Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

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REGULAR BOARD MEETING
OCTOBER 24, 2019

SUBJECT: NORTH SAN FERNANDO VALLEY BUS RAPID TRANSIT IMPROVEMENTS PLANNING AND ENVIRONMENTAL STUDY

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

CONSIDER:

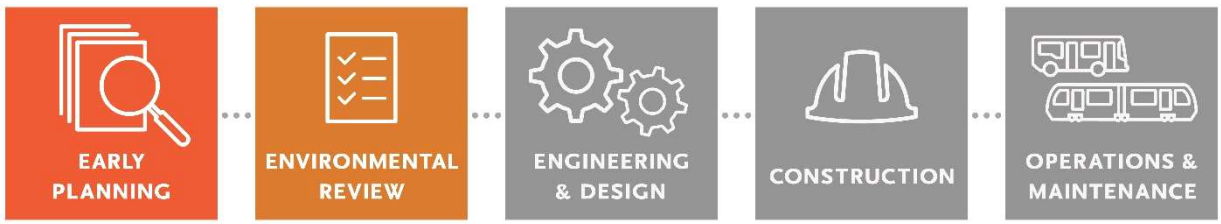
A. RECEIVING AND FILING:
1. Alternatives Analysis Report and the Proposed Project to be evaluated in the environmental review phase; and
2. Summer 2019 Outreach Summary; and

B. AUTHORIZING STAFF TO:
1. Continue studying the Proposed Project in the environmental review phase while considering community input and the NextGen Bus Study; and
2. Report back to the Board following additional study with an update on refinements to the Proposed Project and the environmental review.

ISSUE

This report provides an update on the North San Fernando Valley (SFV) Bus Rapid Transit (BRT) project development process and the start of the environmental review phase. Figure 1 shows where we are in Metro's Project Development Process- Start of Environmental Review phase.

Figure 1: Project Development Process - Start of Environmental Review phase



BACKGROUND

The North SFV BRT Improvements Project (Project) is a proposed new 18-mile BRT line that would enhance existing bus service and increase transit system connectivity. Metro operates a large and varied transit network in the San Fernando Valley and is advancing the planning and construction of multiple high-capacity transit improvements that will provide new, high-quality mobility options to further enhance communities and lives.

The Project has been identified in the Measure M Expenditure Plan, with a projected opening date between FY 2023-25 and $180 million of funding.

In May 2018, the Board authorized initiating the planning and environmental review of the North SFV BRT project (#2018-0130). Staff initiated work on the AA Study in July 2018 to evaluate a range of possible BRT routes in the San Fernando Valley between Chatsworth, Sylmar/San Fernando and North Hollywood. The AA Study was completed in June 2019.

In June 2019, the Planning and Programming Committee received staff's presentation and public comment on the Alternatives Analysis (AA) Report and forwarded the item to the full Board without recommendation. The item was subsequently continued to a future Board meeting for consideration. During the postponement, staff conducted additional public outreach in the Summer of 2019 to ensure stakeholders had an opportunity to better understand the Project and offer feedback.

DISCUSSION

Alternatives Analysis Overview

The purpose of the Alternatives Analysis is to identify, evaluate, and screen or narrow down the number of transit alternatives that are to be studied as part of the subsequent environmental review phase. The AA Report can be found on the Metro website at <https://www.metro.net/nsfvbrt>. The AA Executive Summary is included as Attachment A.

Below is the AA timeline:

- July 2018: Alternatives Analysis began
- Fall 2018: Community meetings, outreach events, and agency meetings were conducted to introduce the project and solicit input on the proposed alternatives
- June 2019: Alternatives Analysis completed

The AA focused on alternatives for a premium east-west BRT service to link key activity centers, jobs, education, and essential services in the North San Fernando Valley to the regional transit system.

The study identified bus routes and stations that connect the places where a BRT line could be most successful, help the most riders, and do the best job of taking cars off the road. The AA included detailed planning, conceptual engineering, ridership forecasting, consideration of community and stakeholder input, and opportunities to support First/Last Mile improvements.

A key finding of the AA is that terminating in North Hollywood better meets the project purpose and need than terminating in Sylmar/San Fernando. This is because the future ESFV light rail line will provide more frequent and faster service to Sylmar/San Fernando than what the North SFV BRT line could provide. Furthermore, operating the BRT to North Hollywood allows the lines to complement each other and increases the overall accessibility of the transit network to more areas.

Based on the results of the analysis, the highest performing alternatives utilize Nordhoff Street and Roscoe Boulevard for the majority of east-west travel. The alternatives link activity centers along Nordhoff Street in the western portion of the study area, access more transit supportive land uses in the center portion of the alignment and use a portion of Roscoe Boulevard east of the I-405 Freeway to link up with concentrated activity centers in the east. All alternatives could use Laurel Canyon or Lankershim Boulevard to access North Hollywood and the Metro Red/Orange Line station.

The ridership is projected to be between 27,500 and 28,700 daily boardings in 2042. These ridership numbers are a distinguishing factor for assessing the relative performance of the options studied in the AA. It is important to note that analysis, results, and inputs will continue to be refined through the environmental process. Several design variations have been identified for further review during the environmental phase as illustrated on the Proposed Project Map (Attachment B).

Summer 2019 Outreach Summary

Staff conducted additional public outreach to ensure stakeholders had an opportunity to better understand the Project and offer feedback. A recap of outreach activities, brief summary of the public comments received, and next steps are provided below. Additional detail is provided in the Summer 2019 Outreach Summary (Attachment C).

Recap of Outreach Activities

Metro released a project video in July 2019 and used social media advertising to promote awareness of the project and attendance at the community meetings. Metro produced two versions of this video, in English and Spanish. The videos provide a project overview and information on the purpose of the project and were viewed 29,052 times following targeted messaging to users in the study area.

Metro held three community meetings in August 2019 in North Hollywood, Panorama City and Northridge. All of the meetings were conducted in an open-house format where participants could engage in one-on-one dialogue with project staff at different information stations, provide input by participating in an interactive map exercise and submit comment cards. This format supports Metro's goal of providing a safe and equitable environment for all participants and all viewpoints at our community meetings. Staff from the office of California Senator Robert Hertzberg also hosted information tables at the North Hollywood and Northridge meetings. Bilingual staff from the Senator's office also attended the Panorama City community meeting and engaged with meeting attendees.

More than 400 people attended the community meetings, with the largest turnout of over 300 attendees at the Northridge meeting on the California State University-Northridge (CSUN) campus. Approximately thirty-five people attended the North Hollywood meeting and approximately 35 people attended the Panorama City meeting.

In addition to meetings, the Metro team conducted presentations and outreach efforts at a variety of community fairs and events in the study area to continue to build project awareness, expand the stakeholder database and invite public input.

Approximately 4,400 comments have been received from June 2019 through September 23, 2019. The broad stakeholder participation in this outreach reflects the high level of interest in this project. People provided input in a variety of ways including website comments, emails, phone calls, Facebook/social media, the Source blog, at meetings/events, petitions, and letters.

Summary of Comments

A summary of the public comments that were received following completion of the AA study through September 23, 2019, organized by six key topic areas, is provided in the Summer 2019 Outreach Summary (Attachment C). To provide a high-level understanding of the comments that were received, an excerpt from the summary of comments received, organized by six key topic areas, follows:

- Routes and Stations - Comments were received on potential routes and stations. Some comments advocated for further consideration of a route along Roscoe Blvd west of the I-405 freeway. Some comments expressed that dedicated bus lanes are unnecessary on a particular route and advocated for careful study and consideration of additional transit improvement options. Other comments emphasized the importance of dedicated bus lanes on a particular route. Comments were received on the placement of station locations.

- Service Quality and Frequency - Comments received included questions about how existing service would be adjusted in relation to the BRT project. Some comments expressed a desire for increased service frequency and faster transit travel speeds. Other comments expressed skepticism that people would ride the bus in an auto-oriented area. There were also comments that highlighted concerns over high temperatures and a lack of shade at existing bus stops and inquiries about lighting and real-time arrival information screens.

- Traffic and Parking - Comments expressed concern that dedicated bus lanes for the project would result in additional traffic impacts and loss of on-street parking. There were also comments regarding increased parking by students in the neighborhoods surrounding CSUN. Some comments expressed support for reallocating space from car parking to transit use. Other comments expressed concern that that project would cause increased congestion and that drivers would utilize neighborhood streets as alternate travel routes.

- Land Use and Property Impacts - Comments received expressed concern about the project's potential impacts to property values, and the possibility of high-rise apartments abutting single-family homes. Some comments expressed a desire for more compact and dense development that would help with housing affordability.

- Public Safety - Comments expressed concern about perceived safety risks related to the project. Some comments expressed concern over the existing high travel speeds on major arterials. There were also comments that expressed a belief that dedicated bus lanes could not be used by emergency response vehicles, or a concern that the project would impede emergency response times.

- Outreach - Comments were received on outreach issues. Comments expressed concern that the timing and adequacy of outreach to affected stakeholders was insufficient. Some comments were complimentary of the information made available. Others needed help finding materials about the project online. There were also comments requesting additional outreach to students and transit riders.

Start of Environmental Review Phase

As the first step in the environmental review phase, staff will conduct additional study of the Proposed Project while considering community input and the NextGen Bus Study.

The additional study will develop further details on proposed routes, station locations, BRT infrastructure, street design, transit priority and other technology advancements to deliver high-performing transit. The study may include the development and evaluation of new and or refined alternatives. We will also refine our understanding of when and where various design options have

the potential to achieve equal or greater performance outcomes and positive impacts for people with the most need for transit. A key challenge for Metro and the City of Los Angeles is to design a project that meets the area's mobility needs by offering outstanding trip experiences while operating within existing right-of-way on local streets.

Since the AA was published, the Metro Board approved the NextGen Regional Bus Service Concept, including goals and objectives to guide the system redesign regionally and measures of success that are more customer-focused. The Board endorsed travel speed, frequency, and reliability as the highest priority for the system redesign and established a Technical Working Group in coordination with the City of Los Angeles. Staff will coordinate closely with the NextGen Bus Study and the City of Los Angeles to ensure the project complements the future, proposed transit network in the study area. Staff will leverage the analysis and public input available from the NextGen Bus Study to help inform refinements to the Proposed Project.

As identified in the AA, Panorama City and CSUN are key destinations in the SFV and have the potential to contribute significant ridership to any improved transit service. CSUN was the first university to join Metro's U-Pass program in Fall 2016 and has the second highest number of students in the nation receiving need-based federal assistance. Refinements to the Proposed Project and design decisions will continue to take into account the need to deliver superior connectivity and travel time reliability to these key destinations. The success of the North SFV BRT Project is further enhanced by both the future ESFV light rail line and the Metro Orange Line (MOL) improvements project. Project teams will continue to exchange information and work towards seamless transfers at the potential Valley transit hub in the Panorama City area and at connections with the MOL.

Metro acknowledges that there are issues to consider during the environmental review phase. One such issue involved strong community support behind Metro continuing to study a route option along Roscoe Blvd between the I-405 freeway and Reseda Blvd. Given the community feedback and the evolving NextGen Bus Study, the CEO has directed that staff include further evaluation of the Roscoe Blvd alternative identified in the AA Report (see Attachment D) as part of the environmental review phase. Additional route options using Roscoe Blvd may also be considered so long as a connection to CSUN is provided.

The additional study will generate further detail for decision makers and the public to understand the project better. Key details that the additional study will provide include but are not limited to:

- Detail on the types of BRT improvements that are proposed for various sections of the corridor
- Snapshot of transit performance in the San Fernando Valley
- Updated ridership forecasts
- Travel time estimates
- New operating scenarios
- How community input has been incorporated into the refined Project

Consistency with Measure M

This project will increase system connectivity in the North San Fernando Valley and the Metro transit

system, consistent with the Measure M Ordinance.

Consistency with Metro's Equity Platform Framework

In order to define and measure equity and evaluate scenarios in planning efforts currently underway, the Metro Board recently adopted a working definition of Equity Focus Communities (EFC), or those communities that are most heavily impacted by gaps in equity in Los Angeles County. The project will be using EFC, along with supplemental metrics as appropriate and directed, to actively lead and partner in addressing and overcoming disparities in access to opportunity.

DETERMINATION OF SAFETY IMPACT

Approval of this item will not impact the safety of Metro's customers or employees because this project is at the study phase and no capital or operational impacts results from this Board action.

FINANCIAL IMPACT

Funding of $2.3 million is included in the FY20 budget in Cost Center 4360, Project 471403 (North SFV BRT Corridor) for planning and environmental studies and community outreach. Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years.

Impact to Budget

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

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The future transit improvements will 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.

The project will address significant gaps in the high-capacity transit network to enable people to spend less time traveling. The project will best meet this goal by serving key destinations and improving travel times through transit priority improvements.

- Enhance communities and lives through mobility and access to opportunity.

The project will expand transit access to key educational, employment and healthcare destinations and provide improved service to Metro's larger transit network for EFC.

ALTERNATIVES CONSIDERED

Staff considered not proceeding into the Environmental Review phase. Given the project was delayed four months following completion of the AA Report, community feedback received during the additional Summer 2019 Outreach and recent developments with the NextGen Bus Study, staff does

not recommend this action.

NEXT STEPS

Staff will begin the environmental review phase with further evaluation of the Proposed Project. Staff will report back to the Board following additional study with an update on refinements to the Proposed Project, community input received, and next steps.

Metro will keep the community informed on the progress of the study and upcoming decision points and will provide meaningful ways for the public to participate in the development of refinements to the Proposed Project.

Expanding community consensus is a key goal for staff during the environmental phase.

ATTACHMENTS

Attachment A - Alternatives Analysis Report Executive Summary (June 2019)
Attachment B - Proposed Project Map (AA Report)
Attachment C - Summer 2019 Outreach Summary
Attachment D - Roscoe Boulevard via Lindley Avenue Alternative (AA Report)

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NORTH SAN FERNANDO VALLEY BUS RAPID TRANSIT CORRIDOR

Alternatives Analysis Report
Executive Summary

JUNE 2019

Prepared by:

IBI

Metro

Executive Summary

The Los Angeles County Metropolitan Transportation Authority (Metro) has initiated an Alternatives Analysis (AA) to study a Bus Rapid Transit (BRT) project in the North San Fernando Valley (NSFV). The purpose of the Alternatives Analysis is to define, screen, and recommend Proposed Project alternatives to be studied as part of the environmental analysis phase in order to environmentally clear the project pursuant to California Environmental Quality Act (CEQA) guidelines.

Study Background

The NSFV BRT Project is identified and funded by Measure M, a half-cent transportation funding sales tax measure approved by LA County residents in November 2016. The Metro Board of Directors gave approval to initiate a technical study preceding environmental review for this project in March 2017. This technical study was completed in September 2017 with the publication of the NSFV BRT Improvements Environmental Framework Report. The Metro Board of Directors authorized the North San Fernando Valley Bus Rapid Transit Corridor Study in May 2018. Per Measure M, the project is expected to open between Fiscal Years 2023 and 2025.

The intent of the AA is to enable Metro and City stakeholders to evaluate a range of alternatives for a bus rapid transit service that can provide a new mode of travel in the project study area. The goal of the NSFV BRT project is to provide a high-capacity premium east-west transit service that will connect key activity centers and the regional transit system in the North San Fernando Valley. The Alternatives Analysis includes detailed planning, conceptual engineering, ridership forecasting, and consideration of community and stakeholder input, and opportunities to support Transit Oriented Communities and First/Last Mile improvements.

Study Area

The project study area is in the north San Fernando Valley and includes the City of Los Angeles neighborhoods of Chatsworth, Northridge, North Hills, Panorama City, Sun Valley, Pacoima, Sylmar, North Hollywood, and the City of San Fernando. The study area is approximately 18 miles in length and is bounded by Devonshire Street and Polk Street to the north, Strathern Street and Magnolia Boulevard to the south, Glenoaks Boulevard and Tujunga Ave to the east, and Canoga Avenue, Laurel Canyon Boulevard, and SR-170 to the west. Crossing the study area are several interregional freeways including the San Diego Freeway (I-405), the Golden State Freeway (I-5), and the Hollywood Freeway (SR-170).

There are three major transit corridors that serve regional trips in the study area: the Metro Orange Line (MOL), the Metro Red Line, the Metrolink Ventura County Line and Amtrak service, and the Metrolink Antelope Valley Line. Future major transit corridors that transverse and border the study area include the East San Fernando Valley Rail Transit Corridor (ESFVTC) and the Sepulveda Transit Corridor. The project study area is illustrated in Figure ES-1.

Figure ES-1: **Project Study Area**

Purpose and Need

The NSFV BRT project will provide a premium east-west transit service to link key activity centers and improve access to jobs, education, essential services and the regional transit system. The key challenge for the NSFV BRT is to design a premium transit service that offers outstanding trip experiences and improves regional connectivity while operating within existing right-of-way on local streets and roads.

Metro operates a large and varied transit network in the San Fernando Valley, and is advancing the planning and construction of an extensive transit network to provide high-quality mobility options to further enhance communities and lives. This project is part of Metro's network expansion, and will close a significant gap in the frequent transit network in the San Fernando Valley (the Valley).

Projects including the East San Fernando Valley Rail Transit Corridor (ESFV light rail), Metro Orange Line Improvements, North Hollywood to Pasadena BRT, and the Sepulveda Transit Corridor projects, together with this project, will provide a world-class transportation system that meets Metro's Vision 2028 goals. Metro's Valley transit expansion plan is shown in Figure ES-2.

Frequent bus rapid transit service will enable people to spend less time traveling and will work to address equity goals by connecting Valley residents and visitors with education and employment. The project will provide an opportunity for local jurisdictions to partner with Metro to advance first/last mile planning, green/sustainable infrastructure, active transportation, and urban design along the corridor.

Metro Vision 2028 Goals

Figure ES-2: **Measure M Transit Projects in the San Fernando Valley (source: Metro)**

To identify project needs, the technical team performed an analysis of demographic, socioeconomic, and mobility data within the study area, and reviewed policy and planning documents from Metro and local jurisdictions. The needs highlighted in these assessments informed the development of four Project Objectives established to guide the planning process.

Objective 1: Improve transit accessibility and connectivity to major activity centers, employment sites, as well as the existing and planned regional transit system.

Objective 2: Design comfortable, convenient, and reliable rapid transit service that enables people to spend less time traveling.

Objective 3: Provide equitable access opportunities to benefit communities through urban design, transit-oriented communities, and green/sustainable infrastructure.

Objective 4: Design an improved transit service that complements Metro's network and improves accessibility and sustainability.

Definition of Project Alternatives

Preliminary BRT Concepts

In September 2017, the NSFV BRT Environmental Framework Report was completed, which established a study area and identified three preliminary BRT alignment concepts for the purpose of framing the approach to the Alternatives Analysis. These preliminary concepts are shown in Figure ES-3. The options all connect with Chatsworth on the west. One option goes north to Sylmar and the other two options connect to North Hollywood. The report characterized the existing community characteristics and transportation settings. Local streets and existing transit demand were reviewed to identify corridors for the potential implementation of dedicated bus lanes to improve regional connectivity in the North San Fernando Valley. The report advanced all three preliminary concepts to the Alternatives Analysis phase for initial discussion purposes as representative alignments.

AA Study Alternatives

The AA process began in July 2018 with early study activities focused on field reviews, planning assessments, stakeholder engagement, and operational study to reassess the three initial BRT concepts. Initial planning assessments were completed in September 2018 that resulted in development of three families of alignment options as shown in Figure ES-4. These three families of alignment options represent refined and improved versions of the three initial BRT concepts presented in the 2017 NSFV BRT Improvements Environmental Framework Report shown in Figure ES-3.

Figure ES-3: **Environmental Framework Report BRT Concepts**

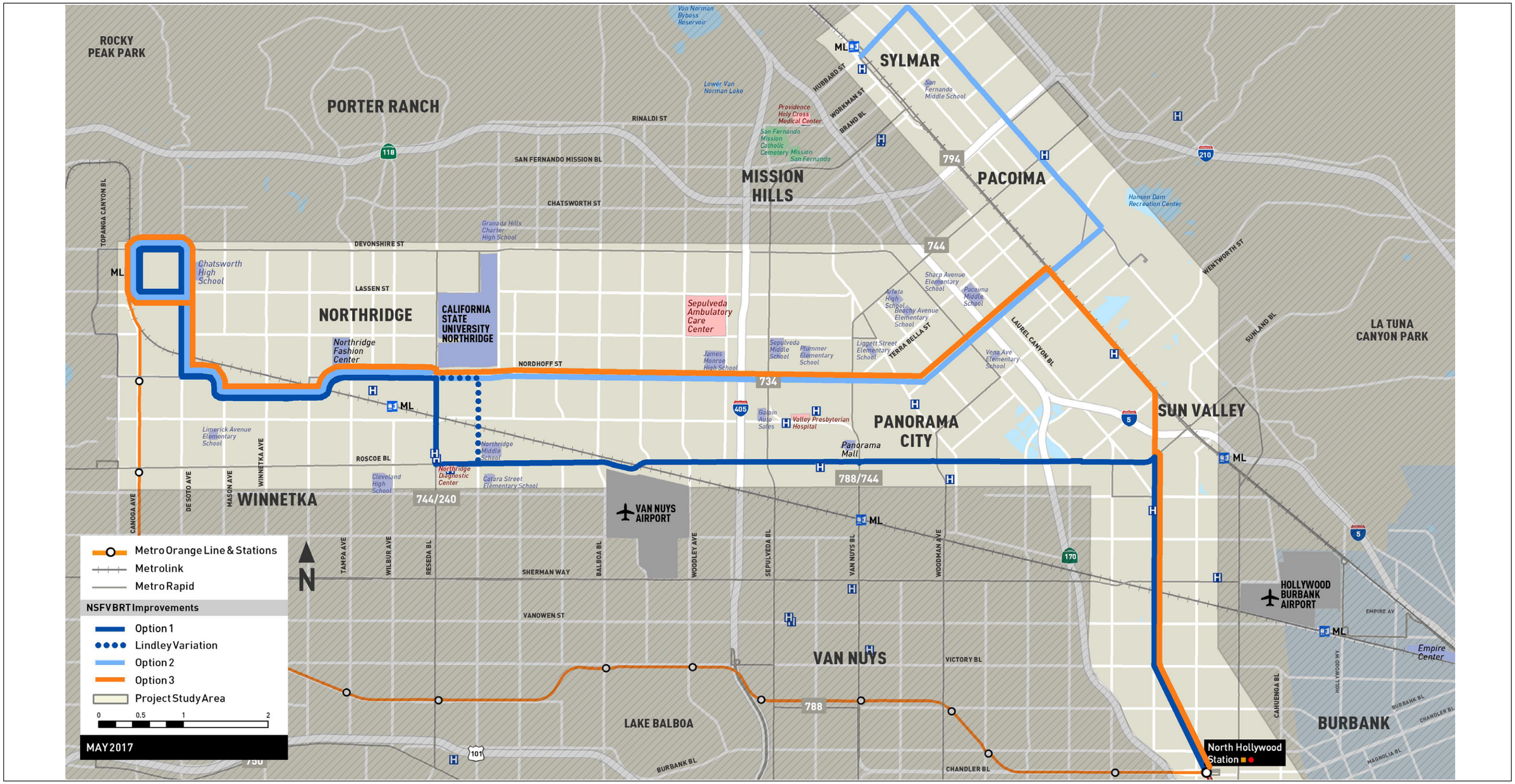
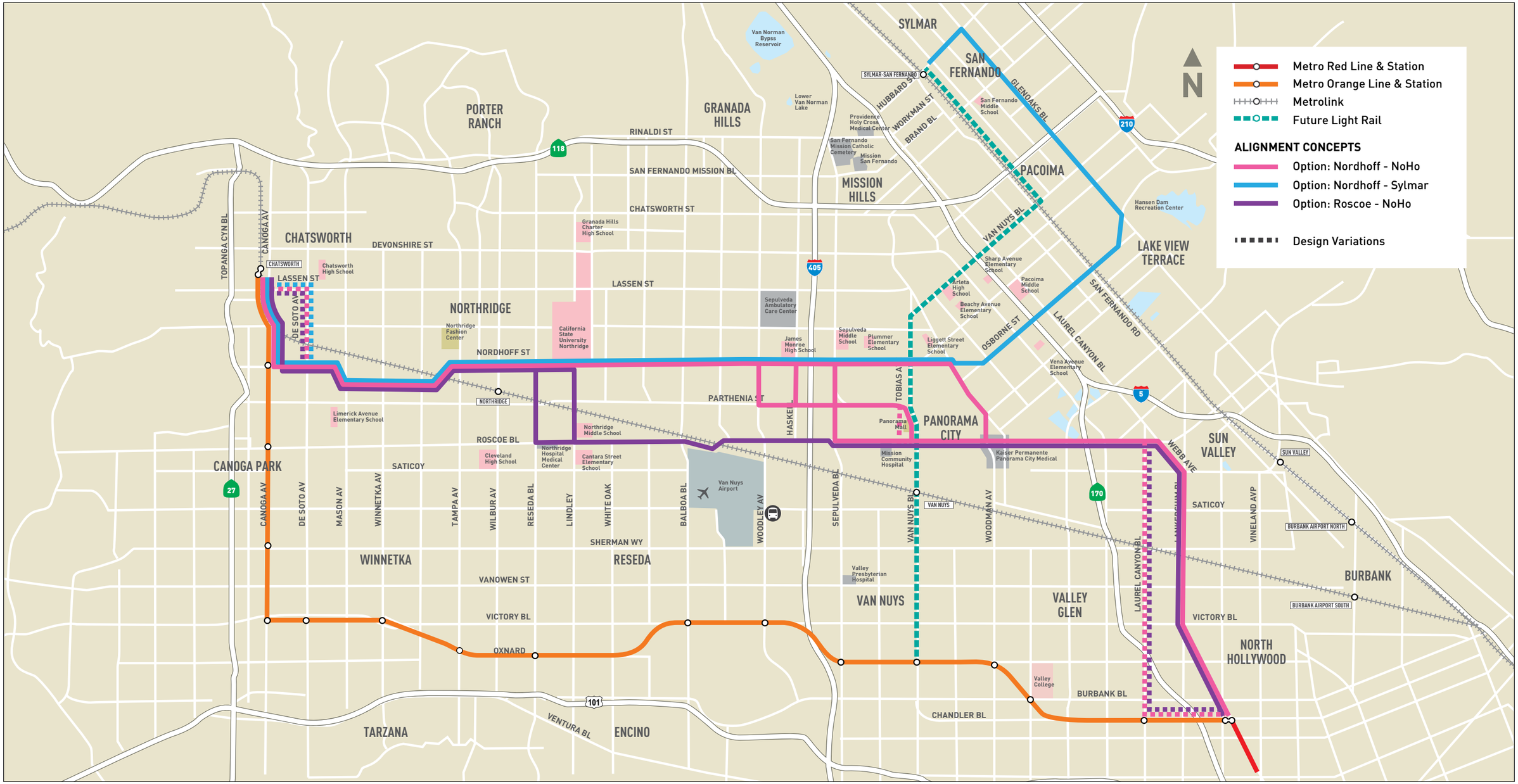


Figure ES-4: **Refined Project Alternatives**



Metro

From the three families of alignment options, the technical team was able to formulate seven distinct alignment options to test the relative performance of the alignments.

All of the alignment options begin on the west side of the study area at the Chatsworth Metro Orange Line/Metrolink station, and propose following the Metro Orange Line BRT guideway south before turning east onto Nordhoff Street. The first deviation begins as the alignments approach California State University, Northridge (CSUN), in the vicinity of Reseda Boulevard and Lindley Avenue.

Two of the alignment options travel south on either Reseda Boulevard or Lindley Avenue to Roscoe Boulevard, then follow Roscoe Boulevard and Lankershim Boulevard to the North Hollywood Station to connect with the Metro Red Line.

The five remaining alignment options continue along Nordhoff Street past CSUN. Option 3: Nordhoff-Sylmar/San Fernando, continues along Nordhoff Street past Van Nuys Boulevard, travels northeast along Osborne Street, northwest along Glenoaks Boulevard, and west along Hubbard Street, to connect to the Sylmar/San Fernando Metrolink station. The remaining Nordhoff-NoHo alignment options follow Nordhoff Street with different options to connect south to Roscoe Boulevard in the Panorama City neighborhood before continuing along Roscoe Boulevard to Lankershim Boulevard to the North Hollywood station and the Metro Red Line. The alignment options considered for screening are listed below and shown in Figures ES-5 through ES-11.

- Option 1: Roscoe-NoHo via Reseda
- Option 2: Roscoe-NoHo via Lindley
- Option 3: Nordhoff-Sylmar/San Fernando
- Option 4: Nordhoff-NoHo via Woodley
- Option 5: Nordhoff-NoHo via Haskell
- Option 6: Nordhoff-NoHo via Sepulveda
- Option 7: Nordhoff-NoHo via Woodman

Figure ES-5: **Alignment Option 1: Roscoe - NoHo via Reseda**

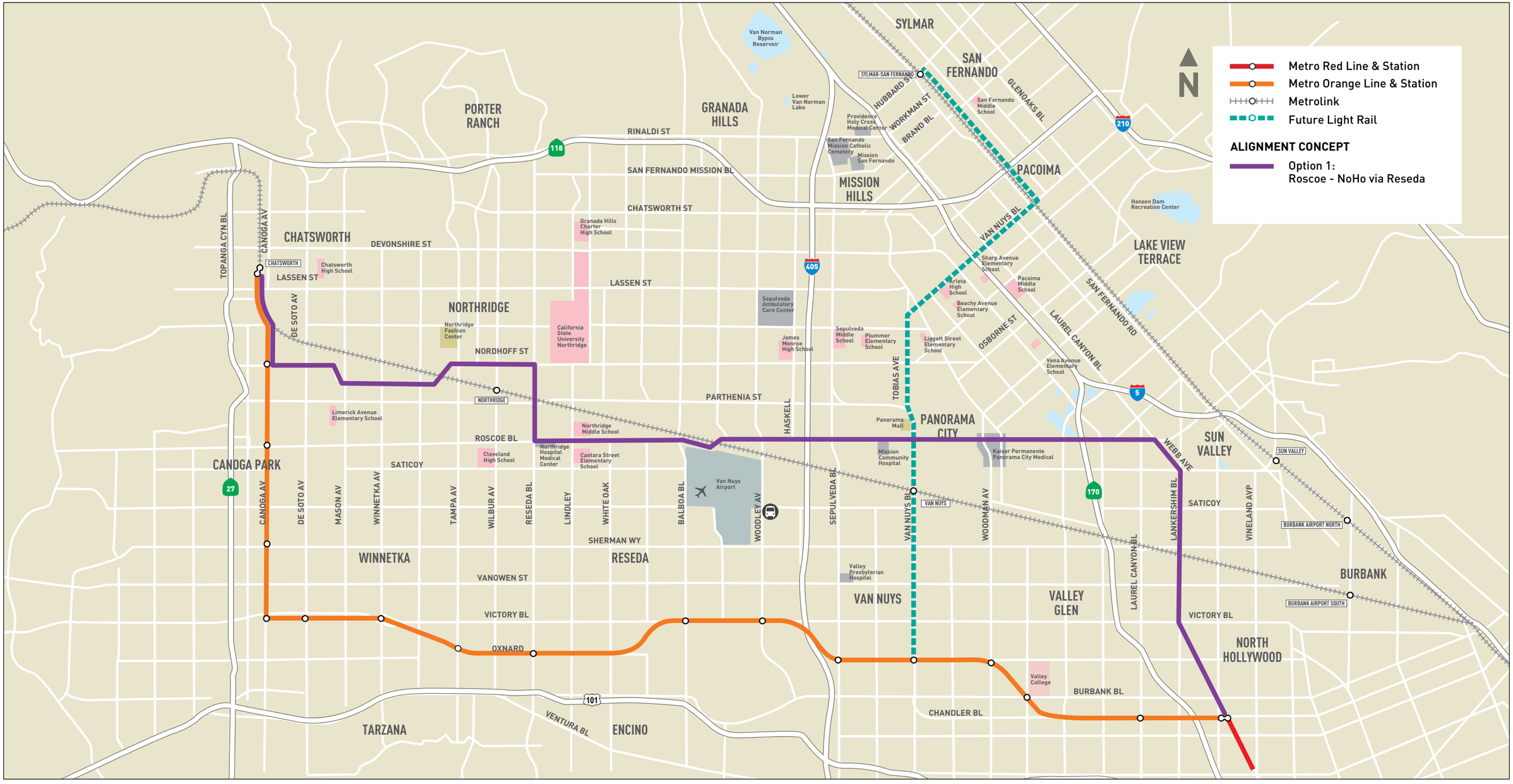


Figure ES-6: **Alignment Option 2: Roscoe - NoHo via Lindley**

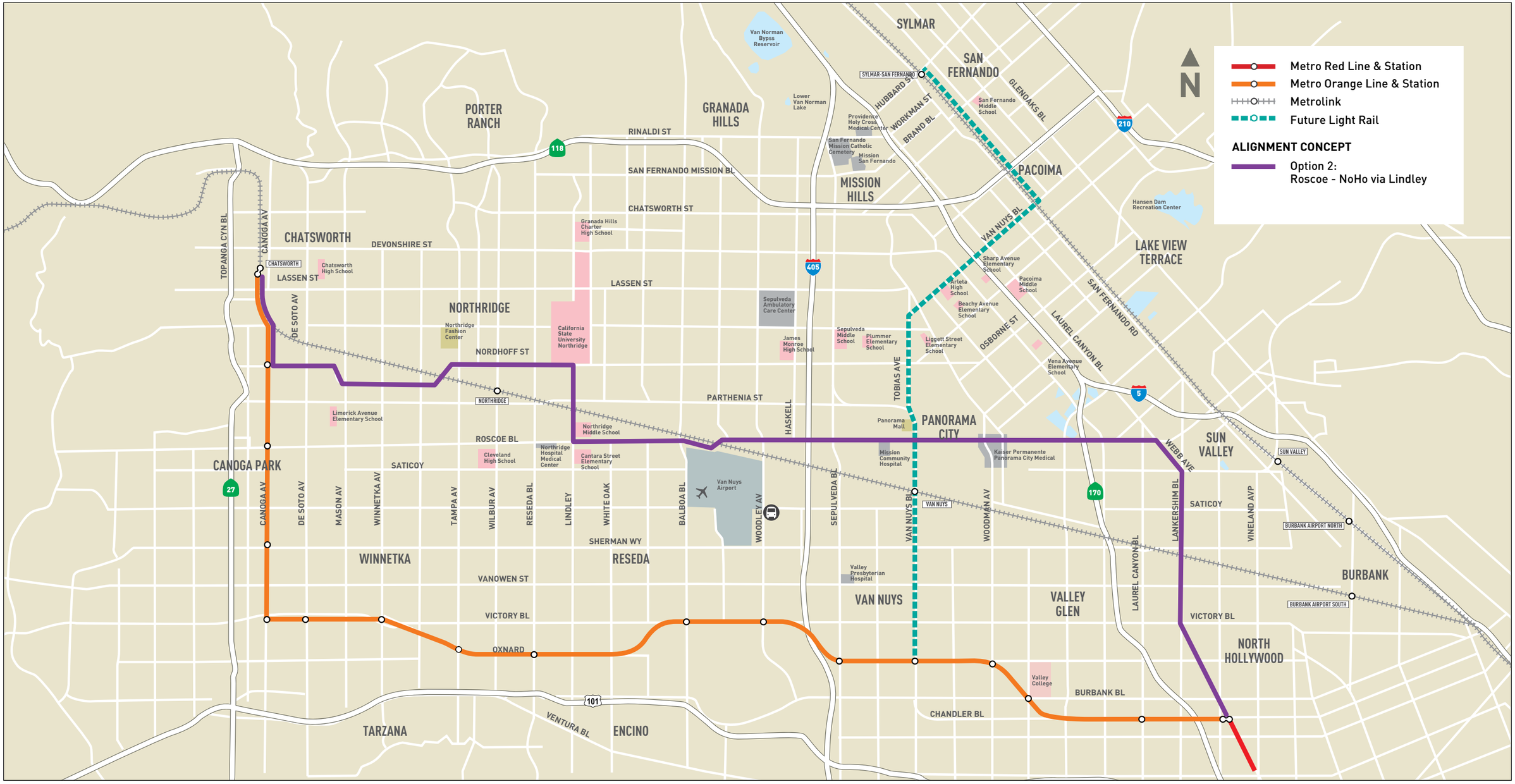


Figure ES-7: **Alignment Option 3: Nordhoff - Sylmar/San Fernando**

Figure ES-8: **Alignment Option 4: Nordhoff - NoHo via Woodley**

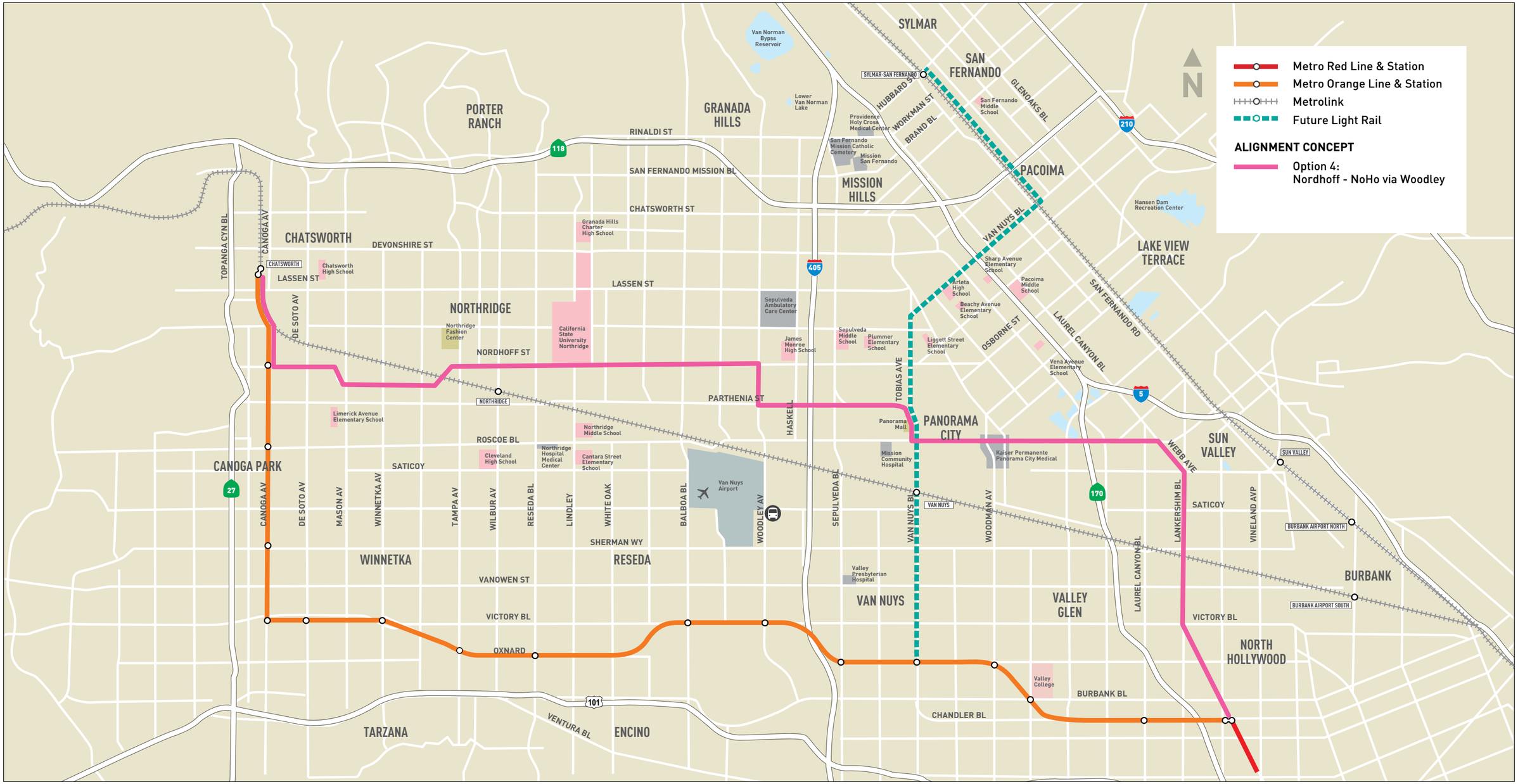


Figure ES-9: **Alignment Option 5: Nordhoff - NoHo via Haskell**

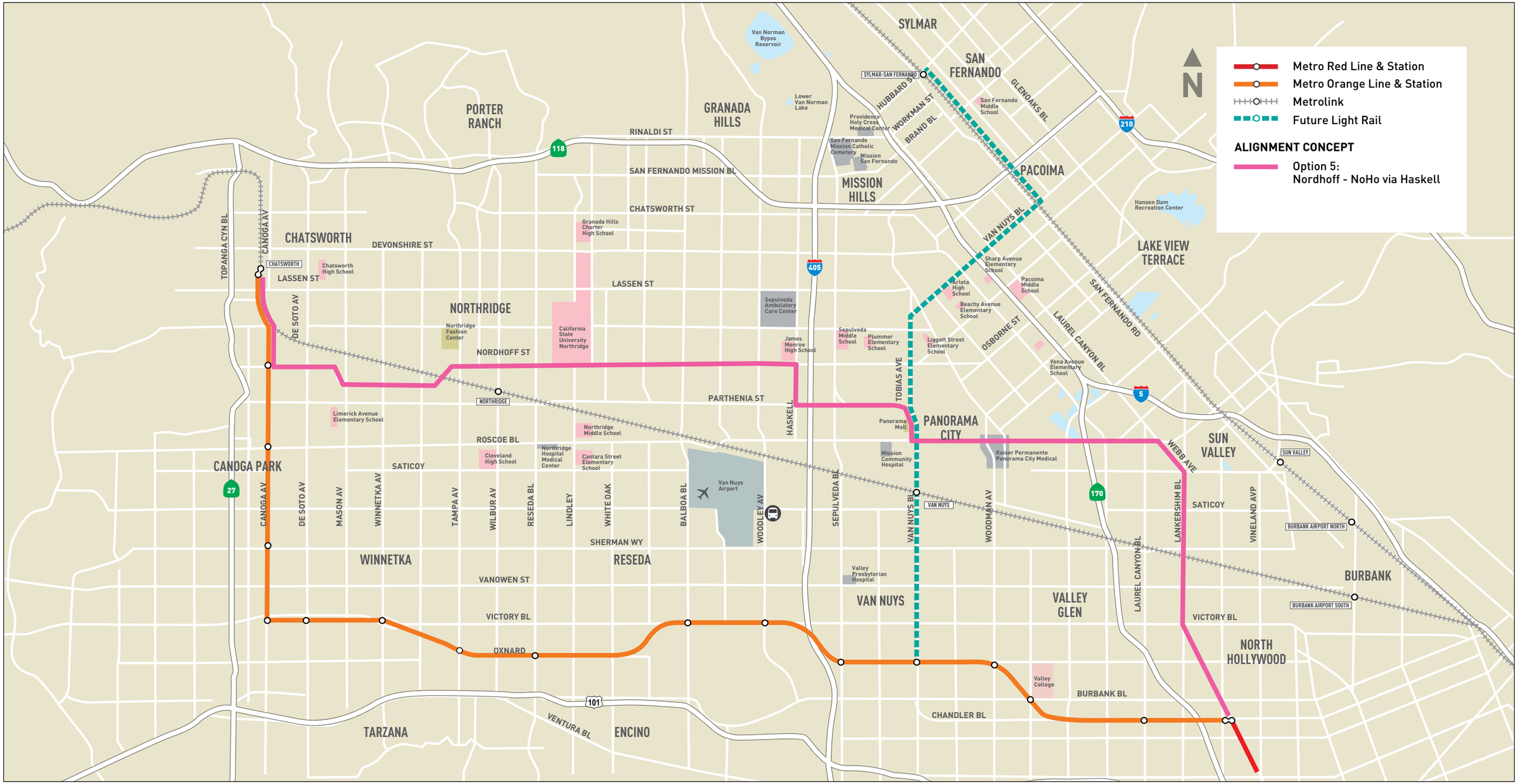


Figure ES-10: **Alignment Option 6: Nordhoff - NoHo via Sepulveda**

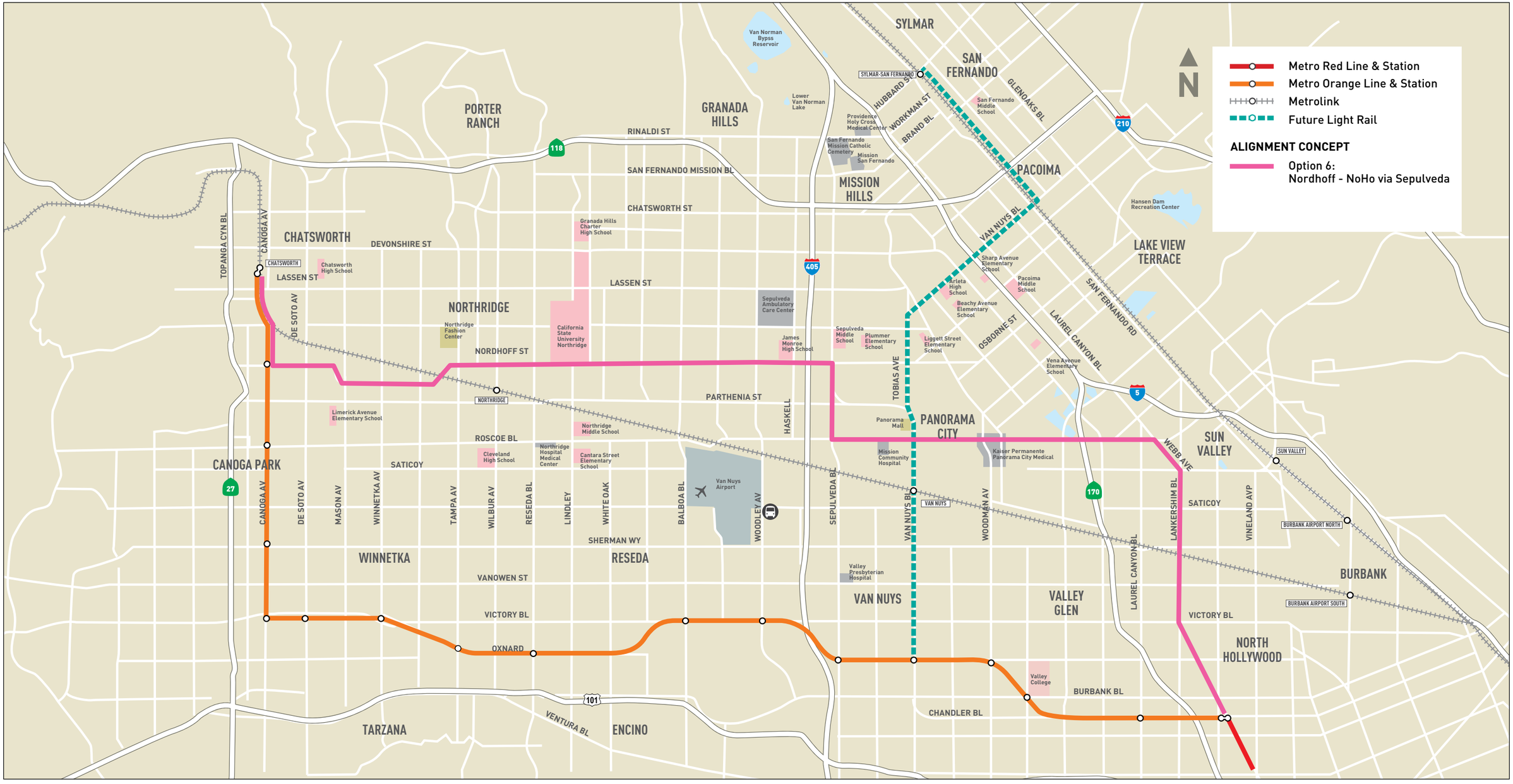
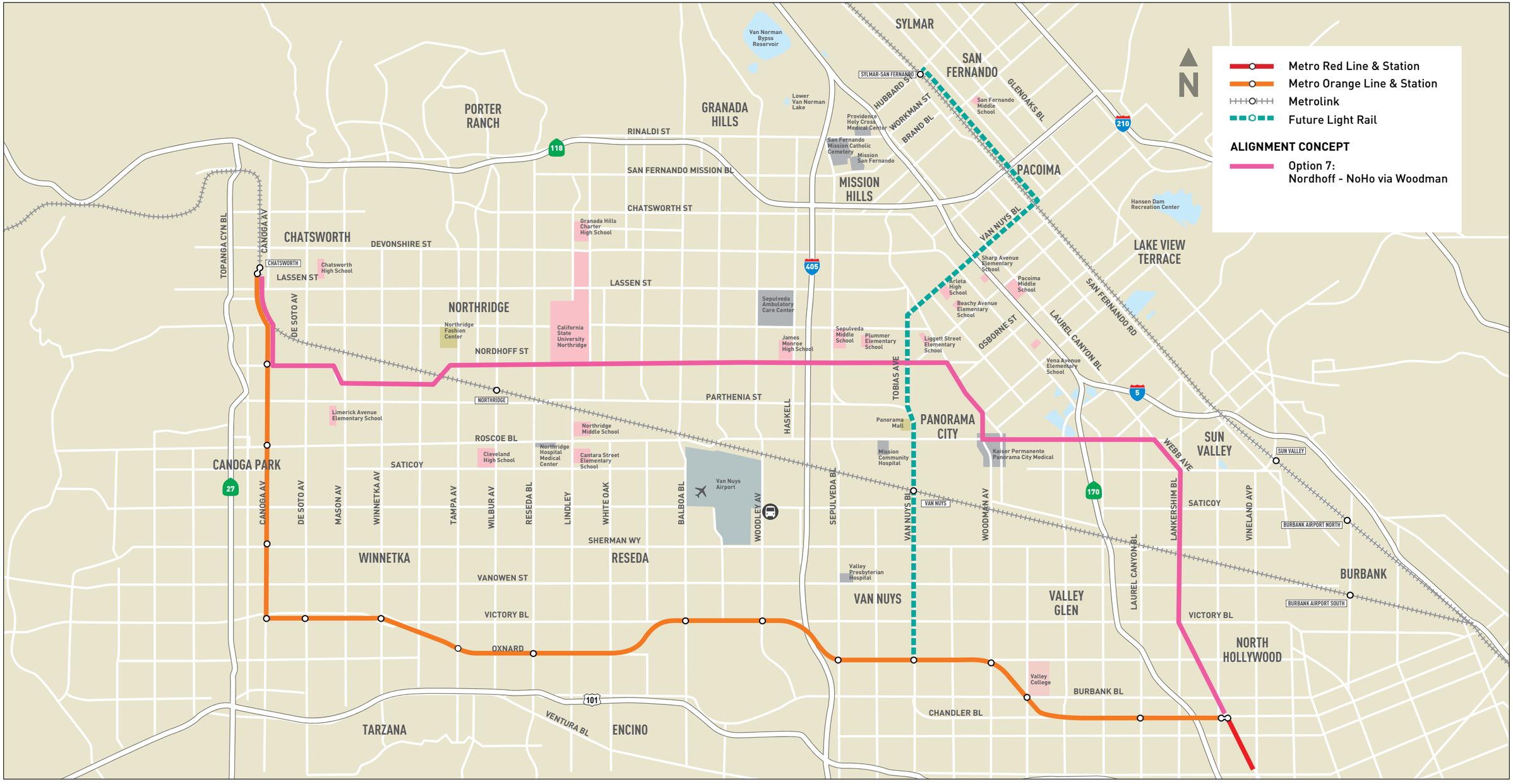


Figure ES-11: **Alignment Option 7: Nordhoff - NoHo via Woodman**



Public Outreach

Metro has initiated an outreach and public engagement strategy that is intended to engage and inform stakeholders through traditional and non-traditional outreach approaches that encourages them to provide input on the project. This process includes a wide range of opportunities for feedback that is designed to be transparent and inclusive. The outreach effort has also been guided by the Metro Equity Platform Framework adopted by the Metro Board in February 2018, ensuring outreach includes meaningful engagement with historically underserved communities. Since June 2018, the Metro team has met regularly with the local cities, key stakeholders, and the public within the project study area. By the conclusion of the pre-scoping meetings in November 2018, Metro held a total of 18 stakeholder meetings and five community meetings, with the goal of informing the public about the proposed project, gathering input, and hearing community issues, concerns and suggestions.

Northridge Community Meeting (September, 2018)

The following key takeaways were received from the public outreach process:

- **General Support for the Proposed Project:** Stakeholders and agencies generally agreed the project is needed to improve mobility in the North San Fernando Valley area and to enhance the regional transit network. There was near universal agreement that the Metro Orange Line is a great transit project. CSUN students and teachers reiterated a need for enhanced transit in north San Fernando Valley. Some attendees expressed a preference for light rail over buses and there was some opposition to bus-only lanes on the Lankershim Boulevard portion of the alternatives. The San Fernando Valley Council of Governments (SFV COG) unanimously passed an amendment to add the NSFV BRT Project to its 2019 Transportation Priorities list. CSUN is the largest stakeholder and travel generator in the study area, so the formal comment letter from CSUN President Diane Harrison expressing support for the project and the planning process was another demonstration of the greater San Fernando Valley community's support for the project.

- **Alignment Preferences:** More stakeholders supported the eastern terminus being the Metro North Hollywood Station rather than the Sylmar/San Fernando Metrolink Station. This was due to two reasons; (1) they liked the connection to the regional transit system and access to Downtown LA provided by the transfer opportunity to the Red Line, and (2) they felt that the ESFVTC provided a better connection to the Sylmar/San Fernando Metrolink station and a BRT alternative would be duplicative and competitive with the LRT route. The Parthenia option received support because it avoided the congested I-405 ramp intersections, is bordered by multi-family residential land uses, and has no existing

bus service. Several commenters suggested that a route further to the north be considered, citing Lassen, Plummer and Devonshire as potential alternatives. A number of commenters liked both the Roscoe and Nordhoff to North Hollywood alternatives.

- **Station Preferences:** There was a strong consensus that a station at CSUN should be located at Nordhoff and Lindley, in addition to a station at Nordhoff and Reseda, since it was closer to the center of campus. Other popular station locations included the Kaiser Permanente Medical Center on Roscoe, the Northridge Fashion Center, and the interface with the planned ESFVTC project on Van Nuys Boulevard.

Screening and Evaluation Summary

In order to determine which alternatives would be taken into environmental review, the technical team and Metro developed a three-step screening process that began with more qualitative information and became more quantitative through each step. Each step gradually applied more focused considerations to filter the alignment options down to the higher performing options and to identify the project corridor that is expected to perform at the highest levels according to the screening criteria. Figure ES-12 illustrates the way in which more quantitative and specific levels of analysis are applied during the screening process.

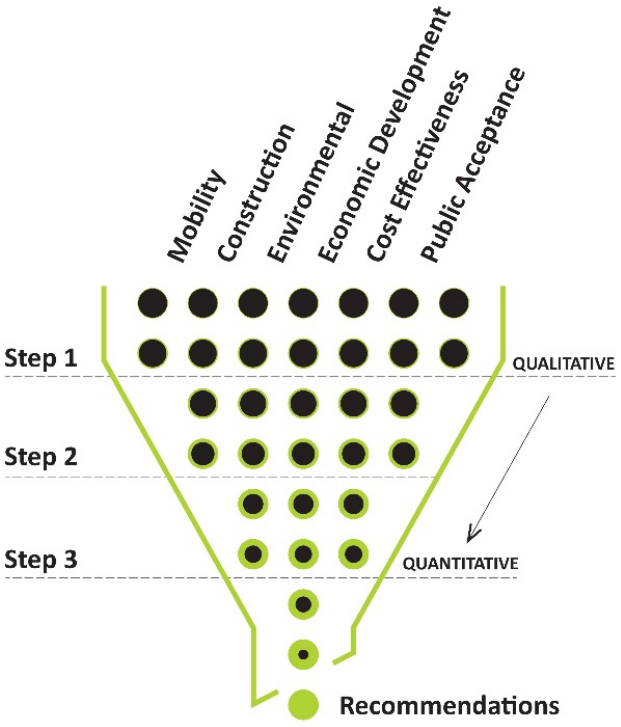


Figure ES-12: Screening Process

Quantification of performance is possible at this level of conceptual planning but it is important to note that the numbers are only for relative comparison purposes between the alternatives. At this high level, values such as ridership and costs lack precision which can only be generated as more detailed planning and engineering is performed.

Where appropriate, the report presents numbers but also uses a “high,” “medium,” and “low” rating system to help identify performance at each step. The use of a “high,” “medium,” and “low” rating system allows for a comparative analysis of the trade-offs between each alignment option’s ability to best meet the project purpose and need. Table ES.1 describes how the ratings were used.

Rating		Description
●	HIGH	A high rating indicates the alternative highly supports and satisfies the criterion, or has a low potential for negative impacts.
◐	MEDIUM	A medium rating indicates the alternative moderately supports the criterion, or has a moderate potential for negative impacts.
○	LOW	A low rating indicates that an alternative does not support or conflicts with the crite-rion, or has a high potential for negative impacts.

Table ES.1: Screening Rating Descriptions

There are six categories for evaluation, each having corresponding evaluation criteria that were developed to help screen the alternatives. The categories and evaluation criteria are reflective of the project objectives, and are listed below.

Mobility: This category evaluates how the alternative affects the ability of the BRT to move easily, reliably and quickly, as well as opportunities for bicycle and pedestrian connections, and potential changes to existing traffic.

Construction Impacts: This category primarily evaluates the extent of potential conflicts with existing infrastructure, right of way, and utilities.

Environmental Impacts: This category is a high level qualitative environmental assessment of the degree to which an alignment concept would introduce a potentially significant adverse environmental impact to the study area. The detailed environmental assessment will be addressed during the environmental analysis phase. This category also included CalEnviroScreen's metric of environmental equity.

Economic Development Impacts: This category evaluates how the alternatives impact or benefit the economic well-being of the community, particularly as it relates to the overall connection to existing employment centers and key activity centers and the potential for transit oriented communities to thrive.

Cost Effectiveness: This category evaluates the costs associated with each alternative and comparison to other similar Metro transit projects.

Public Acceptance: This category considers the public and key stakeholder input as well as compatibility with local and regional plans.

Within these categories, high-level quantitative analysis in the categories of ridership modeling, operating scenarios, and cost estimates informed the screening process.

Ridership Modeling

Future NSFV BRT alignment concepts were modeled using the 2042 horizon year and the future-year baseline network that includes other corridor improvements within the regional transit network. The project team used the Metro Ridership Model to conduct the analysis presented in the AA Report and found that all of the BRT alignment options would increase overall transit ridership (as measured by total daily boardings), but Nordhoff-NoHo Options 4-7 performed the best in terms of ridership.

Potential Operating Plans and Service Characteristics

The potential operational characteristics for the alignment concepts were determined based on the passenger load patterns that were found in the ridership estimates. The conceptual BRT service plan assumed peak headways of:

- 5 minutes during the AM and PM peak
- 10 to 15 minutes during midday and early evening
- 20 minutes during the evening and night
- 30 minutes in the early morning on weekends

Operating hours were based on the Metro Red Line, with 21 hours per day (4 AM to 1 AM) Sunday through Thursday and longer hours (4 AM to 3 AM) on Fridays and Saturdays.

Regardless of alignment option, the peak hour load analysis consistently showed that by far the heaviest passenger loads occur between Reseda Boulevard and Van Nuys Boulevard. The next heaviest passenger loads are on Roscoe Boulevard in the segment east of Van Nuys Boulevard, followed by the Chatsworth to Reseda Blvd segment on Nordhoff Street. The alternatives generally demonstrated a similar peak hour passenger load profile.

Preliminary Operating and Maintenance Cost Estimates

The operating statistics and ridership estimates were used to help develop operating and maintenance (O&M) cost estimates for the NSFV BRT project. The O&M costs were developed using operating statistics which included annual revenue hours, annual revenue miles, peak vehicles, total vehicles, station platforms, directional lane miles, and maintenance facility needs. Using these statistics, O&M cost models were developed to estimate the annual cost to operate, maintain and administer the NSFV BRT. O&M costs for BRT service for all alignment options is estimated at $22 to $23 million annually.

Preliminary Capital Cost Estimates

The NSFV BRT project is in conceptual planning and important decisions on project features have not yet been finalized to develop fully refined cost estimates. At this early stage of design, the conceptual cost estimate takes a parametric approach, and incorporates additional unit cost details as available. The cost estimates produced during this phase are intended to inform initial decision-making and the alternatives screening process. Capital costs ranged from $265 million to $280 million in 2019$, and $396 million to $418 million in year of expenditure dollars (YOE$), with contingencies included to cover specific cost items that have yet to be fully developed.

The Nordhoff-NoHo and Roscoe-NoHo alignment options are similar in alignment length (17.7 to 18.0 miles) and potential station numbers (20 to 21 stations), therefore both have similar costs.

While similar in route length (17.6 miles) to the other options, the Nordhoff-Sylmar/San Fernando alignment option has the fewest number of station locations (17 stations) and therefore has the lowest projected capital cost.

The results of the Step 1 screening process are presented in Table ES.2. During the first step in the screening process, Option 3: Nordhoff-Sylmar/San Fernando was eliminated due to low scores in the mobility and economic development category, and a medium score in public acceptance.

Step 1 Screening Results

Evaluation Category	Rating						
	STEP 1 SCREENING						
Alignment Option	1	2	3	4	5	6	7
Mobility	◑	◑	○	●	●	●	●
Environmental Impacts	●	●	●	●	●	●	●
Economic Development Impacts	◑	◑	○	●	●	●	◑
Cost Effectiveness	●	●	●	●	●	●	●
Public Acceptance	◑	●	◑	●	●	●	◑
Recommended for further evaluation	Y	Y	N	Y	Y	Y	Y

Table ES.2: Step 1 Screening Results Summary

The greatest difference between Option 3 and the other alignment options is its lower system connectivity due to a lack of connection to North Hollywood. The poor scores can also be attributed to low ridership potential, a duplication of service with the future ESFVTC, and a public preference for the North Hollywood terminus over the Sylmar/San Fernando terminus.

In the second screening step, Options 1 and 2 (those which operate primarily along Roscoe Boulevard) were eliminated for their low scores in mobility. They underperformed in this category because of lower ridership, slower bus speeds, increased travel time, and reduced travel time savings due to ramps at Interstate 405. Both Options 1 and 2 incurred an additional travel time penalty due to an at-grade railroad crossing on Roscoe Boulevard, and Option 2 would encounter an additional at-grade railroad crossing on Lindley Avenue. Option 1 in particular received a lower score in the public acceptance category because it would not directly service the CSUN campus. The results of the Step 2 screening are summarized in Table ES.3.

Step 2 Screening Results

Evaluation Category	Rating						
	STEP 2 SCREENING						
Alignment Option	1	2		4	5	6	7
Mobility	○	○		●	●	◑	◑
Construction Impacts	●	●		●	●	●	●
Environmental Impacts	●	●		●	●	●	●
Economic Development Impacts	●	●		●	●	●	◑
Cost Effectiveness	●	●		●	●	●	●
Public Acceptance	◑	●		●	●	●	◑
Recommended for further evaluation	N	N		Y	Y	Y	Y

Table ES.3: Step 2 Screening Results Summary

Step 3 Screening Results

Evaluation Category	Rating						
				STEP 3 SCREENING			
Alignment Option				4	5	6	7
Mobility				●	●	◑	◑
Construction Impacts				◑	◑	◑	◑
Environmental Impacts				●	●	●	●
Economic Development Impacts				●	●	●	◑
Cost Effectiveness				●	●	●	●
Public Acceptance				◑	●	●	◑
Recommended for further evaluation				Y	Y	Y	N

Table ES.4: Step 3 Screening Results Summary

In the third and final screening step, which is illustrated in Table ES.4, Option 7: Nordhoff-NoHo via Woodman was eliminated. All of the Nordhoff-NoHo alternatives ranked similarly in several categories such as construction impacts, environmental impacts, and cost effectiveness, but Option 7 received lower scores in the greatest number of categories.

Option 7 does not directly serve the more densely-developed areas of Panorama City as was indicated through the community outreach process. This option also has the potential to need more extensive physical infrastructure reconstruction on segments of Nordhoff Street and Woodman Avenue.

Proposed Project

Based on the three step screening process, Option 4: Nordhoff-NoHo via Woodley, Option 5: Nordhoff-NoHo via Haskell, and Option 6: Nordhoff- NoHo via Sepulveda are the three alignment options that best meet the project objectives and are recommended for advancement into environmental review.

The Nordhoff-NoHo via Woodley alignment (Option 4) has higher ridership projections, avoids potential peak hour congestion from freeway on/off ramps and railroad crossings, provides multiple regional rail and BRT transfer opportunities, and serves multiple employment and key activity centers within the study area.

The Nordhoff-NoHo via Haskell alignment (Option 5) has higher ridership projections, avoids potential peak hour congestion from freeway on/off ramps and railroad crossings, provides multiple regional rail and BRT transfer opportunities, and serves multiple employment and key activity centers within the study area.

The Nordhoff-NoHo via Sepulveda alignment (Option 6) also benefits from higher ridership projections, avoids railroad crossings, provides multiple regional rail and BRT transfer opportunities, and serves multiple employment and key activity centers within the study area. While this option does cross the I-405 freeway ramps, the end-to-end travel times are reasonably comparable to the Nordhoff-NoHo via Woodley & Haskell options that avoid the freeway ramps.

High-level ridership and cost projections for these options are summarized in Table ES.5. Forecast boarding data refers to Year 2042 average weekday boardings for the NSFV BRT service.

ALIGNMENT OPTIONS	TOTAL DAILY BOARDINGS (2042)	NEW TRANSIT TRIPS (2042)	CAPITAL COSTS ($YOE)	ANNUAL OPERATING COST
Option 4: Nordhoff-NoHo via Woodley	28,652	13,566	$298M - $413M	$22M - $23M
Option 5: Nordhoff-NoHo via Haskell	28,120	12,709	$297M - $413M	$22M - $23M
Option 6: Nordhoff-NoHo via Sepulveda	27,461	11,717	$300M - $417M	$22M - $23M

Table ES.5: Recommended Options Ridership and Cost Projections

It is important to note that further conceptual engineering will be developed during the environmental assessment. These efforts will result in refinements to the project alternatives that are carried forward. As such, the characteristics of the alternatives will evolve with respect to ridership potential, and cost estimates. Revised estimates will be provided in future technical materials as the engineering designs are advanced.

Design Variations

Following technical study and community input, several specific design variations were developed for further consideration and evaluation in the environmental analysis phase, as illustrated in Figure ES-13. The design variations are highlighted as potential route modifications that could be considered during the environmental phase of the project to improve bus operations or offer an alternative route to constrained corridors that might not easily accommodate some of the desired features of a BRT service. The design variations generally offer similar project benefits, but may allow reduced capital costs, operating costs, and/or environmental impacts. Studying the variations also preserves flexibility to respond to community feedback during the environmental phase or to overcome potential engineering constraints. The design variations considered were:

- **De Soto-Lassen**: This design variation is included should the project require an alternative to running on the Orange Line busway on the western end of the project study area adjacent to the Chatsworth Station. The variation would run east-west along Lassen Street and north-south along De Soto Avenue to reach Nordhoff Street.

- **Tobias Avenue**: This design variation is between Parthenia Street and Roscoe Boulevard and offers an alternative route to staying on Parthenia Street/Van Nuys Boulevard. The future ESFVTC will operate at-grade on Van Nuys Boulevard, limiting available right-of-way for dedicated BRT lanes and likely resulting in the need for mixed-flow BRT operations on this portion of the corridor. In addition, as Van Nuys Boulevard is a heavily traveled corridor, there could be potential operational constraints for the BRT. Therefore, Tobias Avenue (located approximately 870 feet west of Van Nuys Boulevard) is highlighted as a potential design variation to be considered during the environmental phase of work when detailed engineering and operational analysis take place. This variation would also give the project more direct access to new mixed-use development planned on Tobias Avenue.

- **Laurel Canyon-MOL/Chandler**: This design variation runs parallel to and west of Lankershim Boulevard from Roscoe Boulevard to Chandler Boulevard, where the BRT could then join the Metro Orange Line BRT guideway or a parallel local road to access the Metro North Hollywood Station. This potential design variation was identified as a viable alternative route to Lankershim Boulevard as it offers a similar roadway configuration and lane widths. Due to its length, a preliminary look at the Laurel Canyon corridor was conducted during the AA process. The analysis supported the recommendation of Laurel Canyon for further study during the environmental phase and can be found in the Supplemental Analysis Technical Memorandum.

Within each alignment option, additional variations with regard to horizontal configuration (center-running, side-running, combination center-/side-running, or mixed-flow), design variations to improve operations, and other design intricacies, will be studied further as the NSFV BRT project moves into environmental assessment.

Next Steps

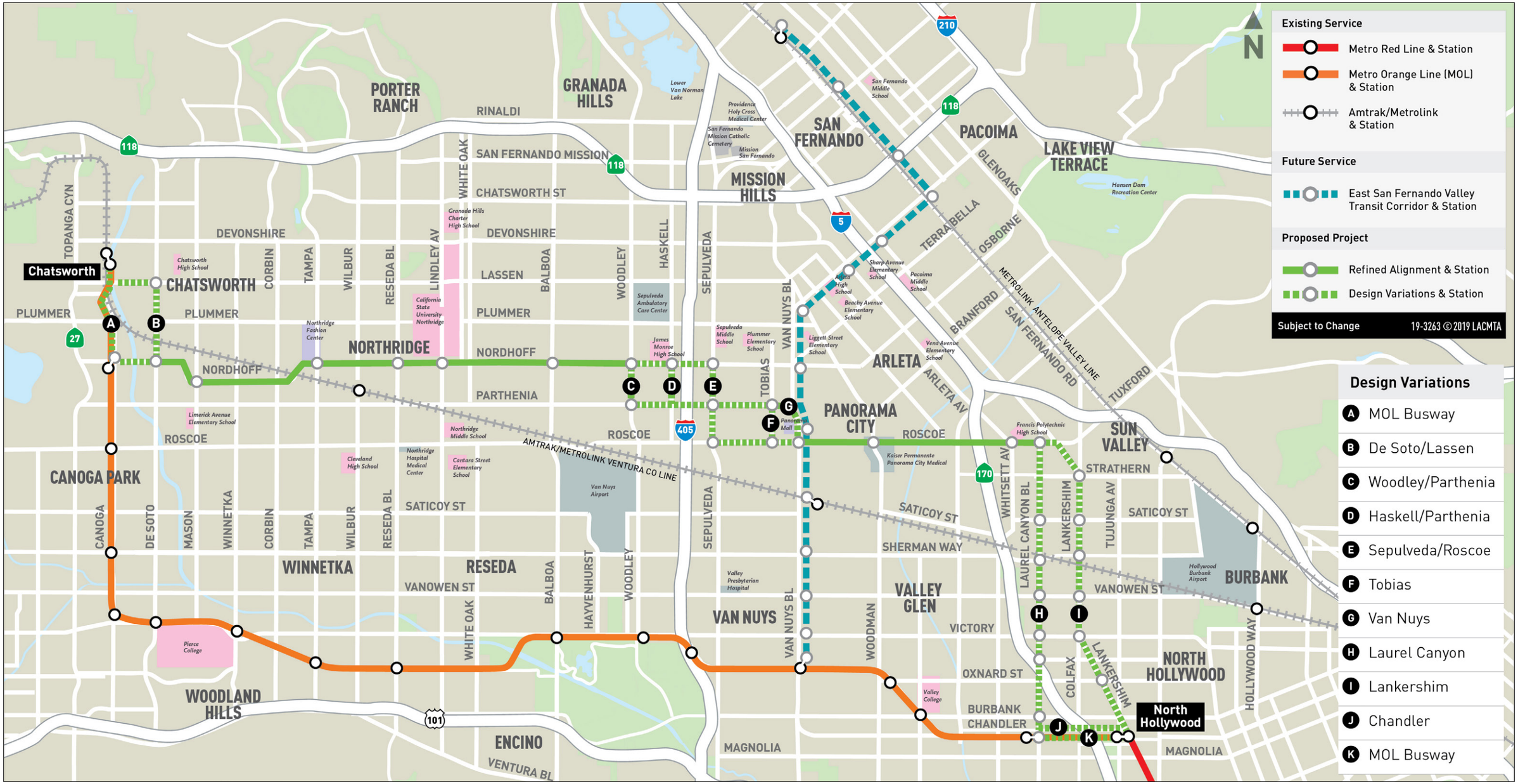
Based on all the parameters examined in the Alternatives Analysis, the three highest-performing alignment options under consideration were combined into the Proposed Project map shown in Figure ES-13. The Proposed Project map illustrates the path of the project and each of the potential design variations traveling between the Chatsworth Metro Orange Line/Metrolink Station and the Metro North Hollywood Station. Potential station locations are also identified on the map to highlight locations under consideration for further analysis. These locations will be assessed in detail in the environmental analysis phase to test their performance and impact on accessibility, operations and costs.

Design variations are labeled "A" through "K," and include the Metro Orange Line Busway (adjacent to Chatsworth), De Soto/Lassen, Woodley/Parthenia, Haskell/Parthenia, Sepulveda/Roscoe, Tobias, Van Nuys, Laurel Canyon, Lankershim, Chandler, and the Metro Orange Line Busway (adjacent to North Hollywood). The design variations will be considered in further detail in subsequent phases to identify the strongest performers.

Following conclusion of the Alternatives Analysis phase, a Notice of Preparation (NOP) is issued signifying the start of the Public Scoping period for the CEQA environmental review process. The Environmental Analysis will examine the potential benefits and impacts associated with each route under consideration and identify the preferred BRT alignment for engineering design. Construction is currently planned to begin in 2022 to meet an opening date in 2025.

Project Timeline

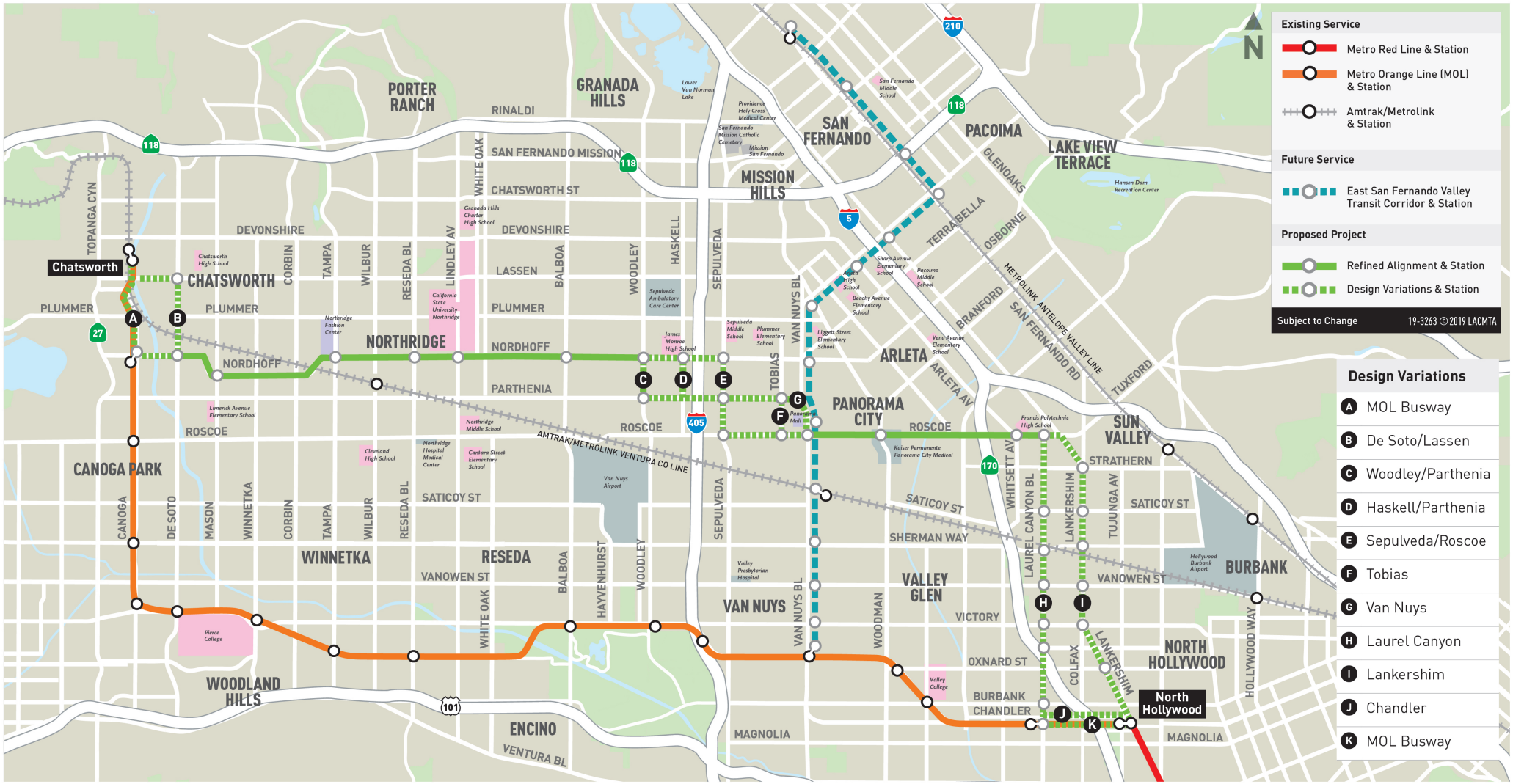
Figure ES-13: **North San Fernando Valley BRT Corridor Proposed Project**



Metro

North San Fernando Valley BRT Corridor

Proposed Project



Metro

ATTACHMENT B

Proposed Project Map (June 2019 AA)

Summer 2019 Outreach Summary – North SFV BRT Project

Introduction

The North San Fernando Valley (SFV) Bus Rapid Transit (BRT) Improvements Project (Project) is a proposed new 18-mile BRT line that would enhance existing bus service and increase transit system connectivity. The project has been identified in the Measure M Expenditure Plan, with a projected opening date between FY 2023-25 and $180 million of funding.

In May 2018, the Board authorized initiating the North SFV BRT Corridor Planning and Environmental Study. The first step in the study was the completion of the Alternatives Analysis (AA) Study. The purpose of the AA Study is to identify, evaluate, and screen or narrow down the number of transit alternatives that are to be studied as part of the subsequent environmental review phase.

Staff initiated work on the AA Study in July 2018 to evaluate a range of possible BRT routes in the San Fernando Valley between Chatsworth, Sylmar/San Fernando and North Hollywood.

Metro initiated an outreach and public engagement strategy to engage and inform stakeholders and encourage them to provide input on the project during the Alternatives Analysis (AA) phase of the project. Metro sought broad-based public input from local leaders, community members, potential transit riders and representatives of land uses that would be served by transit as to the preferred alignment, station locations and service parameters. The Metro team sought feedback about the proposed alternatives and station options, along with general comments regarding BRT benefits, project funding, ridership, and the preferred alternative selection process.

Below is the AA timeline:

- July 2018 Alternatives Analysis began
- Fall 2018 Community meetings, outreach events, and agency meetings were conducted to introduce the project and solicit input on the proposed routes
- June 2019 Alternatives Analysis completed

During the AA phase, Metro built a stakeholder database of approximately 2,100 contacts and collected over 200 comments. Common topics which were mentioned in comments received included, but were not limited to: safety, connectivity, parking, traffic congestion, property impacts, future development, interface with the East San Fernando Valley light rail transit line, additional alternatives, and station options. The AA Study was completed in June 2019. Key takeaways from the public engagement were included in the June 2019 Alternatives Analysis Report. This information was also summarized in the AA Outreach Report. Both reports can be found on the Metro website at https://www.metro.net/nsfvbrt

In June 2019, the Planning and Programming Committee received staff's presentation and public comment on the AA Study. The committee meeting video including staff's presentation, public comment, and committee discussion can be found on the Metro website at http://metro.granicus.com/MediaPlayer.php?view_id=2&clip_id=1123

The Planning and Programming Committee forwarded the item to the full Board without

recommendation. The item was subsequently continued to a future Board meeting for consideration. During the postponement, staff conducted additional public outreach in the Summer of 2019 to ensure stakeholders had an opportunity to better understand the Project and offer feedback.

The next sections list those outreach efforts, describe the collected comments and summarize the feedback received during this period.

Recap of Summer 2019 Outreach Activities

Staff conducted additional public outreach to ensure stakeholders had an opportunity to better understand the Project and offer feedback. This recap of outreach activities provides an overview of the variety of outreach and noticing strategies Metro utilized to build Project awareness, direct community members to the project website, and to promote the meetings.

Metro also used social media advertising to promote awareness of the project and promote attendance at community meetings. These ads ran on Facebook and Instagram platforms, meeting community members where they are. With more than six million active users in LA County spanning a range of age, race and income demographics, these platforms allowed Metro to reach significant numbers of people in the study area with paid ads to complement outreach tactics in the field.

Project Overview Video

During the Summer of 2019, Metro released a video providing an overview of the Project to describe the purpose and need. Metro produced two versions of this video, in English and Spanish.

The English video can be viewed at:
https://www.youtube.com/watch?time_continue=3&v=um9UrEAHwqk

The Spanish video was tailored to a Spanish-speaking audience and can be viewed at:
https://www.youtube.com/watch?v=hMLOTrPSp84

Both videos were available for viewing at the community meetings and are posted on the project website.

Using geographic targeting technology, the English video was promoted to the project area between July 30 and August 12, 2019, with the following results:

> Ad with video link was seen by 106,976 unique people

> Video was viewed 29,052 times

> Generated 48 user comments, 68 instances of people sharing with their own networks and 302 ‘reactions’ in which a user clicked an emoji to show how they feel about it (283 of these were ‘likes’ and ‘loves’, or the thumbs-up or heart emoji, respectively)

Community Meetings Overview

Community Meeting Noticing

A total of four email notices (e-blasts) were sent out prior to the meetings utilizing the project database with email addresses of over 2,700 stakeholders. Metro used its Nextdoor account to share information with neighborhoods located along the project corridor, which include 70,115

people who are registered on Nextdoor.

A total of 59,000 flyers were distributed to residences and businesses. An additional 1,000 flyers were delivered to key community centers and organizations.

Ads for the community meetings ran on Facebook and Instagram, geographically targeting communities surrounding the meeting locations, between July 27 and August 11. The meetings were added to Facebook as 'event pages,' where users could note their plans to attend, integrate with their Facebook calendars and discuss the event with other users. For each meeting, one set of ads targeted "likely riders"; the second set targeted everyone else in the area surrounding the meeting location. Overall, the "likely rider" audience engaged with the ads more, meaning that they clicked the ad, commented on the ad or 'event page' or noted plans to attend the community meeting.

Overall, these ads generated the following results*:

- 943 'yes' or 'maybe' RSVPs to attend a community meeting
- 114,586 people saw the ads for the community meetings

*Overlap in audience between ad sets makes these combined overall numbers imprecise.

In addition to social media, neighborhood, and community center noticing, Metro relied on existing relationships with community partners, elected officials, neighborhood councils, and the San Fernando Valley Council of Governments to share the meeting information through their trusted notification measures, including California State University, Northridge (CSUN), State Senator Robert Hertzberg, Los Angeles Council District 12, and North Hills West Neighborhood Council, among others.

Community Meetings Summary

Metro held three community meetings in August 2019 in North Hollywood, Panorama City and Northridge. All of the meetings were conducted in an open-house format where participants could engage in one-on-one dialogue with project staff at different information stations, provide input by participating in an interactive map exercise and submit comment cards. This format supports Metro's goal of providing a safe and equitable environment for all participants and all viewpoints at our community meetings. Refreshments and a kids activity table were provided at all meetings to provide a welcoming, family-friendly environment.

Upon arriving at the meeting, participants received a guided comment card and a "passport" guide to each information station. As participants moved through the presentation materials, they received a sticker on their passport, and upon filling up the passport with stickers for every station, they received a bag of Metro promotional items to thank them for their participation. The guided comment card included three different prompts: "What I like," "I want Metro to study," and "What I suggest" which attendees were encouraged to complete after visiting the information stations.

North Hollywood Meeting

The North Hollywood meeting was held on Thursday, August 8, 2019 from 5:30 pm to 7:30 pm at Laurel Hall School, a private school affiliated with a Lutheran church, located near one of the proposed design variations for the Project on Laurel Canyon.

North Hollywood Meeting

Panorama City Meeting

The Panorama City meeting was held on Saturday, August 10th from 11:00 am to 1:00 pm in a community room at Plaza del Valle, a family-oriented community plaza with approximately 100 small retail shops and restaurants. The community room is located adjacent to a playground, and Metro's meeting featured children's activities like pop-up buses and coloring sheets as well as empanadas and sandwiches to draw families over. The meeting was also timed to coincide with a back-to-school event at the venue. Presentation boards were displayed in English and Spanish, and bilingual team members guided Spanish-speaking attendees through the boards to explain the project in detail. Following the meeting, outreach staff hosted an information table next to the playground through the late afternoon to maximize opportunities to interact with families attending the back-to-school fair.

Panorama City Meeting

Northridge Meeting

The Northridge meeting was held on Monday, August 12th from 6:00 pm to 8:00 pm at the CSUN campus at the Orange Grove Bistro. More than 350 people attended this meeting. The number of meeting attendees exceeded the capacity of the room, so many attendees had to wait outside in line for 30 minutes – 1 hour. Metro staff regularly walked the length of the line to ensure that anyone with mobility challenges or who indicated they could not wait in line was

accommodated either to enter the meeting room sooner or to sit outside the Bistro with Metro staff who used a paper handout to walk them through the presentation materials. Metro staff extended the meeting duration to ensure that everyone who waited in line was able to review the information stations and submit their comments.

Northridge Meeting

The following table provides a summary of the number of participants by location.

MEETING DATE	LOCATION	PARTICIPANTS
Thursday, August 8, 2019	North Hollywood	35
Saturday, August 10, 2019	Panorama City	35
Monday, August 12, 2019	Northridge	357
Total		427

Summer Community Meeting Participants

Earned Media

A press release announcing the meetings was sent to 681 publications, individuals and blogs on the Metro media list. The project and meetings earned featured media coverage in 14 different stories, including Metro's The Source, Los Angeles Times, LA Daily News, Southern California Public Radio's KPCC, Curbed LA, among others.

Other Community Outreach Efforts

In addition to the community meetings, the Metro team conducted thirteen presentations and outreach efforts at events. Outreach efforts resulted in over 600 stakeholders being added to the email database since June 2019, bringing the stakeholder email database up to over 2,700 stakeholders.

Metro recognizes that there can be a variety of barriers which prevent community members from attending Metro's meetings, including work and caregiving responsibilities, infrequent public transit service in the SFV, and concern about attending formal government-hosted meetings, to name a few. By hosting tables at community fairs, Metro was able to reach new audiences during the summer to build project awareness and expand the stakeholder database.

To respond to community requests for more information about the Project, Metro scheduled the community meetings as soon as possible following the June Planning and Programming

Committee, so the community meeting at the CSUN campus took place during the summer session when fewer students were on campus. Metro staff employed a variety of different strategies to reach CSUN students in August and September. Metro Commute Services staff assisted with promoting the August community meeting during their outreach at student orientation the week of August 5th to promote the Universal College Student Transit Pass (U-Pass) and through an email to the approximately 1,500 CSUN U-Pass holders. The outreach team participated in three events hosted on campus by CSUN Associated Students once the fall session began in late August.

CSUN Associated Students Fair Event

CSUN Commuter Week Event

Lastly, Metro made presentations at several different organizations to provide the latest information on the North SFV BRT project and answer questions from attendees, including the San Fernando Valley Council of Governments Transportation Committee and the Granada Hills South Neighborhood Council.

A complete list of all presentations and outreach events conducted in Summer 2019 is listed below.

MEETING DATE	EVENT DESCRIPTION	PARTICIPANTS

MEETING DATE	EVENT DESCRIPTION	PARTICIPANTS
June 20, 2019	SFV Council of Governments Transportation Committee	20
June 22, 2019	LA Valley Pride Event	150-200
July 11, 2019	Granada Hills South Neighborhood Council	60
July 11, 2019	Valley Alliance of Neighborhood Councils	30
July 27, 2019	NoHo Summer Nights Event	10
Week of August 5, 2019	U-Pass outreach at CSUN	n/a
August 10, 2019	Plaza Del Valle Back to School Event	10
August 27, 2019	BizFed Presentation	12
August 27, 2019	CSUN Associated Students Fair	150-175
August 28, 2019	Kaiser Permanente Panorama City Farmers Market	30-45
August 29, 2019	Veterans Job & Resource Fair – Sepulveda VA Ambulatory Care Center	20
September 10, 2019	CSUN Associated Students Commuter Week	150-200
September 18, 2019	CSUN Associated Students Civic Engagement Fair	80-100

Summer Presentations and Outreach Events

Summary of Comments Received

Approximately 4,400 comments have been received from June 2019 through September 23, 2019. The broad stakeholder participation reflects the high level of interest in this project. People provided input in a variety of ways including website comments, emails, phone calls, Facebook/social media, the Source blog, at meetings/events, petitions, and letters.

Letters from Community Organizations and Elected Officials

As of September 23, 2019, Metro received 15 letters as described below.

> Ten support letters were received from community-based organizations, noting the importance of the BRT project for their employees and the individuals they represent and serve. Letters have been received from providers of health care, education, and social and community services, chamber and small business organizations, and veterans, including the following organizations:

- Assurance Learning Academy
- California Small Business Association
- Greater San Fernando Valley Chamber of Commerce
- Hope of the Valley
- LA Service Provider Coalition

(Representing 18 community-based organizations which provide direct services to more than 21,000 people with disabilities)

- Mission Community Hospital
- Mid-Valley YMCA
- The Adult Skills Center
- Valley Community Healthcare
- Veterans of Foreign Wars

> Three support letters were received from elected officials representing the study area including:

- United States Congressman Tony Cardenas
- California State Senator Robert Hertzberg
- Los Angeles Unified School Board Member Scott Schmerelson

> A letter from Interim Los Angeles Councilmember Greig Smith, 12th District was received, requesting Metro consider postponing the item from the September 2019 Board Agenda and holding a Board Meeting in the San Fernando Valley.

> A letter from the Sherwood Forest Homeowners Association was received requesting the opportunity to meet with Metro to discuss how better public transportation can be accomplished to serve the people of the San Fernando Valley.

Frequently Repeated Statements

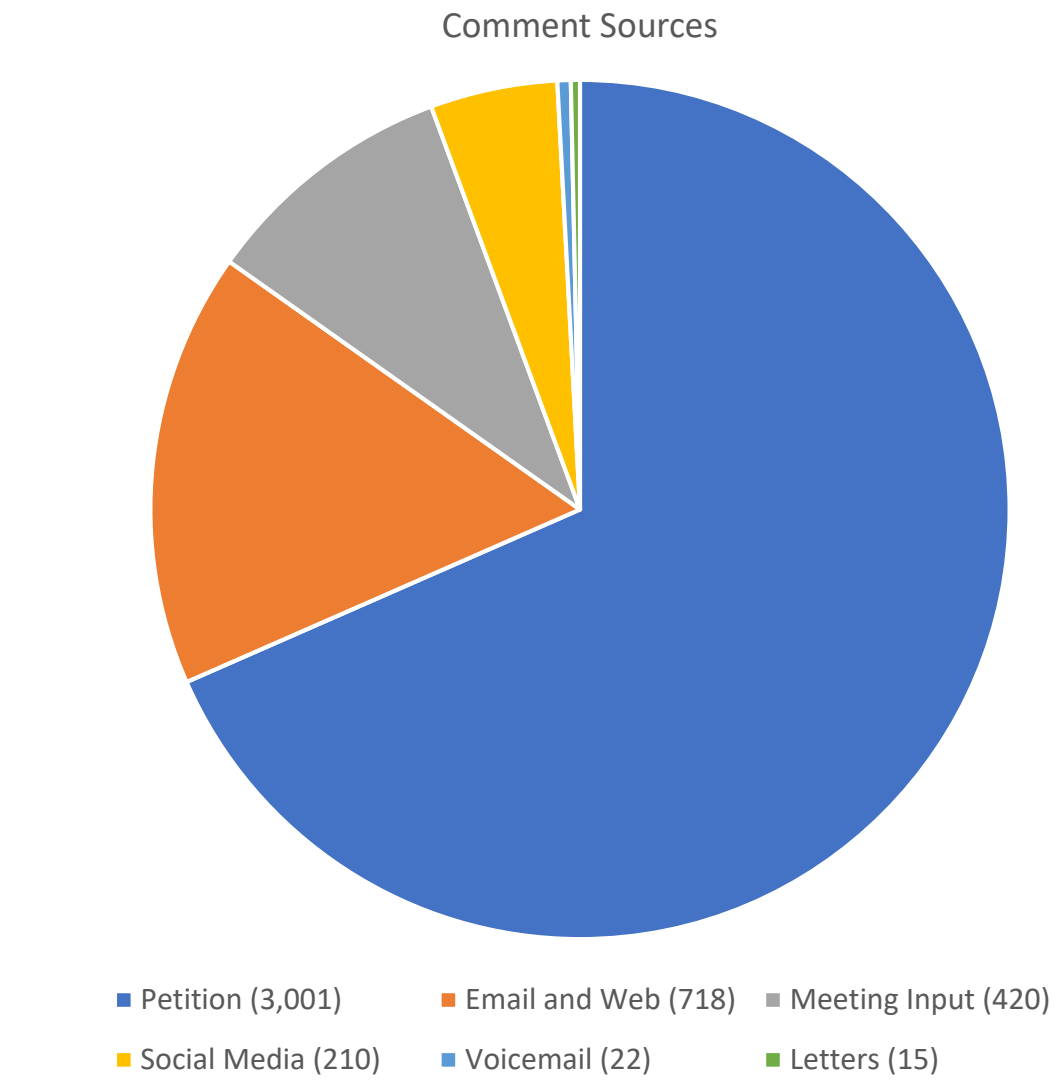
Many individuals took advantage of easy ways to communicate with Metro by signing onto statements of support and opposition to the project.

> Approximately 3,000 names were gathered on the CSUN campus in support of Metro providing much faster transit service and providing "the best possible solution to meet CSUN's transportation needs."

> Over 500 emails and phone calls were received in opposition to the project, expressing potential impact concerns regarding: loss of travel lanes, loss of parking, "up-zoning" neighborhoods, and the adequacy of outreach to affected stakeholders.

Summary of Comments

Comments received through September 23, 2019 were received from the following sources:



In order to summarize the range of comments received, a summary of the key topic areas is presented below. It is the goal of the environmental assessment phase to fully disclose refinements to the Project and to disclose the benefits and impacts of the Project to help dispel misconceptions and clarify any ambiguities.

Routes and Stations

Routes and Stations - Comments were received on potential routes and stations. Some comments advocated for further consideration of a route along Roscoe Blvd west of the I-405 freeway. Some emphasized the importance of dedicated bus lanes on a particular route while others expressed that dedicated bus lanes are unnecessary on a particular route and advocated for careful study and consideration of additional transit improvement options. Comments were received on the placement of station locations. Some comments suggested alternate routes that were not previously considered by the project, such as Plummer Street or the Metrolink right-of-way. A few comments received referenced connection to other transit and First/Last Mile options. Comments included mentions of other transit lines that individuals use

and suggestions for transit hubs or shuttle buses. Some comments asked how the project would impact bicycle lanes or what the project would do to improve sidewalks and ADA accessibility. A few comments expressed concern regarding station locations. Comments ranged from a request for a station location adjacent to a facility that serves individuals with developmental disabilities who regularly use transit, to opposition to station placement in front of homes.

Service Quality and Frequency

Service Quality and Frequency - Comments were received regarding service quality and the frequency of service. These comments included questions about how existing service would be adjusted in relation to the project. Some comments expressed a desire for increased service frequency and faster transit travel speeds. Other comments expressed skepticism that people would ride the bus in an auto-oriented area. Some comments highlighted concerns over high temperatures and a lack of shade and passenger amenities at existing bus stops. Some remarks expressed support for BRT because of the increased bus speeds and reduced travel times expected from the service. Other remarks felt that the project should operate in mixed-flow travel lanes. Other comments in this category include questions about lighting, TAP card vending machines, real-time arrival information screens, and parking at stations.

Traffic and Parking

Traffic and Parking - Comments expressed concern that dedicated bus lanes for the project would result in traffic impacts on major arterial streets, in particular around I-405, near CSUN, and in the Panorama City area. Comments were received regarding on-street parking. Some comments expressed support for reallocating space from car parking to transit use. Other comments expressed concern about a loss of on-street parking in front of single-family residences, or concern about parking by students in the neighborhoods surrounding CSUN. A number of comments expressed concern that that project would cause increased congestion and that drivers would utilize neighborhood streets as alternate travel routes.

Land Use and Property Impacts

Land Use and Property Impacts - Comments were received mentioning property impacts and land use change. Some commenters expressed concern that the transit project would negatively impact the value of single-family homes while others suggested that the project would increase property values. There were also comments that expressed uncertainty over how the project would impact zoning of single-family residential neighborhoods or requested clarification on impacts to zoning in the project study area. Some of the comments were related to the City of Los Angeles Transit Oriented Communities Affordable Housing Incentive Program and or legislation at the State level. Some comments expressed a desire for more compact and dense development

near transit that would help with housing affordability. Other comments expressed a concern about the possibility of high-rise apartments abutting single-family homes.

Public Safety

Public Safety – Comments were received expressing concern about perceived safety issues related to the project. Some comments expressed a need to address and enhance safety with this project. Some were concerned that the project would increase travel speeds on major arterials. There were also comments that expressed a belief that dedicated bus lanes could not be used by emergency response vehicles, or a concern that the project would impede emergency response times. Other comments expressed a need for traffic calming measures to protect pedestrian safety. Some comments expressed concern about safety on board the Metro system, and or concern about individuals experiencing homelessness.

Outreach

Outreach – Comments were received on outreach issues. Some comments were complimentary of the information made available. Other comments expressed concern that the timing and adequacy of outreach to affected stakeholders was insufficient. Some requested more information about the project development process and schedule. There were also comments requesting additional outreach to students and transit riders. Others needed help finding materials about the project online.

Other

Other – Most of the comments in the other category were left on social media platforms and included requests for general Metro information, input on other Metro projects or unrelated policies, or comments where a user tagged another person on the platform but did not leave a comment. A few comments received suggested either fully supporting the project financially or requested reallocating the project funding to other transportation projects.

Next Steps

This section describes Metro's approach to incorporating the feedback and concerns recieved into its planning process. All summer outreach comments will be carried forward to inform project development.

Metro acknowledges that there are issues to consider during the environmental review phase. One such issue involved strong community support behind Metro continuing to study a route option along Roscoe Blvd between the I-405 freeway and Reseda Blvd. Considering the community feedback and the NextGen Bus Study, staff will include further evaluation of the Roscoe Blvd alternative identified in the AA Report as part of the environmental review phase. Additional route options along Roscoe Blvd may also be considered so long as a connection to CSUN is provided.

The project will be using Metro's working definition of Equity Focused Communities (EFC), or those communities that are most heavily impacted by gaps in equity in Los Angeles County, as well as supplemental metrics as appropriate and directed, to actively lead and partner in addressing and overcoming disparities in access to opportunity.

Generally, the remaining issue areas will be addressed following the completion of the additional study and the refinement of the Project as the environmental review phase advances. The initial issue areas will also continue to be addressed following the additional study.

Conclusion

The purpose of this summary is to acknowledge and summarize the valuable input received from community members and stakeholders.

Metro will continue to stay flexible as we refine the project in consultation with the community to achieve equal or greater performance outcomes and positive impacts for the people with the most need for transit. Metro will keep the community informed on the progress of the planning and environmental study and upcoming decision points and will provide meaningful ways for the public to participate in the development of refinements to the Project. Expanding community consensus is a key goal for Metro during the environmental review phase.

Figure ES-6: **Alignment Option 2: Roscoe - NoHo via Lindley**