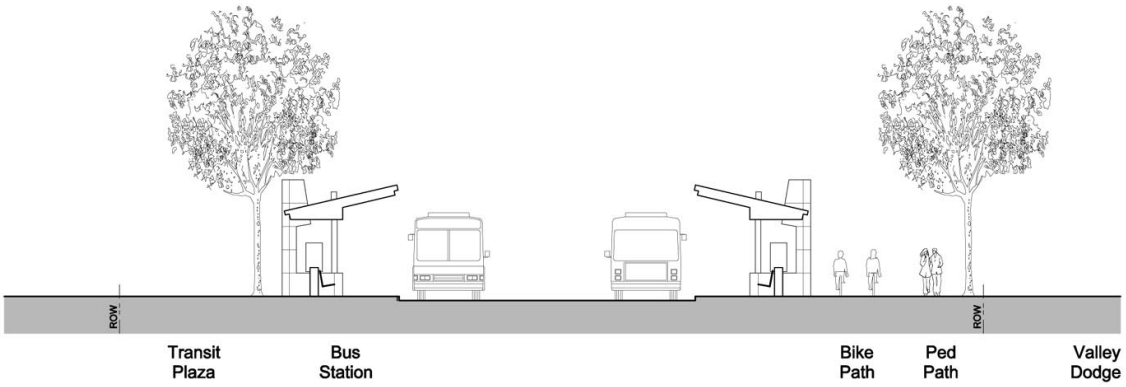
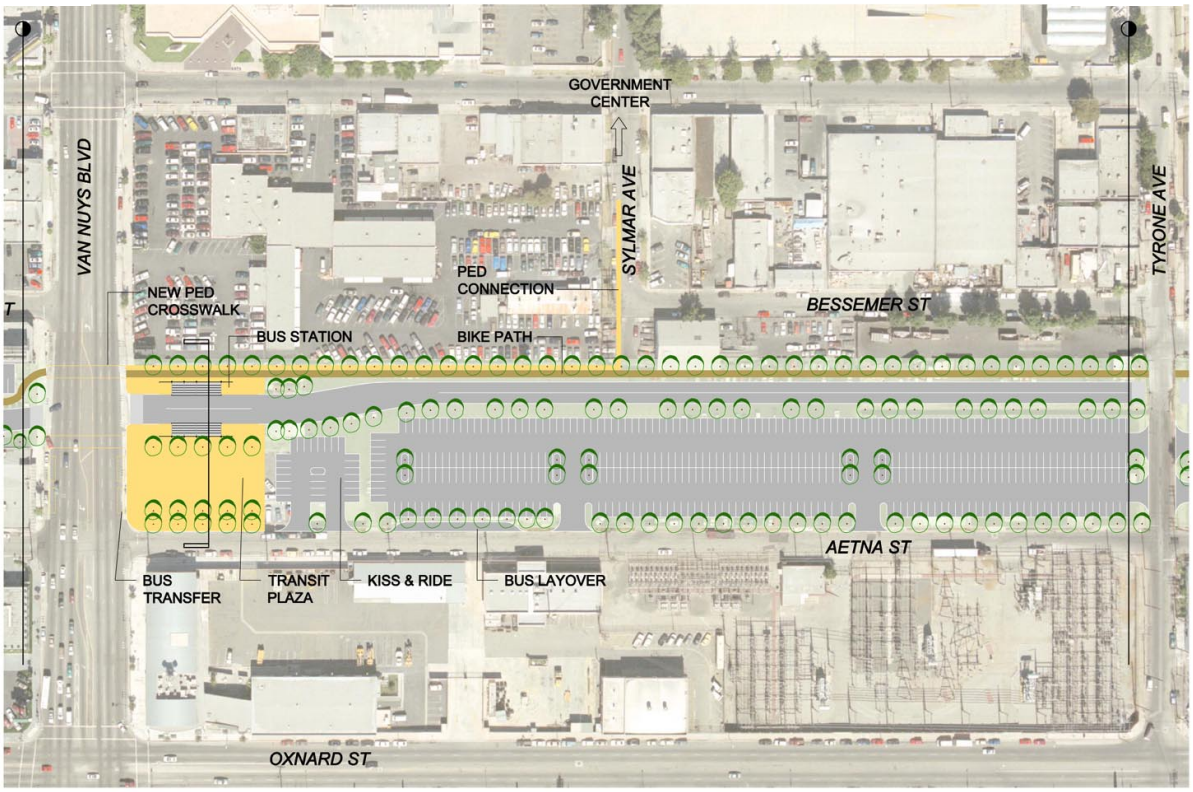


At-Grade Station with Side Platform

0' 5' 10' 20'

MATCHLINE FIG. 2-18.2

MATCHLINE FIG. 2-18.1



Note: Refer to Figure 3-7 for typical conceptual intersection improvements.

***Refer to Volume 3 engineering drawings**

N 0' 50' 100' 200'

Source: Gruen Associates, 2000.

Figure 2-17: Van Nuys Transit Center Design Concept

MATCHLINE
FIG. 2-17

East Side

MATCHLINE
FIG. 2-17

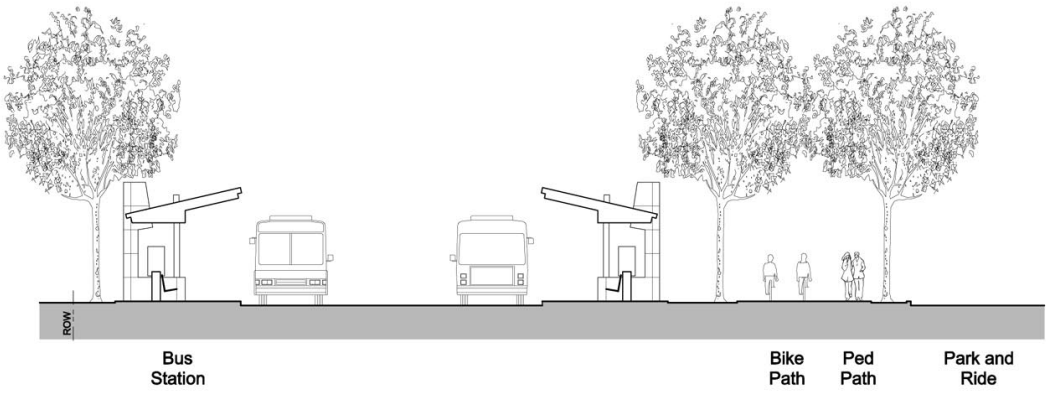
West Side

***Refer to Volume 3 engineering drawings**

N 0' 50' 100' 200'

Source: Gruen Associates, 2000.

Figure 2-18: Van Nuys Transit Center Park and Ride Design Concept



At-Grade Station with Side Platform

Note: Refer to Figure 3-7 for typical conceptual intersection improvements.

***Refer to Volume 3 engineering drawings**

Source: Gruen Associates, 2000.

Figure 2-19: Sepulveda Transit Center Design Concept

A new access road from the I-405 ~~could~~ would also be built to reduce traffic in the surrounding neighborhood. This access road, which would extend from Victory Boulevard and Haskell Avenue to the park-and-ride facility, would parallel the BRT and would be constructed within the MTA ROW. A 12-foot soundwall would be constructed behind the homes along Blucher Avenue whose rear yards would be adjacent the BRT and the access road. Two other accesses to the Sepulveda park-and-ride facility would be constructed. One would parallel the busway and would provide direct access to Sepulveda Boulevard. The other would provide access to Erwin Street at the location of the driveway for the former drive-in theater. Entries and exits at Erwin Street would be limited to left turns in and right turns out, limiting access through the Cameron Woods and Blucher Court neighborhoods. In addition, a left turn pocket would be striped to minimize effects on through traffic on Erwin. As a part of the BRT Alternative, MTA will also construct traffic calming devices along Erwin Street, including traffic humps and a median island at the entry to the community along Erwin.

❑ Woodley Station

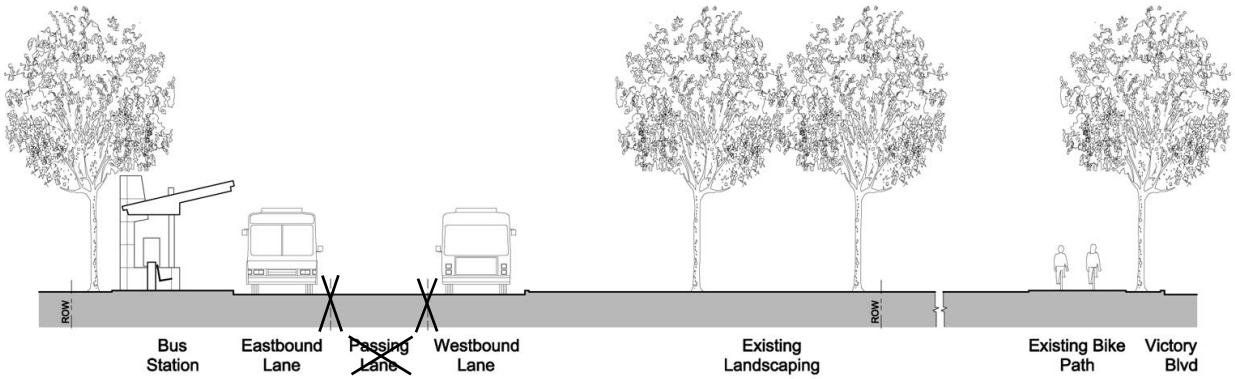
This station would be located within the former railroad right-of-way, about 1.1 miles from the Sepulveda Transit Center (see Figure 2-20). Platforms would be located on the far sides of Woodley Avenue, with the westbound platform on the west side and eastbound platform on the east side of the street. An existing bike path would separate the station from Victory Boulevard.

❑ Balboa Boulevard Station

Both platforms of this station would be located within the former railroad right-of-way, 0.8 miles from the Victory-Woodley station. An existing park and ride facility accommodates 150 cars and has potential for expansion to about ~~240~~ 285 cars total (see Figure 2-21). ~~A transit plaza would link the bus platform with the park and ride lot.~~

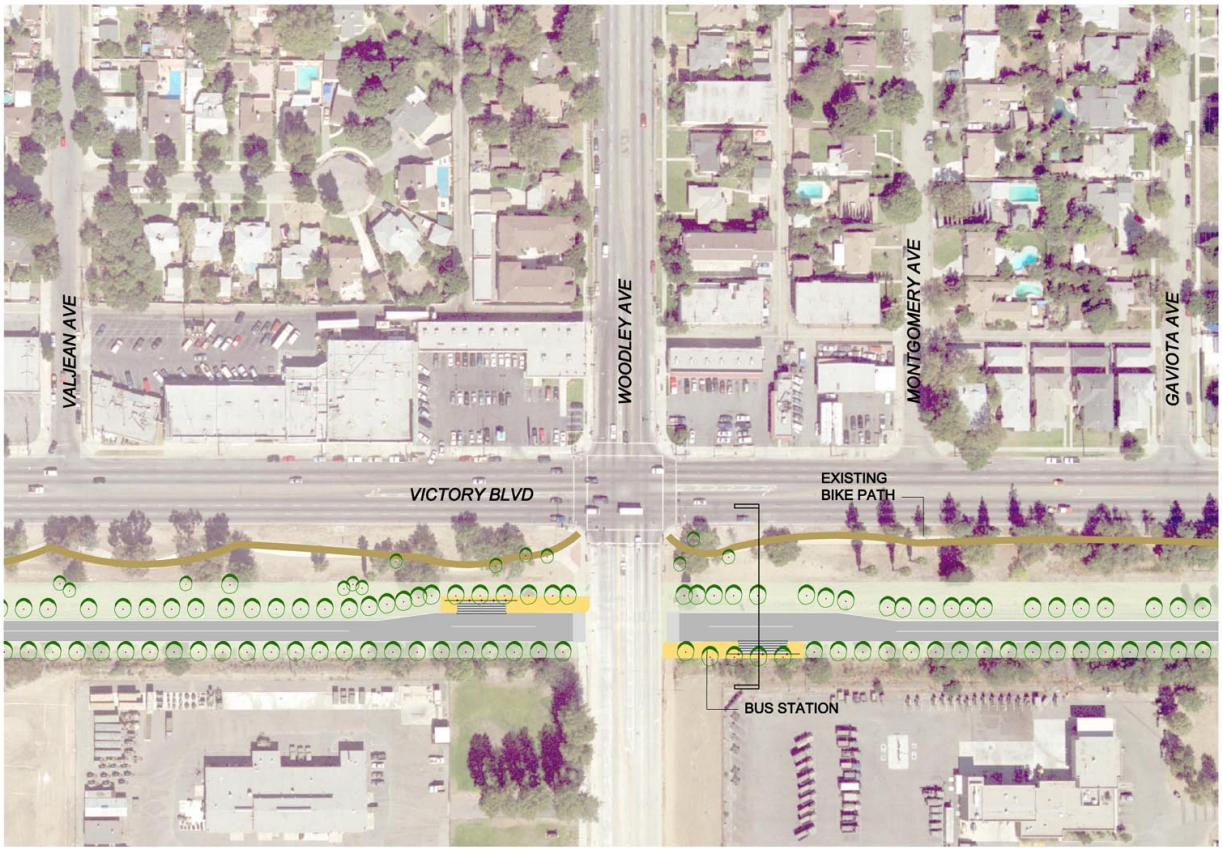
❑ Reseda Boulevard Station

This station would be located within the former railroad right-of-way. The station is about 2.1 miles from the Balboa Boulevard station. Because the right-of-way widens in this area, parking for approximately ~~400~~ 534 cars could be accommodated within the MTA-owned right-of-way (see Figure 2-22). The westbound platform would be located on the west side of Reseda Boulevard, and the eastbound platform would be located on the eastside of Reseda.



At-Grade Station with Side Platform

0' 5' 10' 20'

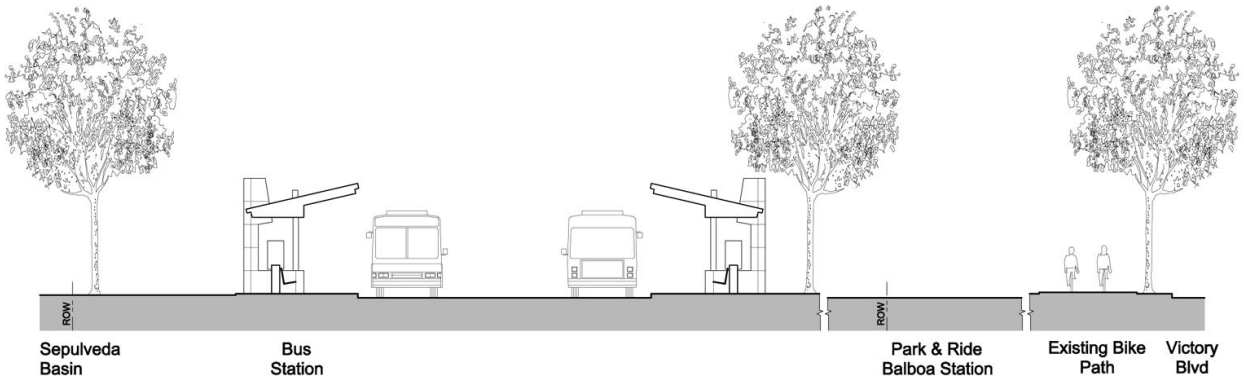


Note: Refer to Figure 3-8 for typical conceptual intersection improvements.
***Refer to Volume 3 engineering drawings**

N 0' 50' 100' 200'

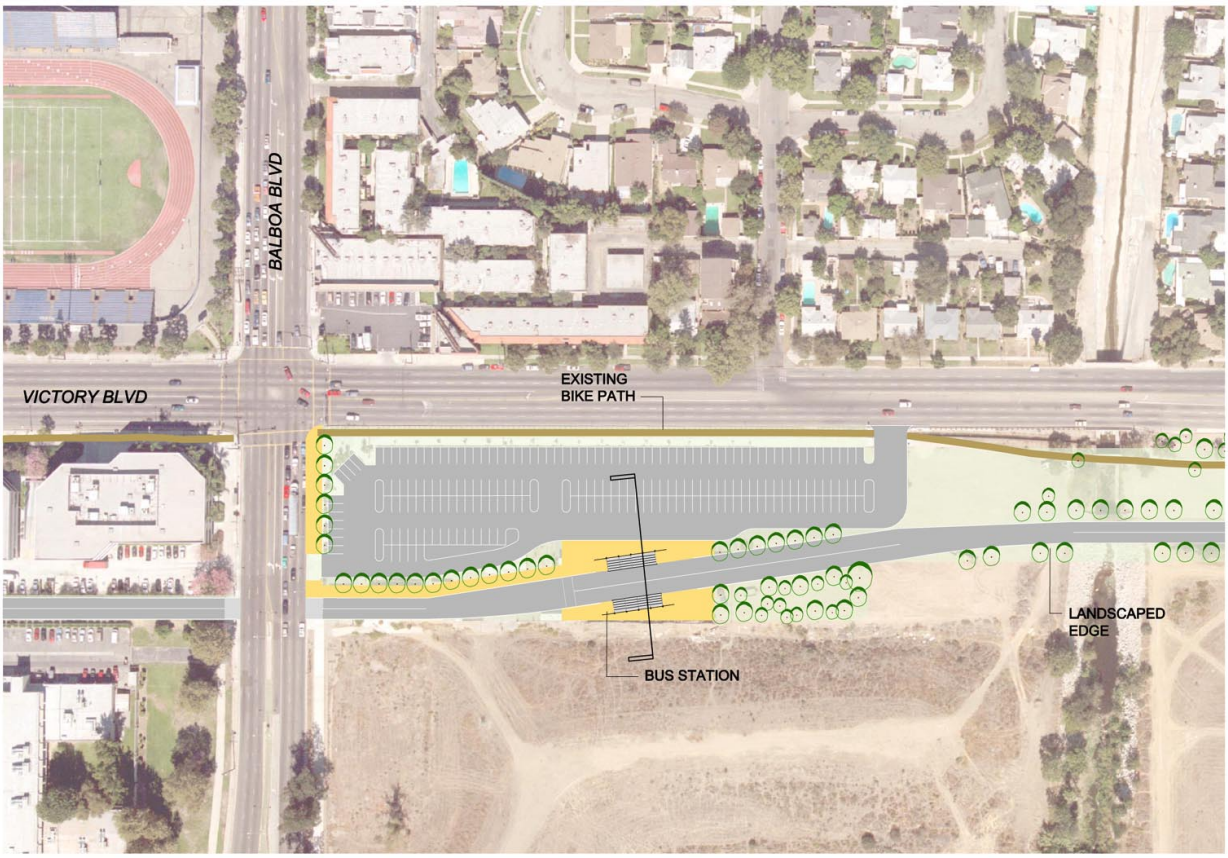
Source: Gruen Associates, 2000.

Figure 2-20: Woodley Avenue Station Design Concept



At-Grade Station with Side Platform

0' 5' 10' 20'

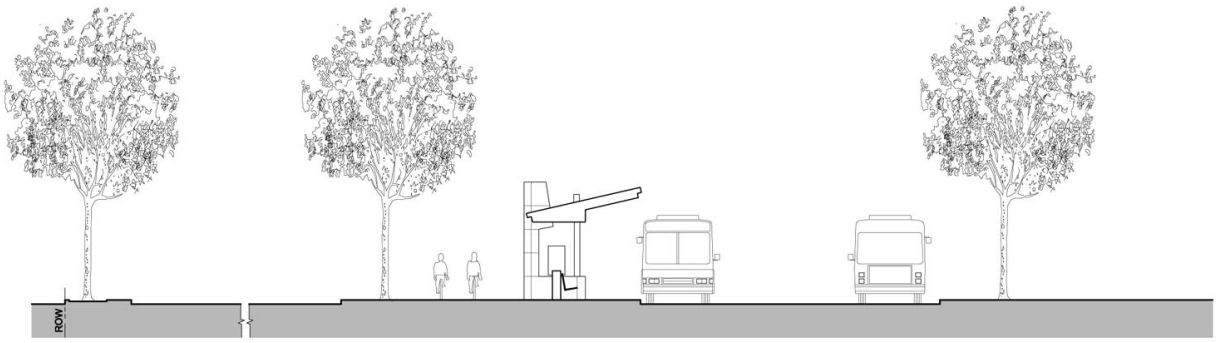


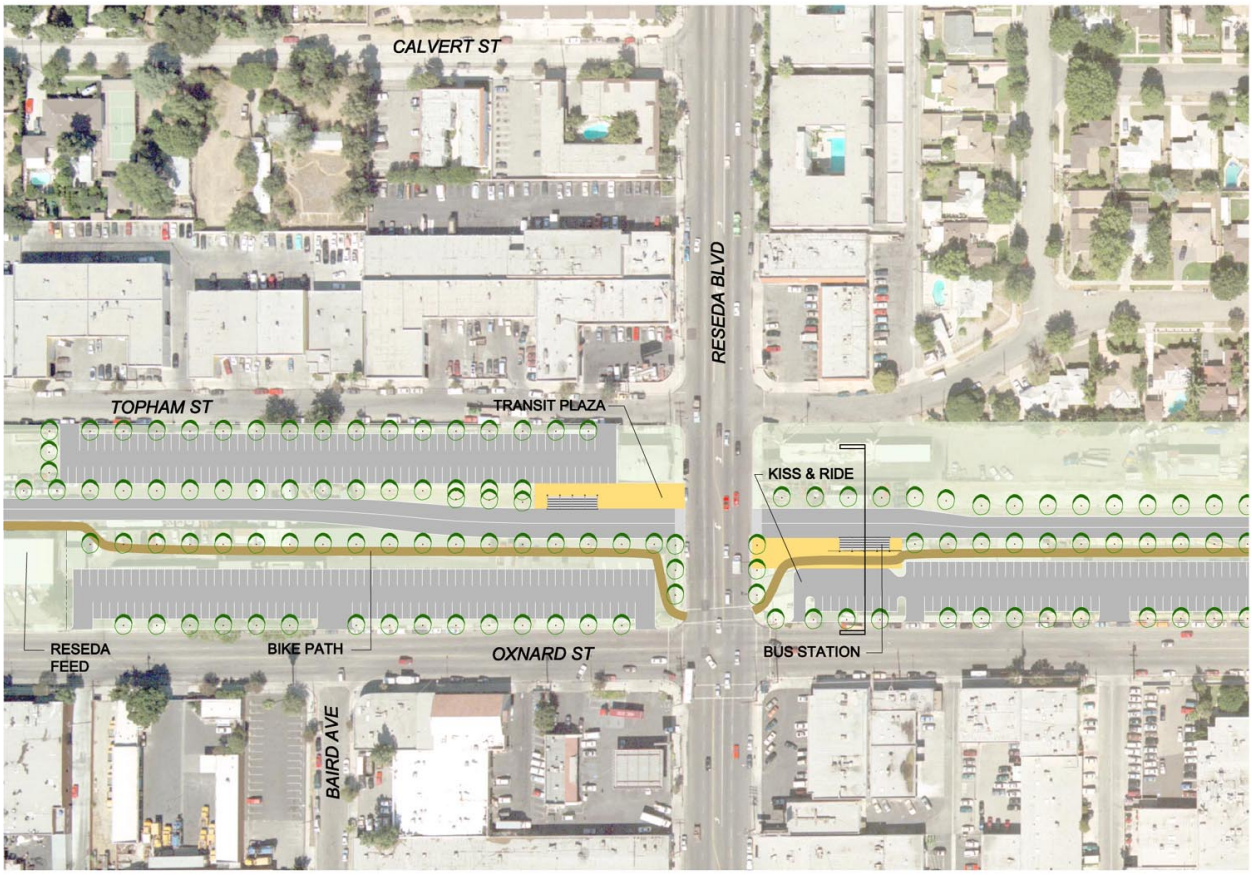
Note: Refer to Figure 3-7 for typical conceptual intersection improvements.
***Refer to Volume 3 engineering drawings**

N 0' 50' 100' 200'

Source: Gruen Associates, 2000.

Figure 2-21: Balboa Boulevard Station Design Concept





Note: Refer to Figure 3-9 for typical conceptual intersection improvements.
***Refer to Volume 3 engineering drawings**

Source: Gruen Associates, 2000.

Figure 2-22: Reseda Boulevard Station Design Concept

❑ Tampa Avenue Station

This station, comprised of far-side platforms, would be located within the former railroad right-of-way, about a mile from the Reseda Boulevard station. The entire right-of-way would be landscaped, and an earthen berm and soundwall would help separate the busway from residences along the right-of-way (see Figure 2-23).

❑ Pierce College Station

Two options for the Pierce College station are included in the Locally Preferred Alternative. The first option, ~~This station,~~ comprised of far-side platforms, would be located at the intersection of Mason Avenue and Victory Boulevard (see Figure 2-24). A park and ride of approximately 100 to 350 spaces would be located on the Pierce College campus across Victory Boulevard from the station. Landscaping and a soundwall would screen the ~~transitway~~ station from the surrounding neighborhood.

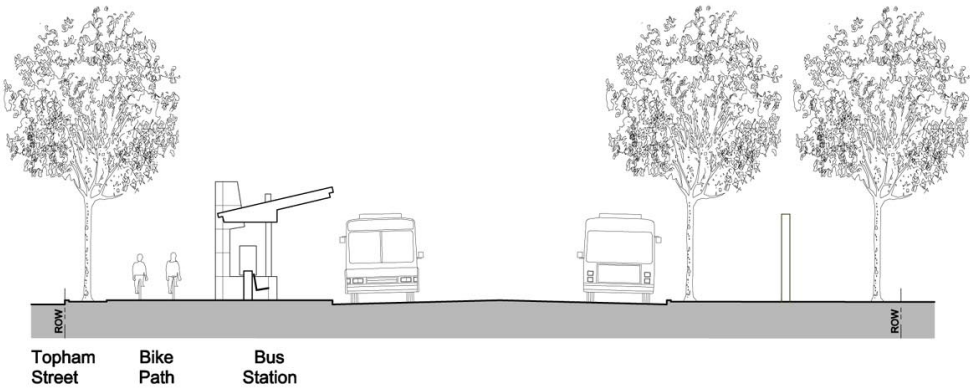
The second option, also comprised of far-side station platforms, would be located at the intersection of Winnetka Avenue and Victory Boulevard (see Figure 2-24a). This option was also included in the Preferred Alternative in response to comments from Pierce College on the Draft EIS/EIR which indicated that they would prefer that the station to serve their facility be located at Winnetka on land owned by Pierce College. The Winnetka option had also been investigated in the 2000 MIS phase. The Winnetka station option, which was studied previously in the MIS phase, would enable direct transfers to the BRT for patrons using the Winnetka bus route. In addition, the park-and-ride for the Winnetka option could provide 389 spaces, which is greater than the spaces that would be provided by the Mason option.

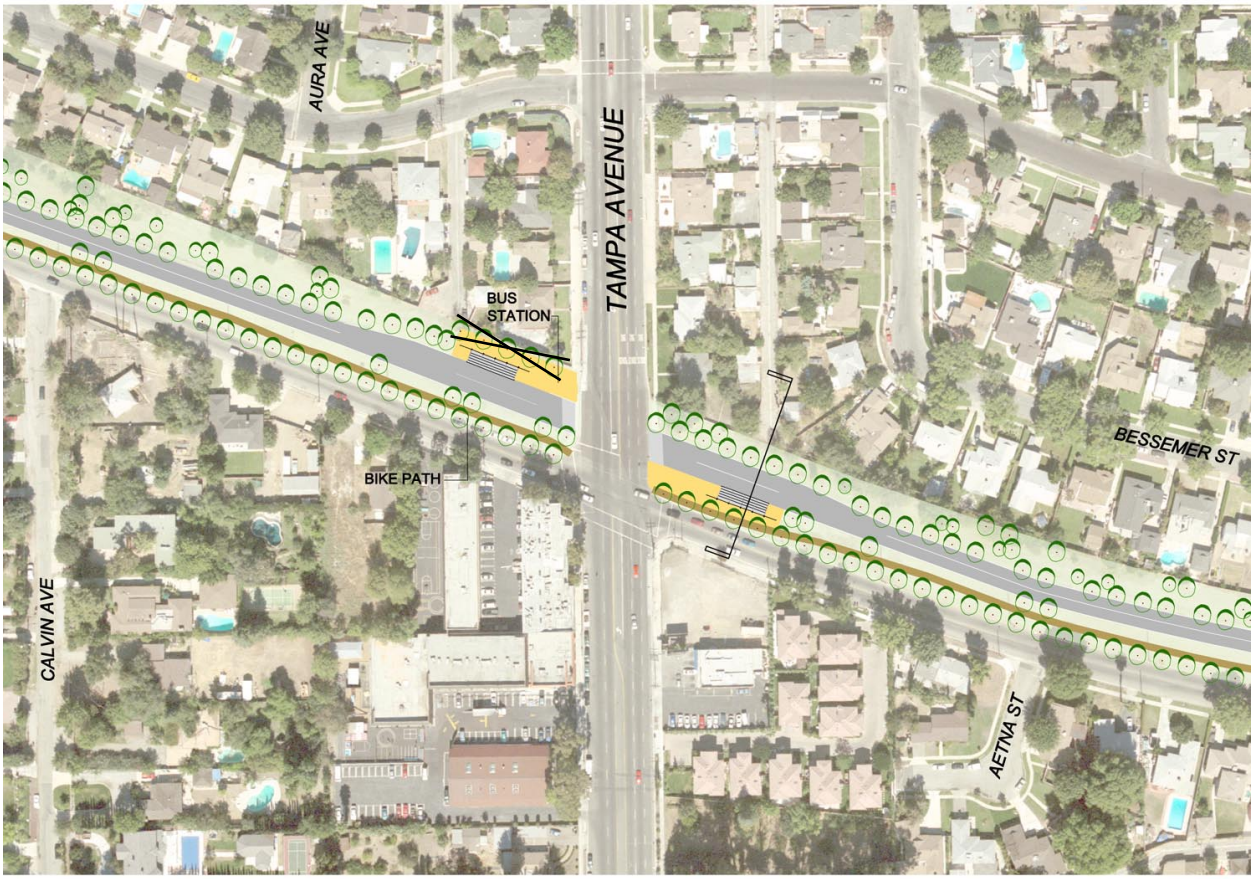
❑ De Soto Station

This station, also comprised of far-side platforms, would be located within the former railroad right-of-way adjacent to Victory Boulevard, about a mile from the Winnetka Avenue station (see Figure 2-25). A ~~planned City of Los Angeles bike path~~ soundwall and landscaping would define and screen the busway.

❑ Warner Center Transit Hub

The western terminus of the transit line would be located at Warner Center, 1.3 miles from the De Soto station. The site of the Warner Center Transit Hub, currently being planned by the City of Los Angeles, is on Owensmouth just south of Erwin Street, adjacent to the Promenade Shopping Center (see Figure 2-26). No parking would be provided at this facility~~, as park and ride facilities are not permitted in the Warner Center Specific Plan~~.

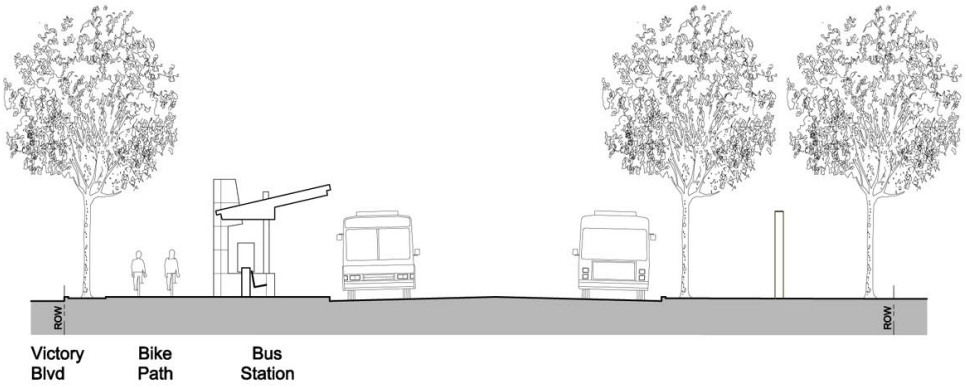




Note: Refer to Figure 3-7 for typical conceptual intersection improvements.
***Refer to Volume 3 engineering drawings**

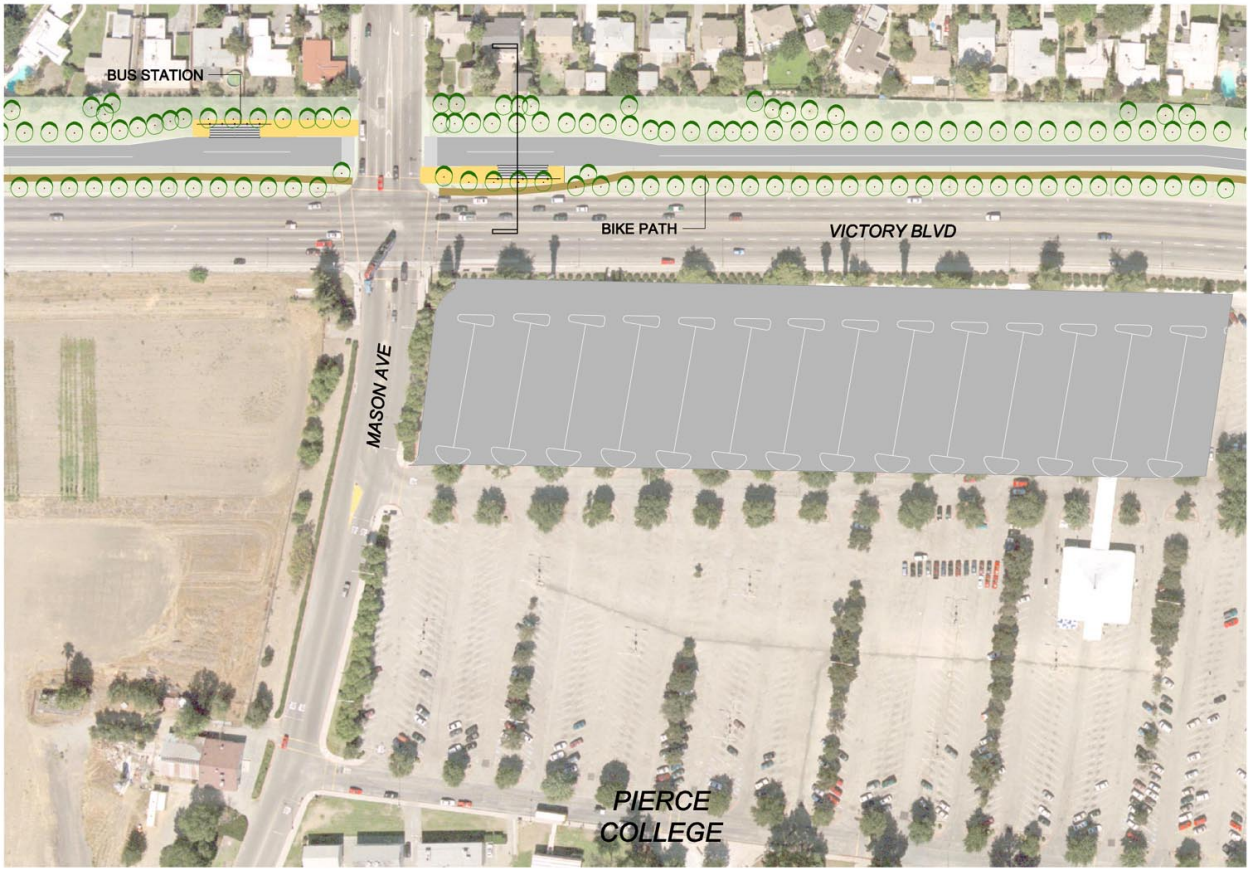
Source: Gruen Associates, 2000.

Figure 2-23: Tampa Avenue Station Design Concept



At-Grade Station with Side Platform

0' 5' 10' 20'

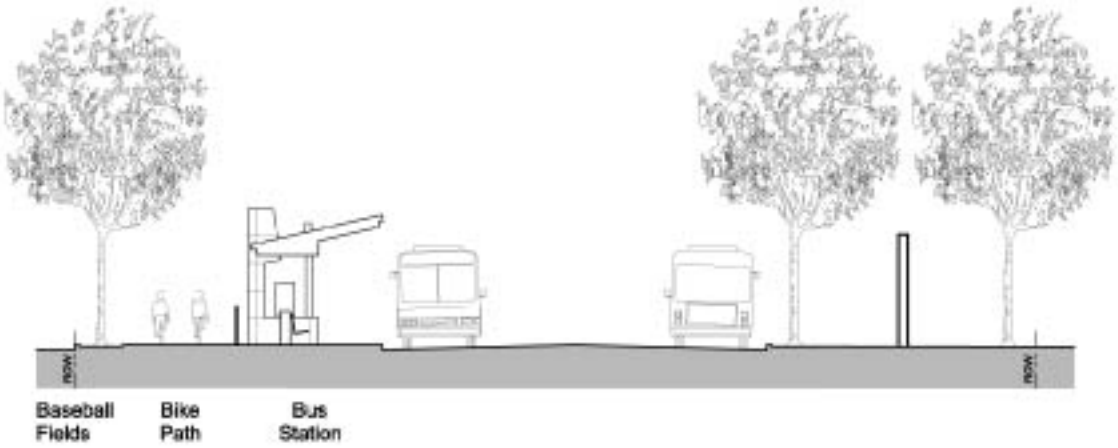


Note: Refer to Figure 3-8 for typical conceptual intersection improvements.
***Refer to Volume 3 engineering drawings**

N 0' 50' 100' 200'

Source: Gruen Associates, 2000.

Figure 2-24: Pierce College Station Design Concept at Mason Avenue



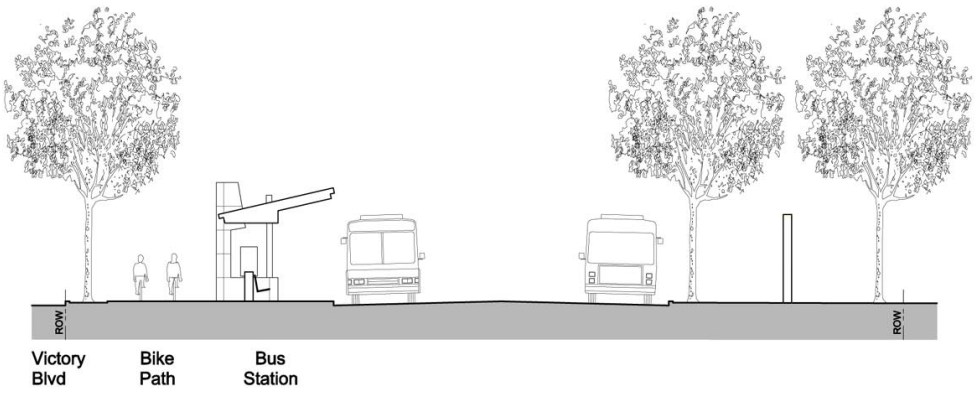
At-Grade Station with Side Platform

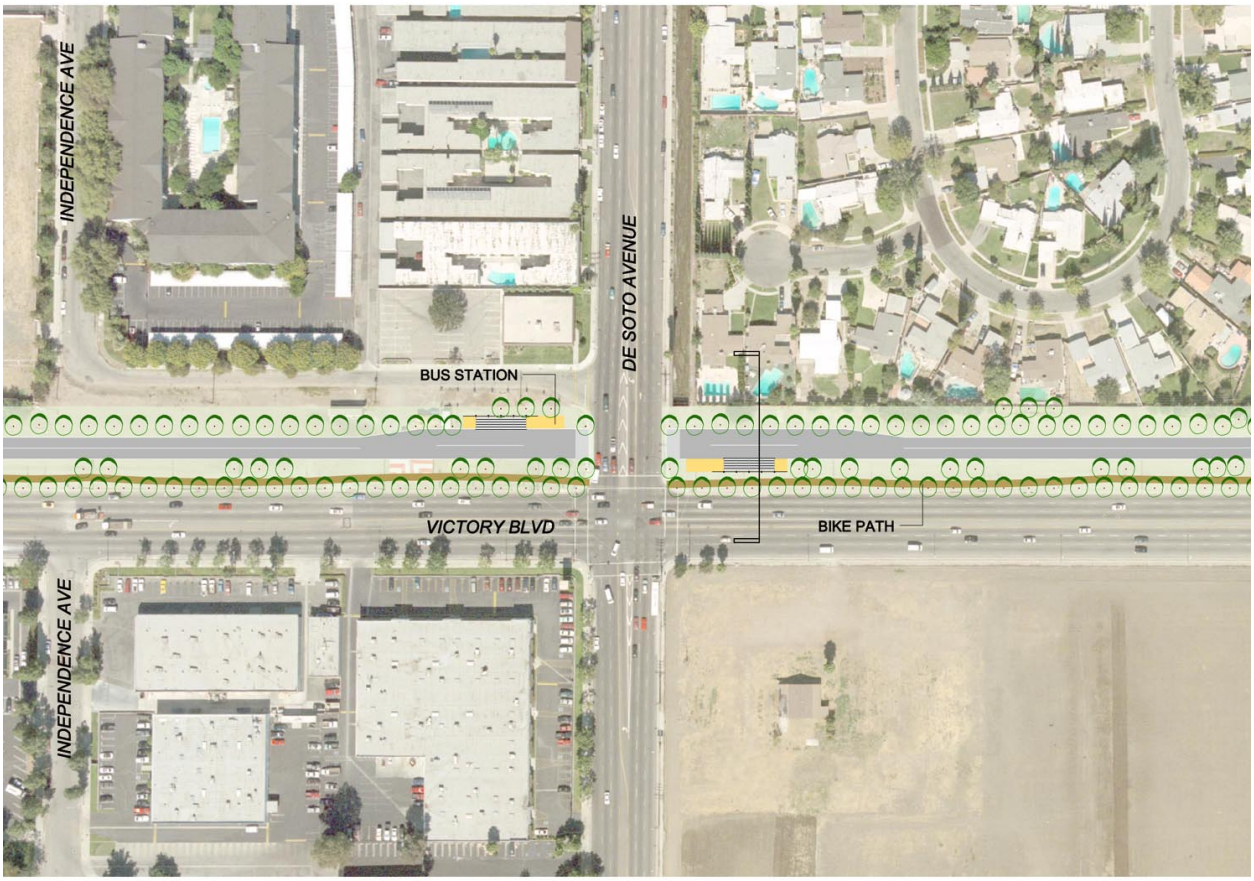
0' 5' 10' 20'

N 0' 50' 100' 200'

Figure 2-24a: Pierce College Station Design Concept at Winnetka Avenue

Source: Gruen Associates, 2001; STV, 2001.





Note: Refer to Figure 3-9 for typical conceptual intersection improvements.
***Refer to Volume 3 engineering drawings**

Source: Gruen Associates, 2000.

Figure 2-25: De Soto Avenue Station Design Concept

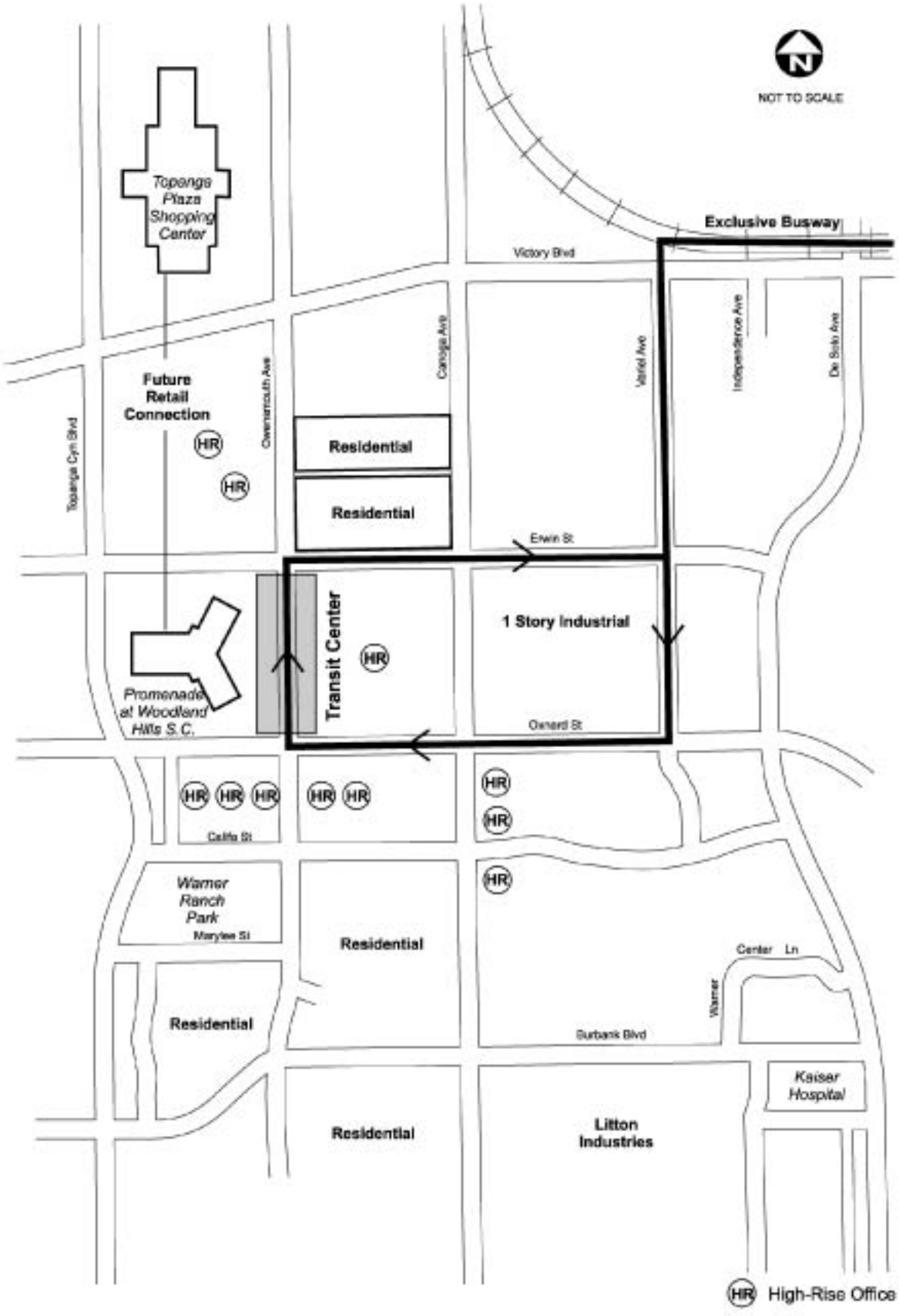


Figure 2-26: Warner Center Transit Hub Design Concept

Source: Meyer Mohaddes Associates, 2001.

2-2.4 Lankershim/Oxnard On-Street Alignment and Weekend Service Option

To respond to potential community concerns in the Chandler Boulevard area, an alternative alignment that would operate in mixed traffic flow ~~is~~ was under consideration in the Draft EIS/EIR on Oxnard Street from Woodman Avenue to Lankershim Boulevard (see Figure 2-5).

When the MTA Board selected the Full BRT Alternative, including the Chandler Alignment, as the Locally Preferred Alternative, they also directed that MTA staff study a weekend service option for the BRT along the Lankershim/Oxnard On-Street Alignment. Per the Board's motion, this option would only be used on weekends in lieu of weekend service on Chandler Boulevard.

2-2.4.1 Lankershim/Oxnard Route Alignment

Buses leaving the North Hollywood Metro Red Line station would head north on-street along Lankershim Boulevard to Oxnard Street. Several alternatives similar to those for the Full BRT are under consideration for the North Hollywood terminus (see ~~Figure 2-27~~ Figure 2-27a). From there, buses would proceed west along Oxnard Street to Woodman Avenue, where they would enter the ~~SP~~ MTA ROW, continuing to Warner Center as described ~~above~~ in Section 2-2.3.1.

2-2.4.2 Lankershim/Oxnard Concept Design

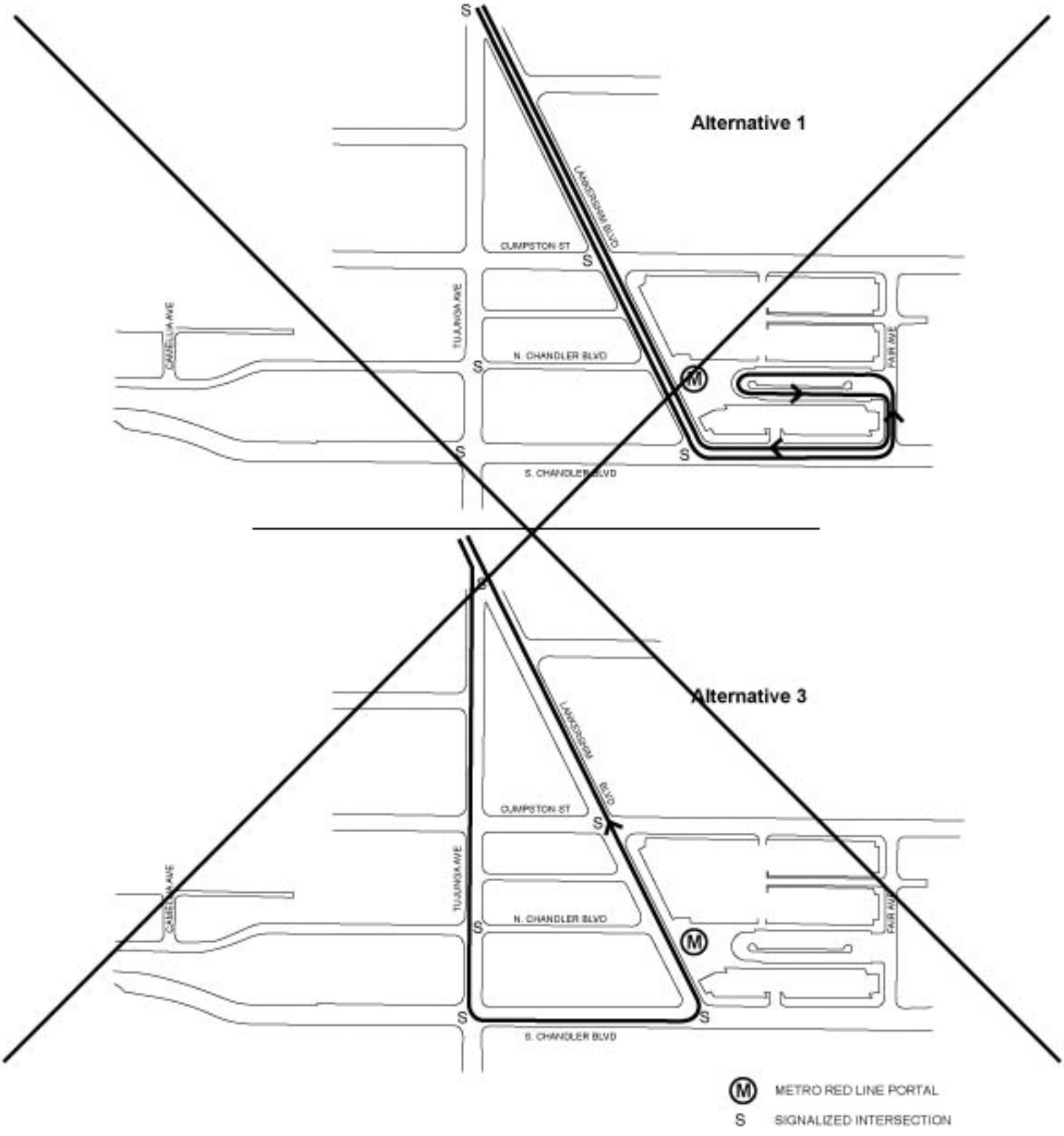
Along the exclusive guideway portion of the alignment between Woodman Avenue and Warner Center, profile and concept design would be similar to the description in Section 2-2.3 for the full BRT Alternative. On-street segments along Lankershim Boulevard and Oxnard would operate in mixed traffic, and no traffic lanes would be taken for exclusive bus operation. Some ~~transit~~ physical enhancements could be installed in on-street segments, including bus stations, concrete bus pads at stations, and up to 50 new street trees where appropriate along the alignment. Figure 2-27a shows the buses operating on-street on Lankershim Boulevard and Oxnard Street and using the turnaround at North Hollywood.

2-2.4.3 Lankershim/Oxnard Transit Priority

Transit priority along the exclusive busway segment of the alignment would be similar to the description in Section 2-2.3 for the full BRT Alternative. Partial transit priority for on-street segments of the alignment would be similar to the Metro Rapid Bus operating in mixed traffic on Ventura Boulevard.

2-2.4.4 Lankershim/Oxnard Station Locations and Conceptual Design

The Lankershim/Oxnard On-Street Alignment would have 13 stations, similar to the full BRT Alternative. Table 2-7 lists the stations along the alignment:



Source: Gruen Associates, 2000.

Figure 2-27: North Hollywood Terminal - Lankershim-Oxnard Alignment Alternatives

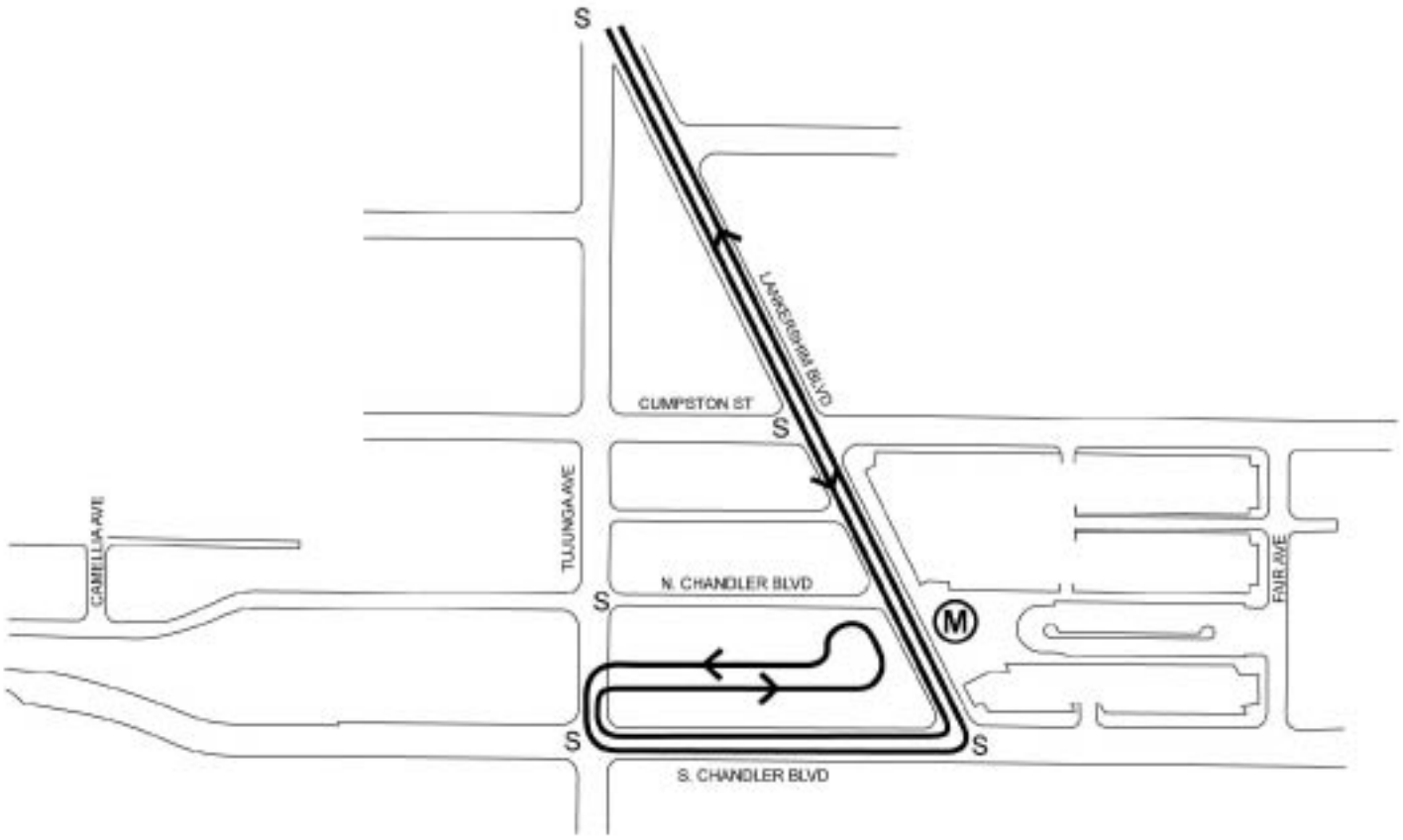


Figure 2-27a: North Hollywood Terminal Weekend Service Option

Source: Gruen Associates, 2001.

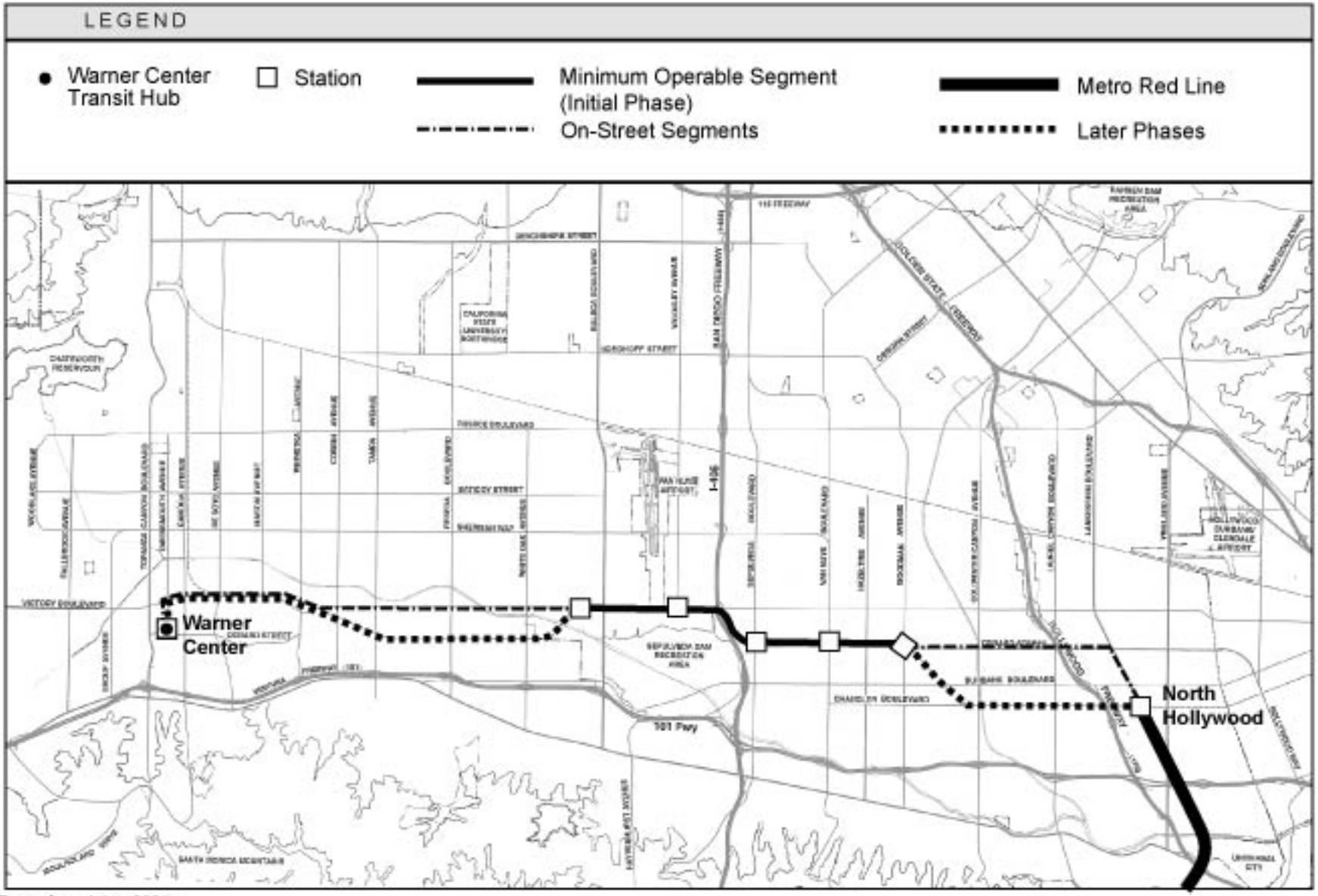
Table 2-7: Station Attributes (Lankershim/Oxnard On-Street Aligment)		
Stations	**Park and Ride**	**On-Street/Busway**
North Hollywood*	850 spaces – existing	On-Street
Laurel Canyon Boulevard (At Oxnard Street)	-	On-Street
Valley College (Fulton Avenue at Oxnard Street)	-	On-Street
Woodman Avenue	-	Busway (West of Woodman)
Van Nuys Boulevard	1060 spaces	Busway
Sepulveda Boulevard	1200 spaces	Busway
Woodley Avenue	-	Busway
Balboa Boulevard**	240 spaces (150 existing)	Busway
Reseda Boulevard	400 spaces	Busway
Tampa Avenue	-	Busway
Pierce College (Mason Avenue/Victory Boulevard)	350 spaces	Busway
De Soto Avenue	-	Busway
Warner Center Transit Hub (Owensmouth Avenue between Erwin and Oxnard Streets)	-	On-Street
	TOTAL SPACES: 4080 (3080 new spaces)	
Note: * Park and ride constructed as part of the Metro Red Line. ** LADOT existing park and ride.		

Source: Gruen Associates, 2000.

~~Two~~ Three stations would be shifted ~~north~~ from the ~~SP~~ MTA ROW to Oxnard Street, following the on-street alignment. The Laurel Canyon Boulevard and Valley College stations would be shifted north to Oxnard from the ~~SP~~ MTA ROW. The Woodman Avenue station would consist of on-street platforms just north of the proposed Woodman BRT station, as described in Section 2-2.3. These on-street stations would be similar in design to Metro Rapid Bus stations. The conceptual design of the remaining 11 stations would be similar to that described for the full BRT Alternative, Section 2-2.3. ~~However, both platforms of the Woodman station would be located just west of Woodman Avenue, instead of south of Oxnard Street.~~

2-2.5 Busway Minimum Operable Segment (MOS)

If funding is not available immediately for the full length of the busway, construction could commence in phases. The first phase would be called a "Minimum Operable Segment," or MOS. The MOS integrates a shorter busway segment with bus transit projects already planned along Oxnard Street and Victory Boulevard in the San Fernando Valley East-West Transit Corridor. The result would be a transit corridor from North Hollywood to Warner Center, running partially on exclusive lanes and partially on-street (see Figure 2-28).



Source: Gruen Associates, 2001.

Note: Does not include on-street stations.

Figure 2-28: Map of Minimum Operable Segment

As a part of the MOS, an at-grade busway would be constructed on the ~~SP~~ MTA ROW between Woodman Avenue and Balboa Boulevard with the same characteristics as the full project busway described above. This section of the right-of-way traverses some of the most congested areas in the Valley, crossing Van Nuys Boulevard, Sepulveda Boulevard, and the I-405. The traffic is particularly congested near Victory Boulevard and I-405, where on- and off-ramps for the freeway cause backups for much of the day. Construction of the MOS would allow buses to avoid this extreme congestion on an exclusive right-of-way, speeding and increasing the reliability of cross-Valley transit trips. Buses, however, would still make the full North Hollywood to Warner Center trip, simply running on-street at either end of the busway.

2-2.5.1 MOS Route Alignment

From east to west, buses would leave the North Hollywood Metro Red Line station and head north, on-street, along Lankershim Boulevard to Oxnard Street. Buses would continue on-street west along Oxnard to Woodman Avenue. At Woodman, buses would enter the exclusive busway and continue west to Balboa, passing under the I-405 in an existing underpass. At Balboa, buses would again leave the busway and continue west on-street along Victory Boulevard. At Owensmouth Avenue in Warner Center, buses would head south to the planned Warner Center Transit Hub near the Promenade Shopping Center.

2-2.5.2 MOS Concept Design

Along the busway portion of the alignment between Woodman Avenue and Balboa Boulevard, profile and concept design would be similar to the description in Section 2-2.3 for the full length busway. On-street segments would operate in mixed traffic, and no traffic lanes would be taken for exclusive bus operation. Some transit enhancements could be installed in on-street segments.

2-2.5.3 MOS Transit Priority

Transit priority along the exclusive busway segment of the alignment would be similar to the description in Section 2-2.3 for the full BRT Alternative. Partial transit priority for on-street segments of the alignment would be similar to the Metro Rapid Bus operating in mixed traffic on Ventura Boulevard.

2-2.5.4 MOS Station Locations and Conceptual Design

The MOS would have 13 stations, ~~five~~ 4 along the busway and ~~eight~~ 9 on-street (see Figure 2-28), located at the same north-south arterials as the full project busway stations. However, some stations would be shifted north or south of their full project locations in order to fall along Oxnard Street in the East Valley or Victory Boulevard in the West Valley. The Laurel Canyon Boulevard and Valley College stations would be moved to Oxnard from the ~~SP~~ MTA ROW. The Woodman station would be on-street, just north of the proposed Full BRT stations. The Reseda Boulevard and Tampa Avenue stations would be moved to Victory Boulevard from the ~~SP~~ MTA ROW. Five stations would have park and ride facilities (two existing). ~~Both platforms of the Woodman station would be located just west of Woodman rather than south of Oxnard.~~

Busway stations would be similar in design to the stations described in Section 2-2.3 for the full busway. Buses along Victory and Oxnard would use existing local bus stops. Table 2-8 lists the stations and stops along the busway.

Table 2-8: Busway Station/On-Street Bus Stop Attributes (MOS)

Stations	Park and Ride	On-Street / Busway
North Hollywood*	~~850~~ 915 spaces – existing	On-Street
Laurel Canyon Blvd. (Laurel Canyon/ Oxnard St.)	-	On-Street
Valley College (Fulton Avenue/ Oxnard Street)	-	On-Street
Woodman Avenue	-	~~Busway~~ On-Street
Van Nuys Boulevard	1040 spaces	Busway
Sepulveda Boulevard	1200 spaces	Busway
Woodley Avenue	-	Busway
Balboa Boulevard**	240 spaces (150 existing)	Busway
Reseda Boulevard	-	On-Street
Tampa Avenue	-	On-Street
Pierce College (Mason Avenue/ Victory Boulevard)	350 spaces	On-Street
De Soto Avenue	-	On-Street
Warner Center Transit Hub (Owensmouth Avenue between Erwin and Oxnard Streets)	-	On-Street
	TOTAL SPACES: 3680 (2680 new spaces)	

Notes:
* Park and ride constructed as part of the Metro Red Line.
** LADOT existing park and ride.

Source: Gruen Associates, 2000.

2-2.6 Bus Operating Plan

This section describes the operating characteristics of the busway alternative, including maintenance facility requirements, specifications of buses to be used on the busway, and a preliminary operating plan including bus routing and headways. Variations for Lankershim/ Oxnard On-Street Alignment and MOS operations are indicated where necessary.

2-2.6.1 Bus Maintenance Facilities

MTA Bus Divisions 8 and 15 are the logical locations for housing and maintaining the transitway buses. Division 8 is located in Chatsworth about 3.2 miles from the western terminus of the proposed bus transitway. Division 15 is located in Sun Valley, about 6.8 miles from the North Hollywood terminus. Both divisions have CNG fueling capabilities. The need for expansion of bus maintenance facilities is based on the number and size (articulated vs. standard) of new buses required by an alternative. Table 2-9 lists the number of new buses, articulated and

standard (40-foot), required for the alternatives and their variations over the No Build alternative. Note that during Preliminary Engineering, the Full BRT Alternative was refined to reflect a range of operating assumptions, as described at the beginning of Section 2-2.3. The number of buses required would vary depending on the amount of signal delay at intersections. Greater signal delay would require a greater number of buses to maintain the headways described in Section 2-2.6.3. However, because delay would also result in less ridership, fewer buses would need to be articulated to accommodate the estimated bus loading. Therefore, the number of buses is represented by lower-bound and upper-bound estimates, based on the range of signal delay assumptions developed during preliminary engineering. This range was only developed for the Full BRT Alternative.

Table 2-9: Number of New Buses Over 2020 No Build

Alternative	Number of Single-Articulated Buses	Number of Standard Buses
Transportation System Management (TSM)	0	38
Bus Rapid Transit (BRT)	~~61~~	~~7~~
Full BRT (Lower-Bound Estimate)	61	7
Full BRT (Upper-Bound Estimate)	26	52
Lankershim/Oxnard On-Street Alignment	63	8
Minimum Operable Segment (MOS)	41	18

Source: MTA; Manuel Padron & Associates, ~~2000~~ 2001.

a. Capacity in Existing Divisions

Enough excess capacity exists to accommodate the number of new buses required under any of the alternatives. Bus service for all alternatives would be consolidated in Division 8, the facility closest to the busway. This facility is designed to accommodate approximately 250 standard 40' buses. Currently, 175 regular service buses are assigned to Division 8. The MTA Long Range Plan does not anticipate significantly increasing bus service in the Valley outside of the alternatives described here. (The build alternatives all include the implementation of the TSM alternative, as well as new ~~fixed guideway~~ exclusive busway service.) Increases in MTA bus service in the next two decades will be focused on "Consent Decree" routes, which are more likely to affect the urban core. (The Consent Decree obligates the MTA to reduce overcrowding on all bus lines.) Hence, the number of buses assigned to Valley divisions in coming years, particularly Division 8, should not increase significantly outside of the increases attributed to these alternatives.

The maximum number of articulated buses required by any alternative is 63, with 8 additional standard buses (for the Lankershim/Oxnard On-Street Alignment). Using a conservative estimate in which the storage and maintenance requirements of articulated buses are equal to 1.5 times those of a standard bus, this would bring the maximum number of "bus units" needed by any alternative to 103 buses. The upper-bound estimate of the Full BRT would only require 91 "bus units" using this methodology. (This factor of 1.5 represents the need for re-striping and potential additional maintenance associated with articulated buses.) Within Division 8's capacity of 250 buses (with 175 currently assigned to the division), this would displace approximately 28

standard buses beyond the 250-bus capacity. These 28 buses could be transferred to Division 15, in the East Valley. The existing layouts for Divisions 8 and 15 are shown on Figure 2-29 and Figure 2-30.

The MTA is seeking to enhance capacity at other existing divisions to focus service more closely to the nearest operating division, reducing non-productive deadhead time or operator relief time. The project that is furthest along is a planned expansion of Division 1 in downtown Los Angeles. This will add a net of 67 bus parking capacity to that Division. Buses which are currently assigned to Division 15 but serve downtown Los Angeles could be moved to Division 1. Additionally, the MTA could move a portion of its sale fleet buses from Division 15 to increase capacity for the 28 buses transferred from Division 8. Because the number of buses at any division would not exceed the design capacity of that division, there would be no potential for new impacts at these divisions or in their surroundings. (Both Divisions 8 and 15 are surrounded by industrial, commercial, and recreational uses.)

In addition, even if additional capacity were not available system-wide, there is potential for expanding the Valley bus divisions. The current layout of bus parking at Divisions 8 and 15 provides drive aisles at the front and back of each bus. By re-striping, buses could be parked in tandem, similar to how automobiles are parked in typical parking lots. Most MTA bus maintenance facilities already use tandem parking for their buses; these divisions are currently exceptions. This would provide the space for minor expansions of the bus maintenance buildings within the existing facilities.

b. Accommodation of Articulated Buses

The two Valley bus maintenance facilities, Divisions 8 and 15, could both accommodate articulated buses with relatively minor modifications. In terms of bus parking, these Divisions are currently striped to accommodate 40' standard buses with driving aisles at both the front and back of the bus. Parking could be easily re-striped to include some tandem parking, allowing spaces to be widened to 60' (for articulated buses) and removing some drive aisles. In addition, ~~T~~the bus maintenance bays at each facility are already 65' deep, enough to accommodate 60' articulated buses. ~~Furthermore, if it is found that articulated buses require more maintenance than standard buses, $30 million has been provided in the capital cost estimates of all the BRT alternatives to provide additional maintenance bays within the existing facilities and purchase additional hoists to lift articulated buses.~~

2-2.6.2 Bus Specifications

Two types of buses could be used for the busway alternative: Standard 40- to 45-foot buses and 60-foot single-articulated buses. The 2020 ridership estimated by the MTA model on the busway will be reached over time. At the start of operations, proposed for 2004, busway service and ridership is not expected to be at the full maturity assumed for 2020. Therefore, vehicles using the busway could initially be standard buses. As ridership and service levels mature, standard buses would be replaced with articulated buses over time, so that by 2020, a fleet of 61 articulated buses serving the BRT ~~is expected~~ could be expected to be under lower-bound signal delay assumptions. Similar transitions from standard to articulated buses could be implemented for the Lankershim/Oxnard On-Street Alignment and the MOS.

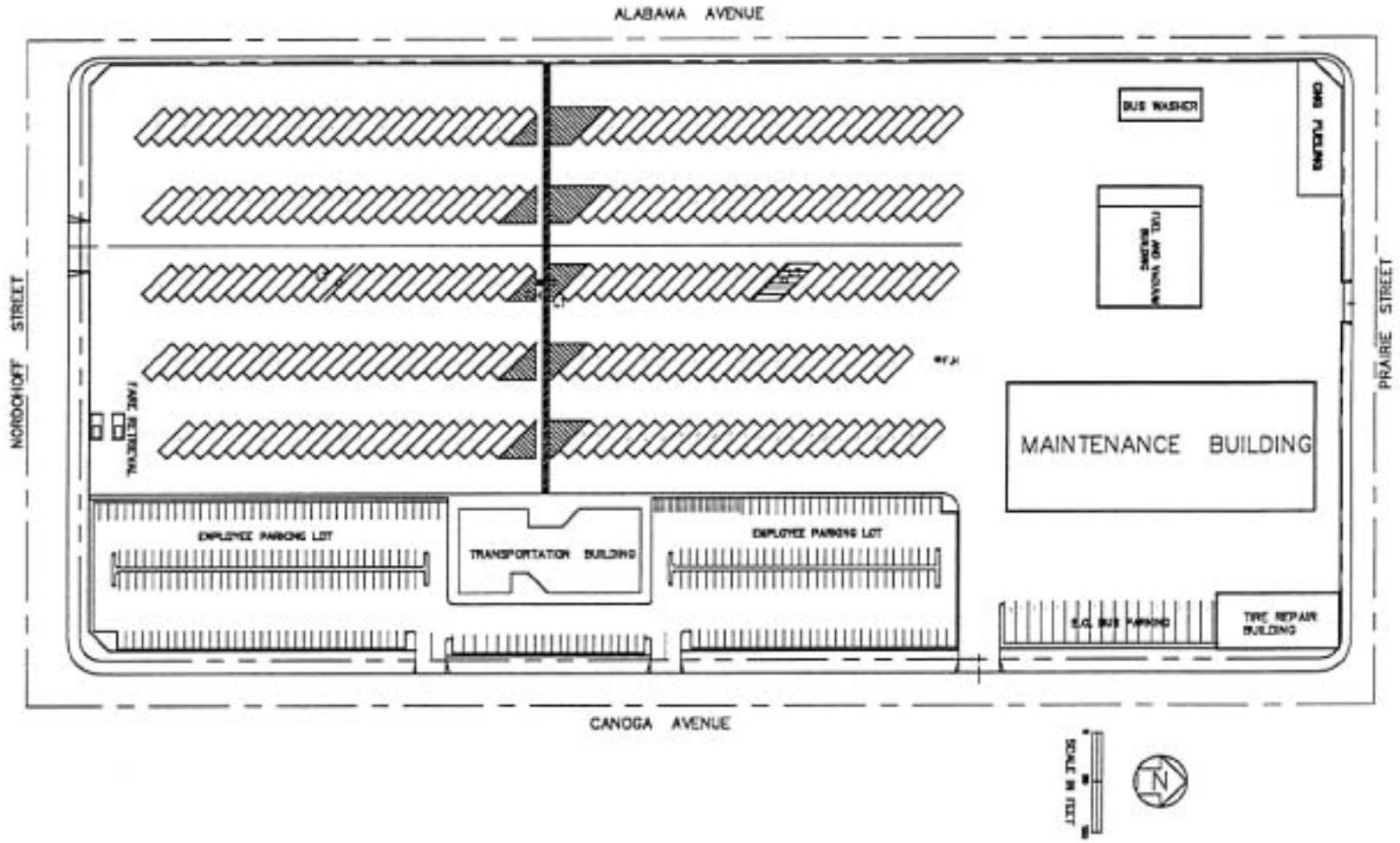


Figure 2-29: Division 8 Chatsworth Maintenance Yard

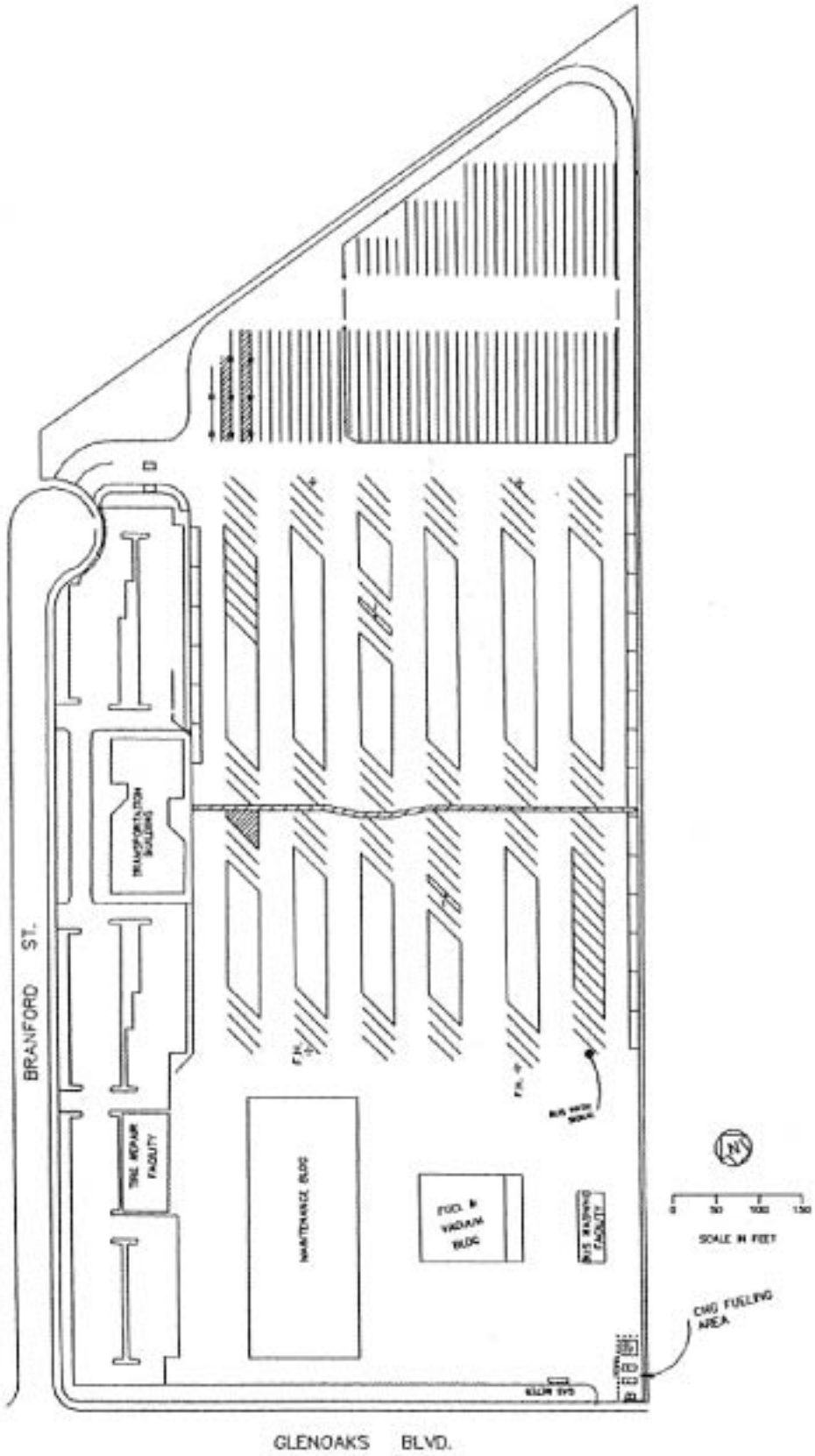


Figure 2-30: Division 15 Sun Valley Maintenance Yard

Low-floor, ~~S~~standard buses are 40 to 45 feet long, have two doors and can be fitted with about 40 seats, depending on the requirements of the operating agency. Standard buses can operate at a maximum speed of 45 to 55 mph. Single-articulated buses are normally 60 feet long and can be manufactured with two or three doors. Seated capacity is about 60 or more passengers, depending on the seating configuration, number of doors, and floor height specified. For typical buses, maximum speed ranges between 55 and 65 mph, depending on the power train specified. ~~Average operating speed on the busway would be 37 mph.~~ Articulated buses provide about 50 percent more passenger capacity with the same operating personnel as a standard bus (one driver). Though articulated buses would be somewhat more expensive to maintain, because they provide greater capacity per bus operating hour, they ~~can~~ may offer an overall lower operating cost, so that there ~~would~~ may be a net overall savings to the operating agency. In addition, with proof-of-payment fare collection, there would be shorter dwells at stops with articulated buses, especially if three doors are provided. In calculating run times for the BRT alternatives it was assumed that the average station dwell would be 20 seconds. Such short dwells would be difficult to attain with standard buses (two doors), and would ~~definitely~~ not be possible without fare prepayment, which would be expected once ridership reaches maturity. Fare prepayment ~~is an option under consideration~~ would be implemented for the busway.

The MTA has a policy of purchasing low-emission, low-floor alternative fueled transit vehicles where possible. Buses purchased for use on the busway would also follow this policy.

2-2.6.3 Feeder Bus Operations for Year 2020

As noted in Section 2-2.5.3 above, at the start of operations, busway service and ridership are not expected to be at the full maturity assumed for 2020. The bus service frequencies discussed here represent a year 2020 level of service. Bus frequencies in the earliest years of operation would not be ~~lower~~ less than in 2000. Also, the use of longer articulated buses in the future years could ~~lower~~ make service less ~~frequency~~ frequent while still providing the same capacity.

All BRT alternatives are built on an enhanced transit network as defined in the TSM alternative. The TSM improves service frequencies on several routes, and modifies some routes per the San Fernando Valley Restructuring Study developed by the MTA in 1998.

Because buses, unlike rail cars, can easily transfer between on-street and busway operations, the busway concept allows buses to service neighborhoods away from the ~~SP~~ MTA ROW before entering the facility. Buses can also enter the busway at different points along the facility. The bus feeder plan for this alternative establishes a new route from Chatsworth, entering the busway at Warner Center and proceeding to the North Hollywood Red Line station, with 10-minute peak period service and 20-minute base service. A new feeder line enters the busway at Reseda and proceeds to North Hollywood. A new route from Warner Center to North Hollywood (MTA 364) also provides 10 minute peak period service and 20 minute base service. Finally, LADOT 422 (from Thousand Oaks) is assumed to be diverted onto the busway and serve selected busway stations, rather than staying on the increasingly congested Ventura Freeway. Fare structures for local and skip-stop busway service will be developed further in later phases of project design.

These routes are assumed to operate at the frequencies listed in Table 2-10 below:

Table 2-10: Year 2020 Feeder Bus Route Frequencies

Route	Peak Frequency	Base Frequency
BRT-1 (Warner Center to North Hollywood)	10 minutes	20 minutes
BRT-2 (Reseda Blvd. to North Hollywood)	10 minutes	20 minutes
MTA 364 (Warner Center to North Hollywood)	10 minutes	20 minutes
LADOT 422 (Thousand Oaks to N. Hollywood)	10 minutes	30 minutes

Source: MTA; Manuel Padron & Associates, 2000.

This pattern leads to different frequencies at each of the stops along the busway during the year 2020 peak, as summarized in Table 2-11 below:[3]

Table 2-11: Year 2020 Peak Busway Frequencies

Station	Routes Serving Station	Maximum Combined Peak Frequency
Warner Center	BRT-1, MTA 364, LADOT 422	3.3 minute
De Soto	BRT-1, MTA 364	5 minute
Winnetka	BRT-1, MTA 364	5 minute
Tampa	BRT-1, MTA 364	5 minute
Reseda	BRT-1, BRT-2, MTA 364, LADOT 422	2.5 minute
Balboa	BRT-1, BRT-2, MTA 364	3.3 minute
Woodley	BRT-1, BRT-2, MTA 364	3.3 minute
Sepulveda	BRT-1, BRT-2, MTA 364	3.3 minute
Van Nuys	BRT-1, BRT-2, MTA 364, LADOT 422	2.5 minute
Woodman	BRT-1, BRT-2, MTA 364	3 minute
Valley College	BRT-1, BRT-2, MTA 364	3.3 minute
Laurel Canyon	BRT-1, BRT-2, MTA 364	3.3 minute
North Hollywood	BRT-1, BRT-2, MTA 364, LADOT 422	2.5 minute

Source: MTA; Manuel Padron & Associates, 2000.

[3] Frequencies would be less before the year 2020. MTA operations will develop an opening day operation plan, as this analysis is for the year 2020. Opening day frequencies would be considerably less than the year 2020 scenario for a number of years.