



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

**September 19, 2017**

**TO: BOARD OF DIRECTORS**

**THROUGH: PHILLIP A. WASHINGTON** *PAW*  
**CHIEF EXECUTIVE OFFICER**

**FROM: THERESE W. MCMILLAN** *TW*  
**CHIEF PLANNING OFFICER**

**SUBJECT: NORTH SAN FERNANDO VALLEY BRT IMPROVEMENTS  
PROJECT - ENVIRONMENTAL FRAMEWORK REPORT**

### ISSUE

This report provides a status update on the environmental planning work for the North San Fernando Valley Bus Rapid Transit Improvements (Project), transmits an initial deliverable and provides information about next steps.

### BACKGROUND

In June 2016, the Board approved a motion (Attachment A) directing staff to begin environmental planning work for new Bus Rapid Transit (BRT) service in the North San Fernando Valley area within six months of the passage of Measure M. The attached Environmental Framework Report (Attachment B) provides a summary of initial work completed to date during the first phase of environmental planning. Three potential BRT alignments were created for the purpose of framing the approach to the forthcoming Alternatives Analysis, which supports developing the project description for the Environmental Impact Report.

### DISCUSSION

Key objectives of the Environmental Framework Report (Report) were to:

- Identify an east-west Study Area that serves the North San Fernando Valley, provides connectivity to other regional transit lines and serves key land use activity centers, including California State University Northridge (CSUN);
- Characterize the study area's demographic and socioeconomic characteristics, land uses; population and employment densities; and existing transportation services;

- Identify a range of representative BRT alignment options to frame the approach and scope of work for the Alternatives Analysis that will eventually lead to developing a project description for the Environmental Impact Report; and
- Develop sufficient information to enable preparing a scope of work to procure consulting services.

The study area extends for approximately 19 miles from east to west. It contains a population of approximately half a million and includes the City of San Fernando along with the communities of Chatsworth, Northridge, Panorama City, North Hollywood, Sun Valley, Pacoima, and Sylmar. CSUN, a regionally-significant activity center, would also be served. The eastern and western edges of the study area include Metrolink regional rail stations and connections to the Metro Red and Metro Orange Lines. The study area is also served by numerous other bus lines.

These preliminary concepts will serve as the starting point for initial technical stakeholder and public feedback to advance the project through the Alternatives Analysis as part of the current environmental planning work process. As shown in Attachment C, the Environmental Framework Report is the first phase of the environmental planning work process that is followed by a more detailed Alternatives Analysis, which leads to the project description necessary for preparation of the environmental document. The Alternatives Analysis will include a series of public meetings to refine and/or identify additional BRT concepts for analysis. The conceptual alignments identified as part of the first phase of environmental planning work do not preclude considering other alignments to study in the Alternatives Analysis. Once the Alternatives Analysis is complete with the benefit of stakeholder and public input, staff will return to the Board with a recommendation on a preferred alignment and project description to advance into the Environmental Impact Report.

### **Planned Outreach Efforts**

Public and stakeholder engagement throughout the environmental process will provide valuable feedback that will further inform and define the BRT concept for the corridor. A series of meetings, including an initial set of community meetings, public scoping, and hearings, will be conducted as part of the process. Individual briefings with key stakeholders and elected officials will also be on-going.

As appropriate, we will engage with representatives from the City of San Fernando, various departments within the City of Los Angeles, CSUN and others to discuss project status, conduct technical consultation, and receive feedback on concept definition, design issues, environmental impacts, and potential resolutions and/or mitigations.

### **NEXT STEPS**

Staff will proceed with procuring consultant services to support the next phases of environmental review for the Project, now that preliminary work has been completed to

frame the extent and intent of the study. This effort is anticipated to take approximately 22-24 months from contract award to complete. Periodic updates will be provided to the Board at key milestones, generally corresponding to the process illustrated in Attachment C.

### **ATTACHMENTS**

Attachment A – June 2016 Board motion

Attachment B – North San Fernando Valley BRT Environmental Framework Report

Attachment C – North San Fernando Valley BRT Project Environmental Process

## Metro



## Board Report

File #:2016-0521, File Type:Motion / Motion  
Response

Agenda Number:

**REGULAR BOARD MEETING  
JUNE 23, 2016**

**Motion by:**

**Directors Garcetti, Kuehl, Antonovich, Krekorian and Najarian**

**as amended by Director Fasana**

June 23, 2016

**Relating to Item 49, File ID 2016-0319  
*North San Fernando Valley Transit Improvements***

Over the past several years, MTA has studied adding various BRT routes throughout Los Angeles County. It is a priority for MTA to expand its BRT network.

High-capacity east-west transit service in the North San Fernando Valley, especially service California State University, Northridge (CSUN), will ease traffic and meet the growing demand for transit in the San Fernando Valley and will contribute to the success of the countywide transit system by adding connectivity to a large population and significant trip generators, including CSUN and others.

CSUN generates more than 200,000 weekly car trips in Los Angeles County. With over 41,000 students, CSUN has the most students of any California State University. Additionally, with the second highest number of students in the nation receiving need-based federal assistance, CSUN's student population is one that would benefit the most from improved transit service.

Currently, the only high-capacity east-west transit service in the San Fernando Valley is at the far south end of the Valley.

Throughout the Potential Ballot Measure public review process, San Fernando Valley stakeholders repeatedly raised the need for high-capacity transit in the North San Fernando Valley with service to CSUN.

**MOTION by Garcetti, Kuehl, Antonovich, Krekorian and Najarian that the Board direct the CEO to add a new "Multi-Year Subregional Program" in the Los Angeles County Transportation Expenditure Plan named "North San Fernando Valley Bus Rapid Transit Improvements" and provide the following:**

- A. Designate the "North San Fernando Valley Bus Rapid Transit Improvements" as a System Connectivity ("sc") sub-regional category;
- B. Funds for the North San Fernando Valley Bus Rapid Transit Improvements will be programmed from the System Connectivity portion of the Transit Construction subfund at \$180 million under the "Measure \_ Funding 2015\$" for this program;
- C. A "Schedule of Funds Available" in Fiscal Year 2019 and an "Expected Opening Date" of Fiscal Year 2023;
- D. Designate the modal code for this program as a transit category, or "T";
- E. Add a footnote to state the following:
  - 1. This project will increase system connectivity in the North San Fernando Valley and the Metro transit system. Environmental planning work shall begin no later than six months after passage of Measure \_.
- F. Remove the North San Fernando Valley BRT project from footnote "m" (Line 39) as an eligible expenditure.

**FASANA AMENDMENT:** To provide equivalent funding based on the original allocation of funding (i.e. \$180 million is 13% of such funding based on the San Fernando Valley's share) to each of the other subregions to assure and maintain equitable funding.

# North San Fernando Valley Bus Rapid Transit Improvements Environmental Framework Report

## Introduction and Background

### Study Background and Objectives

The purpose of this report is to look at the potential implementation of a new Bus Rapid Transit (BRT) service in order to improve regional connectivity in the North San Fernando Valley and create a premium transit service. In November 2016, voters in Los Angeles County passed the “Los Angeles County Traffic Improvement Plan” (Measure M), which provides funding for the implementation of BRT service in the North San Fernando Valley. The corridor is slated for a groundbreaking date of 2019-2021 and an opening date of 2023-2025 per the Measure M expenditure plan.

This report focuses on the feasibility of implementing BRT, which would include a number of elements such as dedicated bus lanes, enhanced stations, all-door boarding and transit signal priority (TSP). These BRT elements have demonstrated the ability to improve travel times, enhance service reliability and attract new riders. Key objectives for this study include:

- Identify a study area that serves the North San Fernando Valley and improves regional connectivity;
- Characterize the existing community characteristics and the transportation setting; and
- Identify preliminary BRT concepts to carry forward as representative alignments into an Alternatives Analysis and more detailed study.

The BRT alignments described in this report are intended for initial discussion purposes as representative alignments. Other potential alignments may be identified through community outreach during later phases of the environmental review including an Alternatives Analysis.

### Project Goals

The purpose of the North San Fernando Valley (NSFV) BRT Improvements project is to provide a premium high-capacity east-west transit service in the North San Fernando Valley that would provide access to several key activity centers, including California State University Northridge (CSUN), the Northridge Fashion Center and the Panorama Mall, ease traffic, and meet the growing demand for transit in the area. The NSFV BRT Improvements project would also improve connectivity to the regional transit system with connections to Metrolink and/or the Metro Red/Orange Lines.

The primary challenge is to retain and improve the experience for existing riders while also attracting new choice riders through a premium BRT service that offers competitive door-to-door travel times, better connections to regional transit hubs, and enhanced passenger comfort/convenience. Six goals for the NSFV BRT Improvements project have been established:

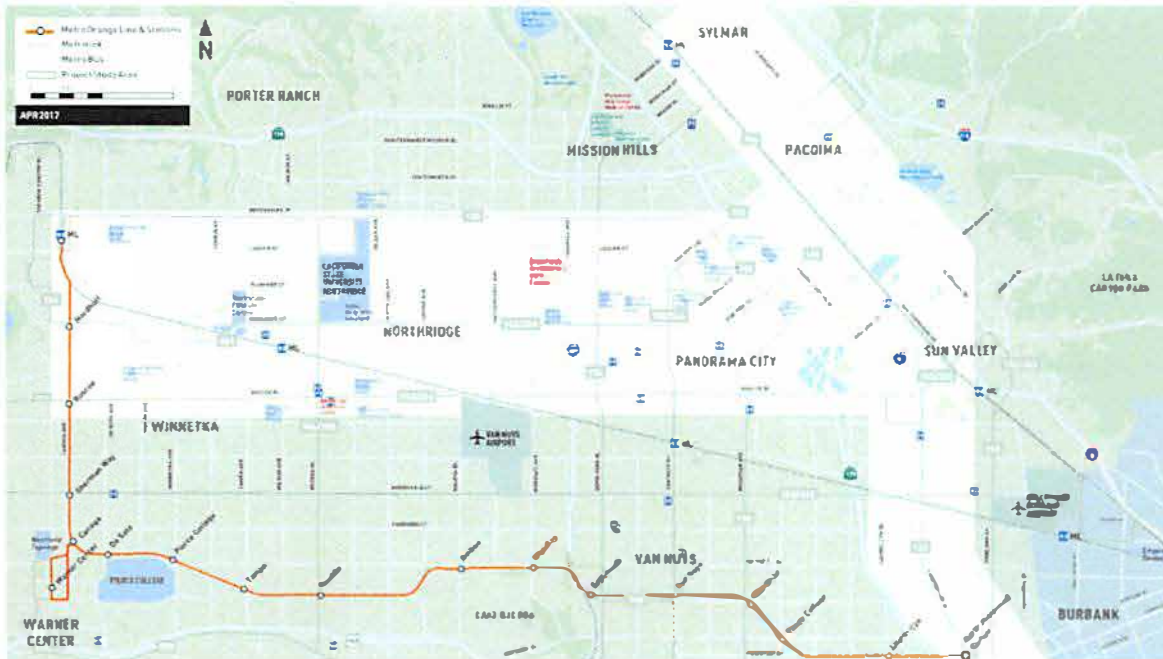
- Increase ridership;
- Improve transit access to major activity centers and employment sites;

- Enhance connectivity to existing and planned regional transit system;
- Improve travel times and service reliability;
- Enhance passenger comfort and convenience; and
- Ease traffic by encouraging people out of their cars and onto transit.

Study Area

Figure 1 shows the study area for this project, which includes the City of San Fernando and several communities within the City of Los Angeles, such as Chatsworth, Northridge, Panorama City, North Hollywood, Sun Valley, Pacoima, and Sylmar. The study area is bounded on the west by the Chatsworth Metro Orange Line/MetroLink Station, on the southeast by the North Hollywood Metro Red/Orange Line Station, and on the northeast by the Sylmar/San Fernando MetroLink Station.

**Figure 1: Project Study Area**



The area is heavily traveled with approximately 700,000 daily trips ending in the study area, which are predominately made by private automobile. While the periphery of the corridor is served by premium transit service including the Metro Orange Line and Metro Red Line, the corridor lacks a premium east-west service connecting riders to the rest of the regional transit network.

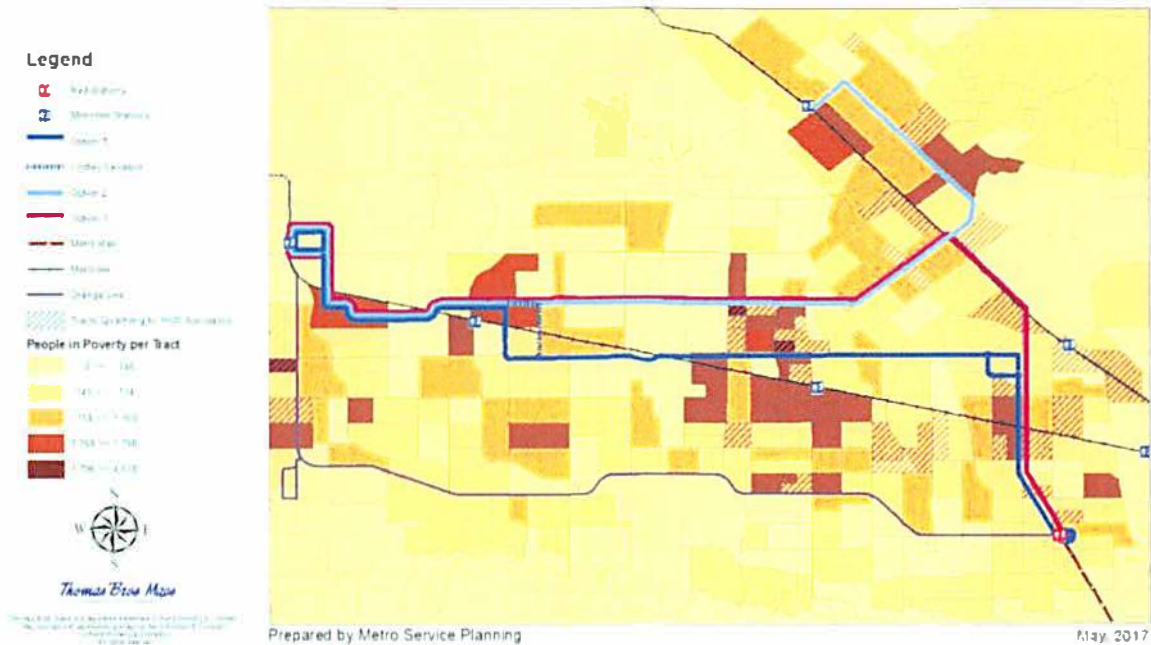
**Existing Community Characteristics and Transportation Setting**

Demographics and Socioeconomic Characteristics

Of the approximately half a million residents who live within the study area, 18% have household incomes below the poverty threshold, compared to less than 16% of the overall population in Los Angeles County. As seen in Figure 2, the highest concentrations of low-income populations in the study area are located around CSUN, the Ventura Line Metrolink rail right-of-way, Van Nuys Blvd.,

Lankershim Blvd., and in communities such as Panorama City, Arleta, Pacoima, and San Fernando. Car ownership is high in the study area with only 8% of the households in the study area not having access to cars.

**Figure 2: People in Poverty Distribution and Census Tracts Qualifying for HUD Assistance**

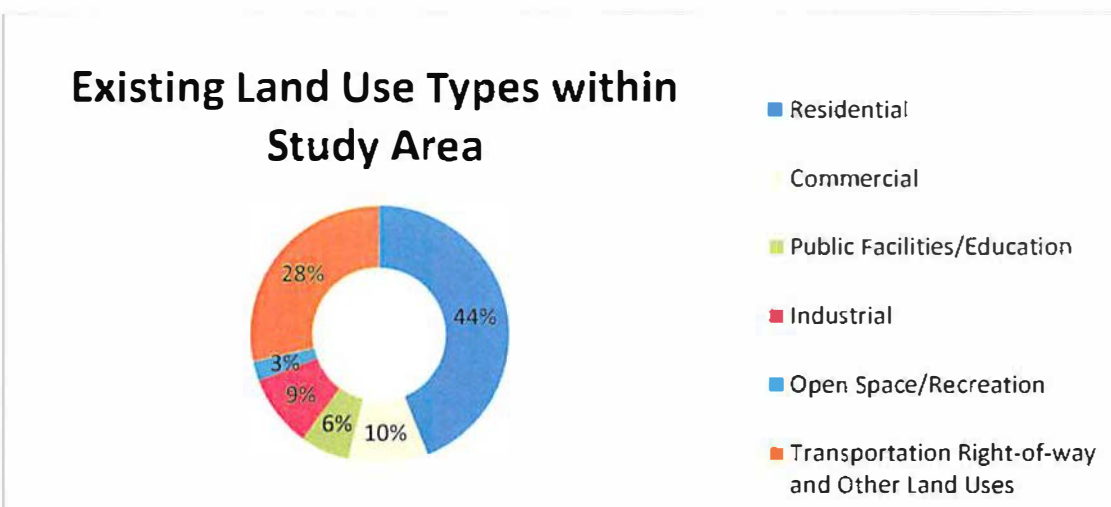


Source: 2010 Census and 2006-2010 Census Transportation Planning Products

**Land Use**

The 33,000-acre study area contains large collections of single family residential neighborhoods, medium density residential buildings primarily located along major arterials, and a mix of commercial and industrial centers. The percentages of the major land use categories are shown in Figure 3 below.

**Figure 3: Existing Land Use in Study Area**



Source: 2010 Census and 2006-2010 Census Transportation Planning Products

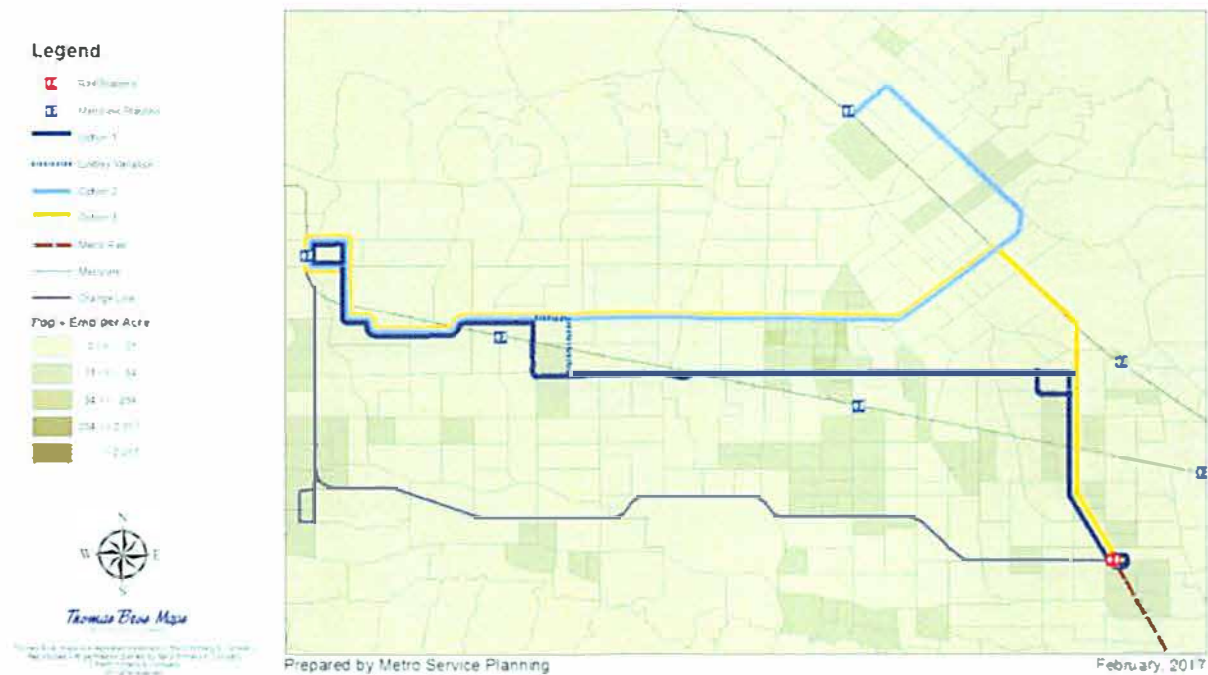


Residential acreage is by far the largest percentage of land use (44%), followed by transportation right-of-way and other land uses (28%). Employment centers constitute the third largest land use in the study area. Commercial (including office and retail) and industrial uses make up 10% and 9% of the study area, respectively. More than 200,000 people are employed within the study area, with the largest employment concentrations located in and around San Fernando, North Hollywood, Panorama City and CSUN. The single largest percentages of employment are in office/administrative support, sales, and retail sectors. The Public Facilities/Education land use category constitutes 6% of the overall acreage and includes CSUN, health care facilities, police, fire, etc.

Density

The study area is primarily low density development with the most densely populated areas located along Lankershim Blvd. and in the communities of Panorama City and Pacoima. For most of the study area, the combined number of residents and jobs is less than 31 per acre. Figure 4 shows the combined population and employment density for the study area.

**Figure 4: Combined Population and Employment Density in Study Area**



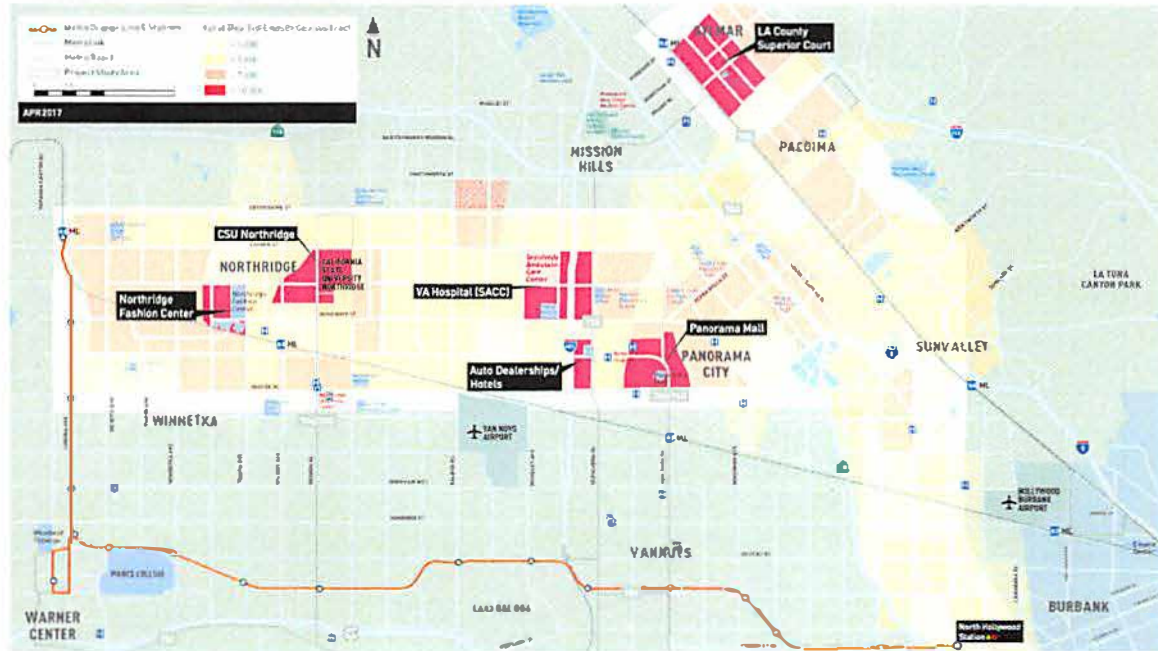
Source: 2010 Census and 2006-2010 Census Transportation Planning Products

Existing Travel Markets

The area experiences high traffic volumes, with approximately 700,000 daily trips ending in the study area. The largest concentrations of daily trips are generated by the study area’s key activity centers, which include CSUN, the VA Sepulveda Ambulatory Care Center, the Sylmar/San Fernando communities, multiple large malls and other major retail outlets. Spread out among single family neighborhoods and other low and medium density residential, commercial, and industrial uses, the study area’s biggest trip generators are served by a grid pattern of boulevards that are conducive to automobile travel and offer little incentive for transit use. The figure below shows

the areas of greatest trip intensity within the study area. Figure 5 shows the total daily trip ends by census tract, highlighting the key trip generators for the study area.

**Figure 5: Daily Trips in the Study Area**



Source: SCAG Regional Travel Demand Model (2008 – 2020)

**Existing Transit Service**

The eastern and western edges of the study area include Metrolink regional rail stations and connections to the Metro Red and Metro Orange Lines. The study area is also served by a series of Metro Local and Rapid lines and LADOT DASH bus lines which traverse the region’s arterials. The tables below indicate the study area’s primary east-west and north-south transit services.

*East-West Services*

| Mode              | Corridor   | Line #/title   |
|-------------------|--|--|
| Local Bus*        | Roscoe Blvd., Nordhoff St.   | Metro 152/353, 158, 166/364, 167<br>Northridge DASH                      |
| Bus Rapid Transit | Chandler Blvd. to North Hollywood Station<br>Pasadena to North Hollywood Station | Metro Orange Line**<br><i>BRT Connector Orange/Red Line to Gold Line</i> |
| Commuter Rail     | Chatsworth, Northridge Stations  | Metrolink Ventura County   |

**North-South Services**

| <b>Mode</b>       | <b>Corridor</b>  | <b>Line #/title</b>                                  |
|-------------------|--|--|
| Metro Local Bus   | De Soto Ave., Lankershim Blvd.,<br>Glenoaks Blvd.                  | Metro 236, 292, 242/243, 244/245,<br>163/162, 224    |
| Metro Rapid **    | Reseda Blvd., Sepulveda Blvd.,<br>Van Nuys Blvd., San Fernando Rd. | Metro 744, 734, 788/744, 794                         |
| Bus Rapid Transit | Canoga Ave.  | Metro Orange Line***<br>(to Chatsworth Station)      |
| Commuter Rail     | Sylmar/San Fernando Station  | Metrolink Antelope Valley                            |
| Heavy Rail        | North Hollywood Station  | Metro Red Line                                       |
| <i>TBD</i>        | Van Nuys Blvd.   | <i>East San Fernando Valley Transit<br/>Corridor</i> |

*Italics indicate future transit line.*

\* Due to the large number of Local Bus lines that crisscross the study area, only the corridors with proposed BRT alignments are shown.

\*\* Corridors with Metro Rapid service also have Metro Local lines which are not shown.

\*\*\* Primarily runs east-west but includes a portion running north-south through the study area.

Metrolink provides regional connections from the study area to destinations throughout Southern California. However, with stations spaced several miles apart and service that primarily operates during peak periods, Metrolink is designed to serve commuters traveling to/from the study area rather than fostering trips within the study area. The Metro Orange and Red Lines also provide regional transit connections but mostly operate outside of the study area and terminate along its edges.

Metro’s Local and Rapid bus system operates in mixed flow traffic and constitutes the bulk of the transit services that offer connections to multiple activity centers and destinations within the study area. Although several Metro Rapid lines run north-south across the study area utilizing signal priority and serving limited stops to help increase speed, only local bus service operates in the east-west direction. On streets such as Nordhoff St. and Roscoe Blvd., local bus lines stop frequently and operate at comparatively slow speeds that are not competitive with the automobile.

Two future regional connections include the planned East San Fernando Valley Transit Corridor, which will provide a BRT or rail service along Van Nuys Blvd. between the Metro Orange Line and San Fernando Rd. and on or adjacent to San Fernando Rd. to the Sylmar/San Fernando Metrolink Station, and the BRT Connector Orange/Red Line to Gold Line BRT, which will connect the Metro Red/Orange Line North Hollywood Station to Pasadena.

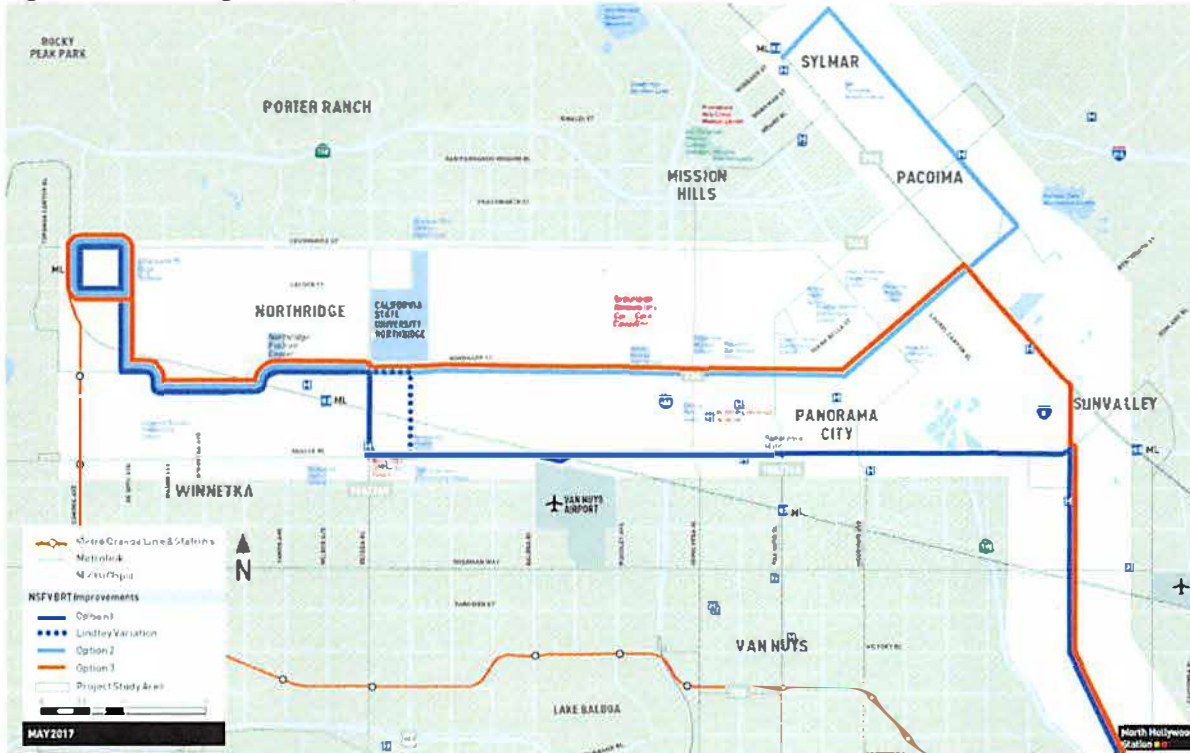
The study area’s key activity centers are generally well served by north-south transit service along major arterials and will benefit from the new East San Fernando Valley Transit Corridors project. To the south and west of the study area, the Metro Orange Line provides an important connection. However, there is no premium east-west transit service through the study area, which would offer the opportunity to not only connect CSUN and other key activity centers but also provide enhanced transit connections to existing and planned regional rail and BRT services and

north-south running Metro Rapid lines. Such a service could provide a viable alternative to the automobile that attracts choice riders and helps relieve congestion on the study area's arterials.

## BRT Alignment Options

With these potential benefits in mind, three primary alignments have been identified for an east-west running BRT route across the study area. Figure 6 displays these three alignments, which are also described below.

**Figure 6: BRT Alignment Options**

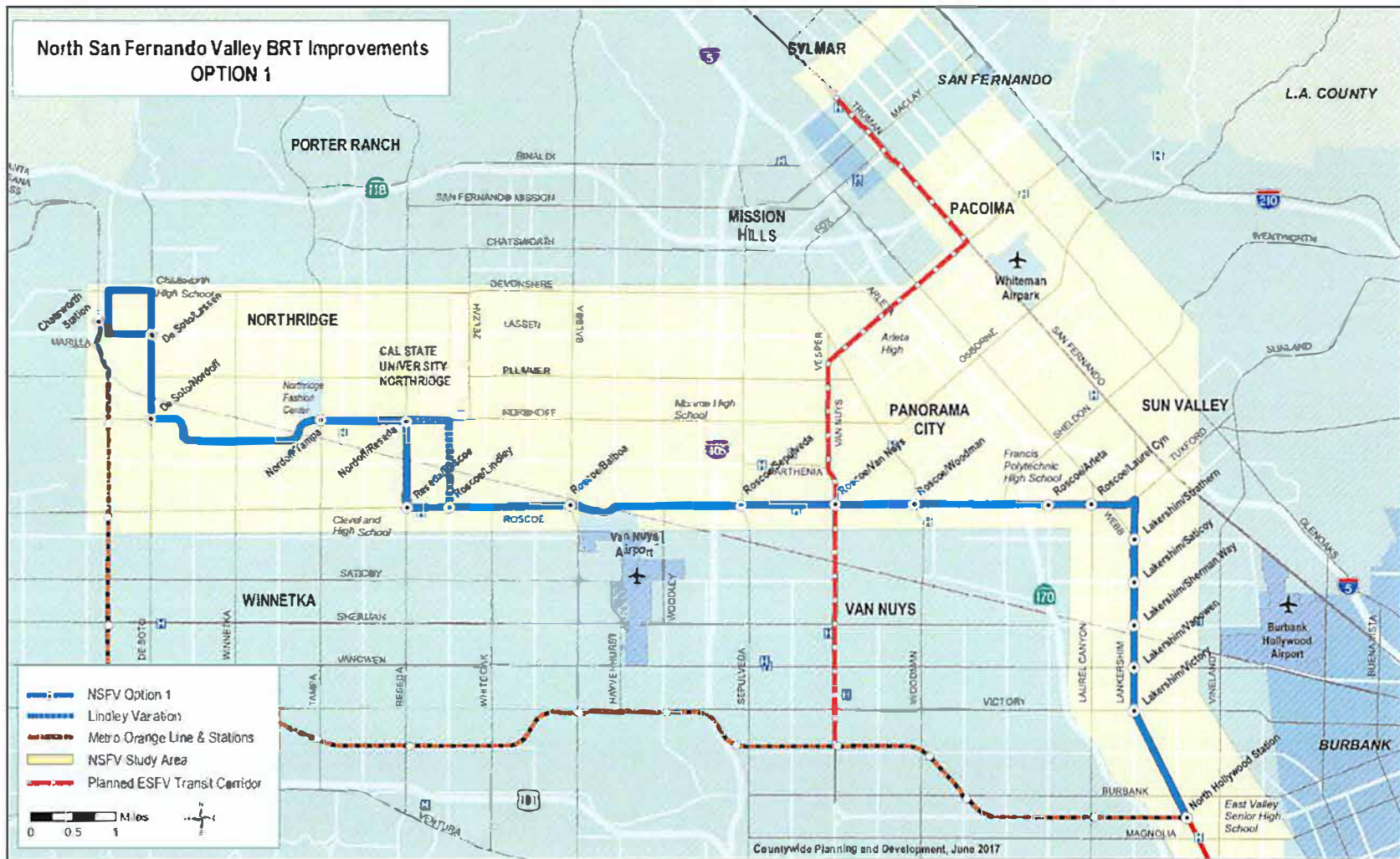


**Option 1: North Hollywood Station to Chatsworth Station via Lankershim Boulevard, Roscoe Boulevard, Reseda Boulevard, Nordhoff Street, and DeSoto Avenue**

### Alignment Characteristics

Figure 7 shows the alignment and potential station locations for Option 1. Stretching 19 miles from the southeastern portion of the study area to the northwest, the existing road configuration is generally consistent along the entirety of the corridor, featuring two lanes in each direction, left turn lanes, and curb parking with varying restrictions. Bus ridership is heaviest near the regional transit connections at both ends of the alignment. On Roscoe Blvd., daily boardings are relatively high at most of the major intersections where other bus lines cross. A potential BRT route could feature 19 stops spaced an average of one mile apart.

Figure 7: Option 1 Alignment and Station Locations



### **Benefits of Option 1**

- Simple and direct route layout
- Links two high ridership transit hubs on the eastern and western ends of the corridor
- Existing bus ridership is strong on Lankershim Blvd. near the North Hollywood Station
- Highest existing bus ridership of the three alignment options
- Serves CSUN at the intersection of Nordhoff St. & Reseda Blvd. and/or at the intersection of Nordhoff St. & Lindley Ave.

### **Challenges for Option 1**

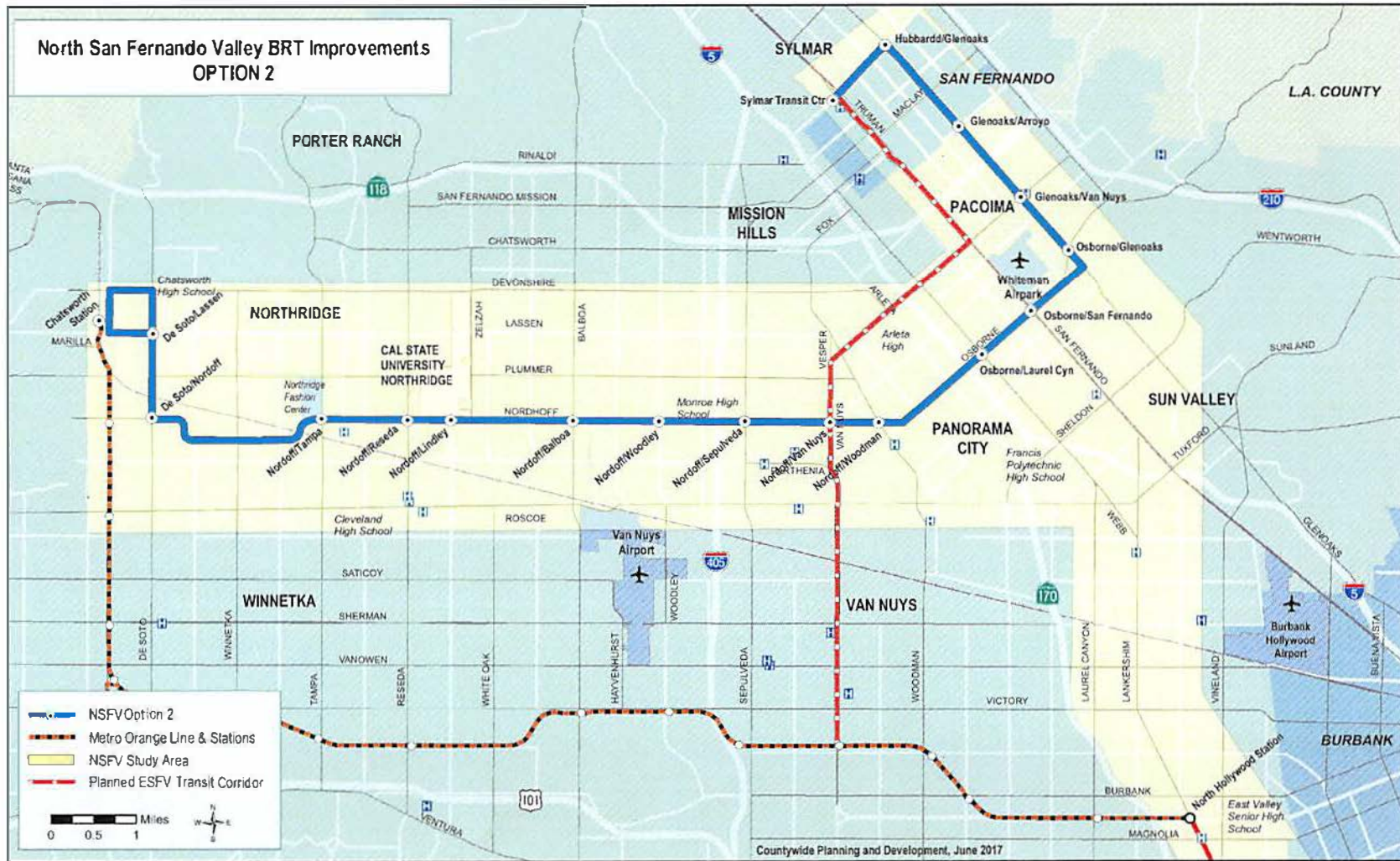
- Limited available right-of-way with existing and/or proposed protected bicycle lanes on Lankershim Blvd. and/or Roscoe Blvd.

### **Option 2: Sylmar/San Fernando Station to Chatsworth Station via Glenoaks Boulevard, Osborne Street, and Nordhoff Street.**

#### **Alignment Characteristics**

Figure 8 shows the alignment and potential station locations for Option 2. With the shortest route, Option 2 spans 18 miles from the northeast corner of the study area to the west. Like Option 1, it has generally consistent existing lane configurations featuring two lanes in each direction and prevalent left turn pockets. Curb parking exists along most of the corridor, with varying levels of restrictions and moderate to heavy utilization. Existing bus ridership is highest near the regional transit connections at both ends of the alignment. Along Nordhoff St., daily transit boardings vary but are relatively higher at most of the major intersections. A potential BRT route could feature 18 stops spaced an average of just over one mile apart.

Figure 8: Option 2 Alignment and Station Locations



### Benefits of Option 2

- Connects to both Ventura and Antelope Valley Metrolink routes
- Alignment serves entire southern boundary of CSUN campus, providing flexibility for serving this market

### Challenges for Option 2

- Limited available right-of-way in the northeast portion of corridor
- Existing bus ridership is generally modest compared to Options 1 and 3

### **Option 3: North Hollywood Station to Chatsworth Station via Lankershim Boulevard, San Fernando Road, Osborne Street, Nordhoff Street, and DeSoto Avenue**

#### Alignment Characteristics

Figure 9 shows the alignment and potential station locations for Option 3. Similar to Options 1 & 2, the alignment's street configuration is primarily two thru lanes in each direction with curb parking generally present. Existing bus ridership is heaviest near the regional transit connections at both ends of the alignment. The alignment for Option 3 includes a segment on San Fernando Rd. between Lankershim Blvd. and Osborne St. that connects to the bike path on San Fernando Rd., but existing ridership on this segment is relatively light. At 19.5 miles, Option 3 constitutes the longest alignment with the most stations (20) of the three alignment options.





### Benefits of Option 3

- Connects to bicycle infrastructure, Metro Rapid and local service on San Fernando Rd. which provide connections to several communities including Downtown Los Angeles, Glendale, Burbank, and San Fernando
- Links two major transit hubs/trip generators at the eastern and western edges of the alignment
- Alignment serves entire southern boundary of CSUN campus, providing flexibility for serving this market
- Existing bus ridership is strong on Lankershim Blvd. near the North Hollywood Station

### Challenges for Option 3

- Limited available right-of-way with existing and planned protected bicycle lanes on Lankershim Blvd.
- Longer and less direct of a connection between Lankershim Blvd. and Nordhoff St. for through passengers not boarding or alighting on San Fernando Rd. or Osborne St.

### **Key Activity Centers/Transit Hubs**

Each option serves different key activity centers/transit hubs as summarized in Figure 10.

**Figure 10: Key Activity Centers/Transit Hubs Served by each Alignment Option**

| <b>Activity Center/Transit Hub</b>             | <b>Option 1</b> | <b>Option 2</b> | <b>Option 3</b> |
|--|-----------------|-----------------|-----------------|
| CSUN   | ✓               | ✓               | ✓               |
| VA Sepulveda Ambulatory Care Center            |                 | ✓               | ✓               |
| Northridge Fashion Center                      | ✓               | ✓               | ✓               |
| Chatsworth High School                         | ✓               | ✓               | ✓               |
| James Monroe High School                       |                 | ✓               | ✓               |
| Metro Red/Orange Line North Hollywood Station  | ✓               |                 | ✓               |
| Chatsworth Orange Line/MetroLink Station       | ✓               | ✓               | ✓               |
| Panorama Mall                                  | ✓               |                 |                 |
| Kaiser Permanente Panorama City Medical Center | ✓               |                 |                 |
| Northridge Hospital Medical Center*            | ✓               |                 |                 |
| Mission Community Hospital                     | ✓               |                 |                 |
| Sylmar/San Fernando Metrolink Station          |                 | ✓               |                 |

\*Not served by Lindley Avenue variation of Option 1

### **Existing Transit Ridership**

Figure 11 below shows the current Metro transit ridership on existing local routes for each of the alignment options. Existing service along the Option 1 alignment (serving the North Hollywood Station and Roscoe Boulevard) currently serves the most transit passengers with over 15,700 weekday trips followed by over 14,000 trips on service along the Option 3

alignment (serving the North Hollywood Station via San Fernando Rd. and Nordhoff St). A key component to developing faster travel times is limited stops with upscale passenger amenities.

As seen in Figure 11, the proposed BRT station stops for each option would serve 63% to 75% of existing ridership along the alignment (based on existing weekday boardings at the proposed BRT stop locations). However, up to 84% of existing weekday boardings occur at or within a ¼ - mile of a proposed BRT stop for Option 1 and Option 2 and 74% of existing weekday boardings occur at or within a ¼ mile of a proposed BRT stop for Option 3, which suggests Option 1 and Option 2 would serve a greater percentage of existing riders on the alignment. With over 13,000 existing weekday boardings within a ¼ mile of a proposed BRT stop, Option 1 has the highest ridership potential.

**Figure 11: Existing Ridership along Alignment Options**

|  | Option 1        |                   |                             | Option 2        |                   |                             | Option 3        |                   |                             |
|--|-----------------|-------------------|-----------------------------|-----------------|-------------------|-----------------------------|-----------------|-------------------|-----------------------------|
|  | Entire Corridor | BRT Stations Only | Within 0.25 mile of Station | Entire Corridor | BRT Stations Only | Within 0.25 mile of Station | Entire Corridor | BRT Stations Only | Within 0.25 mile of Station |
| Current Daily Boardings                | 15,721          | 11,843            | 13,268                      | 9,500           | 7,109             | 7,994                       | 14,317          | 9,079             | 10,577                      |
| Percentage of Ridership Along Corridor | 100%            | 75%               | 84%                         | 100%            | 75%               | 84%                         | 100%            | 63%               | 74%                         |

## Summary of BRT Alignment Options

All three preliminary alignment options are similar in regards to overall length (ranging from 18 to 19.5 miles) with 18 to 20 stations. The alignments have similar existing conditions in terms of lane configurations and the availability of on-street parking and bicycle facilities. Existing bus ridership is highest for Option 1, followed by Option 3. Figure 12 summarizes some of the key characteristics of the three preliminary alignment options; however additional alignment options are anticipated to be identified in later phases of environmental study.

**Figure 12: Characteristics of BRT Alignment Options**

| Option | Total Corridor Length | # of Thru Lanes | Left Turn Lane | Street Parking  | Existing Bicycle Facilities                           | Existing Bus Ridership (Total Weekday Boardings) |
|--------|-----------------------|-----------------|----------------|---|---|--|
| 1      | 19 miles              | 2               | Yes            | Lankershim –yes; Remaining route is peak hour restricted.   | 6 miles of bike lanes +1 mile protected lanes         | 15,721   |
| 2      | 18 miles              | 2               | Generally yes  | Mostly yes east of Nordhoff; Remaining route is generally peak hour restricted.                     | 5 miles of bike lanes                                 | 9,500  |
| 3      | 19.5 miles            | 2               | Generally yes  | Lankershim –yes; San Fernando – south side only; Remaining route is generally peak hour restricted. | 7.5 miles of bike lanes + .5 miles of protected lanes | 14,317   |

## Findings and Recommendations

Dedicated bus lanes are a key feature of BRT service. However, having enough right-of-way for dedicated bus lanes can be a challenge depending on existing traffic conditions and street configurations, including bicycle facilities and on-street parking. Therefore, local community support is crucial to implement bus lanes. The three representative alignment options discussed in this report have similar existing street configurations that are generally consistent throughout the alignments, presenting similar physical advantages and constraints to implementing bus lanes. As such, the type of BRT service/configuration that could be implemented may be similar regardless of alignment option. Additionally, the BRT stations will be spaced an average of approximately one mile apart and would provide connections to the regional transit system and major activity centers. Other features of premium BRT service including frequent service, enhanced station stops, all-door boarding, and TSP will also be important components of the North San Fernando Valley BRT Improvements project.

Existing bus ridership and socio-economic demographic information are important indicators of the ridership potential of the BRT. Options 1 and 3, which serve the North Hollywood Station via Lankershim Boulevard, have higher existing bus ridership than Option 2 which connects to San Fernando and Sylmar in the northeastern segment. However, high vehicle ownership throughout the study area will require the implementation of a premium transit service in order to attract new transit riders while retaining existing passengers. This premium BRT service should offer competitive travel times, better connections to regional transit hubs, enhanced passenger comfort/convenience, and improved reliability. Based on their unique strengths and challenges, all three alignment options warrant further study and should be advanced into the Alternatives Analysis. The Alternatives Analysis will include a series of public meetings to identify additional potential BRT alignments and solicit feedback about the project. Community support, engineering feasibility, ridership forecasts, and traffic and parking impacts of a range of BRT alternatives will be further explored in detail in later phases of environmental review.

## North San Fernando Valley BRT Improvements Project Planning, Design and Environmental Review Process

