



Board Report

File #: 2022-0578, File Type: Project

Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE NOVEMBER 16, 2022

SUBJECT: NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

A. RECEIVING AND FILING:

1. The North San Fernando Valley (NSFV) Transit Corridor environmental study findings per Senate Bill 288 Statutory Exemption requirements; and
2. The outreach summary report for community meetings and stakeholder briefings conducted throughout spring to fall 2022;

B. APPROVING the Proposed Measure M NSFV Bus Rapid Transit (BRT) Network Improvements Project for implementation;

C. APPROVING the finding that the Proposed Project is statutorily exempt from CEQA under Sections 21080.19 and 21080.25(b); and

D. AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk.

ISSUE

The Measure M Expenditure Plan has the NSFV BRT Improvements Project scheduled to begin operations between FY2023 and 2025. To meet the Measure M schedule for implementation, a Proposed Project for the corridor needs to be identified and environmentally cleared.

BACKGROUND

The North San Fernando Valley (NSFV) BRT Improvements Project is a Measure M project with an allocation of \$180 million in Measure M funds. The goal of the project, as stated in the Measure M

ordinance, is to increase east-west connectivity throughout the North San Fernando Valley and the Metro Transit System.

Metro originally planned this project as a new single line Bus Rapid Transit (BRT) system extending from North Hollywood to Chatsworth. The Metro Board approved to initiate a technical study preceding environmental review for this project in March 2017. This technical study, the NSFV BRT Improvements Environmental Framework Report, was completed in September 2017, which established a study area and preliminary BRT concepts for further study.

In May 2018, an Alternatives Analysis (AA) was conducted as part of the Planning and Environmental Study for the North SFV BRT Corridor. Work on the AA included identifying initial BRT concepts, conducting stakeholder briefings and public participation meetings to solicit input, and further developing the alignment options for the project. The AA was completed and received by Planning & Programming Committee in June 2019. It identified a recommended project with design variations for environmental review. The item was forwarded by the Committee to a future Board meeting for consideration and directed staff to conduct additional public outreach in summer 2019.

In October 2019, the Metro Board received the Alternatives Analysis (AA) Study Report (Legistar File #: 2019-0525) and approved additional consideration of the Proposed Project. The Board directed staff to include further evaluation of the Roscoe Blvd alternative as part of the environmental review phase. The Board also noted that additional route options using Roscoe Blvd could also be considered on condition that they provided a connection to California State University, Northridge (CSUN). Additionally, the Board directed staff to coordinate with the agency's NextGen Bus Study on the core goals of enhancing existing bus service, increasing system connectivity in the SFV, and meeting the growing demand for transit in underserved communities.

Since that time, Metro staff has advanced the analysis and screening of the proposed NSFV BRT routes, and ongoing coordination with the NextGen Bus Plan led to the identification of a new project alternative focused on applying BRT network improvements to existing transit lines in the SFV to meet the Measure M goal.

DISCUSSION

Since October 2019, staff has conducted further evaluation of the Proposed Project, including refinements as the project moved towards a different level of environmental review with the new Senate Bill 288 (SB 288), signed into law in September 2020.

In October 2020, the Board approved the NextGen Bus Plan, which included new service plans in SFV. The NextGen Bus Plan was implemented by the end of 2021. Coordination of the Proposed Project with the NextGen Bus Plan led to the concept of incorporating key BRT features to the NextGen Bus Plan key transit lines in the SFV rather than creating a single new BRT project. This project approach is referred to as the NSFV BRT Network Improvements project and is outlined in more detail below.

Project Description

The North San Fernando Valley Transit Corridor Project, as designed in the NSFV BRT Network Improvements Project (Attachment A), is a proposed enhanced bus network that would increase connectivity and provide high-quality bus service and transit infrastructure in North San Fernando Valley communities from Northridge in the northwestern SFV to North Hollywood. The primary corridors to be improved through the BRT Network Improvements include Roscoe Boulevard, Nordhoff Street, and Lankershim Boulevard, with additional improvements planned for Reseda Boulevard, Sherman Way, Vanowen Street and Victory Boulevard.

The BRT Network Improvements is the result of input from extensive community and stakeholder outreach and Metro Board direction following prior studies and completion of an Alternatives Analysis for a single-line BRT project.

The BRT Network Improvements include the following project elements based on key BRT attributes to be funded through Measure M:

BRT Style Service and amenity improvements:

- Improved service frequency daytime weekdays every 10 minutes for the Roscoe Boulevard Line 152 and Nordhoff Street Line 166 (funded through Metro Annual Operating Budget by rearranging service levels on various SFV lines, not Measure M funded)
- New bus shelters at nearly 400 locations throughout the SFV
- Significant bus stop amenities, including larger shelters, more seating, new real time and wayfinding information, and better lighting at five connection points
- New zero emission electric buses for Lines 152 (Roscoe Bl), 162 (Sherman Way), 166 (Nordhoff St) and 240 (Ventura Bl/Reseda Bl)

BRT Style Bus Speed and Reliability Improvements:

- New peak hour only (7-10am, 3-7pm) bus lanes on 11 miles of Roscoe Boulevard between the SR-170 freeway and Topanga Canyon Boulevard
- Transit Signal Priority added for up to seven SFV bus lines (Lines 152 (Roscoe Bl), 162 (Sherman Way), 164 (Victory Bl), 165 (Vanowen St), 166 (Nordhoff St), 224 (Lankershim Bl/San Fernando Rd), and 240 (Ventura Bl/Reseda Bl)
- New bus stop design (bus bulbs) to avoid delays for buses merging in and out of traffic proposed at over 80 stops
- All-door boarding on all bus lines in the San Fernando Valley

The design elements, including the proposed bus lanes and bus bulbs are not expected to cause adverse traffic changes. Traffic analysis was conducted along Roscoe Boulevard where peak-hour bus lanes are being proposed. The analysis showed minimal increases in automobile travel time. Locations where bus bulbs are proposed should see little to no change in traffic operations.

Based on technical analysis and prior community feedback, the BRT Network Improvements is recommended for implementation. The project elements are based on a quick-build approach that can be rolled out quickly within the Measure M budget for the project, with minimal construction impacts. This approach is capable of delivering as much new ridership to the Metro transit network as

a single new BRT line but spreads the benefits much more widely.

Environmental Analysis and Findings

SB 288 provides a new California Environmental Quality Act (CEQA) statutory exemption (SE) for transit prioritization projects which may include transit signal priority, conversion of general-purpose lanes to peak-hour bus-only lanes, and bus stop enhancements on existing public rights-of-way (ROW).

Metro has identified that the proposed project qualifies for exemption under SB 288. Since the BRT Network Improvements project is valued at over \$100 million, preparation of a business case and racial equity analysis and conducting public outreach meetings are required to file for an SE under SB 288.

A project business case was completed to provide the rationale for why the BRT Network Improvements is the best option for investment in the San Fernando Valley as compared to the single BRT line. The business case evaluated the project through four cases to understand the project benefits, feasibility, and costs and impacts of the investment. Specifically, the strategic case demonstrated how the project aligns with Metro's long-range goals. The economic case assessed the project's benefits and costs to individuals and society as a whole. The financial case analyzed the impacts of the investment including the project's capital and resource requirements. The delivery and operations case provided evidence on the feasibility and constructability of the project. The results of the analysis determined that the BRT Network Improvements would achieve more of Metro's strategic goals and maximize Measure M funds by providing improvements to multiple corridors throughout the NSFV and reaching a larger demographic in a shorter timeframe. Therefore, the BRT Network Improvements was determined to be the best option for future investment under all four cases.

A racial equity analysis was completed for the project which analyzed the racial equity impacts of the project and identified communities who would benefit and be burdened by the project. The analysis identified that the project would be implemented in areas that include large populations that identify as Hispanic/Latino, Asian, and Black or African American. Communities of color and low-income communities are also the majority of transit riders, and transit-dependent riders, in the NSFV service area. Metro has identified the NSFV area as an Equity-Focus Community (EFC), based on the recently updated EFC designations. Therefore, these communities will benefit from and be affected by implementation of the project.

Overall, the project is intended to:

- Address equity gaps to communities dependent on transit for day-to-day life
- Provide reliable high-quality bus services; and
- Provide improved connections to the NSFV service area

The project business case and racial equity analyses reports can be found on the Metro website at: [North San Fernando Valley Transit Corridor - LA Metro <https://www.metro.net/projects/north-sfv-brt/>](https://www.metro.net/projects/north-sfv-brt/)

CEQA Determination

The California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et sec.) (Senate Bill [SB] 288 Exemption - added January 1, 2021) establishes statutory exemptions (SE) from its provisions for certain types of projects. Projects that qualify for a statutory exemption are not subject to the requirement to prepare a CEQA document or other project-specific environmental analysis.

The project improvements fall within the exemptions described in Section 21080.25(b) as noted (Attachment B):

- New peak-period bus lanes in segments of Roscoe Boulevard where parking is already restricted-built within the existing public ROW (Section 21080.25(b)(5)).
- An increase in weekday daytime service headway from 15 to 10 minutes for the Roscoe Boulevard and Nordhoff Street corridors-bus lines 152 and 166, respectively (Section 21080.25(b)(5)).
- The installation of transit signal priority on seven NSFV corridors (Section 21080.25(b)(3)).
- The implementation of all-door boarding across the NSFV (Section 21080.25(b)(5)).
- The addition of bus bulbs at key high-usage bus stops - proposed at over 80 locations across the NSFV on corridors such as Lankershim Boulevard, Nordhoff Street, and Reseda Boulevard where bus lanes are not being considered-to reduce bus stop delay and increase space available for bus stop amenities (Section 21080.25(b)(5)).
- The addition of a bus shelter at approximately 400 high-ridership stops on multiple corridors (Section 21080.25(b)(5)).
- The enhancement of bus stops at five key transfer locations in the NSFV, with features such as higher-capacity shelters and static and real-time information signs. Proposed locations are CSUN Transit Center, Reseda/Roscoe, Nordhoff/Lindley, Roscoe/Van Nuys, and Nordhoff/Van Nuys (Section 21080.25(b)(2) and (5)).
- The accelerated implementation of new electric buses on multiple NSFV corridors through the funding of new buses and charging infrastructure (Section 21080.25(b)(5) and (6)).

Given the above, the proposed project meets the definition of a statutorily exempt project and is consistent with the intent of SB288 to accelerate sustainable transportation projects by providing an exemption from CEQA for a targeted set of sustainable transit projects, “active transportation” (walking and biking) projects and projects that expand sustainable mobility.

While the proposed project qualifies for an SE, it does not exempt the project from complying with other laws, such as the California Endangered Species Act. Metro is committed to introducing “Good Neighbor” measures to reduce the impacts of construction, but these measures would not be related to CEQA.

Consistency with Measure M

The BRT Network Improvements will increase system connectivity in the North San Fernando Valley and the Metro Transit System, consistent with the Measure M Ordinance. In addition, the Measure M ordinance identifies this transit capital project as “North San Fernando Valley BRT Improvements”

with a groundbreaking date of FY2019 and an opening date of FY2023-25. The Ordinance does not specify a route for BRT improvements in the North SFV; rather, it includes a footnote (“s”) which state that, “This project will increase system connectivity in the North San Fernando Valley and the Metro Transit System.” The Proposed Project applies BRT attributes such as dedicated bus lanes, transit signal priority, bus bulbs, and all door boarding to existing transit lines to provide a faster, more frequent, and more reliable transit network for the NSFV. The project also addresses customer experience attributes through the purchase of 75 new battery electric buses and approximately 400 new bus shelters plus additional passenger amenities at five key transfer locations. These benefits are larger and more widely spread than those of a single new BRT line.

Stakeholder and Community Outreach

In Summer and Fall 2022, stakeholder and community engagement activities were conducted to gather feedback on the new BRT Network Improvements (Attachment C). Briefings were conducted with elected officials/staff and key stakeholders to provide an overview of the project and the new option, as well as answer questions and gather feedback. Stakeholder roundtable meetings and presentations were conducted with neighborhood councils, community-based organizations, businesses and business groups, and CSUN groups and organizations. Door-to-door outreach to businesses took place along Roscoe, Lankershim, and Reseda to further inform business owners and employees in the project area about the updated project and gather feedback on the BRT Network Improvements. Information on the project and community meetings was distributed via e-blasts, door-to-door flyer distributions, car cards on Metro buses, a post on The Source, and through Metro’s social media accounts (Facebook and Twitter). Two separate mailings were conducted in multiple languages (English, Spanish, and Armenian) to residential and commercial properties (including both owners and tenants) within equity-focused communities in the project area. A dial-in hotline was also provided to ensure those with limited internet availability can be involved. Outreach materials such as the online StoryMap and flyers were also available in all three languages. A total of 96,000 flyers were distributed along the project corridors leading up to the community meetings.

Outreach to existing transit riders was conducted via transit rider intercept interviews at key bus stops with high ridership along Roscoe, Nordhoff, Reseda, and the North Hollywood B Line (Red)/G Line (Orange) station. A questionnaire was also distributed to transit riders within the project area via the Transit App. The questionnaire, available from June 1, 2022 to June 14, 2022, targeted the geographic area within the North Valley and was sent to approximately 12,011 unique devices. A total of 506 completed questionnaires were received (391 in English and 115 in Spanish).

Three community meetings were held (one virtually and two in-person) to provide an update on the project and introduce the BRT Network Improvements to the broader public. The first community meeting was held virtually on Wednesday, June 15, 2022, and project background information and key details regarding the new option was presented, followed by a facilitated question and answer session. The remaining two community meetings were held on Saturday, June 18, 2022, at Panorama High School in Panorama City and Tuesday, June 21, 2022 at the Orchard Conference Center on the CSUN campus in Northridge. These two meetings were conducted in an open house setting with meeting boards and a formal presentation, followed by a facilitated question and answer session. All meetings included Spanish and Armenian interpretation, and materials were made

available in those languages.

As part of the SB 288 statutory exemption process, a virtual community meeting was held on Thursday, September 29, 2022, to present the project business case and racial equity analysis, and to respond to questions and comments received. The same notification process used for the June community meetings was used to publicize this meeting. An overview of the project and the BRT Network Improvements was included in the formal presentation, which was followed by a facilitated question and answer session.

Metro staff coordinated closely with CSUN leadership throughout this process and worked to ensure that students within the project area were aware of project updates and the new BRT Network Improvements and had opportunities to provide feedback. Outreach efforts to CSUN students included staffing a booth at an Associated Students Welcome Week event on Tuesday, August 30, 2022, and distributing a CSUN Transit Questionnaire to understand which elements of the BRT Network Improvements they deemed most important. The questionnaire was provided in both English and Spanish, with a total of 136 questionnaires completed (all were completed in English). Metro staff presented project information at the CSUN Associated Students Leadership in-person meeting on Monday, October 3, 2022, and members of the outreach team will staff an information booth at the CSUN Bikefest event to be held on Sunday, October 23, 2022, to distribute project information and gather feedback.

Questions and comments received throughout this process included: concerns about bus lanes on Nordhoff and the impacts they would have on the surrounding area; whether the new option meets the initial goals of BRT and serves the needs of transit riders; support for increasing service hours and frequency of buses, as well as other project elements; connections to other destinations and transit lines including Metrolink, as well as future Metro projects in the area; and concerns about safety on buses and at bus stops.

EQUITY PLATFORM

The adoption of the BRT Network Improvements approach will allow for increased mobility options, better connections, and improved transit service to benefit Black, Indigenous, and People of Color (BIPOC), lower income, and Equity Focus Communities across the project area in the North San Fernando Valley. The project may result in slight increases in general vehicle traffic but will improve transit customer experience and access to faster, more frequent, and reliable, high-quality transit service. Continued equity-oriented outreach will ensure such tradeoffs are considered by the community; and the ultimate project design will be reflective of and based on community feedback.

Additionally, throughout the project planning and development, community meetings and communications have been targeted to low-income communities along the project corridor, many of which rely on existing bus lines to be improved by this project.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees as implementation of the proposed project will enhance safety with bus lanes and bus bulbs, typically reducing problems

with traffic weaving in and out of curb lanes, while bus bulbs typically enhance pedestrian safety through larger space and narrowed crossing distance at key intersections.

FINANCIAL IMPACT

Funding of \$2.3 million is included in the FY23 budget in Cost Center 4360, Project 471403 (North SFV BRT Corridor) for planning and environmental studies and community outreach. Since this is a multiyear project, the Cost Center Manager and Chief Operations Officer will be responsible for budgeting in future years.

The Adoption of the NSFV BRT Network Improvements as the Proposed Project is based on a project scope matched to the available Measure M dollars allocated for the project (\$180 Million).

Impact to Budget

The funding source for the North San Fernando Valley BRT Corridor project is Measure M 35% Transit Construction. These funds are earmarked for the North San Fernando Valley BRT project and are not eligible for Metro bus and rail operating expenditures.

The bus service frequency improvements would be within Metro's annual allocation of 7 million revenue service hours (as defined in the NextGen Bus Plan) with increased operating speeds from proposed bus lanes, transit signal priority and bus bulbs, as well as adjusted service levels on various lines to accommodate the increased service levels proposed for two bus lines as part of the Proposed Project.

Based on the above plan, the Proposed Project is considered fully funded.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project proposes transit improvements that support the following goals outlined in Metro's Vision 2028 Strategic Plan:

- Provide high-quality mobility options that enable people to spend less time traveling.

Improved service frequency daytime weekdays every 10 minutes for the Roscoe Line 152 and Nordhoff Line 166 will provide faster, more frequent and reliable bus service and better connections to the regional transit network.

- Deliver outstanding trip experiences for all users of the transportation system. Planned enhanced stations and amenities will offer protection from the elements and improve trip experiences for Metro customers.
- Enhance communities and lives through mobility and access to opportunity.
- Serve key destinations and improve travel times through transit priority improvements and enhance communities and lives through mobility and access to opportunity.
- Expand transit access to key educational, employment and healthcare destinations and provide improved service to Metro's larger transit network for EFC.

The proposed project will provide improvements including peak hour bus lanes, transit signal priority,

bus bulbs, new bus shelters, new zero emission buses, improved service frequency, together resulting in a more comfortable, faster, more frequent, and reliability, bus service experience.

ALTERNATIVES CONSIDERED

The Board may decide not to approve the proposed BRT Network Improvements. This is not recommended as this project is included and funded in Measure M. Delaying the approval of the proposed project and environmental clearance would jeopardize the ability to meet the Measure M schedule.

NEXT STEPS

Following approval, staff would begin project implementation activities such as preparing to launch peak period dedicated bus lanes, and higher frequency service on Roscoe Boulevard and preparing partner agreement with City of LA to roll out new bus shelters. Advanced planning for new bus bulbs, signal priority, as well as battery electric buses, associated charging infrastructure, and all door boarding equipment would also quickly commence. These activities will lead to final roll out of the NSFV BRT Network Improvements by Winter 2025.

ATTACHMENTS

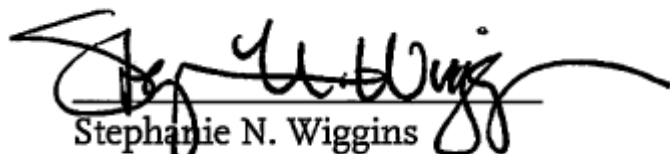
Attachment A - NSFV BRT Network Improvements Project Map

Attachment B - CEQA Statutory Exemption Notice of Exemption

Attachment C - Spring-Fall 2022 Outreach Summary

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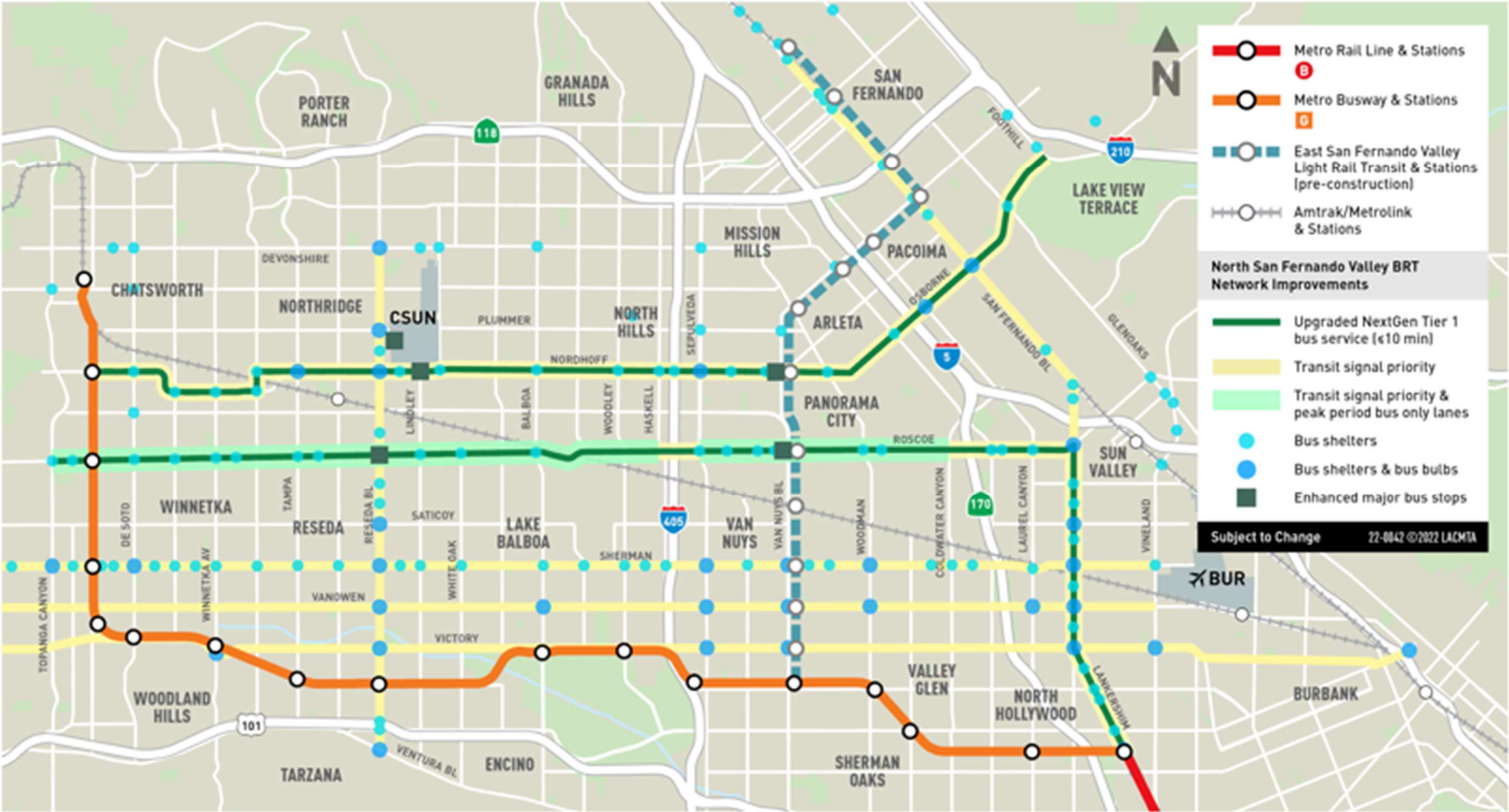
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Stephanie N. Wiggins
Chief Executive Officer

North San Fernando Valley Transit Corridor

BRT Network Improvements



Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: Los Angeles

12400 Imperial Highway

Norwalk, CA 90650

From: (Public Agency): Los Angeles County Metropolitan
Transportation Authority, One Gateway Plaza, Los Angeles
CA 90012

Contact: Tom Kefalas (213) 418-3370

Project Title: North San Fernando Valley Transit Corridor Project

Project Applicant: Los Angeles County Metropolitan Transportation Authority (Metro)

Project Location - Specific: Various streets within the City of Los Angeles, San
Fernando Valley (See Figures 1 and 2 attached)

Project Location - City: Los Angeles

Project Location - County: Los Angeles

Description of Nature, Purpose and Beneficiaries of Project:

The North San Fernando Valley (NSFV) BRT Network Improvements is a Measure M project, with a projected opening date between FY2023 and FY2025. Currently \$180 million in Measure M funds is allocated for this project. The proposed NSFV BRT Network Improvements would enhance existing bus service and increase transit system connectivity in the San Fernando Valley (SFV) by implementing peak period bus lanes in segments of Roscoe Boulevard where parking is already restricted and would be built within existing public right-of-way (ROW), increasing weekday daytime service frequency from 15 to 10 minutes for the Roscoe and Nordhoff corridors (bus lines 152 and 166 respectively), installing transit signal priority on 7 SFV corridors, implementing All-Door Boarding across SFV, adding bus bulbs at key, high usage bus stops at up to 82 locations across SFV on corridors such as Lankershim Boulevard, Nordhoff Street, and Reseda Boulevard where bus lanes are not being considered, to reduce bus stop delay, adding bus shelters at approximately 400 high-ridership stops on multiple corridors, enhancing five key bus stops with features such as higher capacity shelters, and static and real time information, at major boarding locations such as CSUN Transit Center, Reseda/Roscoe, Nordhoff/Lindley, Roscoe/Van Nuys, and Nordhoff/Van Nuys, and accelerating implementation of new electric buses on multiple SFV corridors through funding of new buses and charging infrastructure.

Name of Public Agency Approving Project: Los Angeles County Metropolitan Transportation Authority

Name of Person or Agency Carrying Out Project: Los Angeles County Metropolitan Transportation Authority

Exempt Status: (check one):

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption. State type and section number: _____
- ☒ Statutory Exemptions. State code number: PRC Section 21080.19, Section 21080.25(b)

Reasons why project is exempt:

PRC Section 21080.25(b) exempts from CEQA: (1) Transit lanes (i.e., street design that delineates space within the roadbed as exclusive to transit use); (2) Transit prioritization projects, including signal coordination, timing and phasing modifications, and installation of dedicated transit lanes; (3) Improving wayfinding for transit riders within the public ROW; (4) Designating and converting general-purpose lanes to bus-only lanes during peak congestion hours; (5) Instituting or increasing new BRT, bus, or light rail service on existing public ROWs, including the construction of stations; (7) Constructing or maintaining infrastructure to charge or refuel zero-emissions transit buses (subject to the requirements of subsection (b)(6))

Lead Agency Contact Person: Tom Kefalas **Area Code/Telephone/Extension:** (213) 418-3370

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: _____ **Date:** _____ **Title:** Executive Officer

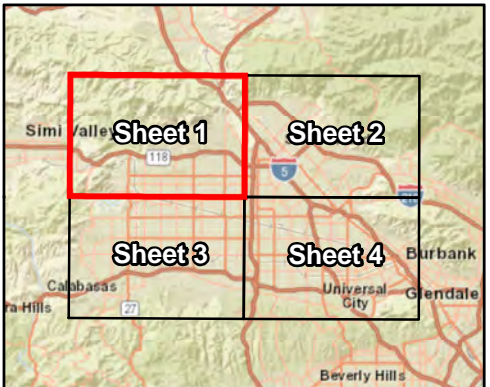
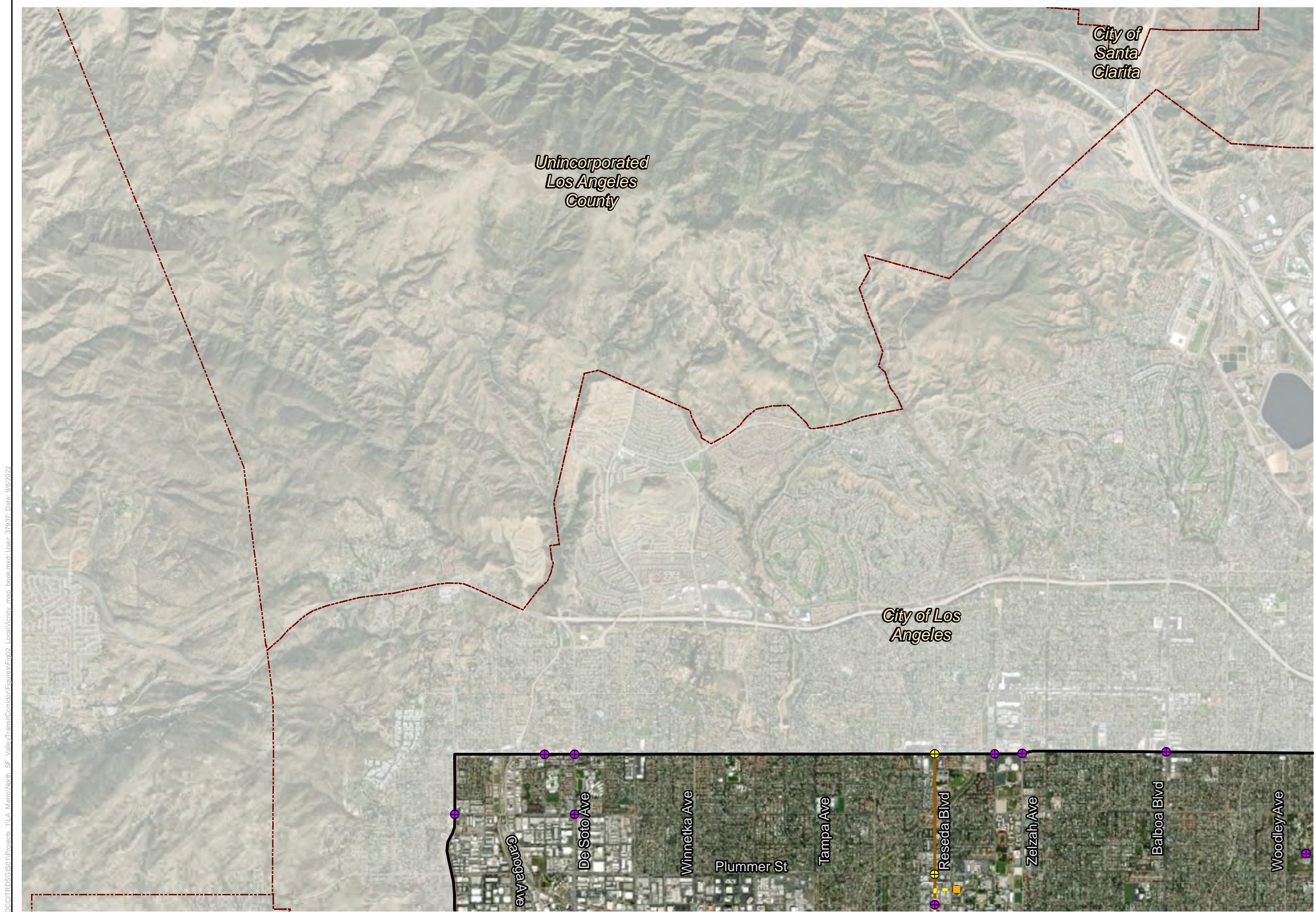
☐ Signed by Lead Agency ☐ Signed by Applicant

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Figure 1
Regional Map

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Legend

- Study_Area
- City Boudary
- Single Line Alt3
- Bus Bulbs
- Network Enhanced Major Bus Stops
- Network Bus Shelters
- Single Line
- Network Tier1 Service
- Network Bus Lanes
- Network Signal Priority

**Figure 2, Sheet 1 of 4
Local Vicinity**

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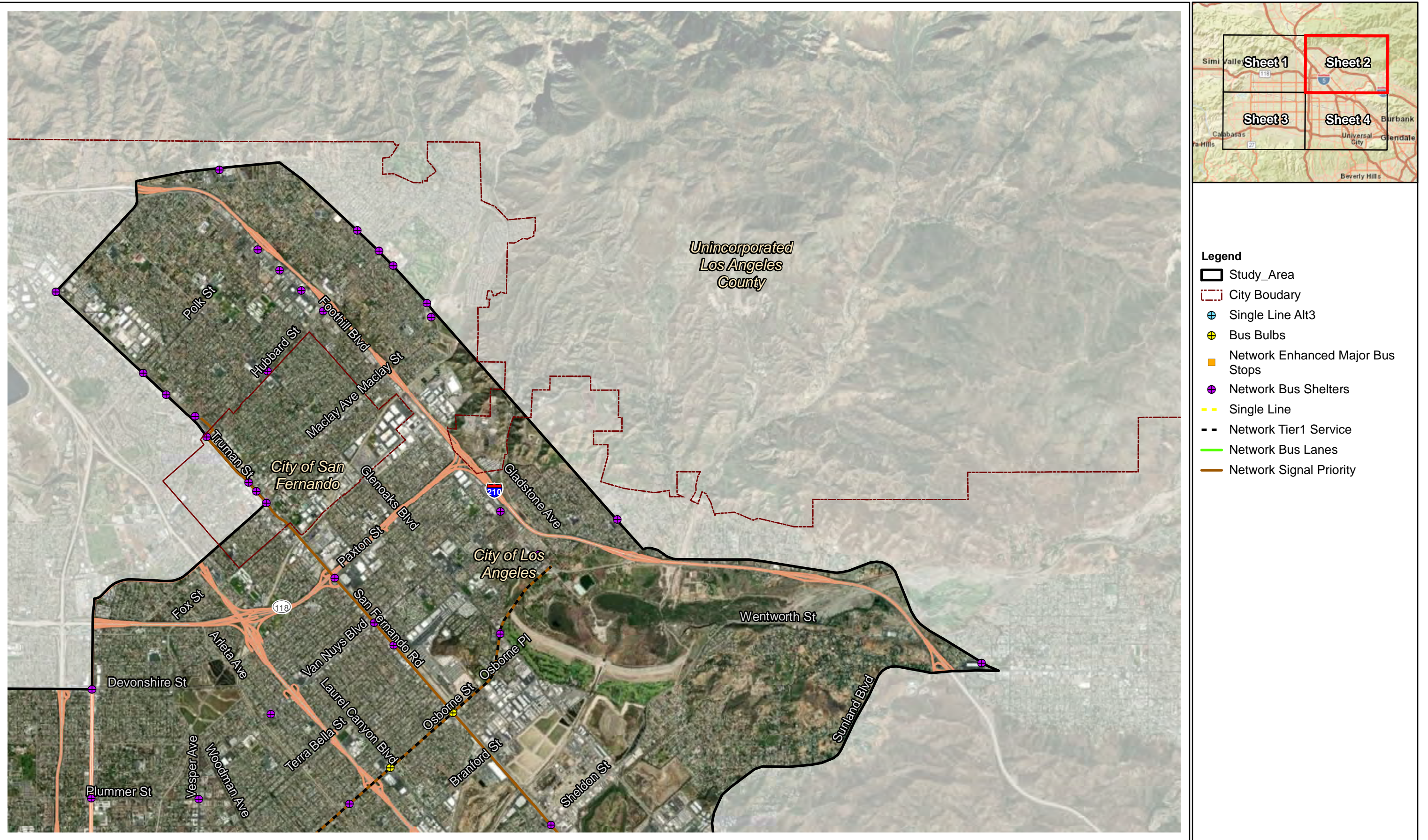
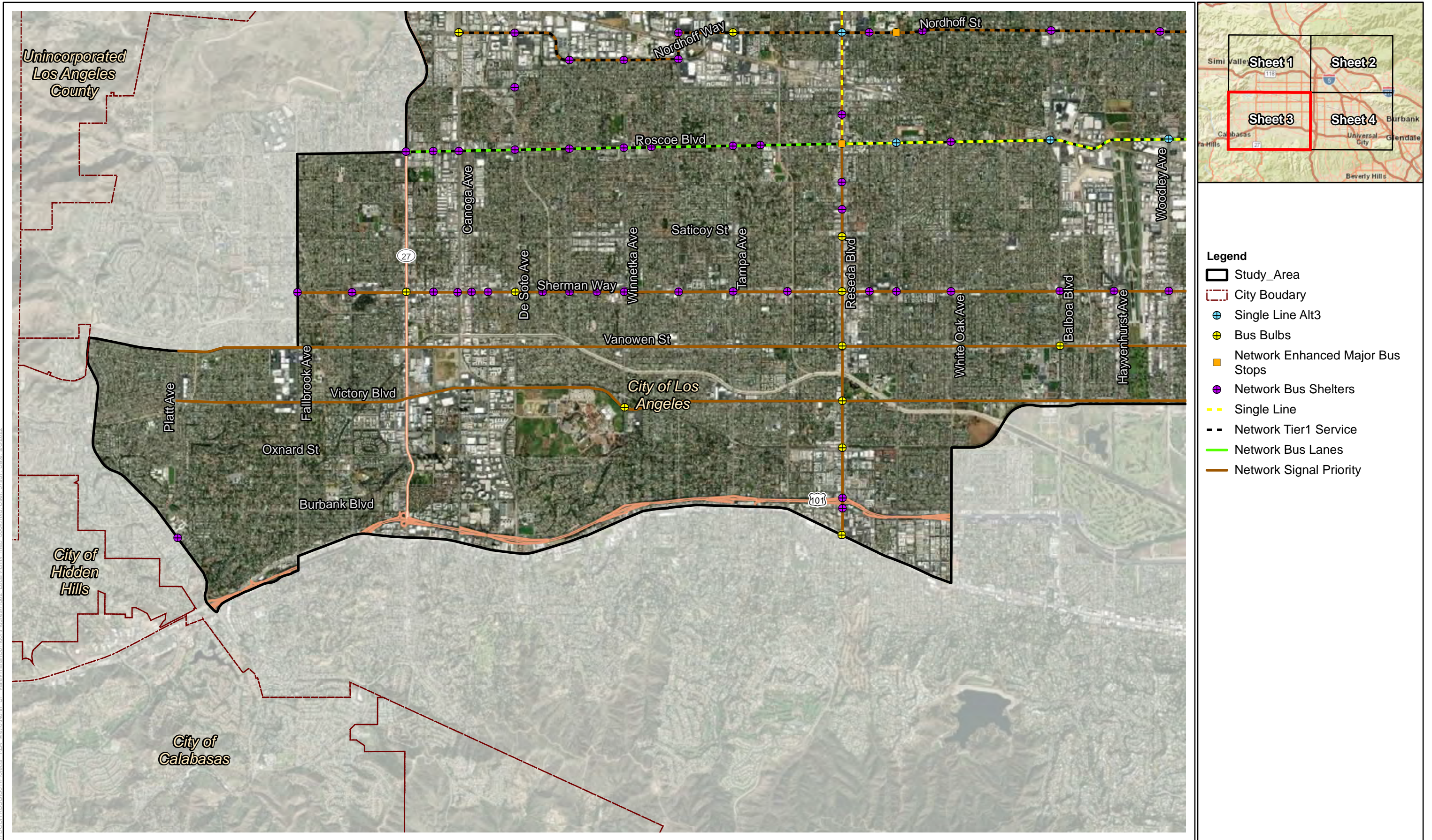


Figure 2, Sheet 2 of 4
Local Vicinity

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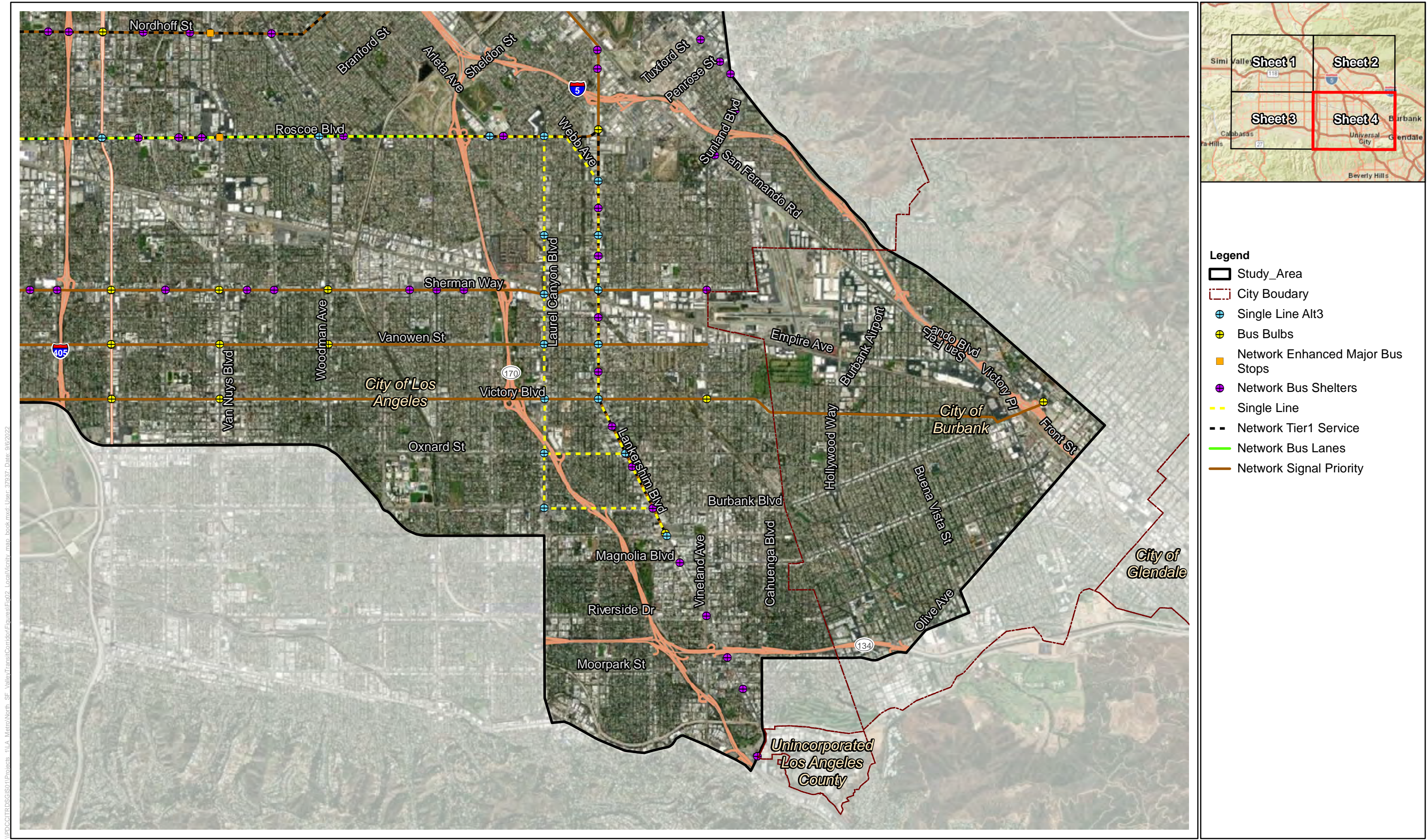


Figure 2, Sheet 4 of 4
Local Vicinity

COMMUNITY ENGAGEMENT

In May 2022, Metro began introducing a new option for the North San Fernando Valley Transit Corridor project, the BRT (Bus Rapid Transit) Network Improvements, which differs from the single line BRT option originally proposed and later studied during the Alternatives Analysis (AA) in 2019. Metro conducted an additional round of public outreach to update the communities within the study area on revisions made to the project and the new BRT Network Improvements approach. These revisions were made in response to the over 4,500 comments received during the prior public engagement period from 2018 to 2020 and Metro Board direction to include a Roscoe Bl option, incorporate the NextGen Bus Plan, and further outreach to diverse communities. In order to present the BRT Network Improvements to the community and solicit feedback, the project team conducted several briefings and presentations with elected officials representing the project area, administration officials representing California State University, Northridge (CSUN), attended coordination meetings with Metro Board Deputies and City staff, and conducted key stakeholder meetings, as well as virtual and in-person community meetings.

This report documents the outreach activities conducted to engage with diverse and seldomly-engaged populations, including conducting transit rider intercept interviews at high ridership locations, engaging transit riders via anonymous questionnaires through the Transit App, and conducting door-to-door business outreach along key corridors including Roscoe Boulevard, Reseda Boulevard and Lankershim Boulevard. Additionally, an online engagement tool was made available using Esri StoryMaps to allow the community to learn more about the project and the BRT Network Improvements through interactive maps and graphics. A project update video was made available to provide background information on the history of the project leading up to the current period.

Additionally, this report documents the outreach activities conducted in coordination with the Senate Bill 288 (SB 288) statutory exemption process, which includes four community meetings from June 2022 through September 2022, at which time the project business case and racial equity analysis were presented at the SB 288 virtual community meeting held on September 29, 2022. The two reports were made available prior to the virtual community meeting and after the meeting for public review. This report documents the notification efforts leading up to the four community meetings and the feedback received throughout the outreach process from June 2022 through October 2022.

Throughout the public engagement effort, the project team gathered overall feedback on the BRT Network Improvements, SB 288 exemption process and any potential revisions to technical aspects. This effort provided multiple opportunities for key stakeholder groups, CSUN students and staff, transit riders, and communities within the North San Fernando Valley to provide feedback on the new approach and environmental review process. Public engagement opportunities were designed to be equitable, transparent, and inclusive, and provided community members with optional virtual and in-person meetings. Meetings occasionally extended beyond their scheduled times to ensure community questions and comments were adequately responded to. Due to the ongoing COVID-19 pandemic and to

ensure that vulnerable populations had adequate opportunities to participate in the community meetings, the first meeting in June and last meeting in September were held virtually to allow the public to attend from the safety of their homes. In addition, both meetings were recorded and made available on the project website along with the meeting presentation materials. Two in-person community meetings were held in settings that allowed for everyone to socially distance both inside and outside, and all attendees were encouraged to wear face coverings.

ENGAGEMENT ACTIVITIES: SPRING 2022 (MAY – AUGUST)

Elected Official and Key Stakeholder Briefings and Presentations

The project team attended several one-on-one meetings with key stakeholders to provide an overview of the project, the new BRT Network Improvements option, project timeline, outreach and engagement, and next steps in the process, as well as gather their feedback. Additionally, the project team briefed Metro Board staff, City staff, and other key elected offices regularly throughout the duration of the Spring 2022 outreach process.

As shown in Table 1, the briefings and presentations included the following key stakeholders:

Table 1. Elected Official and Key Stakeholder Briefings and Presentations

Meeting Date	Organizations
April 7, 2022	CSUN Leadership
May 4, 2022	Metro San Fernando Valley Service Council
May 6, 2022	Metro Board Staff
May 9, 2022	State and Federal Elected Offices
May 10, 2022	Los Angeles City Council Briefing (Council Districts 3, 4, & 12)
May 10, 2022	Valley Industry Commerce Association (VICA) Transportation Committee
May 16, 2022	Los Angeles City Council Briefing (Council District 6)
May 19, 2022	San Fernando Valley Council of Governments (COG) Transportation Committee
June 2, 2022	LADOT Vision Zero Staff
June 16, 2022	Los Angeles City Council Briefing (Council District 7)
June 24, 2022	Galpin Ford Motors
June 27, 2022	New Horizons
July 21, 2022	San Fernando Valley COG Board of Directors
July 22, 2022	Anheuser Busch
August 11, 2022	Valley Alliance of Neighborhood Councils
August 15, 2022	CD 12 “Conversations with Councils” Event

Key Stakeholder Roundtable Meetings

The stakeholder meetings included neighborhood councils, community-based organizations, businesses and business groups, and CSUN groups and organizations.

Roundtable Meetings

Two virtual roundtable meetings were conducted for mobility advocacy groups and neighborhood council leaders. These two meetings were held on weekdays and two meeting times were offered in order to accommodate their schedules. At each meeting, the project team provided an update on the project, timeline, outreach and engagement, and next steps, followed by an opportunity for dialogue and discussion with project staff. Each of the meetings allowed attendees to ask questions and provide feedback on the project and the BRT Network Improvements.

Neighborhood council leaders were notified by email leading up to the scheduled roundtable meetings with a total of six email notices (e-blasts), with an email open rate of approximately 46%. Table 2 provides a list of these meetings.

Table 2. Key Stakeholder Roundtable Meetings

Meeting Date	# of Attendees
Thursday, June 9, 9 AM – 10:00 AM	2
Wednesday, June 22, 11:30 AM – 12:30 PM	3
Total	5

The following key takeaways were received from the roundtable meetings:

- Questions about community and leadership feedback regarding direction to study the BRT Network Improvements.
- Concerns and questions regarding bus bulbs on Nordhoff Street and how vehicles and bicycles would interact with these new features.
- Questions regarding bus shelter design and coordination with the City of Los Angeles.
- Questions regarding outreach and organizations involved in the process.

Community Feedback During Spring Outreach

During the community outreach process leading up to the community meetings in June, additional comments were received via the project email and voicemail. The majority of comments received during that timeframe did not reference support for the project, but generally raised potential concerns and questions regarding the project update.

Key takeaways and individual comments received included:

- Comments expressed the need to increase hours of service and frequency of buses, and add bus priority lanes, queue jumpers, bus shelters and zero emission buses as part of the project.
- Concerns about bus only lanes on Nordhoff St.
- Comments and questions regarding how to learn more about the project and attend the community meetings.
- Concerns that the project no longer meets the initial goals of BRT and doesn't meet the needs of transit riders in the North Valley.
- Questions and comments regarding some of the proposed improvements, including locations of bus bulbs.
- Comments and questions about connections to destinations and other transit lines, including Metrolink, as well as future Metro projects, including Sepulveda Transit Corridor and the East San Fernando Valley Light Rail.
- Concerns about safety on buses and at bus stops.

Transit Rider App Questionnaire and In-person Intercept Interviews

Outreach efforts to existing transit riders were conducted to help ensure that those taking transit within the project area were aware of the updated project and the BRT Network Improvements, and had opportunities to provide feedback. In order to accomplish this, in-person transit rider intercept interviews were conducted at key bus stops with high ridership along Roscoe Boulevard, Nordhoff Street, Reseda Boulevard and the North Hollywood B Line (Red)/G Line (Orange) station.

Additionally, a questionnaire was sent out to transit riders within the project area via the Transit App. The questionnaire was designed to better understand the characteristics of transit riders in the project area and which elements of the BRT Network Improvements they deemed most important. The questionnaire was targeted to the geographic area within the North San Fernando Valley and was sent to approximately 12,011 unique devices. The questionnaire was available from June 1, 2022 – June 14, 2022 in both English and Spanish.

Table 3. Transit Rider Intercepts

Meeting Date/Time	Bus Stop Location
Tuesday, May 31, 2022, 7:00 – 9:00 AM	Nordhoff St and Van Nuys Bl
Wednesday, June 1, 2022, 7:00 – 9:00 AM	Reseda G Line (Orange) Station
Thursday, June 2, 2022, 7:00 – 9:00 AM	Roscoe Bl and Van Nuys Bl
Friday, June 3, 2022, 7:00 – 9:00 AM	Nordhoff St and Lindley Av
Monday, June 6, 2022, 7:00 – 9:00 AM	Roscoe Bl and Reseda Bl
Tuesday, June 7, 2022, 7:00 – 9:00 AM	NoHo B Line (Red)/G Line (Orange) Station

The following key takeaways were received from the transit rider intercept interviews:

- Majority of transit riders interviewed did not know about the project, but were generally supportive.
- Questions raised about the possibility of introducing light rail.
- Questions raised regarding frequency of service and additional hours of service.

Figure 1. Transit Rider Intercepts



Reseda G Line (Orange) Station

Roscoe Bl and Van Nuys Bl



Roscoe Bl and Reseda Bl



Roscoe Bl and Van Nuys Bl

Table 4. Transit App Questionnaire

Transit App Questionnaire Targeted Audience	# of Completed Surveys
English Questionnaire	391
Spanish Questionnaire	115
Total Completed Questionnaires	506

The following key takeaways were received from the Transit App surveys:

- The top bus improvement benefits ranked by transit riders were: increased frequency of service; more reliable on-time buses; and shorter travel times from bus lanes and transit signal priority.
- The majority of respondents indicated they often experience delays due to traffic congestion.
- The majority of respondents indicated having a faster, more reliable trip time would encourage them to use the bus more.
- The majority of respondents ride Metro five or more days per week.
- Over half of respondents earn less than \$25,000 annually.

Door-to-Door Outreach to Businesses

Outreach to businesses along Roscoe Boulevard, Lankershim Boulevard and Reseda Boulevard was conducted to further inform business owners and employees in the project area about the updated project and capture their feedback on the BRT Network Improvements. Door-to-door outreach was conducted along Roscoe Boulevard between Haskell Avenue and Lennox Avenue, Lankershim Boulevard between Tuxford Street and Chandler Boulevard, and Reseda Boulevard between Nordhoff Street and Oxnard Street. Flyers providing project background information, the BRT Network Improvements, and contact information for the project were distributed to these businesses.

Table 5. Door-to-Door Outreach to Businesses

Date/Time	Location	# of Businesses Contacted*
Monday, June 6, 2022, 9:00 AM – 2:00 PM	Roscoe Boulevard	103
Tuesday, June 7, 2022, 9:00 AM – 3:00 PM	Lankershim Boulevard	121
Wednesday, June 8, 2022, 9:00 AM – 12:00 PM	Reseda Boulevard	56
Total Businesses Contacted		280

*Open businesses that were contacted by project team members and provided with project information.

The following key takeaways were received from the door-to-door business outreach conducted:

- Majority of businesses contacted did not know about the project, but were generally supportive of the project overall.
- Many employees identified themselves as transit riders and expressed excitement about an increase in frequency and reliable service.
- Some businesses expressed concern about increased bus shelters and potential loitering outside of businesses.

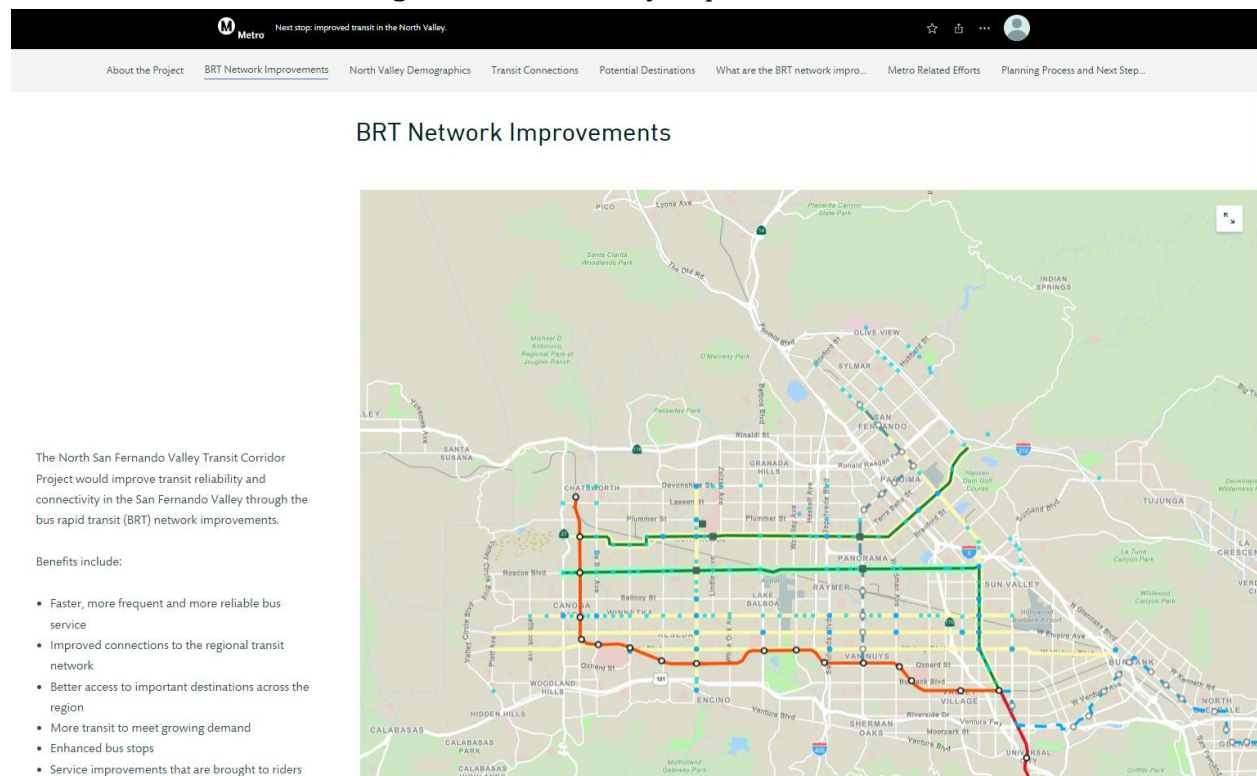
June 2022 Community Meetings

A total of three community meetings were held (one virtually and two in-person) to provide an update on the project and introduce the BRT Network Improvements. The first community meeting was held virtually on Wednesday, June 15, 2022 and presented background information on the project and key details regarding the BRT Network Improvements, before facilitating a question and answer (Q&A) session responding to

questions and comments received during the meeting. The other two community meetings were held on Saturday, June 18, 2022 at Panorama High School in Panorama City and on Tuesday, June 21, 2022 at the Orchard Conference Center on the CSUN campus, and provided an open house setting with meeting boards and a formal presentation about the project, followed by a facilitated Q&A session, where project team members responded to questions and comments received. The intent of these meetings was not only to provide updates to the community on the project and the BRT Network Improvements, but to solicit public feedback and respond to any questions and/or concerns. All meeting dates were chosen to provide opportunities for the public to attend at different times of the day during the week and on the weekend to accommodate the community's various schedules. All meetings included Spanish and Armenian interpretation, and all materials were made available in Spanish and Armenian.

An online StoryMap was developed and made available as part of the notification process for the community meetings. The StoryMap provided background information on the project, details on the BRT Network Improvements, and interactive maps highlighting the improvements and connections to local and regional transit and destinations in the North San Fernando Valley. The online StoryMap was made available in English, Spanish and Armenian. Figure 2 provides a screenshot of the StoryMap, which launched on May 27, 2022 and was included as a dedicated virtual link in notices to the public. This format continued to support Metro's goal of providing a safe and equitable environment for all participants during the ongoing COVID-19 pandemic.

Figure 2. Online StoryMap Presentation



NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR PROJECT SPRING – FALL 2022 OUTREACH REPORT


Próxima parada: Mejora del transporte público en North SV

[Sobre el proyecto](#)
[Mejoras de la red de autobuses...](#)
[Datos demográficos de North Va...](#)
[Conexiones del transporte públ...](#)
[Destinos posibles](#)
[¿Cuáles son las mejoras de la ...](#)
[Otros esfuerzos de Metro](#)
[Proceso de planificación y pró...](#)

Mejoras de la red de autobuses de tránsito rápido

El proyecto del corredor de transporte público del norte del Valle de San Fernando mejorará la fiabilidad y la conectividad del transporte público en el Valle de San Fernando a través de las mejoras de la red de autobuses de tránsito rápido

Los beneficios incluyen:

- Un servicio de autobús más rápido, más frecuente y más confiable
- Mejores conexiones con la red de transporte público regional
- Más acceso a destinos importantes en toda la región




“Rápido y confiable” para mejorar la fiabilidad del transporte público en North Valley-met.

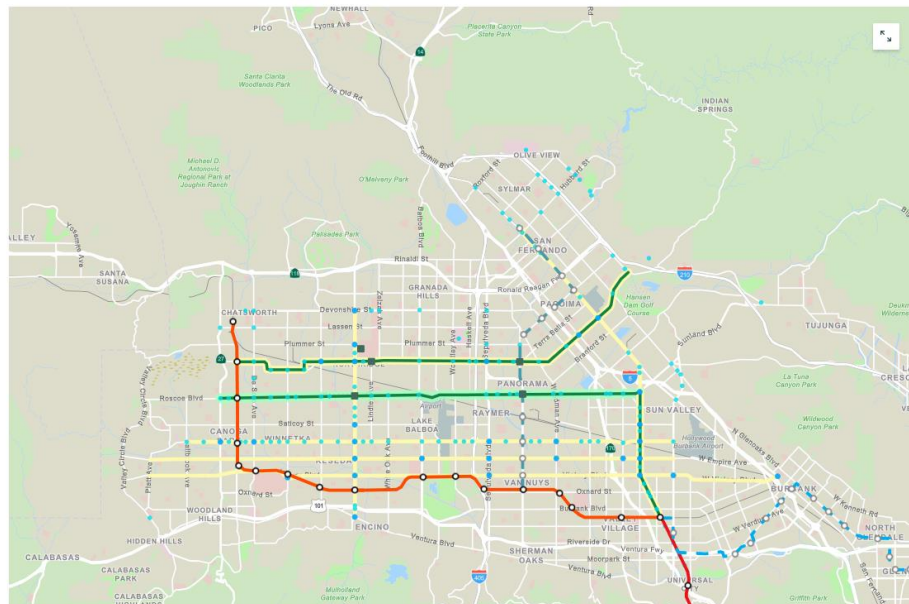
[Նախագիծ մասին](#)
[BRT Ցանցի բարելավումները](#)
[North Valley-ի ժողովուրդագրություն...](#)
[Փոխադրումների կապակցումները](#)
[Հնարավոր վերջնակետերը](#)
[Որո՞նք են BRT Ցանցի բարելավում...](#)
[Metro-ի հետ կապված ջանքերը](#)

BRT Ցանցի բարելավումները

North San Fernando Valley-ի Փոխադրումների միջանցիկ Նախագիծը կբարելավի փոխադրման հուսալիությունը և կապակցումը San Fernando Valley-ում՝ ավտոբուսային արագ փոխադրման (bus rapid transit, BRT) ցանցի բարելավումների միջոցով:

Նպատակները ներառում են՝

- Ավելի արագ, ավելի հաճախակի և ավելի վստահելի ավտոբուսային ծառայություն
- Ավելի շատ կապակցում շրջանային փոխադրումների ցանցի հետ
- Ավելի լավ հասանելիություն ղեպի տարածաշրջանի կարևորագույն նպատակակետեր



Community Meeting Notices

Noticing of the community meetings to project stakeholders was accomplished via emails (e-blasts), direct mailing to targeted equity-focused corridors, door-to-door flyer distributions, car cards on Metro buses, a notification on Metro’s “The Source” and through Metro’s social media accounts (Facebook and Twitter). A total of five e-blasts were sent notifying the public about the community meetings to a total of 2,851 individual email addresses, with an average email open rate of approximately 36%. Additionally, an e-blast was sent following the conclusion of the community meeting series thanking those who participated, and providing guidance on where to find the meeting materials presented, how to access the project StoryMap and the meeting recording, and a discussion on next steps. All e-blast notifications were distributed in English, Spanish and Armenian. A total of 96,000 flyers in English, Spanish and Armenian were distributed along the BRT Network Improvement corridors leading up to the community meetings (see Figure 3). Additionally, a direct mailing in English, Spanish and Armenian was distributed to 37,366 residential and commercial properties (including both owners and tenants) located in the project area’s equity-focused communities (see Figure 4).

Figure 3. Door-to-Door Flyer Distribution Map

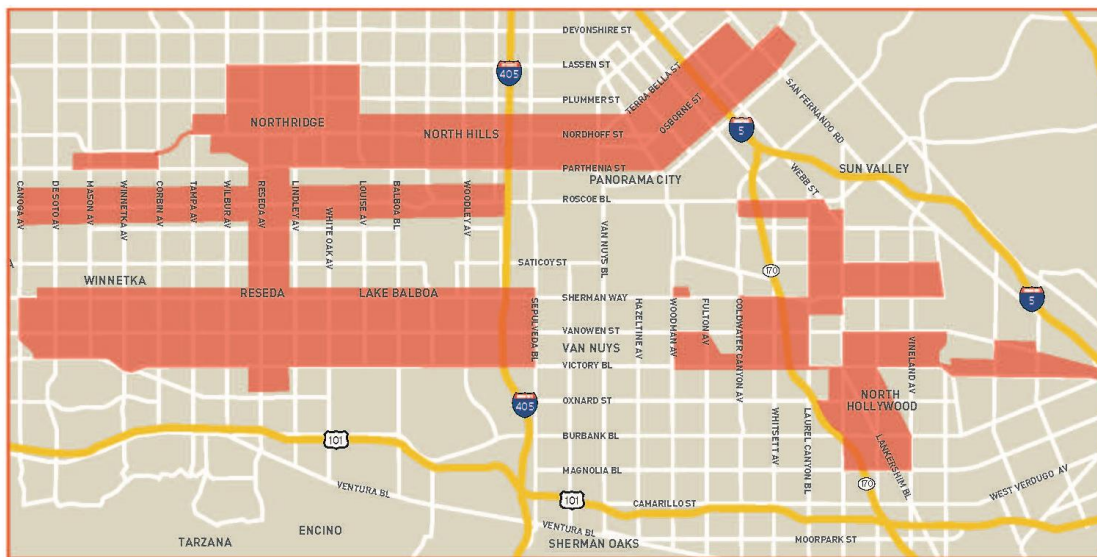


Figure 4. Direct Mailing Distribution Map

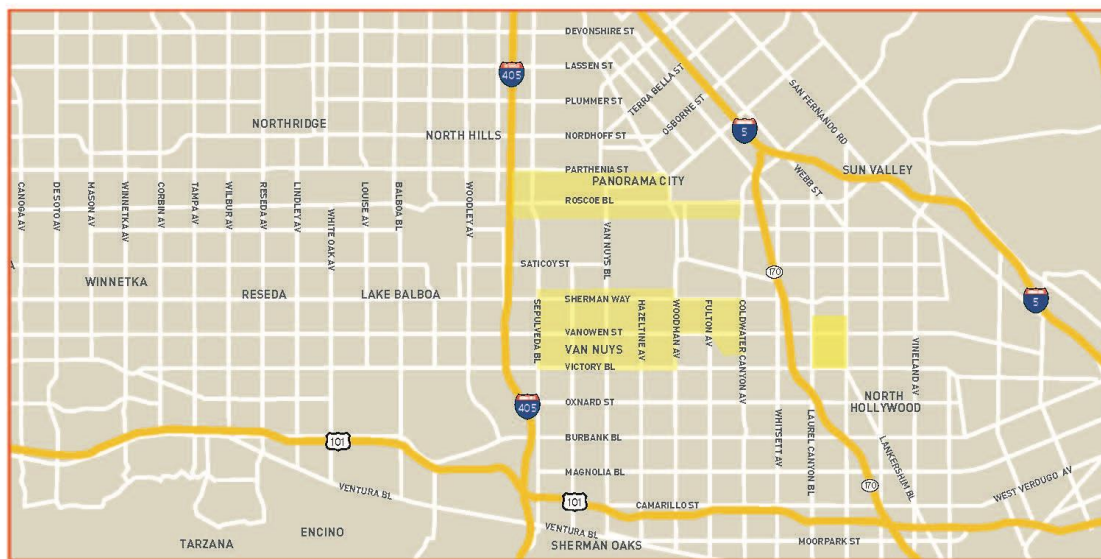


Table 6. Community Meetings

Meeting Date/Time	Location	# of Attendees	# of Comment Cards	# Written Questions/Comments
June 15, 2022, 11:00 AM – 1:00 PM*	Virtual via Zoom	67	N/A	77
June 18, 2022, 10:00 – 11:30 AM	Panorama High School	11	2	5
June 21, 2022, 6:00 – 7:30 PM	Orchard Conference Center, CSUN	41	3	19
Total Comments			5	101

*The virtual meeting time was extended 30 minutes to accommodate responding to questions received.

Community Meeting Format and Materials

The format of the virtual community consisted of a PowerPoint presentation given by the project team followed by a facilitated question and answer session directly after the presentation. To allow for sufficient time to respond to questions and concerns, attendees were asked to submit them via the Zoom Q&A function or via a dedicated text message line. All comments and questions were documented during the meeting, but only responded to following the presentation.

The format of the two in-person community meetings began with meeting boards displayed in an open house setting with project team members available at each station to respond directly to questions and comments from attendees. Following the brief open house, the same PowerPoint presentation used at the virtual meeting was given by the project team followed by a facilitated question and answer session. Attendees were directed to write their questions on speaker cards provided at the sign-in station, as well as before and after the presentation. Upon conclusion of the question and answer session, the open house resumed and attendees were able to discuss their questions and comments directly with project team members.

The PowerPoint presentation provided information on the project background, details of the BRT Network Improvements, outreach conducted to-date, and next steps in the process. In addition to simultaneous Spanish and Armenian interpretation during all three meetings, a copy of all meeting materials was made available in Spanish and Armenian.

Meeting Comments

The majority of the comments and questions received at the community meetings were supportive of the project overall, but expressed concerns or questions regarding specific aspects of the BRT Network Improvements. The community meetings were designed to respond to clarifying questions and many of the questions and comments received were regarding individual aspects of the project.

The following key takeaways and individual comments were received from the community meetings:

- Questions raised regarding ridership projections and daily ridership numbers on the project corridors after BRT Network Improvements implementation.
- Questions raised about potential loss of travel and parking lanes on Nordhoff St.
- Questions raised about including bus only lanes on Nordhoff St and Roscoe Bl.
- Questions and concerns regarding bus bulbs, how they will be implemented, the dimensions of the bus bulbs and how they will interact with vehicles and cyclists.
- Questions and concerns regarding current safety on buses and at bus stops, and how safety will be addressed with implementation of this project.
- Questions regarding inclusion of bicycle infrastructure and bicycle lanes with this project.
- Questions regarding funding for the project compared to the single line BRT, and opportunities for additional improvements.
- Concerns regarding traffic from implementation of this project and how traffic congestion may be mitigated.
- Questions regarding outreach conducted and inclusion of CSUN students during the process.

- Questions regarding specific bus stops, which bus stops will receive amenity improvements, and how the proposed bus shelters will be implemented.
- Questions regarding transit signal priority and how vehicles and buses will interact.
- Questions regarding the proposed zero emission buses and how they will be charged and implemented.
- Questions and concerns about bus frequency and increased service in the North San Fernando Valley. Comments to consider increases to overall frequency, reliability and hours of service.

ENGAGEMENT ACTIVITIES (FALL 2022)

Table

Key Stakeholder Briefings and Presentations

The project team attended one-on-one meetings with key stakeholders to provide an overview of the project, the BRT Network Improvements option, SB 288 process, outreach and engagement, and next steps, as well as gather their feedback.

As shown in Table 7, the briefings and presentations included the following key stakeholders:

Table 7. Key Stakeholder Briefings and Presentations

Meeting Date	Organizations
October 3, 2022	CSUN Leadership
October 17, 2022	Joaquin Miller High School Site Visit
October 20, 2022	Roscoe Boulevard and Nordhoff Street Schools
October 20, 2022	San Fernando Valley Council of Governments
October 25, 2022	Cleveland High School Site Visit
October 26, 2022	Winnetka Elementary School Site Visit
October 26, 2022	Vista Middle School Site Visit

Outreach to CSUN Students

Outreach efforts to CSUN students were conducted at the Associated Students Welcome Week on August 30, 2022 to help ensure that students within the project area were aware of the project and the BRT Network Improvements, and had opportunities to provide feedback. In order to accomplish this, a booth was set up at the event with project boards and materials to showcase the improvements in the North San Fernando Valley. Students were asked to complete a survey by scanning a QR code from a project flyer.

The questionnaire was designed to better understand the characteristics of students in the project area and which elements of the BRT Network Improvements they deemed most important. One questionnaire in both English and Spanish was made available.

Table 8. CSUN Transit Questionnaire

CSUN Transit Questionnaire to Targeted Audience	# of Completed Surveys
English Questionnaire	136
Spanish Questionnaire	0
Total Completed Questionnaires	136

The following key takeaways were received from CSUN transit questionnaires:

- The top bus improvement benefits ranked by CSUN transit riders were: (1) more reliable on-time buses; (2) shorter travel times from bus lanes and transit signal priority; and (3) increased frequency of service. Over half of the respondents indicated they always or usually experience delays due to traffic congestion.
- The majority of respondents indicated having a faster, more reliable trip time would encourage them to use the bus more.
- The majority of respondents ride Metro less than 1 day per week, and about 25% of respondents indicated riding the bus 3-4 days per week or 5 or more days per week.
- Over half indicated their preferred mode of transportation was by car and over half either own or had access to a car.
- The most frequently used bus lines were the 166, 240 and the G line (Orange).
- One third of respondents indicated they had mobility difficulties.

Additionally, the project team presented to the CSUN Associated Students Leadership on October 3, 2022 to provide an update on the project, the SB 288 process and understand additional opportunities to engage with CSUN students during Fall 2022. The project team also plans on attending CSUN's Bikefest on Sunday, October 23, 2022 with a booth and project information to further engage with CSUN students and the community.

Community Feedback During Fall Outreach

During the community outreach process leading up to the SB 288 virtual community meeting in September, additional comments were received via the project email and voicemail. Some comments received during that timeframe did reference support for the project, but generally raised potential concerns and questions regarding the project update.

Key takeaways and individual comments received included:

- Concerns about bus only lanes on Nordhoff St.
- Comments and questions regarding how to learn more about the project and attend the community meetings.
- Comments regarding how the proposed project does not meet the initial goals of the original BRT single line or the needs of transit riders in the North San Fernando Valley.
- Comments and questions regarding the proposed bus only lanes on Roscoe Bl and how that might affect current travel lanes.
- Questions about inclusion of bike lanes or bike infrastructure as part of the project.
- Questions and comments regarding some of the proposed improvements, including where bus bulbs would be located.
- Comments and questions about connections to destinations and other transit opportunities, such as light rail and extending the Roscoe Bl bus line.

September 2022 SB 288 Virtual Community Meeting

A virtual community meeting was held to provide information on the SB 288 exemption process, findings from the project business case and racial equity analysis and information on the BRT Network Improvements. The community meeting was held virtually via Zoom on Thursday, September 29, 2022 and presented background information on the project, the SB 288 exemption process and key details regarding the performance of the BRT Network Improvements under the project business case and racial equity analysis. A question and answer (Q&A) session followed the presentation. The meeting included Spanish interpretation, and all materials were made available in Spanish.

The online StoryMap developed in May 2022 was updated to include information on the SB 288 process, access to the reports and updated maps to reflect the latest version of the BRT Network Improvements. The online StoryMap was made available as part of the notification process for the community meeting. The StoryMap provided background information on the project, SB 288 exemption process and reports, details on the BRT Network Improvements, and interactive maps highlighting the improvements and connections to local and regional transit and destinations in the North San Fernando Valley. The online StoryMap was made available in English, Spanish and Armenian. This format continued to support Metro's goal of providing a safe and equitable environment for all participants during the ongoing COVID-19 pandemic.

Community Meeting Notices

Noticing of the community meeting to project stakeholders was accomplished via emails (e-blasts), direct mailing to targeted equity-focused corridors, door-to-door flyer distributions, a notification on Metro's "The Source" and through Metro's Facebook account. A total of four e-blasts were sent notifying the public about the community

meetings to a total of 2,865 individual email addresses, with an average email open rate of approximately 33%. Additionally, an e-blast was sent following the conclusion of the community meeting thanking those who participated, and providing guidance on where to find the meeting materials presented, how to access the project StoryMap, SB 288 reports and the meeting recording, and information on next steps. All e-blast notifications were distributed in English, Spanish and Armenian. A total of 96,000 flyers in English, Spanish and Armenian were distributed along the BRT Network Improvement corridors leading up to the community meeting (see Figure 5). A direct mailing in English, Spanish and Armenian was distributed to 37,366 residential and commercial properties (including both owners and tenants) within the equity-focused communities in the project area (see Figure 6). Additionally, flyers were dropped off at 38 locations within the corridor targeting locations that are open to the public or familiar within the community, including schools, community centers, libraries and recreation centers.

Figure 5. Door-to-Door Flyer Distribution Map

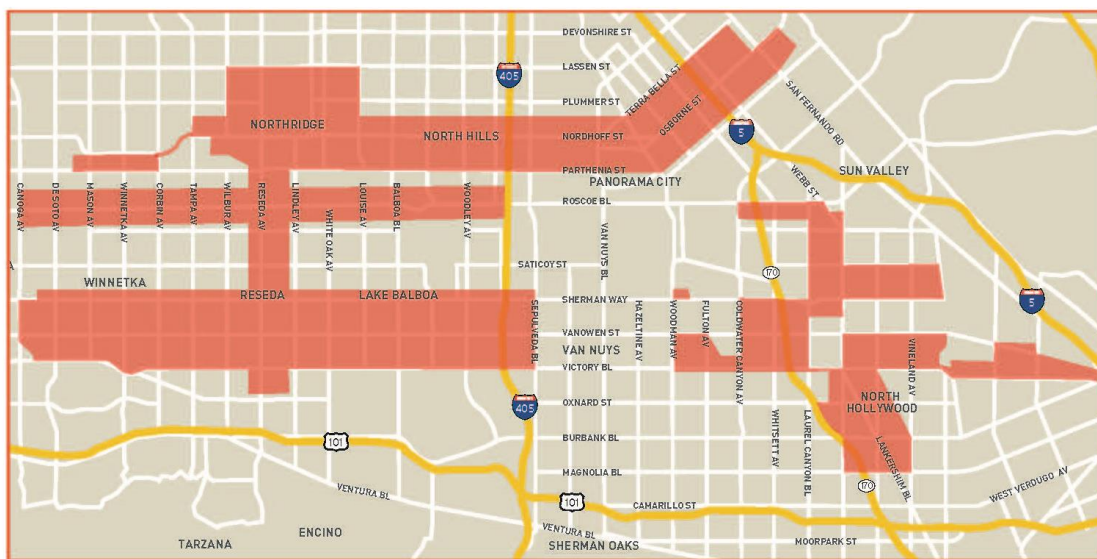


Figure 6. Direct Mailing Distribution Map

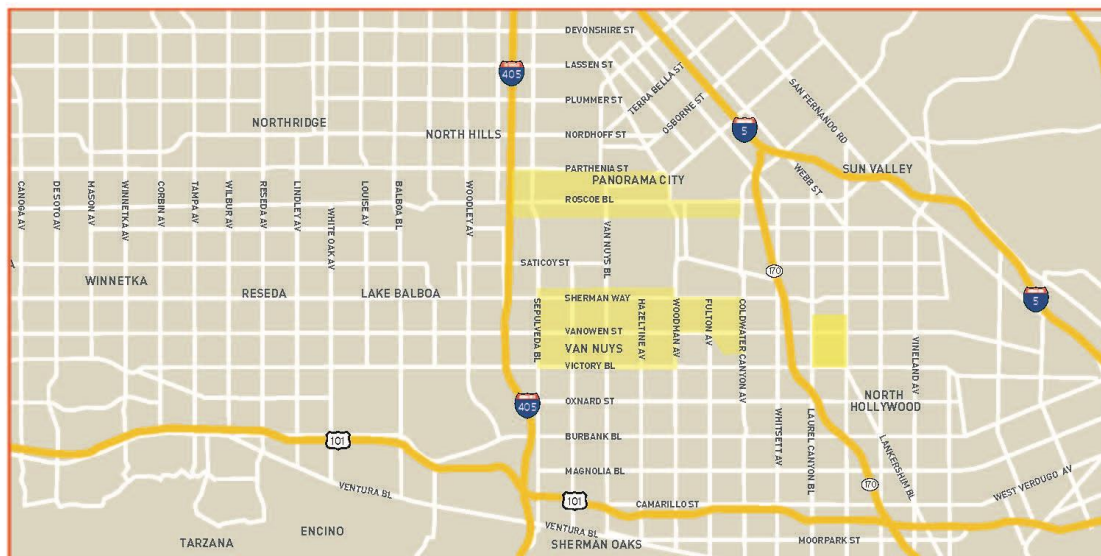


Table 9. September Community Meeting

Meeting Date/Time	Location	# of Attendees	# Written Questions/Comments
September 29, 2022, 6:00 – 8:00 PM	Virtual via Zoom	71	84

Community Meeting Format and Materials

The format of the virtual community meeting consisted of a PowerPoint presentation given by the project team followed by a facilitated question and answer session directly after the presentation. To allow for sufficient time to respond to questions and concerns, attendees were asked to submit questions via the Zoom Q&A function or via a dedicated text message line. All comments and questions were documented during the meeting, but only questions were responded to following the presentation.

During the PowerPoint presentation, information was provided on the project background, the SB 288 exemption process, how the BRT Network Improvements performed in the project business case and racial equity analysis reports, outreach conducted to-date, and

next steps in the process. In addition to simultaneous Spanish interpretation during the community meeting, a copy of all meeting materials was made available in Spanish.

Meeting Comments

The majority of the comments and questions received at the community meeting were supportive of the project overall, but expressed concerns or questions regarding specific aspects of the BRT Network Improvements. The community meeting was designed to respond to clarifying questions and many of the questions and comments received were regarding individual aspects of the project.

The following key takeaways and individual comments were received from this meeting:

- Questions raised regarding ridership projections and daily ridership numbers on project corridors after BRT Network Improvements implementation.
- Questions and comments raised about potential loss of travel or parking lanes on Nordhoff St.
- Questions and comments raised about the project increasing traffic congestion on Nordhoff St.
- Clarifying questions raised about bus only lanes on Nordhoff St.
- Questions and concerns regarding bus bulbs, how they will be implemented, the dimensions of the bus bulbs, and how they will interact with existing lanes, vehicles and cyclists.
- Questions and concerns regarding current safety on buses and at bus stops, bus operator safety, and how safety will be addressed with implementation of this project.
- Questions and concerns regarding unhoused individuals and how the project may help address concerns during implementation.
- Questions regarding inclusion of bicycle infrastructure and bicycle lanes with this project.
- Concerns regarding traffic from implementation of this project and how traffic congestion may be mitigated.
- Questions regarding outreach conducted and inclusion of schools on Nordhoff St and Roscoe Bl during the process.
- Questions regarding bus stops, which bus stops will receive amenity improvements, and how the proposed bus shelters will be implemented.
- Questions regarding specific bus lines, access to bus lines and their current status of service.
- Questions regarding transit signal priority and how vehicles and buses will interact.
- Questions regarding funding for continued operations and maintenance after the project is implemented.
- General questions regarding bus fares and bus rider information.

Next stop: a new way to travel in the North Valley.

NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR

North SFV Transit Corridor Project
Legistar file #: 2022-0578

November 16, 2022



Metro



Recommended Board Actions

Consider:

- > RECEIVING 1) the North San Fernando Valley (NSFV) Transit Corridor environmental study findings per Senate Bill 288 Statutory Exemption requirements; and 2) the outreach summary report for community and stakeholder engagement conducted throughout summer and fall 2022
- > APPROVING the Proposed Measure M NSFV Bus Rapid Transit (BRT) Network Improvements Option for implementation
- > APPROVING the finding that the Proposed Project is statutorily exempt from CEQA under Sections 21080.19 and 21080.25(b); and
- > AUTHORIZING the Chief Executive Officer to file a CEQA Notice of Exemption (NOE) for the Project with the Los Angeles County Clerk

Project Background

- > 2016 – Measure M Project
 - Description: North San Fernando Valley BRT Improvements
 - \$180 million in Measure M Funds and opening in 2025
- > 2019 – Completed Alternatives Analysis (AA)
 - Include Roscoe Bl & NextGen in the study of alternatives
 - Nearly 4,400 comments received
 - Based on comments received on AA and coordination with NextGen, a new proposed BRT Network Improvements option identified
- > 2019-2022 – Environmental Review and Community Outreach
 - Additional technical analysis and community outreach of proposed project
 - Overall support for BRT Network Improvements
 - Explanation of key project elements needed (e.g. bus bulbs, zero-emission buses, bus priority lanes)
 - Completed Project Business Case and Racial Equity Analysis for Senate Bill 288 CEQA Statutory Exemption

Proposed BRT Project Elements



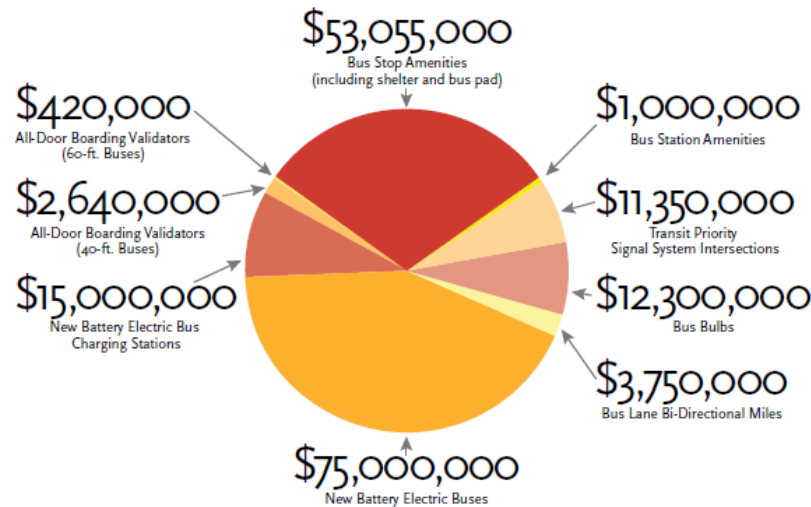
Transit
Signal
Priority



Enhanced
Stops with
Branding



Electric Buses with
All-Door Boarding



Bus Shelters

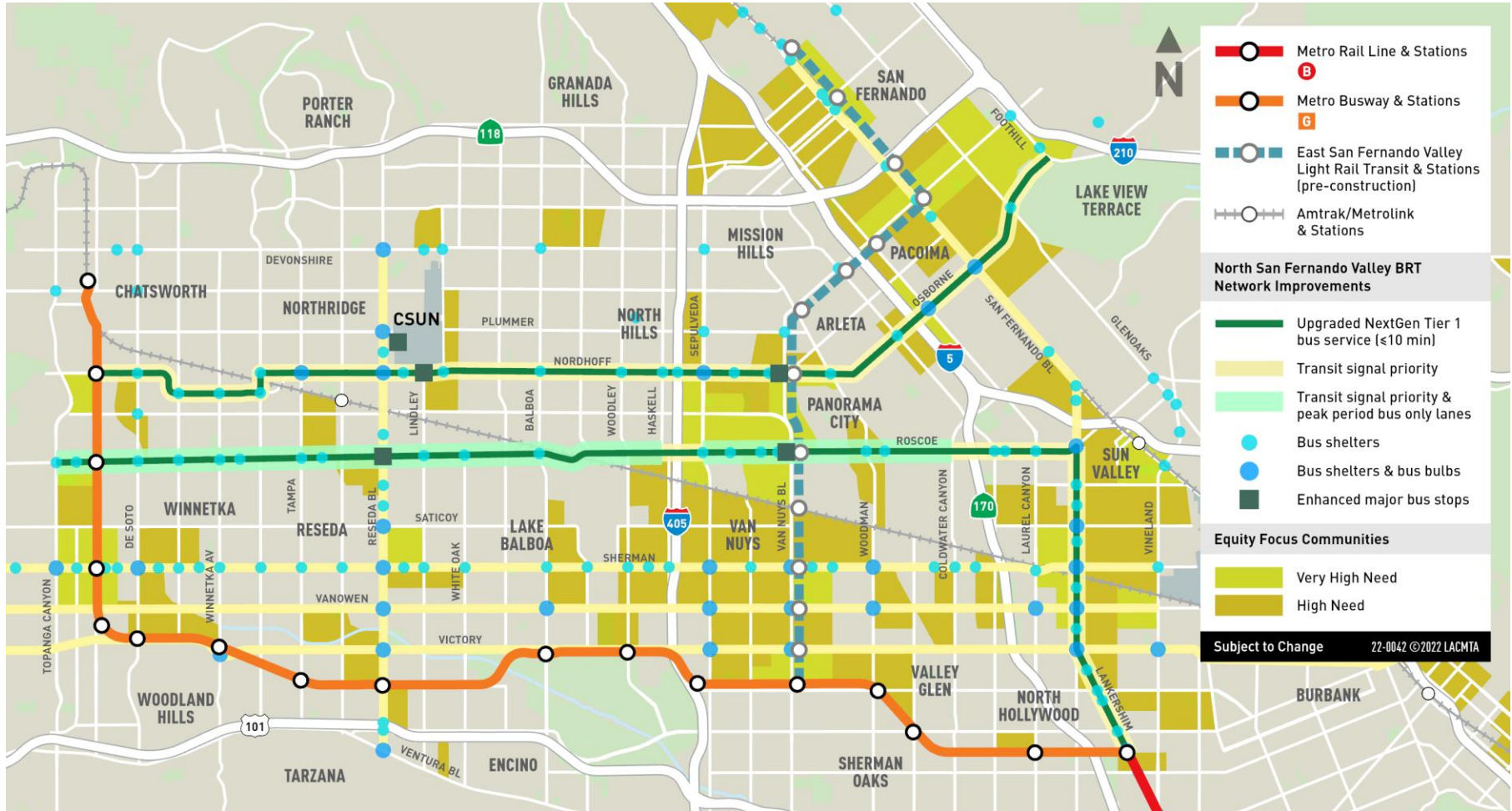


More
Frequent
Service



Peak-Hour
Bus Only
Lanes

Proposed Project Overview



Next Steps

- > Ongoing community and stakeholder engagement
- > Summer/Fall 2023 – begin implementation of Roscoe Blvd bus priority lanes, 10-min weekday service on Roscoe & Nordhoff, and bus shelters
- > Winter 2023 - begin implementation of bus bulbs, zero-emission buses, and transit signal priority
- > 2025 – opening year per Measure M