8-3 TRANSPORTATION SETTING, IMPACTS, AND MITIGATION

This section describes the study area's transportation-related environmental setting, impacts and mitigation measures. Setting information is provided for 1998-2000 conditions, and future information is provided for the forecast year of 2020. This analysis identifies the significance of the impacts of the three Rapid Bus alternatives on the transportation system by year 2020. These effects are presented for the highway, transit, and parking systems in terms of transportation supply and demand.

Regional as well as local impacts on the transportation system are presented in this section. Regional transportation impacts include overall effects of the Rapid Bus alternatives in the County of Los Angeles that includes the Valley using transportation performance indicators. Local transportation impacts deal with specific traffic access, circulation, intersection, and parking impacts along the routes of the three Rapid Bus alternatives.

8-3.1 EXISTING CONDITIONS

8-3.1.1 Highway System

8-3.1.1.1 Freeway System

The existing conditions for the freeway system of the Final EIR are used here. See Section 3-1.1.1 of the Final EIR for specific details of the existing freeway system.

8-3.1.1.2 Arterial System

a. Volumes

Except for the San Fernando Road Rapid Bus route (RB-Network Alternative), all the Rapid Bus alternatives routes are within the jurisdiction of the City of Los Angeles. The northern portion of the San Fernando Road Rapid Bus route passes through the City of San Fernando, and the southern portion passes through the City of Burbank. The arterial and local street system in the San Fernando Valley conforms predominantly to an east-west/north-south grid system. **Table 8-3-1** (Existing Characteristics of Arterials in the San Fernando Valley) lists the key east-west arterials within the study area, their functional classifications, and range of daily traffic volumes.

Of the arterials listed in this table, only three east-west major arterials, Sherman Way, Victory Boulevard, and Ventura Boulevard, and one secondary arterial, Vanowen Street, are continuous throughout the entire length of the study area. Other east-west arterials are mostly continuous in the East Valley (east of the I-405 Freeway), and become discontinuous in the west side of the Valley. This is due to a number of natural and/or constructed barriers, including the I-405 Freeway, the Van Nuys Airport, the Sepulveda Basin Recreation Area, and the Ventura Freeway.

These obstructions, together with traffic from the freeway system, force east-west travel on a limited number of congested highway corridors in the study area. Sherman Way, which is located in the middle section of the Valley, carries by far the highest daily traffic volumes.

Table 8-3-1: Existing Characteristics of Arterials in the San Fernando Valley

Arterial Location	Operational Classification	Range of Volume (ADT)
East-West Arterials		
Devonshire Street	Major	15,000 – 25,000
Roscoe Boulevard	Major	30,000 – 39,000
Saticoy Street	Secondary	12,000 – 28,000
Sherman Way	Major	44,000 – 70,000
Vanowen Street	Secondary	24,000 – 33,000
Victory Boulevard	Major	32,000 – 40,000
Oxnard Street	Secondary	14,000 – 28,000
Chandler Boulevard	Secondary	9,000 – 15,000
Burbank Boulevard	Major	7,000 – 55,000
Ventura Boulevard	Major	33,000 – 46,000
North-South Arterials		
Topanga Canyon	Major	28,000 – 48,000
Tampa Avenue	Major	30,000 – 39,000
Reseda Boulevard	Major	32,000 – 39,000
Balboa Boulevard	Major	27,000 – 37,000
Sepulveda Boulevard	Major	31,000 – 47,000
Van Nuys Boulevard	Major	24,000 – 39,000
Coldwater Canyon Boulevard	Major	24,000 – 30,000
Laurel Canyon Boulevard	Major	20,000 – 36,000
Lankershim Boulevard	Major	22,000 – 28,000
San Fernando Road	Major	16,000 – 35,000

Source: LADOT, Electronic Traffic Count Database (1994-2004); except Chandler Boulevard, Meyer, Mohaddes Associates, Inc. Traffic Counts (2000).

For the purposes of this study, it is also important to evaluate patterns and magnitude of traffic volumes carried by the north-south streets. **Figure 8-3-1** (Morning Peak Hour North-South Street Volumes) and **Figure 8-3-2** (Afternoon Peak Hour North-South Street Volumes) show AM and PM traffic volumes by direction, that are carried on the north-south arterials at the locations where they cross the east-west arterials in the study area. As seen on these figures, arterial traffic volumes are highly directional during the peak hours, reflecting the Valley's major patterns of commute traffic, with southbound the predominant direction in the AM and the northbound in the PM peak. Generally, traffic volumes are higher during the PM peak compared to the AM and tend to be higher in the West Valley than the East Valley during both peaks.

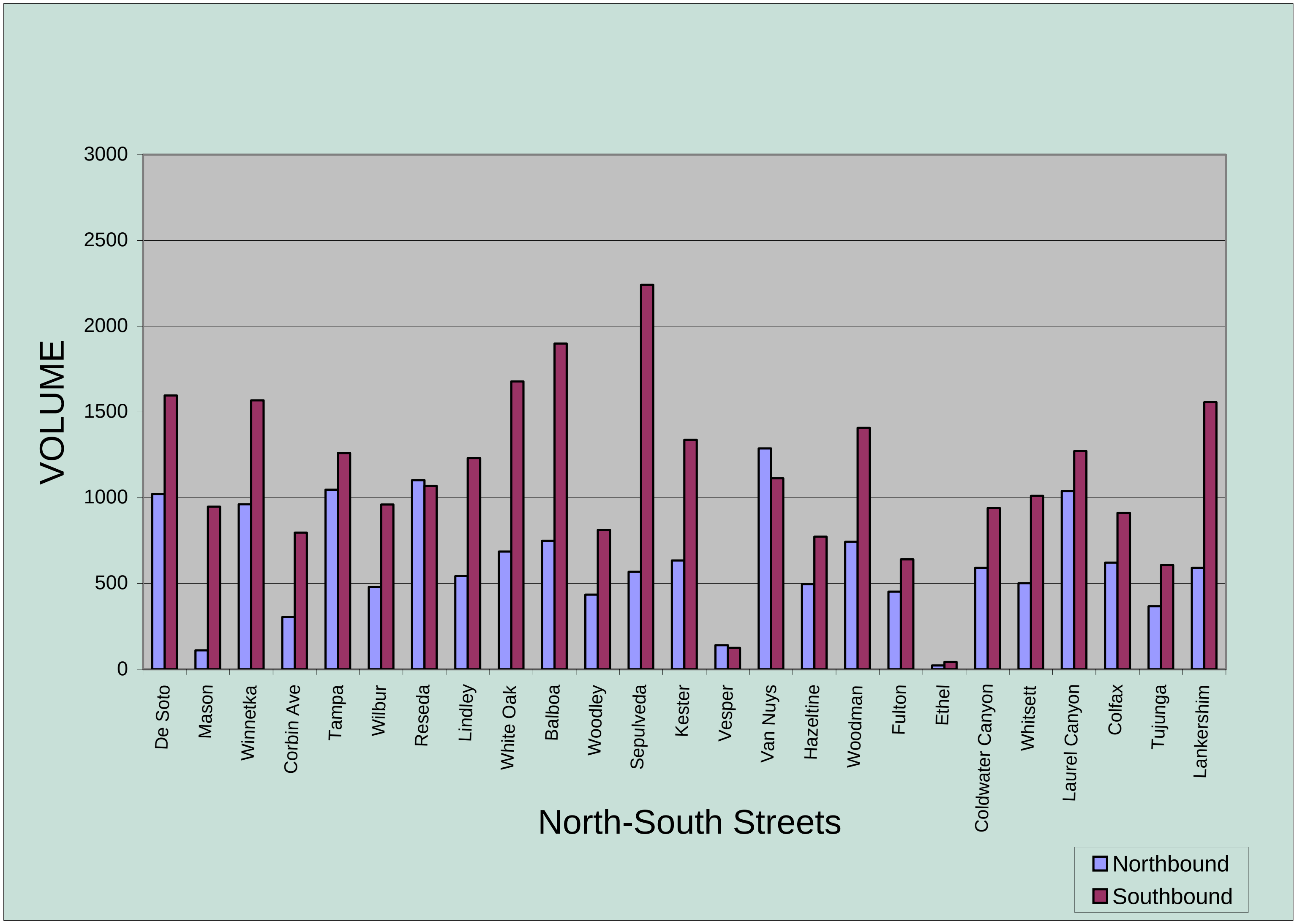


***Figure 8-3-1** – Morning Peak Hour North-South Street Volumes*

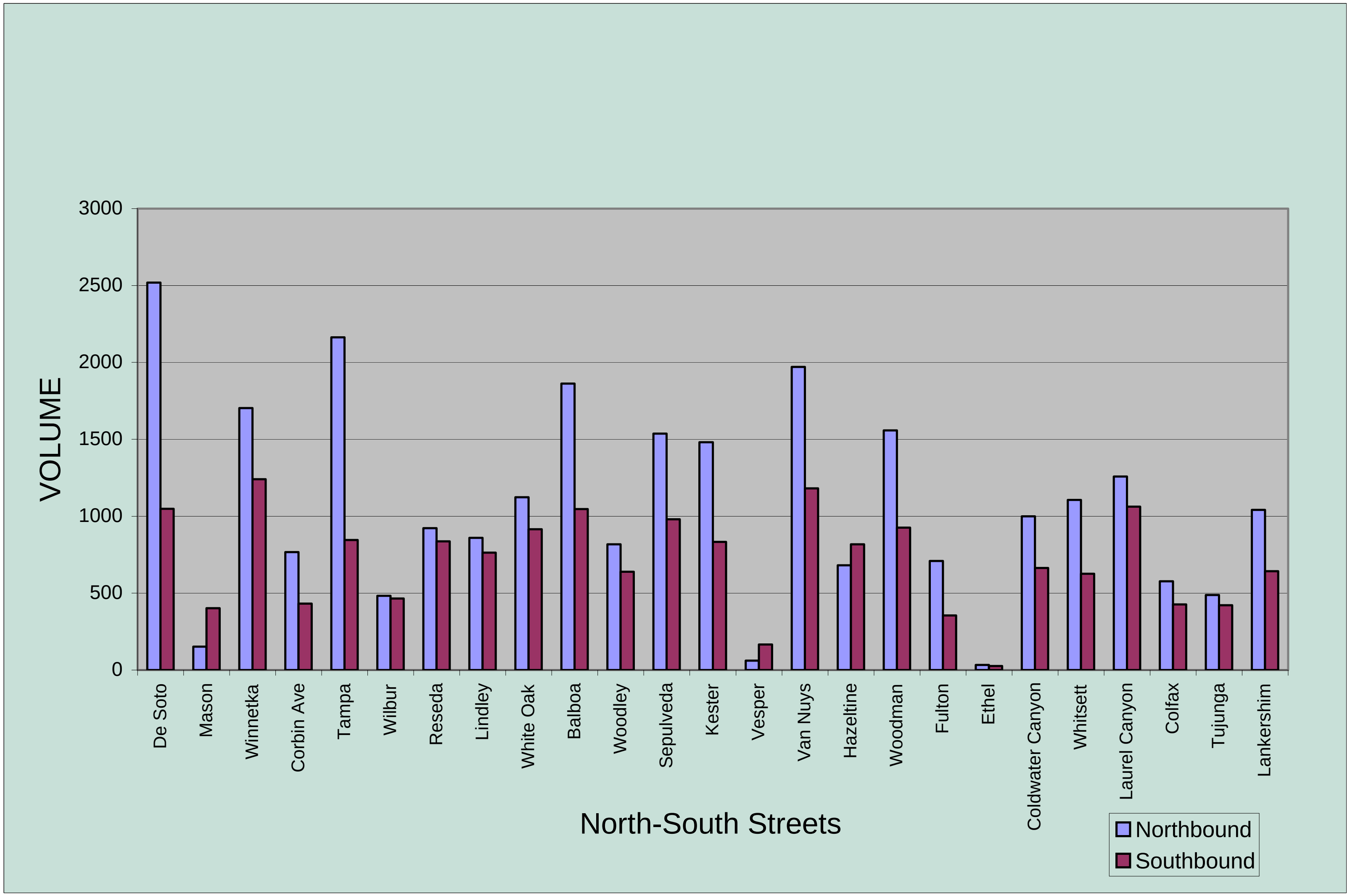


***Figure 8-3-2** – Afternoon Peak Hour North-South Street Volumes*

In the AM peak, Sepulveda Boulevard carries the highest north-south volumes, at around 2,800 two-way vehicles per hour, but during the PM peak, De Soto Avenue has the highest at around 3,500 vehicles per hour. Unlike the east-west arterials, most of the north-south arterials are continuous across the Valley from Devonshire Boulevard on the north to Ventura Boulevard on the south.

b. Intersection Levels of Service

A total of 53 intersections within the immediate vicinity of the BRT Alternative corridor were selected for detailed level of service analysis in the Final EIR study (see Section 3-1.1.2.b of the Final EIR).

For the Rapid Bus alternatives, levels of service analysis was conducted at 14 intersections adjacent to Rapid Bus stops that were forecast to have a high level of auto activity associated with pick up and drop off of transit riders, or where several Rapid Bus routes overlapped, and added a large number of buses to the intersection. Six of these were previously studied in the Final EIR and eight were new study locations. See Section 8-3.3.2 for the discussion of these additional intersections.

The results of the intersection operating conditions analysis, with levels of service and average delay for each peak period, are included in **Appendix 8-B**. The majority of the study intersections are currently operating at relatively good levels of service, as compared to some of the other corridors in the Valley. Among the 56 existing signalized study intersections, 52 are presently operating at acceptable LOS D or better. Only four intersections are currently operating at LOS E or F during the morning and/or evening peak periods, as listed in **Table 8-3-2** (LOS E/F Intersections – Existing Conditions). All four are located near Warner Center on Victory Boulevard, which is one of the more heavily traveled east-west corridors in the Valley.

Table 8-3-2: LOS E/F Intersections – Existing Conditions

Intersections	LOS E		LOS F	
	AM	PM	AM	PM
Owensmouth Ave/Victory Blvd		X		
Variel Ave/Victory Blvd			X	
De Soto Ave/Victory Blvd		X		
Winnetka Ave/Victory Blvd				X

Source: Meyer, Mohaddes Associates, Inc., 2000.

8-3.1.2 Existing Transit Services

The existing conditions for the transit services of the Final EIR are used here. See Section 3-1.2 of the Final EIR for specific details of the existing transit services.

8-3.1.3 Major Intermodal Hubs

Major Intermodal Hubs are described in the Final EIR at Section 3-1.3.

8-3.1.4 Bicycle and Pedestrian Access

Bicycle and Pedestrian Access are described in the Final EIR at Section 3-1.4.

8-3.2 FUTURE CONDITIONS AND AREAWIDE MOBILITY IMPACTS OF THE ALTERATIVES

The impacts of the three Rapid Bus alternatives on the overall operating conditions of the transportation system are measured by comparing several key travel statistics and system operating parameters for each of the three Rapid Bus alternatives against those of the No Build Alternative. Travel statistics and performance indicators for each Rapid Bus alternative are also compared with other alternatives to identify relative traffic impacts, or effectiveness of each in improving traffic conditions. Transportation impacts of each Rapid Bus alternative will be more pronounced locally in the San Fernando Valley area. However, the transit alternatives will also have broader impacts on travel conditions and patterns throughout Los Angeles County. **Table 8-3-3** (San Fernando Valley Transit Corridor Comparison of Countywide Transportation Indicators) summarizes these key statistics and performance indicators on a regional basis. The following sections discuss the findings from analyzing some of the most significant mobility and performance indicator statistics.

8-3.2.1 Impacts of Future Growth

The first two columns in **Table 8-3-3** compare mobility statistics for 1998 and 2020 No Build conditions. This comparison highlights the growth in travel and the resultant change in mobility conditions that are expected to take place by 2020. Countywide daily total trips, transit trips, and vehicle trips are all predicted to increase by about 19 percent without the three RB alternatives. This would result in a 44 percent increase in overall countywide travel mileage and 102 percent in total travel time, as represented by vehicle miles of travel (VMT), and vehicle hours of travel (VHT), respectively. As a result of the significant increases in VMT and VHT, average travel speeds on all roadways in the network (arterials and freeways) are expected to drop by nearly 29 percent from over 35 miles per hour in 1998 to about 25 miles per hour in 2020.

The MTA travel demand-forecasting model was calibrated to accurately reflect 1998 field traffic counts as the existing conditions baseline that was used for the Final EIR. It also forecasts 2020 highway conditions based on the 2020 socioeconomic forecasts adopted by SCAG. **Figure 8-3-3** (AM Peak Hour V/C Ratios Existing 1998 Base Conditions) and **Figure 8-3-4** (AM Peak Hour Peak Hour V/C Ratios 2020 Base Conditions), respectively, illustrate the 1998 and 2020 AM peak period levels of service on highway links in the San Fernando Valley. The links highlighted in red are those, which will have volume/capacity ratios above 0.90 and be operating at level of service E or F, indicating congested conditions.

A comparison of **Figures 8-3-3** and **8-3-4** illustrates that traffic conditions will be much more congested in 2020 compared to 1998, particularly on east-west streets in the West Valley. The added congestion on the arterial street system will slow travel times for automobiles and buses. **Figure 8-3-5** (Areas of Peak Hour Speed Degradation 1998 to 2020) illustrates those links in the highway network where the travel speed will decline by at least five miles per hour in the AM peak period by 2020, compared to 1998. The degradation of travel speeds is particularly noticeable in the West Valley.

Table 8-3-3: San Fernando Valley Transit Corridor Comparison of Countywide Transportation Indicators

Statistics	Base 1998	2020 No Build Compared to 1998 Base	Valley TSM Compared to No Build	BRT Compared to No Build		RB-3 Compared to No Build	RB-5 Compared to No Build	RB-Network Compared to No Build
				Lower Bound	Upper Bound			
Daily Person Trips[1]	29,398,621	35,021,200	35,021,176	35,021,617	35,021,614	35,021,421	35,021,393	35,021,421
% Difference		19.13%						
Daily Transit Trips[2]	1,007,955	1,204,032	1,212,924	1,219,154	1,216,495	1,213,463	1,213,086	1,213,577
Difference		196,077	8,892	15,122	12,463	9,431	9,054	9,545
% Difference		19.5%	0.74%	1.26%	1.04%	0.78%	0.75%	0.79%
Daily Transit Boardings[3]	1,509,007	1,824,729	1,836,380	1,850,726	1,843,414	1,839,884	1,838,828	1,842,223
Difference		315,722	11,651	25,997	18,685	15,155	14,099	17,494
% Difference		20.9%	0.64%	1.42%	1.02%	0.83%	0.77%	0.96%
Daily Bus Boardings[4]	1,361,263	1,573,710	1,590,379	1,596,147	1,591,835	1,590,825	1,590,700	1,593,880
Difference		212,447	16,669	22,437	18,125	17,115	16,990	20,170
% Difference		15.6%	1.06%	1.43%	1.15%	1.09%	1.08%	1.28%
Total Transit Mode Share[5]	3.43%	3.44%	3.46%	3.48%	3.47%	3.46%	3.46%	3.46%
% Difference		0.01%	0.02%	0.04%	0.03%	0.02%	0.02%	0.02%
Daily Vehicle Trips*[6]	21,628,654	25,712,159	25,705,314	25,700,964	25,703,081	25,705,065	25,705,219	25,704,966
Difference		4,083,505	-6,845	-11,195	-9,078	-7,094	-6,940	-7,193
% Difference		18.9%	-0.03%	-0.04%	-0.04%	-0.03%	-0.03%	-0.03%
Daily Auto VMT[7]	295,591,360	425,828,070	425,414,770	425,342,700	425,376,630	425,399,855	425,409,623	425,399,671
Difference		130,236,710	-413,300	-485,370	-451,440	-428,216	-418,448	-428,400
% Difference		44.1%	-0.09%	-0.11%	-0.11%	-0.10%	-0.10%	-0.10%
Note: Including school trips by school bus.								

Source: Meyer, Mohaddes Associates, Inc., 2000, 2001 and 2004.

1. Daily Person Trips are all trips made in the County by both public and private modes.
2. Daily Transit Trips are the number of trips made on all modes of public transportation.
3. Daily Transit Boardings are the number of boardings on all modes of public transit, including transfers.
4. Daily Bus Boardings are the number of boardings on public buses.
5. Total Transit Mode Share is the percentage of Daily Transit Trips of the Daily Person Trips.
6. Daily Vehicle Trips is the number of private vehicle trips in the County.
7. Daily Auto VMT is the total daily vehicle miles traveled in the County.

NOTE: The numbers in this table are different from the "New Transit Trip" numbers shown in Tables RS-4b and 8-6.5 because these numbers reflect Countywide mobility statistics, and Tables RS-4b and 8-6.5 are for the Valley only.

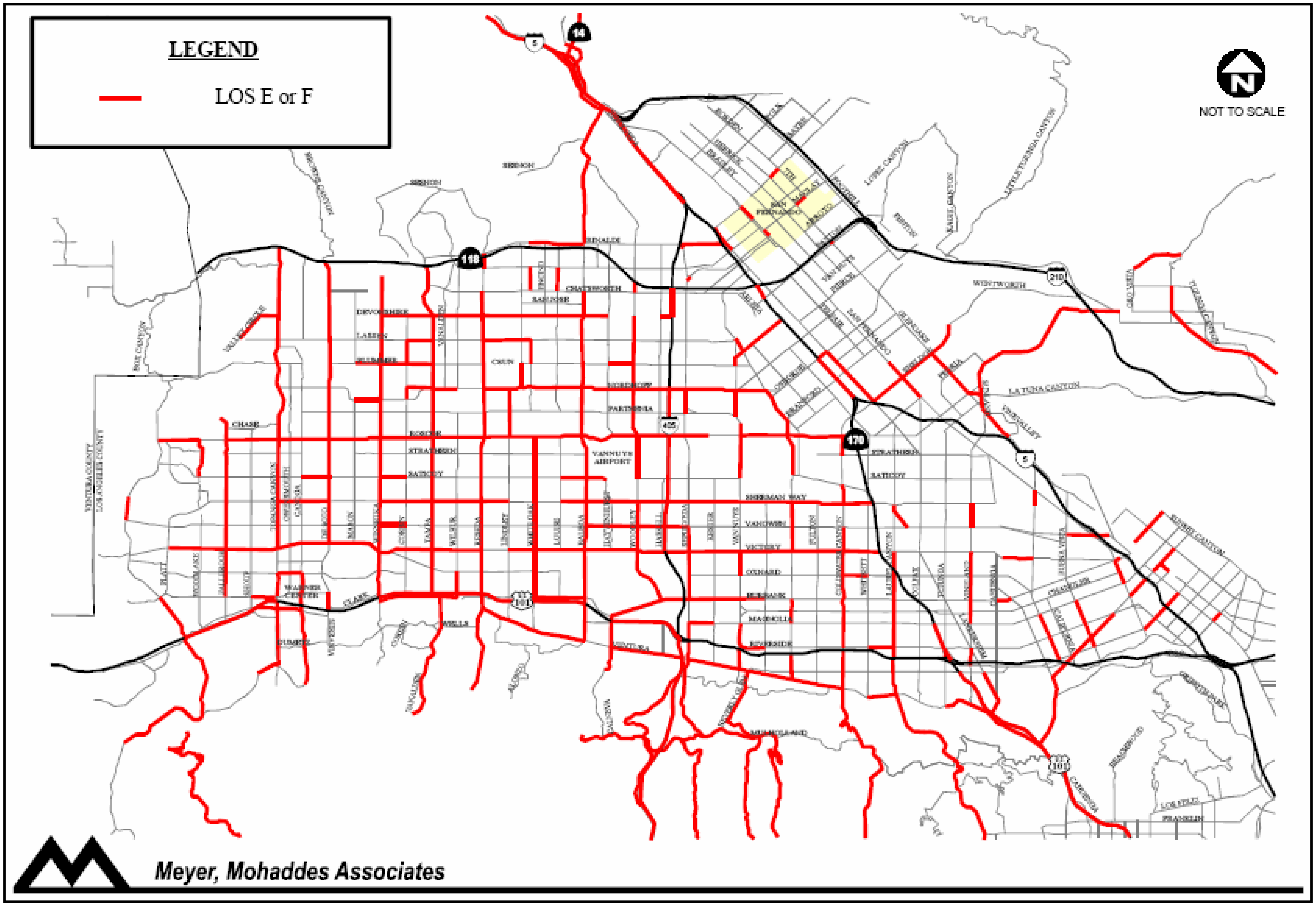
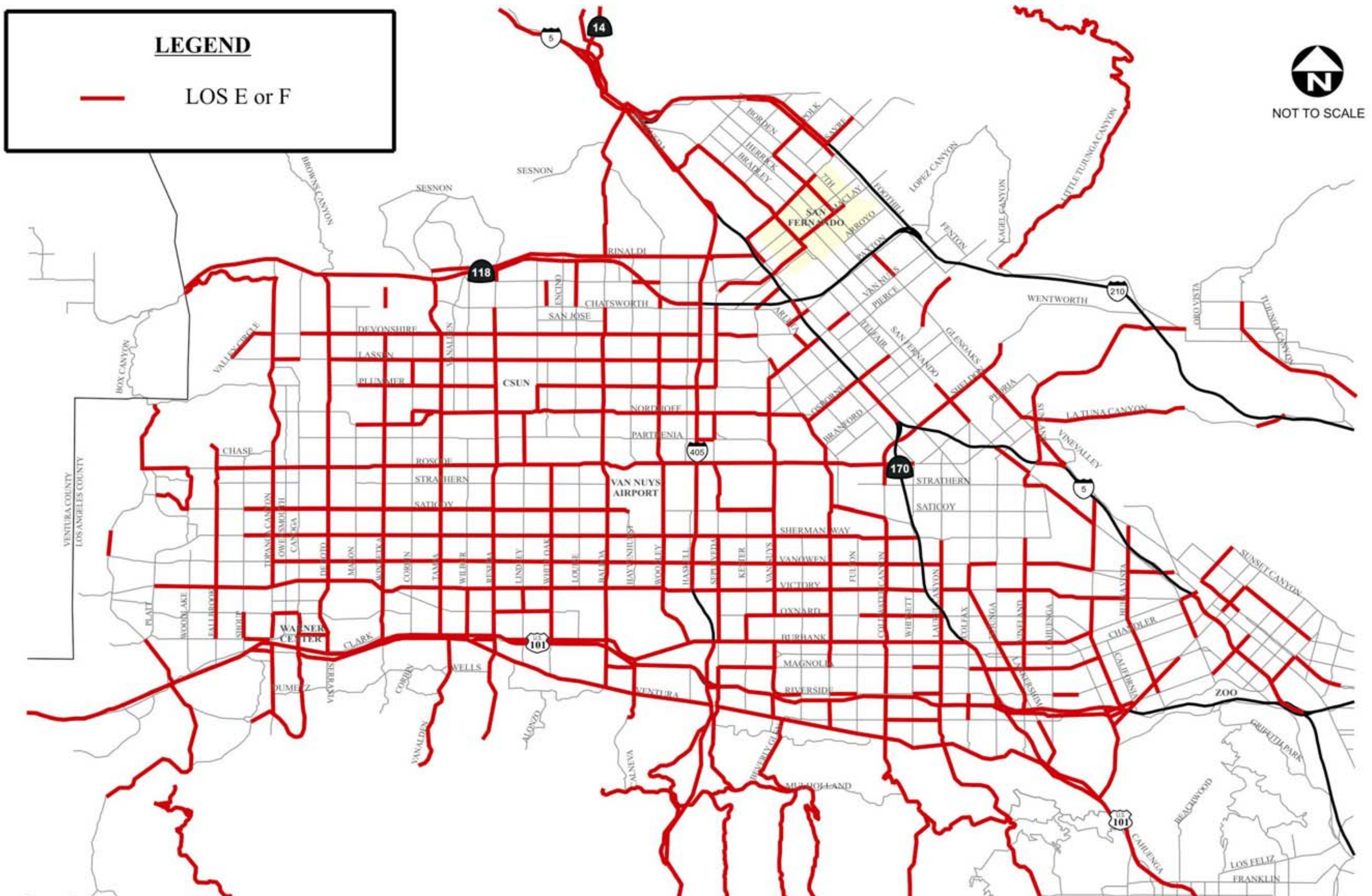
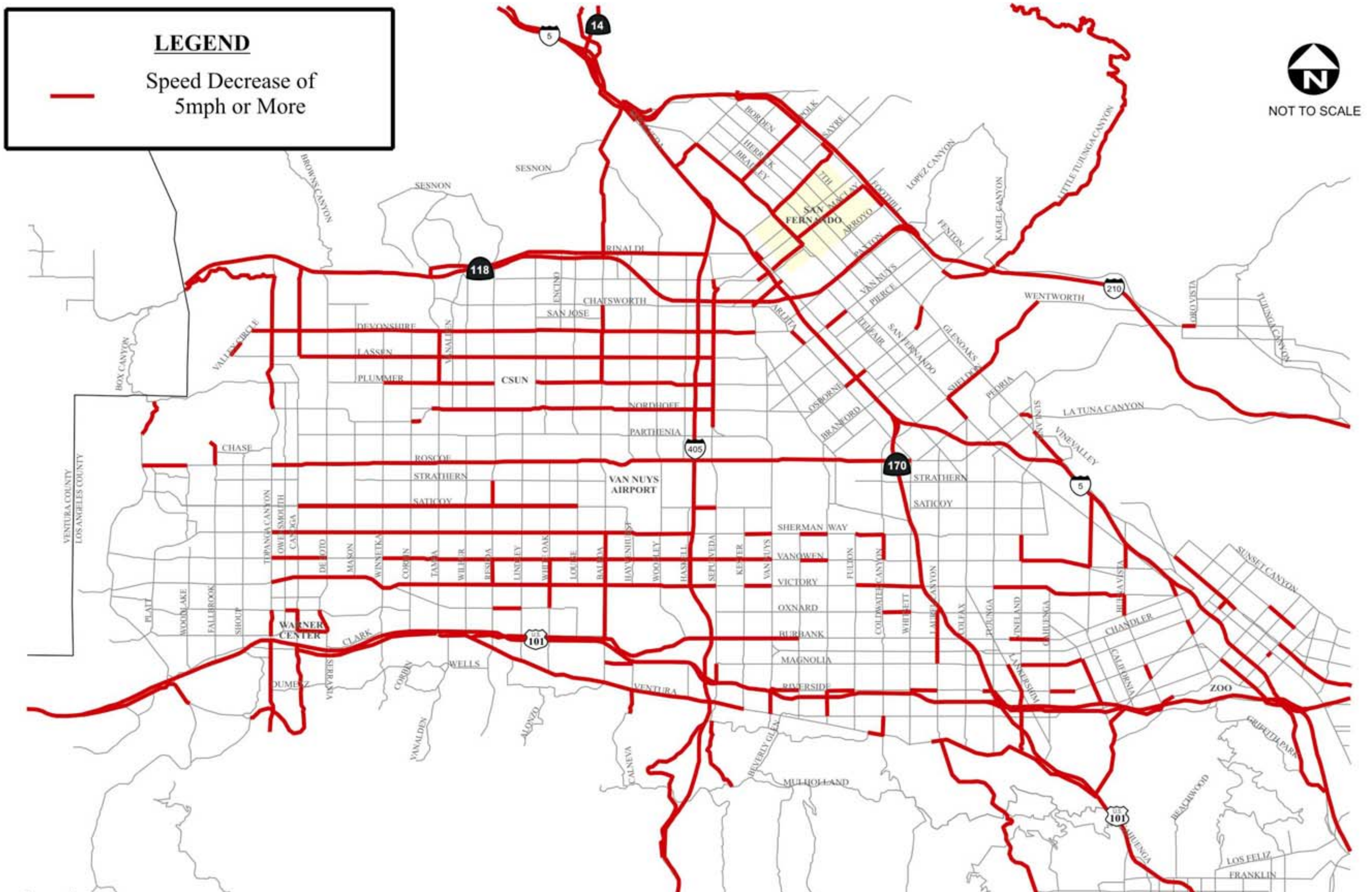


Figure 8-3-3 – *AM Peak Hour V/C Ratios Existing 1998 Base Conditions*



Meyer, Mohaddes Associates
a business unit of Iteris, Inc.

Figure 8-3-4 *– AM Peak Hour Peak Hour V/C Ratios 2020 Base Conditions*



Meyer, Mohaddes Associates

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Figure 8-3-5 *– Areas of Peak Hour Speed Degradation 1998 to 2020*

8-3.2.2 Countywide Impacts

Table 8-3-3 provides a comparison of the countywide transportation indicators. Data from the previous Final EIR for the No Build, TSM, and BRT alternatives is provided for comparison to the three Rapid Bus alternatives. The differences between the alternatives are small in terms of effects on countywide indicators, as shown in **Table 8-3-3**. At the Valley-wide level, however, the relative differences between the alternatives are more pronounced (as discussed later in Section 8-3.2.3).

8-3.2.2.1 Total Daily Transit Trips and Daily Transit Boardings

“Daily transit trips” differ from “daily transit boardings” in that daily transit boardings account for transfers between transit modes, whereas daily transit trips reflect the complete trips of each transit rider. For example, one linked daily transit trip from its initial origin to the final destination with one transfer is counted as one daily transit trip and two daily transit boardings. Also daily transit boardings count riders who are shifting off of other bus routes.

As reported in Section 3-2.2.2 of the Final EIR, the enhancements in bus service attributable to the TSM Alternative would result in an increase of 8,892 daily transit trips (0.74 percent) over No Build. Operation of the east-west BRT Alternative further increases total daily transit trips. The lower bound of the BRT Alternative would generate 15,122 additional daily transit trips over No Build (1.26 percent). The upper bound of the BRT Alternative would add 12,463 daily transit trips over No Build (1.04 percent). In comparison, RB-3 would add 9,431 daily transit trips in Los Angeles County over No Build (0.78 percent), RB-5 would add 9,054 daily transit trips over No Build (0.75 percent), and RB-Network would add 9,545 daily transit trips over No Build (0.79 percent).

As reported in Section 3-2.2.2 of the Final EIR, the projected total countywide daily transit boardings follow a similar trend to daily transit trips, and result in a range of 0.64 percent (for TSM) to 1.42 percent (for BRT lower bound) increase in daily transit boardings over No Build. The three Rapid Bus alternatives result in the following percentage increases in countywide daily transit boardings compared to the No Build: RB-3 (0.83%), RB-5 (0.77%) and RB-Network (0.96%).

8-3.2.2.2 Daily Transit Boardings

As reported in Section 3-2.2.3 of the Final EIR, the BRT and TSM alternatives would increase daily transit boardings. The TSM Alternative would add 16,700 daily transit boardings (1.06 percent) while the lower and upper bounds of the BRT Alternative would add from 22,400 (1.43 percent) to 18,100 (1.15 percent) daily transit boardings, respectively, over No Build. In comparison, the three Rapid Bus alternatives would also result in increases in daily transit boardings compared to No Build: RB-3 (17,100 - 1.09 percent), RB-5 (17,000 - 1.08 percent), and RB-Network (20,200 - 1.28 percent).

8-3.2.2.3 Transit Mode Shares

As seen in **Table 8-3-3**, by 2020 the share of daily transit trips is modeled to be 1.2 million, or 3.44 percent out of a total of 35 million daily trips made by all modes of travel. Countywide transit mode shares are expected to increase by 0.02 to 0.04 percent for the various transit alternatives compared to the No Build. The TSM Alternative transit mode split is forecast to be 3.46 percent, and the lower bound of the BRT Alternative is 3.48 percent. The upper bound of the BRT Alternative is 3.47 percent. In comparison, all three Rapid Bus alternatives are forecast to have a 3.46 percent transit mode share.

8-3.2.2.4 Daily Vehicle Trips

Table 8-3-3 shows the countywide total number of daily vehicle trips on the system for each alternative. The implementation of enhanced transit services in the Valley results in the shift of some trips from the auto mode to transit. The actual number of reduced daily vehicle trips ranges from a low of 6,800 for the TSM Alternative to a high of 11,100 for the lower bound of the BRT Alternative, or a decrease of 0.03 to 0.04 percent. The upper bound of the BRT Alternative reduces vehicle trips by 9,000, a 0.04 percent reduction. In comparison, RB-3 reduces 7,100 daily vehicles trips, a 0.03 percent reduction. RB-5 decreases 6,900 daily vehicles trips, a 0.03 percent reduction. RB-Network decreases 7,200 daily vehicles trips, a 0.03 percent reduction.

8-3.2.2.5 Vehicle Miles of Travel (VMT)

VMT is a measure of the total amount of travel in miles, as it includes the total mileage traveled by all vehicles on the entire highway system during a certain period. A decrease in VMT indicates a decrease in total number and/or overall length of trips, which translate into lower emissions. The TSM Alternative experiences a small change (0.09 percent) in VMT compared to the No Build. Both the upper and lower bounds of the BRT Alternative show a 0.11 percent reduction in VMT. In comparison, all three Rapid Bus alternatives would result in a 0.10 percent reduction in VMT.

8-3.2.2.6 Significance of Countywide Transportation Impacts

To varying degrees, the three Rapid Bus alternatives increase transit ridership, reduce automobile vehicle trips, and reduce vehicle miles of travel. Therefore, the three Rapid Bus alternatives would have beneficial effects on the transportation system and would not result in significant countywide transportation impacts.

8-3.2.3 Valley-wide Impacts

8-3.2.3.1 Valley-wide Performance Measures

The above figures were all comparisons of the countywide statistics. The degradation of Valley-wide mobility indicators between 1998 and 2020 is slightly less when compared to the County. VMT will increase by 26 percent, as compared to 44 percent Countywide, and vehicle hours of travel (VHT) by nearly 46 percent, as compared to 102 percent in the County. Travel speeds are expected to drop by 13.6 percent from an average of 34 miles per hour in 1998 to 29.5 miles per hour in 2020. This compares to the 29% decrease to 25 miles per hour in the County as a whole.

Table 8-3-4 (Statistics for San Fernando Valley (RSAs 12 and 13)) summarizes the more localized Valley-wide impacts of the transit alternatives. As stated before, impacts of the alternatives are more pronounced in the Valley compared to the County (percentage changes due to the alternatives are larger because the total trips in the Valley are less than Countywide and most of the change occurs in the Valley, where the alternatives add transit service), and are more relevant to this impact analysis.

Table 8-3-4: Statistics for San Fernando Valley (RSAs 12 and 13)

Valley Statistics	Base 1998	2020 No Build Compared to 1998 Base	Valley TSM Compared to No Build	BRT Compared to No Build		RB-3 Compared to No Build	RB-5 Compared to No Build	RB-Network Compared to No Build
				Lower Bound	Upper Bound			
Daily Auto VMT	18,892,238	23,810,537	23,779,436	23,753,054	23,768,780	23,777,239	23,778,368	23,773,637
Difference		4,918,299	-31,101	-57,483	-41,751	-33,298	-32,169	-36,900
% Difference		26.0%	-0.13%	-0.24%	-0.18%	-0.14%	-0.14%	-0.15%
Daily Auto VHT	553,592	807,425	804,841	802,765	804,343	804,318	804,681	804,252
Difference		253,833	-2,584	-4,660	-3,032	-3,107	-2,744	-3,173
% Difference		45.9%	-0.32%	-0.58%	-0.38%	-0.38%	-0.34%	-0.39%
Daily Avg. Hwy. Speed	34.13	29.49	29.55	29.59	29.55	29.56	29.55	29.56
Difference		-4.64	0.06	0.10	0.06	0.07	0.06	0.07
% Difference		-13.6%	0.19%	0.34%	0.20%	0.25%	0.21%	0.24%

Source: Meyer, Mohaddes Associates, Inc., 2000, 2001 and 2004

It can be seen in **Table 8-3-4** that all Build alternatives perform better than the No Build, both in terms of daily auto vehicle miles of travel (VMT) and daily auto vehicle miles of travel (VHT). VMT will decrease by 0.13 percent for the TSM Alternative, 0.24 percent for the lower bound of the BRT Alternative, 0.18 percent for the upper bound of the BRT Alternative, 0.14 percent for the RB-3 Alternative, 0.14 percent for RB-5, and 0.15 percent for RB-Network. This is a result of the shifts in travel mode from auto to transit associated with the alternatives.

Daily auto VHT statistics follow the same trend as VMT, with relatively small decreases (0.32 percent) for the TSM Alternative, 0.58 percent for the lower bound of the BRT Alternative, 0.38 percent for the upper bound of the BRT Alternative, 0.38 percent for the RB-3 Alternative, 0.34 percent for the RB-5 Alternative, and 0.39 percent for the RB-Network Alternative.

Average travel speeds in the Valley are expected to increase as a result of all of the alternatives when compared to the No Build. This increase ranges from a low of 0.19 percent for the TSM Alternative to a high as 0.34 percent for the lower bound of the BRT Alternative. The increase in average speed for the upper bound of the BRT alternative is 0.20 percent, 0.25 percent for RB-

3, 0.21 percent for RB-5, and 0.24 percent for RB-Network. These statistics highlight the expected overall beneficial effects of implementing transit system improvements throughout the Valley when compared to the No Build alternative in 2020. Highway travel speeds for all alternatives are lower than the current 34.13 miles per hour.

8-3.2.3.2 Significance of Valley-wide Transportation Impacts

To varying degrees, the three Rapid Bus alternatives, increase transit ridership, reduce automobile vehicle trips, reduce vehicle miles of travel, and increase highway travel speeds over No Build conditions. Therefore, the three Rapid Bus alternatives would have beneficial effects on the transportation system and would not result in significant Valley-wide transportation impacts.

8-3.3 STUDY AREA TRAFFIC IMPACTS

The implementation of the three Rapid Bus alternatives would affect local traffic conditions in the San Fernando Valley community in several ways. First, it is anticipated that they would divert trips from automobiles to the three Rapid Bus alternatives. This would result in a reduction in traffic volumes along freeways and regional arterials within the study area. These regional and Valley-wide effects were quantified and discussed in previous sections (8-3.2.2 and 8-3.2.3) of this Chapter.

However, localized increases in traffic volumes are proposed possible near the RB stop areas. These increases in traffic volumes were analyzed to determine traffic impacts.

This section of the Revised Final EIR evaluates the traffic impacts on the transportation system in the immediate vicinity of the RB stop areas along the routes of the three Rapid Bus alternatives.

8-3.3.1 General Discussion of Areas of Impact

The three Rapid Bus alternatives may impact traffic and circulation around high-volume transit stations or areas where multiple Rapid Bus routes overlap, thereby concentrating a large number of buses on certain streets. This evaluation category considers the following issues related to the interface of the transit alternatives with surface street traffic:

- transit vehicle conflicts with mixed-flow traffic
- magnitude of traffic at RB stop areas and park-and-ride facilities
- transit priority treatment at signalized intersections
- bus interface/access and issues relating to station access for parking.

8-3.3.1.1 Transit Vehicle Conflicts with Mixed-flow Traffic

This category of potential impacts deals with the interface of the three Rapid Bus alternative's transit vehicles or buses relative to vehicular traffic, when the buses will be sharing the road with other traffic. The three Rapid Bus alternatives would operate entirely on arterial streets in mixed flow with existing traffic. Typical bus operations do not cause significant traffic impacts. However, Rapid Bus operations are not the same as typical bus operations in that Rapid Buses are added to streets that already contain local and limited levels of typical bus operations, which further increase the buses on the street, which causes some slowing of existing traffic. The impacts of the additional buses operating with other traffic are quantified in Section 8-3.3.2.

8-3.3.1.2 Magnitude of Traffic Attracted to Station Areas and Park-and-Ride Facilities

Please refer to Section 3-3.1.2 of the Final EIR for information on the BRT Alternative regarding this topic.

The three Rapid Bus alternatives do not include park-and-ride lots, so the traffic impacts around RB stop areas would be minimal. However, kiss-and-ride patrons would generate additional traffic (i.e., traffic added by those patrons dropped off by another driver). Although the traffic associated with kiss-and-ride patrons may not be new traffic on the transportation network, the traffic created by kiss-and-ride patrons may create new trips in the RB stop areas, and could affect local mobility.

8-3.3.1.3 Transit Priority Treatment at Signalized Intersections

Please refer to Section 3-3.1.4 of the Final EIR for information on the BRT Alternative regarding this topic.

For the three Rapid Bus alternatives, transit signal priority will also be provided, but it may not be feasible to provide the same level of transit priority on all such corridors. The traffic signal system in the San Fernando Valley is generally designed to favor north-south traffic movements over east-west movements since those are the heavier commute directions. The highest levels of east-west transit signal priority can be provided on Ventura Boulevard, the BRT transitway, and Victory Boulevard. On other east-west streets, a lower level of transit signal priority would be provided due to the preference given to north-south traffic. Based on data collected on MTA's Wilshire Boulevard and Ventura Boulevard Rapid Bus demonstration projects, it was determined that those Rapid Buses were operating at improved speeds 20 percent faster than the standard buses on those routes as a result of transit signal priority and fewer stop locations. The travel demand forecasting model used to predict ridership on the three Rapid Bus alternatives used the 20 percent speed improvement for all Rapid Bus routes in the model assignments, but in reality this 20 percent improvement is likely only to be achieved on Victory Boulevard. For other east-west Rapid Bus routes something less than the 20 percent bus speed improvement is more likely. Most of the east-west Rapid Bus routes are more likely to achieve speed improvements of 10-15% over standard bus routes.[1] The use of the 20% assumption overstates the ridership and travel time forecasts for the three Rapid Bus alternatives in this analysis.

8-3.3.1.4 Access to BRT Stations and RB Stops

Please refer to Section 3-3.1.5 of the Final EIR for information regarding BRT stations.

[1]/ Confirmed by email from Sean Skehan, LADOT, October 1, 2004.

Table 8-3-5 (BRT and Rapid Bus Alternatives Auto Mode of Access Description) provides a summary of the daily mode of access for the BRT (that was included in the Final EIR) and the three Rapid Bus alternatives, as well as park-and-ride lot capacities and demand for the entire BRT corridor. For the three Rapid Bus alternatives most riders arrive by non-auto modes, with a small percentage being dropped off as kiss-and-ride patrons.

Table 8-3-5: BRT and Rapid Bus Alternatives Auto Mode of Access Description

		Auto Split		**Total Lot**	**Total Lot**
Alternatives		Park & Ride	Kiss & Ride	Capacity*	Demand
BRT	Lower Bound	3,297	1,447	4,025-4,314	3,685
	Upper Bound	2,897	1,157	4,025-4,314	3,285
RB-3		0	1,764	N/A	N/A
RB-5		0	1,756	N/A	N/A
RB-Network		0	3,414	N/A	N/A
Note: *Modified based on Preliminary Engineering in Volume 3.					

Source: Meyer, Mohaddes Associates, Inc., 2000, 2001and 2004.

8-3.3.2 Intersection Traffic Impacts

8-3.3.2.1 Traffic Forecast Methodology

Traffic volume forecasts for 2020 No Build conditions, and each of the three Rapid Bus alternatives were developed using data in the MTA travel demand forecast model. The No Build, TSM, and BRT Alternative forecasts were prepared for the Final EIR, and are repeated herein for comparison purposes only. Meyer, Mohaddes Associates using the same MTA model, prepared the forecasts for the three Rapid Bus alternatives.

To estimate the more localized traffic impacts associated with each project alternative, intersection traffic volume projections for each scenario were developed using the following process:

1. Development of future base traffic volumes reflecting 2000-2020 background traffic growth, and changes due to auto trip reduction and other shifts in traffic as a direct result of the Alternatives' transit service improvements
2. Development of additional peak hour auto access trips to stations related to park-and-ride and kiss-and-ride (drop-off) trips.
3. Development of additional transit vehicle volumes at intersections along the corridor using the assumed bus headways for each project alternative.

The above process was employed because the projected 2020 vehicle trips produced directly by the highway assignment module of the MTA model do not explicitly include the transit vehicles themselves or the auto portion of transit-access (park-and-ride or kiss-and-ride) trips. Use of this methodology, allows for an impact analysis, which reflects both macro-level reductions and/or shifts in background traffic due to the transit service, as well as the micro-level additional local impacts created by station-access traffic and additional buses.

To develop the future "base" traffic volumes for the first step a growth-factoring process was used. Traffic growth factors were calculated for the study area arterials by comparing traffic volume results from the MTA model for the No Build and for each of the BRT and three Rapid Bus alternatives. These results included AM and PM peak link volumes at key intersections for the base year 1998 and forecast year 2020.

Due to a noticeable difference in traffic growth patterns, the traffic volumes for intersections were grouped in two sub-sections. East San Fernando Valley (East Valley) encompassed the area east of Woodley Avenue to Lankershim Boulevard. West San Fernando Valley (West Valley) encompassed the area just west of Woodley Avenue to the Canoga Park/Warner Center area.

A summary of these growth factors, which are shown in **Table 8-3-6** (Growth Percentages for Base Traffic Volumes), were then applied to the existing Year 2000 traffic counts to develop future background (base) volumes at each of the study intersections for each of the three Rapid Bus alternatives. Detailed results of the growth factors for both Valley regions can be found in the 2020 No Project level of service calculations contained in **Appendix 8-B** to this Revised FEIR.

Table 8-3-6: Growth Percentages for Base Traffic Volumes

Location	West Valley Average		East Valley Average	
	AM	PM	AM	PM
2020 No Build	25.0%	29.3%	34.7%	35.0%
2020 TSM	24.0%	29.0%	34.1%	35.0%
2020 BRT Lower Bound	24.8%	29.1%	33.0%	34.8%
2020 BRT Lower Bound	24.9%	29.2%	33.0%	34.9%
2020 MOS	24.9%	28.7%	34.0%	34.3%
RB-3	24.3%	29.1%	33.7%	34.9%
RB-5	24.9%	29.6%	34.2%	34.8%
RB-Network	24.7%	29.3%	33.8%	35.0%

Source: Meyer, Mohaddes Associates, Inc., 2000, 2001and 2004.

Depending upon the alternative, traffic at the West Valley intersections is anticipated to grow by between 25 and 29 percent during both the AM and PM peaks. The East Valley will experience greater growth than the West Valley with the growth for both peak periods in the 33 to 35 percent range. These percentages are generally consistent with the growth rates in Valley-wide VMT, as discussed in Section 8-3.2.1.

In the second step of the forecasting process, the projected base intersection volumes for each of the scenarios, except for the TSM Alternative, were adjusted by adding the station and RB stop access auto traffic, which includes park-and-ride, kiss-and-ride auto traffic, and bus and shuttle traffic consisting of feeder and line haul buses. The estimated vehicle trip generation for each of the three Rapid Bus alternatives will be described in more detail in the subsequent sections, which discuss the impacts of each of these alternatives. The estimated trip distributions were developed based on the location of the transportation system and the most likely routes to the RB stops, and were reviewed and adjusted for local conditions through observations of traffic patterns and volumes.

8-3.3.2.2 Impact Thresholds

Consistent with the Final EIR, intersection capacity analyses were performed for the intersections for the three Rapid Bus alternatives. The threshold to determine when an impact is significant under CEQA, adopted by the MTA in consultation with LADOT, is as follows:

“An intersection is considered to be adversely affected if project (or an alternative) traffic is projected to cause a deterioration in level of service to E and/or worse, or results in an increase in the average vehicle delay of 5.0 seconds or more at an intersection projected to operate at LOS E or worse under No Build conditions.”

This impact threshold was developed for use with the Highway Capacity Manual (HCM) operations analysis methodology, which is based on average delay at intersections, rather than the change in volume-to-capacity (V/C) ratio, which is typically used by LADOT for development project traffic impact studies. As in the Final EIR, the delay-based methodology was the preferable approach for this type of project to reflect the impact of traffic operations changes, such as additional clearance time or signal phases at intersections, due to the three Rapid Bus alternatives operation, rather than just the changes in traffic volumes.

The seconds of delay in the impact threshold criteria were derived from the relative change in the V/C ratio from the comparable Critical Movement Analysis (CMA) methodology thresholds. That is, the traditional impact threshold of 0.02 changes in V/C at LOS E (which has a range of V/C’s of 0.10) is 20 percent of the range for that LOS. This is equivalent to the 5.0-second change at LOS E (which has a 25 second range, from 55 to 80 seconds) using the 1997 HCM methodology as shown in **Table 8-3-7** (LOS Criteria for Signalized Intersections).

This methodology is used to evaluate the impacts of project-related traffic, as well as the effects of transit operations on signalized intersections. Mitigation of impacts based on these guidelines (e.g. reduction of delay by 5.0 seconds or more) would likely require traffic signal modifications and/or physical improvements, such as additional through or turn lanes at intersections, new traffic signals and possible road widenings.

Table 8-3-7: LOS Criteria for Signalized Intersections

Level of Service	Control Delay Per Vehicle (sec)
A	≤10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Source: 1997 Highway Capacity Manual.

8-3.3.2.3 Traffic Impacts of Alternatives

a. No Build Alternative

The No Build Alternative from the Final EIR projected operating conditions at study intersections in year 2020 without the development of a transit project along the East-West Corridor. The study assumed traffic signal operating specifications (cycle lengths, phases, etc.) to be generally the same as current conditions. The growth factors (over 2000 conditions), as shown in **Table 8-3-6**, were applied to existing peak hour turning movements at the study area intersections, including 14 intersections along the three Rapid Bus alternatives, to develop estimated 2020 No-Build traffic volumes for AM and PM peak hours.

Table 8-3-8 (LOS E/F Intersections - No Build Alternative – Year 2020) summarizes the results of these analyses. Review of this table shows that 13 intersections are expected to operate at level of service (LOS) E or F during one or more peak hours in year 2020. This compares to four intersections currently operating at LOS E or worse in year 2000.

b. TSM Alternative

Please refer to Section 3-3.2.2.b of the Final EIR for information on the TSM Alternative regarding this topic.

c. BRT Alternative

Please refer to Section 3-3.1.2.c of the Final EIR for information on the BRT Alternative regarding this topic.

Table 8-3-8: LOS E/F Intersections - No Build Alternative – Year 2020						
Intersections	LOS E		LOS F		Increase or (Decrease) in Delay Compared to Existing (seconds)	
	AM	PM	AM	PM	AM	PM
Owensmouth/Victory			X	X	54.0	52.6
Canoga/Victory	X			X	49.5	64.7
Variel/Victory			X		50.8	17.9
De Soto/Victory	X			X	18.4	82.5
Mason/Victory				X	3.6	44.7
Winnetka/Victory			X	X	61.0	93.6
Tampa/Topham		X			4.3[1]	89.0[1]
Balboa/Victory			X	X	52.0	70.6
405 ramp/Victory	X				43.4	13.6
Sepulveda/Victory			X	X	79.6	74.3
Sepulveda/Oxnard		X			7.8	39.1
Van Nuys/Oxnard		X			11.7	28.8
Laurel Canyon/Oxnard	X	X			29.7	21.4

Source: Meyer, Mohaddes Associates, Inc., 2000.

d. RB-3 Alternative

In order to determine which intersections along the three Rapid Bus alternatives routes should be studied for potential impacts, threshold criteria was developed for the amount of potential traffic increase that warranted such an analysis. The LADOT has published “Traffic Study Policies and Procedures” (revised August 2003), which include the requirements for traffic impact analyses in the City of Los Angeles.[2] The document states that a traffic study may be required if a project is likely to add 500 or more daily trips or likely to add 43 or more PM peak hour trips. This threshold was used in this analysis to identify those Rapid Bus stops that would have 43 or more peak hour auto and/or bus trips added to the street network in their vicinity, and as such justified the analysis of potential impacts at the adjacent signalized intersection.

Table 8-3-9 (Locations for Intersection LOS Analysis – RB-3 Alternative) illustrates the kiss-and-ride activity at the stations along this alternative and the number of peak hour auto trips expected around the stations. It also illustrates the number of additional buses that would pass through each intersection as a result of this alternative. For RB-3, the following stops exceeded the 43-peak hour vehicle trip threshold, and the intersections were analyzed for potential impacts:

[2]/ This document is incorporated by reference, and it is on file at the Metropolitan Transportation Authority, One Gateway Plaza, Los Angeles, California. It is available in the Metro Library during normal business hours.

- Lankershim/Chandler
- Lankershim/Oxnard
- Topanga Canyon/Victory

Table 8-3-9: Locations for Intersection LOS Analysis – RB-3 Alternative

Intersection	Auto	Bus	Tot	Potential Impact	Intersection	Auto	Bus	Tot	Potential Impact
Lankershim/Chandler	92	36	128	X	Woodley/Vanowen	1	12	13	
Lankershim/Oxnard	13	36	49	X	Woodley/Victory	9	12	21	
Lankershim/Sherman	4	12	16		Balboa/Sherman	3	12	15	
Laurel Canyon/Sherman	3	12	15		Balboa/Vanowen	3	12	15	
Laurel Canyon/Vanowen	8	12	20		Balboa/Victory	7	12	19	
Laurel Canyon/Victory	6	12	18		Reseda/Sherman	11	12	23	
Coldwater Canyon/Sherman	4	12	16		Reseda/Vanowen	5	12	17	
Coldwater Canyon/Vanowen	9	12	21		Reseda/Victory	12	12	24	
Coldwater Canyon/Victory	11	12	23		Tampa/Sherman	5	12	17	
Woodman/Sherman	8	12	20		Tampa/Vanowen	2	12	14	
Woodman/Vanowen	3	12	15		Tampa/Victory	10	12	22	
Woodman/Victory	10	12	22		Winnetka/Sherman	5	12	17	
Van Nuys/Sherman	26	12	38		Winnetka/Vanowen	3	12	15	
Van Nuys/Vanowen	7	12	19		Winnetka/Victory	7	12	19	
Van Nuys/Victory	21	12	33		DeSoto/Sherman	6	12	18	
Sepulveda/Sherman	14	12	26		DeSoto/Vanowen	5	12	17	
Sepulveda/Vanowen	4	12	16		DeSoto/Victory	13	12	25	
Sepulveda/Victory	23	12	35		Topanga Canyon/Sherman	9	12	21	
Woodley/Sherman	16	12	28		Topanga Canyon/Victory	23	36	59	X

Table 8-3-10 (LOS E/F and Affected intersections – RB-3) shows the results of the impact analysis at all potentially affected intersections.

Table 8-3-10: LOS E/F and Affected intersections – RB-3

Intersections	LOS E		LOS F		Impact	Increase or (Decrease) in Delay Compared to No Build (seconds)	
	AM	PM	AM	PM		AM	PM
Topanga Canyon/Victory					No	0.1	0.2
Lankershim/Oxnard		X			No	0.4	0.0
Lankershim/Chandler North					No	1.0	0.3
Lankershim/Chandler South					No	0.2	0.1

Source: Meyer, Mohaddes Associates, Inc., 2004.

As seen in **Table 8-3-10**, one intersection, Lankershim/Oxnard, will operate at LOS E, but the RB-3 alternative does not increase the delay by more than the five-second threshold. No intersections will be significantly impacted under this alternative.

In addition to the analysis of intersections at which the 43-peak hour trip threshold was exceeded, analysis was also conducted at the intersections of Lankershim/Victory and Lankershim/Burbank because each of these would have all three Rapid Bus routes passing through them. The addition of the Rapid Buses were offset by the decrease in automobile traffic associated with the transit mode share increase associated with this alterative, so these intersections were also not found to be significantly impacted by this alternative. Similarly, in the Warner Center area, three rapid Bus routes would be circulating to access the Warner Center Transit Center on Owensmouth. The specific routes of the three Rapid Bus lines would need to be coordinated to avoid localized traffic impacts (e.g., too many buses completing turning movements at the same locations). The overlapping of the three Rapid Bus routes on Lankershim and/or in the Warner Center area presents a potentially significant transportation impact unless the routes are planned to avoid concentrating turning movements at the same locations.

e. RB-5 Alternative

Table 8-3-11 (Locations for Intersection LOS Analysis – RB-5 Alternative) illustrates the kiss-and-ride activity at the stops along this alternative and the number of peak hour auto trips and new bus trips expected around the stations. For RB-5, the following stops exceeded the 43-peak hour vehicle trip threshold, and the intersections were analyzed for potential impacts:

- Lankershim/Chandler
- Van Nuys/Victory

Table 8-3-12 (LOS E/F and Affected Intersections – RB-5) shows the results of the impact analysis at all potentially affected intersections.

As seen in **Table 8-3-12**, one intersection will operate at LOS E, Van Nuys/Victory, but the RB-5 alternative does not increase the delay at the intersection by the five-second threshold of significance. No intersections will be significantly impacted under this alternative.

Table 8-3-11: Locations for Intersection LOS Analysis – RB-5 Alternative

Intersection	Auto	Bus	Tot	Potential Impact	Intersection	Auto	Bus	Tot	Potential Impact
Vineland/Sherman	4	12	16		Reseda/Victory	18	12	30	
Laurel Canyon/Sherman	5	12	17		Tampa/Victory	9	12	21	
Coldwater Canyon/Sherman	4	12	16		Winnetka/Victory	9	12	21	
Woodman/Sherman	3	12	15		DeSoto/Victory	16	12	28	
Van Nuys/Sherman	25	12	37		Topanga Canyon/Victory	15	12	27	
Sepulveda/Sherman	11	12	23		Laurel Canyon/Oxnard	1	12	13	
Woodley/Sherman	13	12	25		Coldwater Canyon/Oxnard	3	12	15	
Balboa/Sherman	3	12	15		Woodman/Oxnard	3	12	15	
Reseda/Sherman	9	12	21		Van Nuys/Oxnard	3	12	15	
Tampa/Sherman	4	12	16		Sepulveda/Oxnard	0	12	12	
Winnetka/Sherman	4	12	16		Laurel Canyon/Burbank	4	12	16	
DeSoto/Sherman	4	12	16		Coldwater Canyon/Burbank	3	12	15	
Topanga Canyon/Sherman	7	12	19		Woodman/Burbank	2	12	14	
Lankershim/Chandler	85	48	133	**X**	Van Nuys/Burbank	11	24	35	
Lankershim/Oxnard	8	24	32		Sepulveda/Burbank	8	12	20	
Laurel Canyon/Victory	7	12	19		Balboa/Burbank	2	12	14	
Coldwater Canyon/Victory	8	12	20		Reseda/Burbank	9	12	21	
Woodman/Victory	10	12	22		Laurel Canyon/Chandler	3	12	15	
Van Nuys/Victory	33	12	45	**X**	Coldwater Canyon/ Chandler	4	12	16	
Sepulveda/Victory	23	12	35		Woodman/Chandler	2	12	14	
Woodley/Victory	10	12	22		Van Nuys/Chandler	1	12	13	
Balboa/Victory	8	12	20						

Table 8-3-12: LOS E/F and Affected Intersections – RB-5

Intersections	LOS E		LOS F		Impact	Increase or (Decrease) in Delay Compared to No Build (seconds)	
	AM	PM	AM	PM		AM	PM
Van Nuys/Victory		X			No	0.6	(0.5)
Lankershim/Chandler North					No	1.1	0.4
Lankershim/Chandler South					No	0.2	0.1

Source: Meyer, Mohaddes Associates, Inc., 2004.

f. RB-Network Alternative

Table 8-3-13 (Locations for Intersection LOS Analysis – RB-Network Alternative) illustrates the kiss-and-ride activity at the stations along this alternative and the number of peak hour auto trips and new buses expected around the stations. For RB-Network, with nine Rapid Bus routes, the following stops exceeded the 43-peak hour vehicle trip threshold, and the intersections were analyzed for potential impacts:

- Van Nuys/San Fernando
- Lankershim/Chandler
- Laurel Canyon/Roscoe
- Laurel Canyon/Victory
- Van Nuys/Roscoe
- Van Nuys/Victory
- Sepulveda/Roscoe
- Sepulveda/Victory
- Reseda/Victory
- Topanga Canyon/Roscoe
- Topanga Canyon/Victory

Table 8-3-14 (LOS E/F and Affected Intersections – RB-Network) shows results of the impact analysis at all potentially affected intersections.

As can be seen in **Table 8-3-14**, one intersection will operate at LOS F in the AM Peak hour. Six intersections will operate at LOS E and one intersection will operate at LOS F in the PM Peak hour. The RB-Network does not increase delay at any of these intersections by more than the five-second threshold of significance. Therefore, no intersections would be significantly impacted under this alternative.

Table 8-3-13: Locations for Intersection LOS Analysis – RB-Network Alternative

Intersection	Auto	Bus	Tot	Potential Impact	Intersection	Auto	Bus	Tot	Potential Impact
San Fernando/Hubbard	1	12	13		Sepulveda/Devonshire	13	24	37	
San Fernando/Maclay	8	12	20		Sepulveda/Nordhoff	5	12	17	
Van Nuys/San Fernando	20	24	44	X	Sepulveda/Roscoe	27	24	51	X
San Fernando/Osborne	4	12	16		Sepulveda/Sherman	17	12	29	
San Fernando/Sheldon	5	12	17		Sepulveda/Vanowen	8	12	20	
San Fernando/Roscoe	14	24	38		Sepulveda/Victory	45	24	69	X
San Fernando/Sunland	3	12	15		Sepulveda/Burbank	7	12	19	
Hollywood/Thornton	8	12	20		Sepulveda/Ventura	15	12	27	
Lankershim/Chandler	68	12	80	X	Woodley/Devonshire	3	12	15	
Lankershim/Oxnard	6	12	18		Woodley/Roscoe	5	12	17	
Laurel Canyon/Osborne	7	12	19		Woodley/Victory	11	12	23	
Laurel Canyon/Sheldon	12	12	24		Balboa/Devonshire	4	12	16	
Laurel Canyon/Roscoe	21	24	45	X	Balboa/Roscoe	4	12	16	
Laurel Canyon/Sherman	15	12	27		Balboa/Victory	9	12	21	
Laurel Canyon/Victory	28	24	52	X	Reseda/Devonshire	7	24	31	
Laurel Canyon/Magnolia	10	12	22		Reseda/Nordhoff	3	12	15	
Laurel Canyon/Ventura	14	12	26		Reseda/Roscoe	15	24	39	
Coldwater Canyon/Roscoe	7	12	19		Reseda/Sherman	1	12	13	
Coldwater Canyon/Victory	12	12	24		Reseda/Vanowen	2	12	14	
Woodman/Devonshire	4	12	16		Reseda/Victory	21	24	45	X
Woodman/Roscoe	6	12	18		Reseda/Ventura	2	12	14	
Woodman/Victory	14	12	26		Tampa/Devonshire	2	12	14	
Van Nuys/Foothill	4	12	16		Tampa/Roscoe	5	12	17	
Van Nuys/Glenoaks	4	12	16		Tampa/Victory	10	12	22	
Van Nuys/Laurel Canyon	9	24	33		Winnetka/Devonshire	4	12	16	
Van Nuys/Arleta	14	24	38		Winnetka/Roscoe	7	12	19	
Van Nuys/Woodman	3	12	15		Winnetka/Victory	10	12	22	
Van Nuys/Nordhoff	10	12	22		DeSoto/Devonshire	4	12	16	
Van Nuys/Roscoe	29	24	53	X	DeSoto/Roscoe	7	12	19	
Van Nuys/Saticoy	5	12	17		DeSoto/Victory	16	12	28	
Van Nuys/Sherman	7	12	19		Topanga Canyon/Devonshire	16	24	40	
Van Nuys/Vanowen	5	12	17		Topanga Canyon/Nordhoff	1	12	13	
Van Nuys/Victory	40	24	64	X	Topanga Canyon/Roscoe	26	24	50	X
Van Nuys/Burbank	4	12	16		Topanga Canyon/Sherman	8	12	20	
Van Nuys/Ventura	11	12	23		Topanga Canyon/Vanowen	18	12	30	
Sepulveda/Chatsworth	2	12	14		Topanga Canyon/Victory	22	24	46	X

Table 8-3-14: LOS E/F and Affected Intersections – RB-Network							
Intersections	**LOS E**		**LOS F**		**Impact**	**Increase or (Decrease) in Delay Compared to No Build (seconds)**	
	AM	**PM**	**AM**	**PM**		**AM**	**PM**
Topanga Canyon/Roscoe					No	0.3	0.4
Topanga Canyon/Victory					No	0.2	0.2
Reseda/Victory		X			No	0.3	1.5
Sepulveda/Roscoe		X			No	0.1	0.2
Sepulveda/Victory		X	X		No	(0.2)	0.4
Van Nuys/San Fernando					No	0.4	0.4
Van Nuys/Roscoe		X			No	0.1	0.1
Van Nuys/Victory		X			No	0.7	0.1
Laurel Canyon/Roscoe		X			No	0.2	0.5
Laurel Canyon/Victory				X	No	0.2	0.3
Lankershim/Chandler North					No	0.4	0.1
Lankershim/Chandler South					No	0.1	0.1

Source: Meyer, Mohaddes Associates, Inc., 2004.

8-3.3.3 Mitigation Measures

8-3.3.3.3 Measures for Rapid Bus Alternatives

No significant traffic impacts were found for any of the three Rapid Bus alternatives. Therefore, no mitigation measures are required or proposed.

8-3.4 PARKING

This section includes a discussion of the on-street parking conditions along the three Rapid Bus alternatives. Potential impacts from spillover parking in the adjacent neighborhoods, along with the proposed mitigation measures, are discussed.

8-3.4.1 Rapid Bus Alternatives' Parking Impacts

8-3.4.1.1 RB-3 Alternative

The implementation of Rapid Bus stops along these three routes may result in the removal of some on-street parking spaces to accommodate the new bus stops. The new bus stops would generally be located on the far sides of intersections, separated from the local bus stops. It was determined that a total of 65 on-street spaces are likely to be removed as a result of this alternative.

Most businesses along these commercial corridors have some off-street parking available for customers and employees. The loss of this number of on-street parking spaces would not cause a significant impact.

The RB stops do not provide parking, so there is also the potential that some Rapid Bus patrons may attempt to park on nearby residential streets. Parking was not provided at these RB stops in order to reduce the potential for traffic impacts in the neighborhoods. The parking situation in neighborhoods around RB stops with no parking should be monitored by LADOT, and mitigation measures would be implemented if it should become an inconvenience to residents. Without evidence to the contrary, this could result in a potentially significant impact.

8-3.4.1.2 RB-5 Alternative

The implementation of RB stops along these five routes may result in the removal of some on-street parking spaces to accommodate the new bus stops. The new bus stops would generally be located on the far sides of intersections, separated from the local bus stops. It was determined that a total of 80 on-street spaces would be removed as a result of this alternative.

Most businesses along these commercial corridors have some off-street parking available for customers and employees. The loss of this number of on-street parking spaces would not cause a significant impact.

The RB stops do not provide parking, so there is also the potential that some Rapid Bus patrons may attempt to park on nearby residential streets. Parking was not provided at these RB stops in order to reduce the potential for traffic impacts in the neighborhoods. The parking situation in neighborhoods around RB stops with no parking should be monitored by LADOT, and mitigation measures would be implemented if it should become an inconvenience to residents. Without evidence to the contrary, this could result in a potentially significant impact.

8-3.4.1.3 RB-Network Alternative

The implementation of Rapid Bus stops along these nine routes may result in the removal of some on-street parking spaces to accommodate the new bus stops. The new bus stops were generally located on the far sides of intersections, separated from the local bus stops. It was determined that a total of 150 on-street spaces would be removed as a result of this alternative.

Most businesses along these commercial corridors have some off-street parking available for customers and employees. The loss of this number of on-street parking spaces would not cause a significant impact.

The RB stops do not provide parking, so there is also the potential that some Rapid Bus patrons may attempt to park on nearby residential streets. Parking was not provided at these RB stops in order to reduce the potential for traffic impacts in the neighborhoods. The parking situation in neighborhoods around RB stops with no parking should be monitored by LADOT, and mitigation measures would be implemented if it should become an inconvenience to residents. Without evidence to the contrary, this could result in a potentially significant impact.

8-3.4.2 Parking Mitigation Measures

Parking provisions and controls can directly affect the volume of traffic on residential streets, particularly where commuters, shoppers, and other non-related traffic attracted by nearby non-residential destinations use these streets for parking. Parking controls is the only effective traffic management device in a neighborhood if the problem traffic and parking is comprised predominantly of outsiders who use the streets for parking.

The following mitigation measures shall be implemented by the LADOT in association with MTA, if the measures described above do not reduce spillover parking, and LADOT determines that spillover parking is causing a significant impact. Four basic control approaches exist to deal with outsider parking in neighborhoods:

- Ban on-street parking;
- Time-limited parking;
- Resident permit parking; and
- Non-resident permits for registered car-poolers who work in the zone.

Additionally, the following approaches shall be considered in situations where parking supply is low or non-existent and/or parking demand is high:

- Negotiate with local property owners to allow leasing of all day parking spaces.
- Institute parking controls in communities affected by general spillover of parking at stations without parking facilities.