stop) shows an example of an existing Rapid Bus stop.

Rapid Buses would operate in mixed flow traffic on primarily arterial streets. The route alignments and Rapid Bus stops (RB stops) for each Rapid Bus alternative are shown in figures 8-2-1 through 8-2-3. Rapid Bus decreases end-to-end travel time by limiting stops, eliminating time-points through headway-based schedules, and implementing signal priority at major intersections. RB stops would be designed similar to those on the Ventura Boulevard Metro Rapid Bus route and would be spaced between one-half and one-mile apart. **Table 8.2-1** (Metro Rapid Features) lists key features of Rapid Bus.

Table 8.2-1: Metro Rapid Features
1. Simple Route Layout
2. Frequent Headways
3. Headway-base schedules
4. Less Frequent Stops
5. Level Boarding and Alighting
6. Color Coded Buses and Stops
7. RB Stops
8. Signal Prioritization

RB stops preferably would be located on the far side of an intersection to facilitate transit priority. RB stop canopies, and any amenities, would be located entirely within the public sidewalk adjacent to the curb of the street.



Figure 8-2-4 Existing Rapid Bus Stop



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Local bus stops would be relocated within the immediate area of the intersection if necessary to accommodate the Rapid Bus. Design of RB and local bus stops would need to consider site constraints including existing multiple curb cuts, available sidewalk widths, utility poles, and other sidewalk obstructions. Due to these constraints, in some cases, local bus or RB stops would need to be located a distance from the intersection, with considerable walking distance required for those making transfers from buses stopping at cross streets. Some removal of on-street parking spaces would be necessary to accommodate the new RB stops. If adequate public right-of-way would not be available on the sidewalk for a station canopy, only a pole with a Rapid Bus identity sign would be provided. New park-and-ride lots would not be provided for the three Rapid Bus alternatives.

a. Transit Priority System and Traffic Signals Control and Safety

The City of Los Angeles Department of Transportation (LADOT) has made significant progress in developing software and hardware that will be implemented to allow transit priority treatment at signalized intersections. The use of loop detectors embedded in the pavement in advance of traffic signals will allow the traffic signal controllers to detect a bus as a distinct object separate from a car or truck.

The three Rapid Bus alternatives will utilize the transit priority system (TPS) to provide the most efficient operation for both the transit system and vehicular traffic. TPS is the same signal priority technology currently being used by the Metro Rapid Bus operating in mixed traffic on Ventura Boulevard. TPS allows the traffic signal controller to advance the start (early green) or retard the end (extend green) of any vehicle phase. It does not skip any traffic or pedestrian phase.

It may not be feasible to provide the same level of transit priority treatment for buses traveling in both directions if headways become too short. It also may not be feasible to provide transit priority to both east-west streets and north-south streets. In these cases, the peak direction of passenger demand would be given the highest level of priority treatment. LADOT will also have to consider the traffic demand in determining which streets and direction of travel will receive priority.

As the three Rapid Bus alternatives will be in-street running in mixed traffic and RB stops are at existing signalized intersections, modification of traffic signals other than for transit priority would not be included in the three Rapid Bus alternatives. No new pedestrian crossings or special treatment of intersections would be included.

b. RB Stop Locations

Figures 8-2-1 through 8-2-3 show RB stop locations along corridor streets included in each Rapid Bus alternative. Each RB stop location shown on these figures actually would be comprised of two RB stops, one on either side of the corridor street corresponding to the direction of travel. At the North Hollywood Metro Rail Station and at the Warner Center Transit Hub termini, one stop would be provided per route. Also, at the end-of-the-line stops, prior to

the layover, only a stop sign, and no canopy would be provided per current Metro Rapid policy with the canopy located at the starting point of the next trip.

Tables 8-2-2 through 8-2-4 list the three Rapid Bus alternatives, corridor streets, RB stops, location of the RB stops relative to the nearest intersection and direction of travel, and uses directly adjacent to the RB stops. For RB-3, 78 RB stops would be provided. For RB-5, 83 RB stops would be provided, and for the RB Network, 158 RB stops would be provided.

c. Metro RB Stop Design

The current design used on Metro Rapid Ventura Boulevard would be used for the Rapid Bus alternatives. The RB stops would be spaced between one-half and one-mile apart, and located along the sidewalk within the existing street right-of-way. Most elements installed at the RB stops would be at-grade and would not alter, obstruct, or materially change the visual character of the immediate area. A typical RB stop design includes a single canopy supported by two 14-foot 5-inch steel poles joined by a crossbar and surmounted by a curved, translucent canopy. The two poles with the canopy create a gate that marks the location where the door of a Rapid Bus would be spotted to help speed boarding and alighting. On the crossbar an electronic message sign would be mounted, which provides information on the real time arrival of the next Rapid Bus. At the leading edge of each RB stop would be a 19-foot “flag pole” topped with an illuminated Rapid sign that extends over the street. A kiosk is also provided for advertising and system-wide information. In addition, trash receptacles would be provided at all RB stops. **Figure 8.2-5** illustrates the latest version of a typical RB stop, and **Appendix 8-A** includes RB stop typical engineering plans.

Each bus stop in the Rapid Bus Alternative would include the above-described components unless unusual site constraints dictate that only a pole could be constructed. **Figures 8-2-6 through 8-2-8** illustrate the relationship of bus stops to several arterial streets in the three Rapid Bus alternatives.

d. Bus Operating Plan

This section describes the operating characteristics of the Rapid Bus alternatives, including maintenance facility requirements, specifications of buses to be used, and a preliminary operating plan.

The Rapid Bus alternatives are all based on additions to the TSM alternative. Therefore, the service improvements described in the FEIR Section 2-2.2 for the TSM alternative apply to all Rapid Bus alternatives.

Building from the TSM bus system, the Rapid Bus alternatives add selected Rapid Bus routes. **Table 8-2-5** (Service Frequencies for Rapid Bus Routes) summarizes the Rapid Bus routes that apply to each of the three Rapid Bus alternatives and lists peak and base period service frequencies.



Table 8-2-2: RB Stop Locations for the RB-3 Alternative

Corridors and RB Stops	Rapid Bus Direction	Near-side	Far-side	Land Uses Adjacent to the RB Stops
a. Lankershim Boulevard				
1. Chandler	Northbound		X	North Hollywood Metro Red Line Station
	Southbound			Depot (drop-off only)
2. Oxnard	Northbound		X	Commercial
	Southbound		X	Parking lot
3. Sherman Way	Northbound			
	Southbound		X	Building materials (industrial)
b. Victory Boulevard				
1. Laurel Canyon	Westbound		X	Department Store
	Eastbound		X	Office
2. Coldwater Canyon	Westbound		X	Florist/Fast Food
	Eastbound		X	Coffee shop
3. Woodman	Westbound		X	Gas station
	Eastbound		X	Electronics Store
4. Van Nuys	Westbound		X	Newsstand
	Eastbound		X	Streetwall retail
5. Sepulveda	Westbound		X	Shopping Center
	Eastbound		X	Shopping Center
6. Woodley	Westbound		X	Shopping Center
	Eastbound		X	MTA ROW
7. Balboa	Westbound		X	School
	Eastbound	X		Office building
8. Reseda	Westbound		X	Shops/Apartments
	Eastbound		X	Auto/Single-family
9. Tampa	Westbound		X	Fast food
	Eastbound		X	Gas/Auto
10. Winnetka	Westbound		X	Child Care Center
	Eastbound		X	Office building
11. De Soto	Westbound		X	MTA ROW
	Eastbound		X	College
c. Vanowen Street				
1. Laurel Canyon	Westbound		X	Dental Clinic
	Eastbound		X	Office
2. Coldwater Canyon	Westbound		X	Medical Group
	Eastbound		X	Apartments
3. Woodman	Westbound		X	Shopping Center
	Eastbound		X	Gas station
4. Van Nuys	Westbound		X	Shopping Center
	Eastbound		X	Bank
5. Sepulveda	Westbound		X	Shopping Center
	Eastbound		X	Parking Lot of shopping center
6. Woodley	Westbound	X		Retail
	Eastbound	X		Utility Company
7. Balboa	Westbound		X	Gas station/Retail
	Eastbound		X	Restaurant



Table 8-2-2: RB Stop Locations for the RB-3 Alternative

Corridors and RB Stops	Rapid Bus Direction	Near-side	Far-side	Land Uses Adjacent to the RB Stops
8. Reseda	Westbound		X	Gas station/Apartments
	Eastbound		X	Convenience store/Auto
9. Tampa	Westbound		X	Retail
	Eastbound		X	Convenience store/Shops
10. Winnetka	Westbound		X	Gas station/Shopping Center
	Eastbound		X	Shopping Center
11. De Soto	Westbound		X	Gas station
	Eastbound		X	Fast food/Convenience store
d. Sherman Way				
1. Lankershim	Westbound		X	Auto repair
	Eastbound			
2. Laurel Canyon	Westbound		X	Public facility
	Eastbound		X	Retail
3. Coldwater Canyon	Westbound		X	Shopping Center
	Eastbound		X	Gas station/Retail
4. Woodman	Westbound		X	Grocery store
	Eastbound		X	Parking lot
5. Van Nuys	Westbound		X	Shopping Center
	Eastbound		X	Shopping Center
6. Sepulveda	Westbound		X	Gas station/Retail
	Eastbound		X	Shopping Center
7. Woodley	Westbound		X	Gas station
	Eastbound		X	Shopping Center
8. Balboa	Westbound		X	Retail/Pre-school
	Eastbound		X	Small/Convenience shops
9. Reseda	Westbound		X	Storefront Retail
	Eastbound		X	Storefront Retail
10. Tampa	Westbound		X	Gas station/Camp
	Eastbound		X	Hospital
11. Winnetka	Westbound		X	Shopping Center
	Eastbound		X	Fast food/Pre-school
12. De Soto	Westbound		X	Shopping Center
	Eastbound		X	Auto
13. Topanga Canyon	Westbound			Retail (farside on Topanga Canyon)
	Eastbound		X	Fast food
e. Topanga Canyon				
1. Sherman Way	Northbound			
	Southbound		X	Bank
f. Owensmouth				
1. Warner Center Transit Hub	Northbound		X	Office building
	Southbound			



Table 8.2-3: RB Stop Locations for the RB-5 Alternative

Corridors and RB Stops	Rapid Bus Direction	Near-side	Far-side	Land Uses Adjacent to the RB Stops
a. Lankershim Boulevard				
1. Chandler	Northbound		X	North Hollywood Metro Redline Station
	Southbound			Depot (drop-off only)
2. Oxnard	Northbound		X	Commercial
	Southbound		X	Parking lot
b. Chandler Boulevard				
1. Laurel Canyon	Westbound		X	Apartments
	Eastbound		X	Healthcare
3. Coldwater Canyon	Westbound		X	Single-family homes
	Eastbound	X		Single-family homes
3. Woodman	Westbound		X	Single-family homes
	Eastbound		X	Single-family homes
4. Van Nuys	Westbound			
	Eastbound		X	Gas station/grocery store
c. Burbank Boulevard				
1. Laurel Canyon	Westbound		X	Auto
	Eastbound		X	Gas station/Restaurant
2. Coldwater Canyon	Westbound		X	Parking Lot for College
	Eastbound		X	Apartments
3. Woodman	Westbound		X	Clinic
	Eastbound		X	Retail
4. Van Nuys	Westbound		X	Auto Center
	Eastbound		X	Gas station/Grocery store
5. Sepulveda	Westbound	X		Gas station/Offices
	Eastbound		X	Gas station/Offices
6. Balboa	Westbound		X	Sports Center
	Eastbound		X	Single-family homes
7. Reseda and Ventura	Westbound		X	Retail (on Ventura)
	Eastbound			
d. Oxnard Street				
1. Lankershim	Westbound		X	Restaurant/liquor
	Eastbound			
2. Laurel Canyon	Westbound		X	Gas station
	Eastbound		X	Park-and-Ride
3. Coldwater Canyon	Westbound		X	Bridge over Tujunga Wash
	Eastbound		X	Multi-family apartments
4. Woodman	Westbound		X	Gas station
	Eastbound		X	Convenience store/restaurant
5. Van Nuys	Westbound		X	Auto Center
	Eastbound		X	Car dealer
6. Sepulveda	Westbound			Parking lot for Offices
	Eastbound		X	Offices/Plaza
e. Victory Boulevard				
1. Laurel Canyon	Westbound		X	Department Store
	Eastbound		X	Office



Table 8.2-3: RB Stop Locations for the RB-5 Alternative

Corridors and RB Stops	Rapid Bus Direction	Near-side	Far-side	Land Uses Adjacent to the RB Stops
2. Coldwater Canyon	Westbound		X	Florist/Fast Food
	Eastbound		X	Coffee shop
3. Woodman	Westbound		X	Gas station
	Eastbound		X	Electronics Store
4. Van Nuys	Westbound		X	Newsstand
	Eastbound		X	Streetwall retail
5. Sepulveda	Westbound		X	Shopping Center
	Eastbound		X	Shopping Center
6. Woodley	Westbound		X	Shopping Center
	Eastbound		X	MTA ROW
7. Balboa	Westbound		X	School
	Eastbound	X		Office building
8. Reseda	Westbound		X	Shops/Apartments
	Eastbound		X	Auto/Single-family
9. Tampa	Westbound		X	Fast food
	Eastbound		X	Gas/Auto
10. Winnetka	Westbound		X	Child Care Center
	Eastbound		X	Office building
11. De Soto	Westbound		X	MTA ROW
	Eastbound		X	College
<i>f. Sherman Way</i>				
1. Vineland	Westbound		X	Auto repair/sales
	Eastbound			No stop; drop-off only
2. Laurel Canyon	Westbound		X	Public Facility
	Eastbound		X	Retail
3. Coldwater Canyon	Westbound		X	Shopping Center
	Eastbound		X	Gas station/Retail
4. Woodman	Westbound		X	Grocery store
	Eastbound		X	Parking lot
5. Van Nuys	Westbound		X	Shopping Center
	Eastbound		X	Shopping Center
6. Sepulveda	Westbound		X	Gas station/Retail
	Eastbound		X	Shopping Center
7. Woodley	Westbound		X	Gas station
	Eastbound		X	Shopping Center
8. Balboa	Westbound		X	Retail/Pre-school
	Eastbound		X	Small/Convenience shops
9. Reseda	Westbound		X	Storefront Retail
	Eastbound		X	Storefront Retail
10. Tampa	Westbound		X	Gas station/Camp
	Eastbound		X	Hospital
11. Winnetka	Westbound		X	Shopping Center
	Eastbound		X	Fast food/Pre-school
12. De Soto	Westbound		X	Shopping Center
	Eastbound		X	Auto
13. Topanga Canyon	Westbound			Retail (drop-off only)
	Eastbound		X	Fast food



Table 8.2-3: RB Stop Locations for the RB-5 Alternative

Corridors and RB Stops	Rapid Bus Direction	Near-side	Far-side	Land Uses Adjacent to the RB Stops
<i>g. Owensmouth</i>				
1. Warner Center Transit Hub	Northbound		X	Office building
	Southbound			



Table 8-2-4: RB Stop Locations for the RB-Network Alternative

Corridors and RB Stops	Rapid Bus Direction	Near-side	Far-side	Land Uses Adjacent to the RB Stops
a. Lankershim Boulevard				
1. Chandler	Northbound		X	North Hollywood Metro Redline Station
	Southbound			Depot (drop-off only)
2. Oxnard	Northbound		X	Commercial
	Southbound		X	Parking lot
b. Victory Boulevard				
1. Laurel Canyon	Westbound		X	Department Store
	Eastbound		X	Office
2. Coldwater Canyon	Westbound		X	Florist/Fast Food
	Eastbound		X	Coffee shop
3. Woodman	Westbound		X	Gas station
	Eastbound		X	Electronics Store
4. Van Nuys	Westbound		X	Newsstand
	Eastbound		X	Streetwall retail
5. Sepulveda	Westbound		X	Shopping Center
	Eastbound		X	Shopping Center
6. Woodley	Westbound		X	Shopping Center
	Eastbound		X	MTA ROW
7. Balboa	Westbound		X	School
	Eastbound	X		Office building
8. Reseda	Westbound		X	Shops/Apartments
	Eastbound		X	Auto/Single-family
9. Tampa	Westbound		X	Fast food
	Eastbound		X	Gas/Auto
10. Winnetka	Westbound		X	Child Care Center
	Eastbound		X	Office building
11. De Soto	Westbound		X	MTA ROW
	Eastbound		X	College
c. Roscoe Boulevard				
1. Tuxford/San Fernando	Westbound		X	SF Rd FS of Tuxford
2. Laurel Canyon	Westbound		X	Shopping Center
	Eastbound		X	Fast food
3. Coldwater Canyon	Westbound		X	Vacant lot
	Eastbound		X	Gas station/Nursery
4. Woodman	Westbound		X	Auto/Shopping Center
	Eastbound		X	Hospital
5. Van Nuys	Westbound		X	Restaurants/Department Store
	Eastbound		X	Department Store
6. Sepulveda	Westbound		X	Car dealer
	Eastbound	X		Shopping Center
7. Woodley	Westbound		X	Shopping Center
	Eastbound		X	Industrial
8. Balboa	Westbound	X		Liquor store/Shopping Center
	Eastbound		X	Gas station



Table 8-2-4: RB Stop Locations for the RB-Network Alternative

Corridors and RB Stops	Rapid Bus Direction	Near-side	Far-side	Land Uses Adjacent to the RB Stops
9. Reseda	Westbound		X	Shopping Center
	Eastbound		X	Medical offices
10. Tampa	Westbound		X	Auto
	Eastbound		X	Auto/Retail
11. Winnetka	Westbound		X	Gas station
	Eastbound		X	School
12. De Soto	Westbound		X	Shopping Center
	Eastbound		X	Auto/Fast food
13. Topanga Canyon	Westbound			Shopping Center (drop-off only)
	Eastbound		X	Shopping Center
d. Devonshire Street				
1. Van Nuys	Northbound		X	Auto/Single-family
	Southbound			Auto (drop-off only)
2. Woodman	Westbound		X	Car dealer
	Eastbound		X	Park
3. Sepulveda	Westbound		X	Grocery store
	Eastbound		X	Gas station/Apartments
4. Woodley	Westbound		X	Shopping Center
	Eastbound		X	Gas station/Single-family
5. Balboa	Westbound		X	Gas station/Dental Center
	Eastbound		X	Shopping Center
6. Reseda	Westbound		X	Shopping Center
	Eastbound		X	Auto
7. Tampa	Westbound		X	Single-family
	Eastbound		X	Single-family
8. Winnetka	Westbound		X	Church/Pre-school
	Eastbound		X	Single-family
9. Chatsworth Metrolink Station	Westbound			
	Eastbound		X	Metrolink Station
e. San Fernando Road				
1. Sylmar/SF Metrolink Station	Northbound			
	Southbound		X	Metrolink Station
2. Truman/Maclay	Northbound		X	Retail
	Southbound		X	Auto
3. Van Nuys	Northbound		X	Rail tracks/Auto
	Southbound	X		Retail/Auto
4. Osborne	Northbound		X	Rail tracks/Airport
	Southbound		X	Auto
5. Sheldon	Northbound		X	Rail tracks/Industrial
	Southbound		X	Auto
6. Tuxford	Northbound		X	Industrial
	Southbound		X	Open space
7. Sunland	Northbound		X	Rail tracks
	Southbound		X	Warehouse
8. Burbank Airport Metrolink Station	Northbound		X	On Empire Avenue at Station
	Southbound			



Table 8-2-4: RB Stop Locations for the RB-Network Alternative

Corridors and RB Stops	Rapid Bus Direction	Near-side	Far-side	Land Uses Adjacent to the RB Stops
f. Laurel Canyon Boulevard				
1. Van Nuys	Northbound			
	Southbound		X	Fast food
2. Osborne	Northbound		X	Parking lot
	Southbound		X	Auto-serving
3. Sheldon	Northbound		X	Restaurant
	Southbound		X	Freeway overpass
4. Roscoe	Northbound		X	Auto
	Southbound		X	Gas station
5. Sherman	Northbound		X	RR tracks (may need NS)
	Southbound		X	Local shop
6. Victory	Northbound		X	Office
	Southbound		X	Shopping Center (Valley Plaza)
7. Magnolia	Northbound		X	Local shop
	Southbound		X	Parking lot
8. Ventura	Northbound		X	Bank
	Southbound			Drop-off only
g. Van Nuys Boulevard				
1. Foothill	Northbound			Auto
	Southbound		X	Commercial building
2. Glenoaks	Northbound		X	Fast food
	Southbound		X	Retail
3. San Fernando	Northbound	X		Auto
	Southbound		X	Auto
4. Laurel Canyon	Northbound		X	Fast food/Commercial
	Southbound		X	Auto
5. Arleta	Northbound		X	Shopping Center/Single-family
	Southbound		X	Coffee shop/Church
6. Woodman	Northbound		X	Apartments
	Southbound		X	Shopping Center
7. Nordhoff	Northbound		X	Gas station/Shopping Center
	Southbound		X	Shopping Center
8. Roscoe	Northbound		X	Retail
	Southbound		X	Office
9. Keswick at Van Nuys Metrolink Station	Northbound		X	Metrolink Station
	Southbound		X	Parking lot
10. Sherman	Northbound		X	Commercial
	Southbound		X	Commercial
11. Vanowen	Northbound		X	Commercial
	Southbound		X	Retail
12. Victory	Northbound		X	Retail
	Southbound		X	Retail
13. Burbank	Northbound		X	Retail
	Southbound		X	Retail/Auto
14. Ventura	Northbound		X	Commercial/Offices
	Southbound			Apartments (turns at Moorpark)



Table 8-2-4: RB Stop Locations for the RB-Network Alternative

Corridors and RB Stops	Rapid Bus Direction	Near-side	Far-side	Land Uses Adjacent to the RB Stops
<i>h. Sepulveda Boulevard</i>				
1. Chatsworth	Northbound			
	Southbound		X	Gas station
2. Devonshire	Northbound		X	Parking lot/Shopping Center
	Southbound	X		Parking lot/Shopping Center
3. Nordhoff	Northbound		X	Shopping Center
	Southbound		X	Auto
4. Roscoe	Northbound		X	Gas station
	Southbound		X	Shopping Center
5. Sherman	Northbound		X	Gas station
	Southbound		X	Commercial
6. Vanowen	Northbound		X	Gas station
	Southbound		X	Auto
7. Victory	Northbound		X	Shopping Center
	Southbound	X		Shopping Center
8. Burbank	Northbound		X	Gas station/Auto
	Southbound		X	Shopping Center
9. Ventura	Northbound		X	Bank/Offices
	Southbound			Retail
<i>i. Reseda Boulevard</i>				
1. Devonshire	Northbound			
	Southbound		X	Parking lot of pharmacy
2. Nordhoff	Northbound		X	Parking lots/Large retail
	Southbound		X	Banks/Office
3. Roscoe	Northbound		X	Convenience store
	Southbound		X	Gas station
4. Sherman	Northbound		X	Gas station
	Southbound	X		Commercial
5. Vanowen	Northbound		X	Restaurant
	Southbound		X	Auto
6. Victory	Northbound		X	Park and Recreation Center
	Southbound		X	Gas station/Apartments
7. Ventura	Westbound		X	Commercial
	Eastbound			
<i>j. Topanga Canyon Boulevard</i>				
1. Chatsworth Metrolink Station	Southbound		X	In Metrolink Station
2. Nordhoff	Northbound		X	Gas station
	Southbound		X	Restaurant/retail
3. Roscoe	Northbound		X	Gas station
	Southbound		X	Retail
4. Sherman	Northbound		X	Auto
	Southbound		X	Bank
5. Vanowen	Northbound		X	High School
	Southbound		X	Office building
<i>k. Owensmouth</i>				
1. Warner Center Transit Hub	Northbound		X	Office building
	Southbound			





source: Suisman Urban Design

Figure 8-2-5 - Renderings of Typical Metro Rapid Bus Station Design



Metro

San Fernando Valley
East-West Transit Corridor
REVISED FEIR



Figure 8-2-6 Location of Potential Rapid Bus Stops at Roscoe Boulevard and Sepulveda Boulevard



Metro

San Fernando Valley
East-West Transit Corridor
REVISED FEIR



Figure 8-2-7 Location of Potential Rapid Bus Stops at Devonshire Street and Sepulveda Boulevard



Metro

San Fernando Valley
East-West Transit Corridor
REVISED FEIR



Figure 8-2-8 Location of Potential Rapid Bus Stops at Victory Boulevard and Van Nuys Boulevard



Metro

San Fernando Valley
East-West Transit Corridor
REVISED FEIR

Table 8-2-5: Service Frequencies for Rapid Bus Routes

Rapid Bus Route	RB-3	RB-5	RB-Network	Peak Period Frequency (in minutes)	Base Period Frequency (in minutes)
Chandler		•		10	12
Burbank		•		10	12
Oxnard		•		10	12
Victory Boulevard	•	•	•	10	12
Vanowen	•			10	12
Sherman Way	•	•		10	12
Roscoe			•	10	12
Devonshire			•	10	12
San Fernando			•	10	12
Laurel Canyon			•	10	12
Van Nuys			•	10	12
Sepulveda			•	10	12
Reseda			•	10	12
Topanga Canyon			•	10	12
Note: Applicable rapid bus routes are indicated for each alternative.					

Each added Rapid Bus route is assumed to have 10-minute service frequencies in the peak period, and 12-minute service frequencies in the base period. Service frequencies are representative of typical Rapid Bus service, and what is used on Ventura Boulevard. For purposes of this analysis, Rapid Bus service is assumed to overlay local bus service. Over time, service frequencies will be tailored to optimize demand between the two service types (local and Rapid Bus).

Standard Metro Rapid vehicles (40-foot or 45-foot) would be used on the Rapid Bus routes depending upon actual demand. The Rapid Bus alternatives require anywhere from 64 to 143 buses. **Table 8-2-6** (Vehicle Requirements for Rapid Bus Alternatives) summarizes the number of buses calculated to operate Rapid Bus service under each of the three alternatives. These numbers are expressed as a range to account for potential variances in the way the Rapid Bus routes operate. The lower end of the range assumes Rapid Bus routes have minimal turnaround and no barriers to operating at a speed reflective of transit priority. The upper end of the range allows for bus turnaround routings that are typical for the San Fernando Valley, and the potential for somewhat slower operating speeds since the City of Los Angeles has indicated that there cannot be widespread transit priority on east-west arterials across the San Fernando Valley.



Table 8-2-6: Vehicle Requirements for Rapid Bus Alternatives	
RB-3	64 to 89 buses
RB-5	69 to 96 buses
RB-Network	106 to 143 buses
Note: Range based on potential variations in end-of-line routing and speed.	

Source: Manuel Padron & Associates, 2004.

Maintenance and storage of the Metro Rapid vehicles would be accommodated within the two existing bus divisions in the San Fernando Valley. The anticipated vehicles for RB-3 and RB-5 are less than or similar to the buses anticipated for the BRT alternative, so the maintenance yard analysis provided in Section 2-2.6.1 applies. For RB-Network, the lower end of the estimated vehicle range (number of Rapid Buses required to operate this alternative) is similar to the vehicle needs identified for the BRT alternative. If the number of vehicles needed approaches the upper end of the range, then there may be a need to expand the existing divisions.

