

## Chapter 5

# FINDINGS AND RECOMMENDATIONS

The objective of this study is to identify promising BRT concepts for the North Hollywood to Pasadena Corridor that meet the following project goals:

- Design a premium transit service that is more competitive with auto travel to attract choice riders
- Improve transit access to major activity centers and employment sites
- Enhance connectivity to Metro and regional rail services
- Provide improved passenger comfort and convenience
- Support community plans and transit-oriented development goals

### Findings

This study explored the feasibility of implementing BRT in a heavily congested corridor between North Hollywood and Pasadena. The study area has a total population of 803,323 people with 395,669 households, a high employment rate, and high access to a vehicle. Compared to Los Angeles County, the median household income is notably higher. Given these facts, it is likely that most auto trips generated in the corridor are home to work trips. As such, the typical travelers within the study area are likely to be middle income, employed, and from households with high auto ownership. These individuals have the financial means to select their preferred mode of transportation to travel and may choose to take advantage of a premium bus service if it was convenient and more competitive with the automobile.

There are multiple transit providers in the corridor study area, including Metro bus and rail service, LADOT Commuter Express, Burbank Bus, Glendale Beeline, Pasadena Transit, and Foothill Transit. The North Hollywood to Pasadena Corridor is currently served by two direct bus routes: Metro Express Line 501 and LADOT Commuter Express Line 549. While these two routes are similar to the Primary Freeway Concept being proposed for this BRT project, many of the key destinations along the corridor are not being served. Thus, transit riders are required to transfer to different lines to reach their final destinations.

After review of existing conditions and identifying the current transportation problem, 10 initial BRT concepts were identified with varying benefits and offering connectivity to different facilities. After an initial screening process and stakeholder input, the initial concepts were narrowed down to the two most promising concepts: the Primary Street Concept and the Primary Freeway Concept. Each primary concept includes alternative route options. Figure 5-1 shows maps of each of these two concepts and their route options.

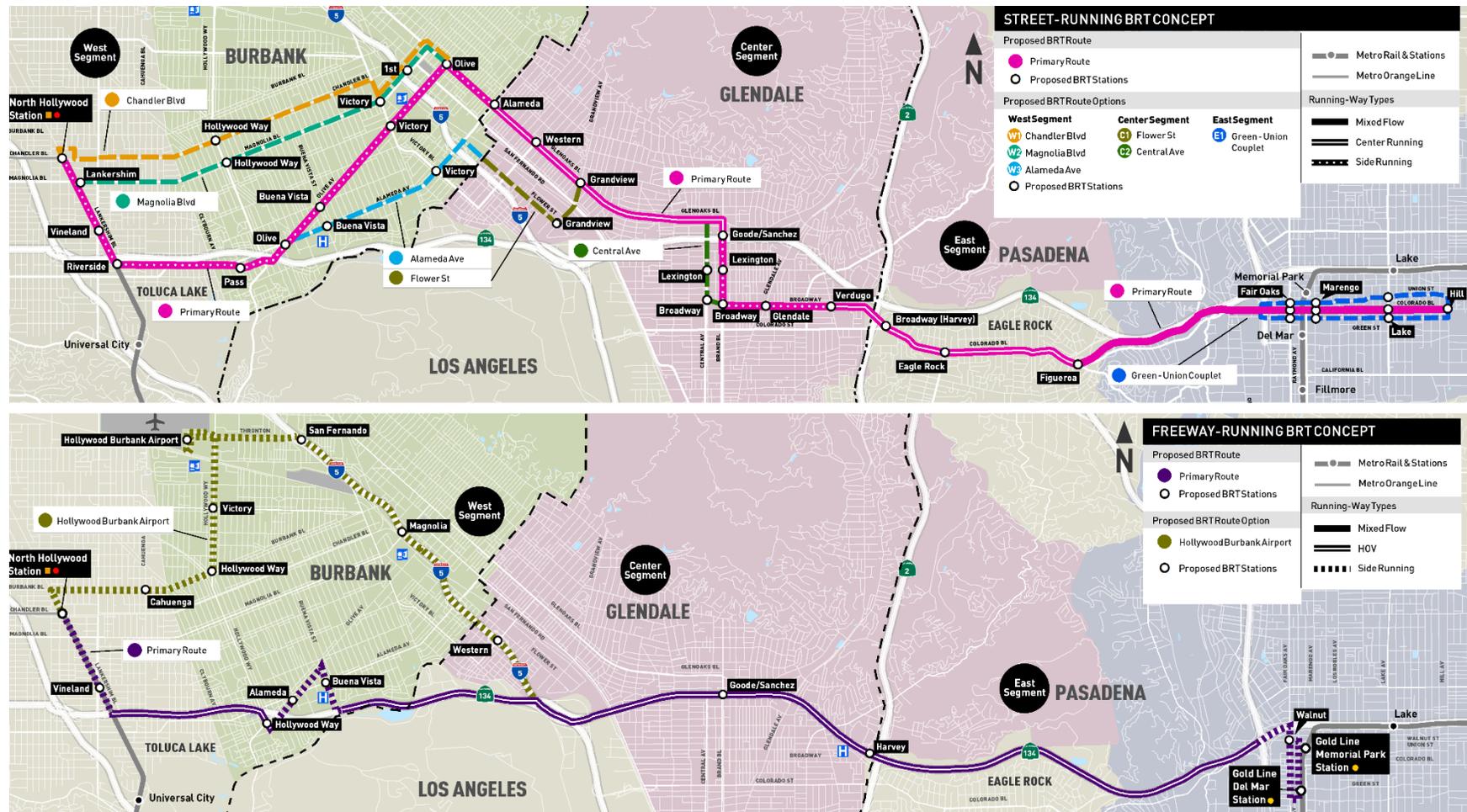


Figure 5-1: North Hollywood to Pasadena Primary Street and Primary Freeway Concepts

The Primary Street Concept runs exclusively on surface streets for approximately 17.3 miles and includes 23 stations. Preliminary plans introduce side-running and center-running dedicated lanes on 44 and 31 percent of the project alignment, respectively. This is roughly equivalent to 12.9 miles of dedicated lanes and 4.4 miles of mixed-flow lanes.

The Primary Freeway Concept runs for approximately 15.7 miles along SR-134 and some short segments of surface streets. This concept would have nine stations and operate primarily on the SR-134 HOV lanes (69 percent of the route). This route would feature BRT-dedicated lanes on surface streets for 14 percent of the alignment.

The Primary Street and Primary Freeway Concepts offer significant improvements in ridership and travel times and are able to attract new transit riders. In the first year of operation in 2022, the daily ridership for the Primary Street and Primary Freeway Concepts are 17,770 and 10,260, respectively. A significant portion, 6,357 for the Primary Street Concept and 4,655 for the Primary Freeway Concept, are new riders who shifted from other modes. The Primary Street Concept performs better in terms of increased ridership and connectivity to activity centers. In contrast, the Primary Freeway Concept provides quicker travel time through the corridor with a peak hour end-to-end travel time of 52 minutes (compared to 77 minutes for the Primary Street Concept). Implementing TSP would save an additional nine minutes in travel time for the Primary Street Concept and three minutes for the Primary Freeway Concept.

## Recommendations

The Primary Street and Primary Freeway Concepts are the most promising options for implementing BRT on the North Hollywood to Pasadena Corridor. Implementing either concept will increase transit use in the corridor and reduce auto trips through better regional connectivity to activity centers, employment sites, neighborhoods, and rail stations. It is recommended that both primary concepts, along with their respective route options, be advanced to the next level of project development for additional study. Any impacts to the project including the potential reduction of on-street parking or vehicular travel lanes should be explored in more detail during environmental review.