

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

NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR

BRT Network Improvements
SB 288 Virtual Community Meeting

September 29, 2022



Metro

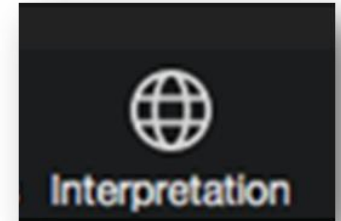


Interpretation

Spanish Interpretation

> Via Zoom

- Click on the “Interpretation” icon
- Pick the language you would like to listen to (Spanish)
- Spanish translated presentations have been posted in the chat

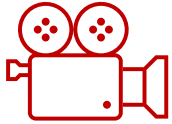


Interpretación en español

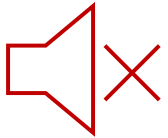
> Vía Zoom

- Haga clic en el icono – “Interpretación”
- Escoja la opción para escuchar en español
- El enlace a la presentación en español está disponible en el “chat”

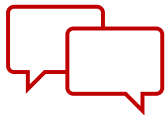
Housekeeping



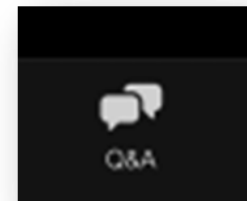
Today's meeting is being recorded



Attendee videos are off and mics are on mute



Questions and comments can be submitted using the Q&A function. Written questions will be responded to following the presentation



For technical support, text 323.330.4015

Community Guidelines

We want your feedback and input. To provide a safe and equitable process during this meeting, we are asking for your help. During this meeting, please:

- Respect the format of the meeting. We want to provide an opportunity for everyone to ask written questions and provide comments
- Treat fellow community members, agency representatives, Metro staff and others with respect
- Address all written questions to Metro staff and consultants – not to other attendees

Metro is committed to ensuring that all participants can fairly and clearly share ideas, questions, comments and concerns about this project

Project Team Members

- > **Julia Brown**—Community Relations
- > **Fulgene Asuncion**—Countywide Planning & Development
- > **Joe Forgiarini**—Operations
- > **Israel Marin**—Operations

Today's Presentation

- > Project Background & Video Update
- > Proposed BRT Network Improvements
- > Environmental Process (Senate Bill 288)
 - Business Case
 - Racial Equity Analysis
- > Community & Stakeholder Engagement
- > Project Schedule
- > Q&A
- > Next Steps

This project will improve east-west transit service.

Metro has a plan to make it easier to get around LA with better transit across the North Valley. The North San Fernando Valley Transit Corridor Project (North SFV) will improve east-west transit service with better access to jobs, education and essential services.

Project Recap & Video Update

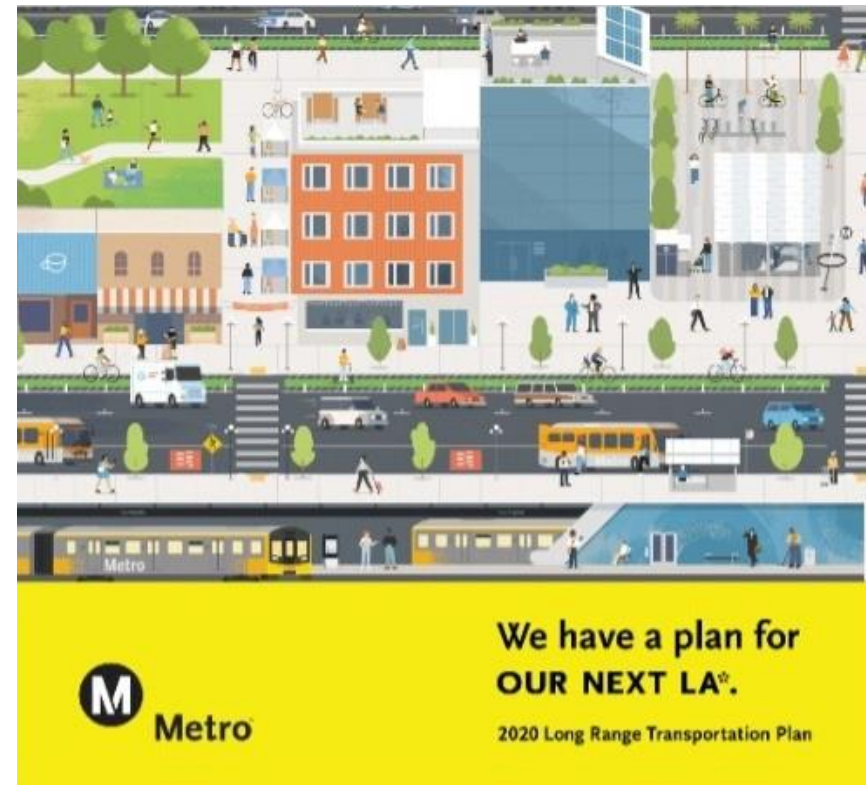
Project Goals

- > Improve the speed, frequency, and reliability of bus service
- > Improve connectivity to the regional transit network
- > Link key activity centers across the region
- > Meet the growing demand for transit
- > Increase ridership by enhancing the customer experience at local bus stops

Overarching Goals

Metro's 2020 LRTP includes the following applicable strategies under its Better Transit priority area:

- > Strategy 1.2: Improve the frequency, speed and reliability of the bus and rail transit networks
- > Strategy 1.4: Enhance station areas
- > Strategy 1.6: Enhance customer service



Environmental Process – Senate Bill 288

Summary

Prioritizes and facilitates transit and active transportation projects

Eligible projects

- Bus-only lanes
- New/increased BRT, bus, or LRT
- Zero-emission bus charging infrastructure
- Prioritization: signal modifications, on-board technology, dedicated transit lanes

Requirements

For projects >\$100m:

- Included in RTP/SCS
- Fully mitigate construction impacts
- Complete project business case and racial equity analysis
- Conduct 3 noticed public meetings before determining exemption, including 1 to review project business case and racial equity analysis; 2 public meetings annually during construction

Business Case Analysis

- > **Purpose:** Sets forth the rationale for why the BRT Network Improvements (the Project) should be implemented to solve a problem
- > **Analysis:**
 - **Strategic Case** – How would Project implementation help Metro meet long-range goals?
 - **Economic Case** – What are the costs, benefits, and societal impacts?
 - **Financial Case** – What are the long-term financial impacts?
 - **Delivery and Operations Case** – How would the Project be executed?

BRT Network Improvements: Project Elements



More Frequent Service



Transit Signal Priority



Enhanced Stops with Branding



Electric Buses with All Door Boarding

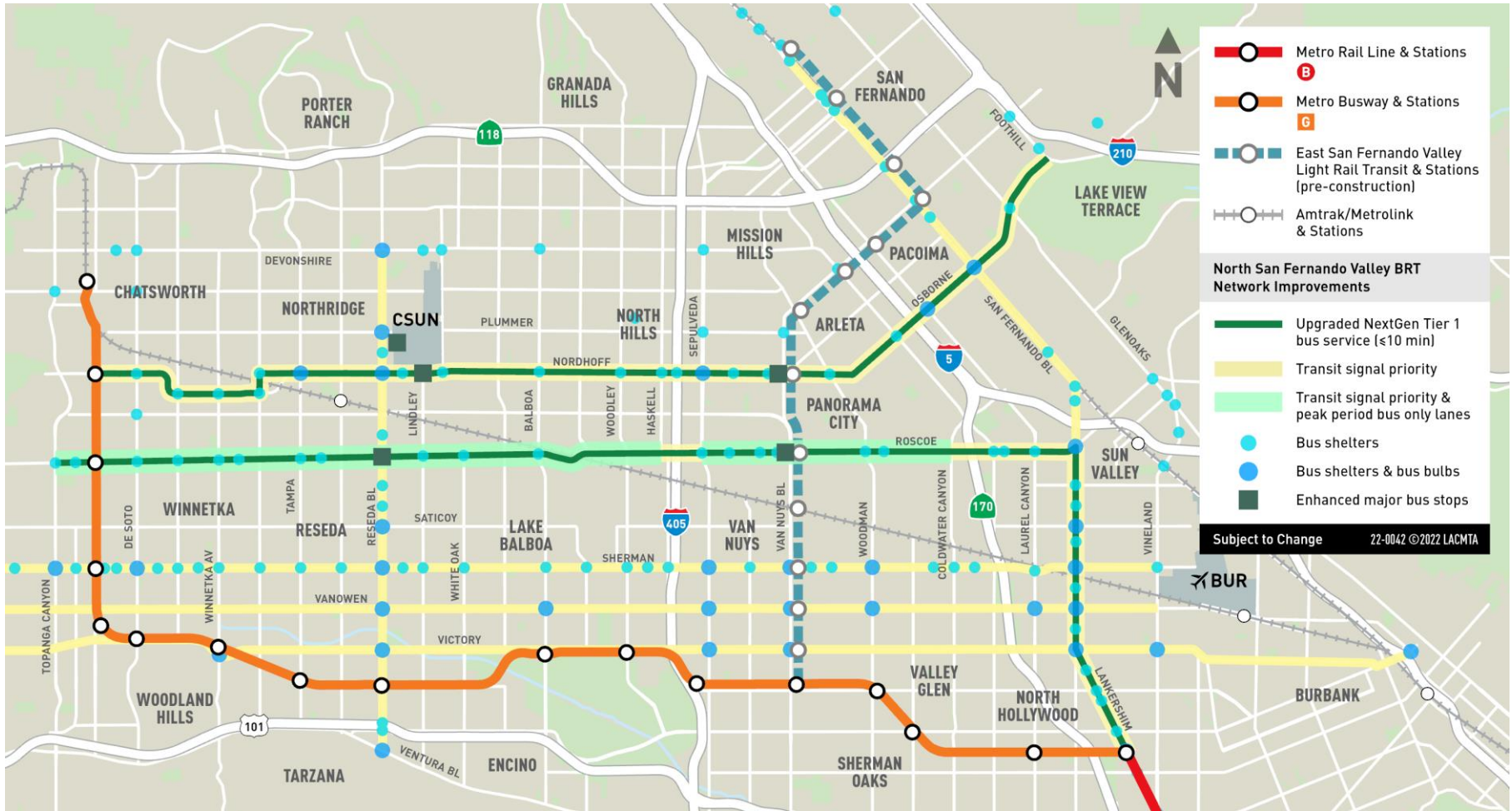


Peak-Hour Bus Lanes



Bus Bulbs

Proposed BRT Network Improvements



Strategic Case: Meeting Long-Range Goals

Service & Amenity Improvements:

- > Improved service frequency daytime weekdays every 10 minutes for Roscoe Line 152 and Nordhoff Line 166
- > New bus shelters at nearly 400 locations
- > Significant bus stop amenities including larger shelters, more seating, new real time and wayfinding information, and better lighting at five key locations
- > New zero emission electric buses for Lines 152, 162, 166 and 240

Metro LRTP Goals:

- > Strategy 1.2: Improve the frequency, speed and reliability of the bus and rail transit networks
- > Strategy 1.4: Enhance station areas
- > Strategy 1.6: Enhance customer service



Current



Proposed

Strategic Case: Frequency & Travel Time Improvements

- > 10-minute frequency improvements on Lines 152 (Roscoe Bl) and 166 (Nordhoff St)
- > Compared to current frequency of 15 minutes

BRT Network Peak Travel	Line 152 Roscoe Bl	Line 152 Roscoe Bl	Line 166 Nordhoff St	Line 166 Nordhoff St
	WESTBOUND	EASTBOUND	WESTBOUND	EASTBOUND
Time Period	Time Saving Estimated Minutes	Time Saving Estimated Minutes	Time Saving Estimated Minutes	Time Saving Estimated Minutes
Morning Peak 6–8:59am	22	22	11	10
Midday 9am–2:59pm	13	13	10	11
Afternoon Peak 3–6:59pm	22	22	11	11

Strategic Case: Meeting Long-Range Goals

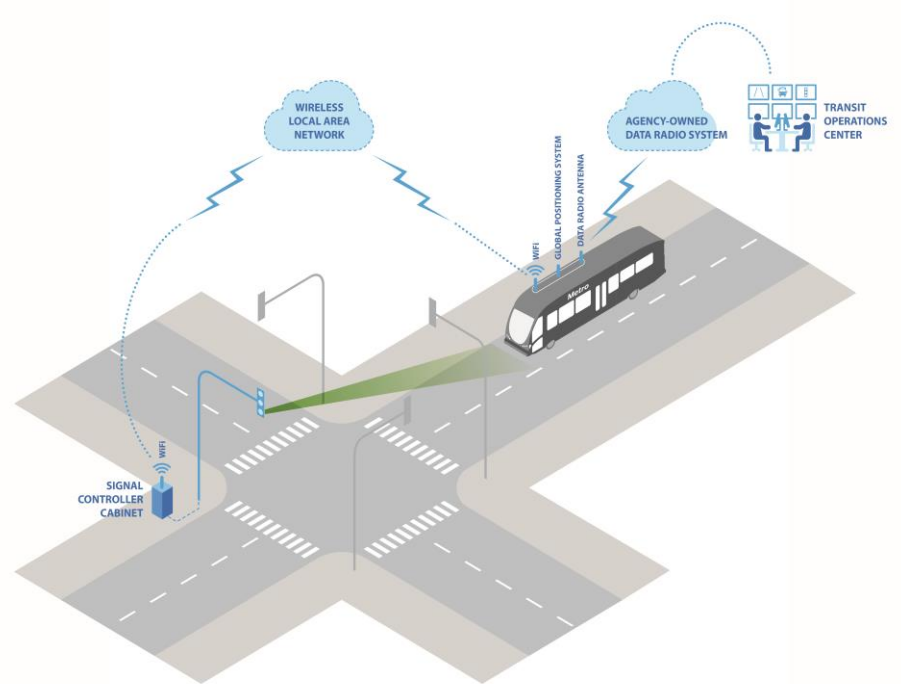
Bus Speed & Reliability

Improvements:

- > New peak hour only (7–10am, 3–7pm) bus lanes on 11 miles of Roscoe Bl
- > Transit signal priority added for up to seven bus lines (152, 162, 164, 165, 166, 224, and 240)
- > New bus stop design (bus bulbs) to avoid delays for buses merging in and out of traffic at over 80 stops
- > All-door boarding on all bus lines in the San Fernando Valley

Metro LRTP Goals:

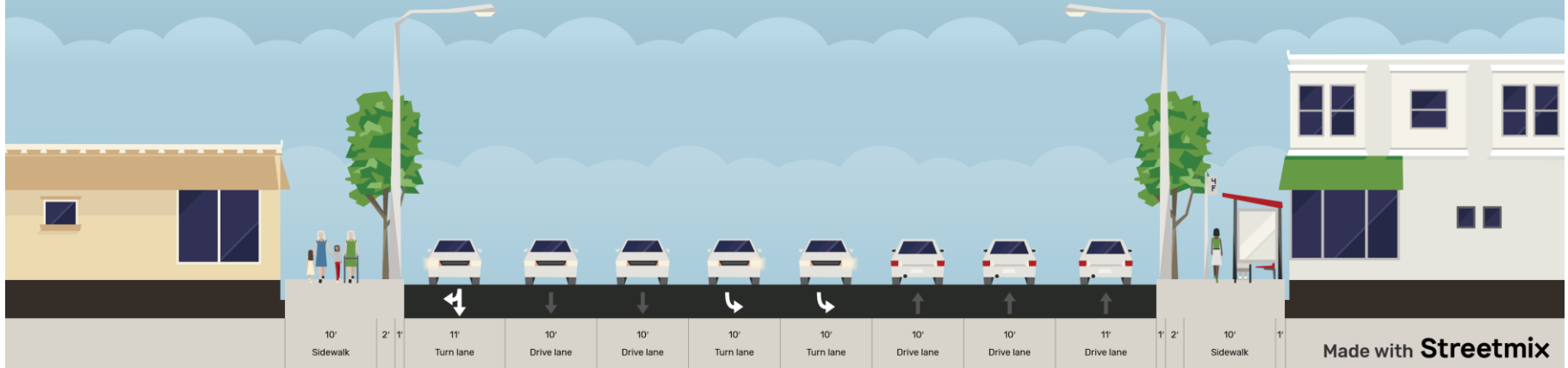
- > Strategy 1.2: Improve the frequency, speed and reliability of the bus and rail transit networks



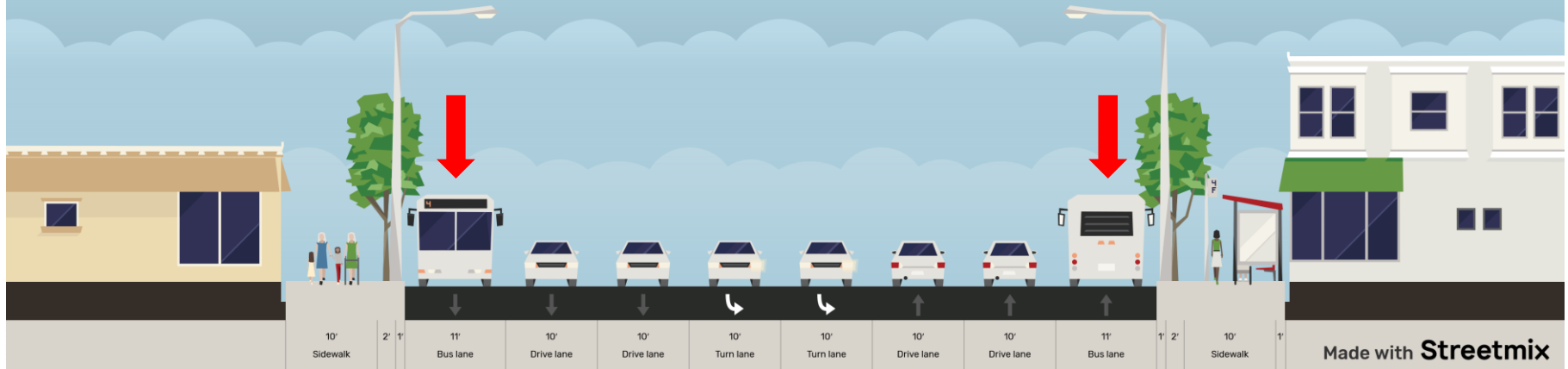
Images are for illustrative purposes only and do not reflect project design.

Strategic Case: How Peak-Hour Bus Lanes Would Work

Existing: Roscoe/Van Nuys



Proposed: Roscoe/Van Nuys



Economic Case: Benefits

> Increased Safety

- Bus bulbs (80 sites improve safety through):
 - Reduced amount of lane changing for buses and cars
 - Reduced crossing distance at intersections
 - Limits chances of vehicle/pedestrian/cyclist collisions with property loss, injury or death

> Improved Air Quality

- Long-term social costs of travel related to zero-emission buses can result in **lowering greenhouse gas (GHG) emissions**
- GHGs contribute to a changing climate that can be associated with health, environmental, and economic risk factors, creating impacts on overall society



Economic Case: Benefits

- > Better access to goods and services, including healthcare, jobs, and education
 - Improved frequency and travel times will improve connectivity to key destinations
- > Local and Regional Economic Growth
 - Increased transit connectivity improves access to jobs, services, and education
 - Travel cost savings for individuals choosing transit could shift consumer spending
- > Improved Customer Experience
 - Improved transit service and amenities improve rider comfort, convenience, and reliability
 - Improved access to local and regional businesses and households
 - Electric buses will contribute to improved health outcomes in San Fernando Valley communities



Economic Case: Costs

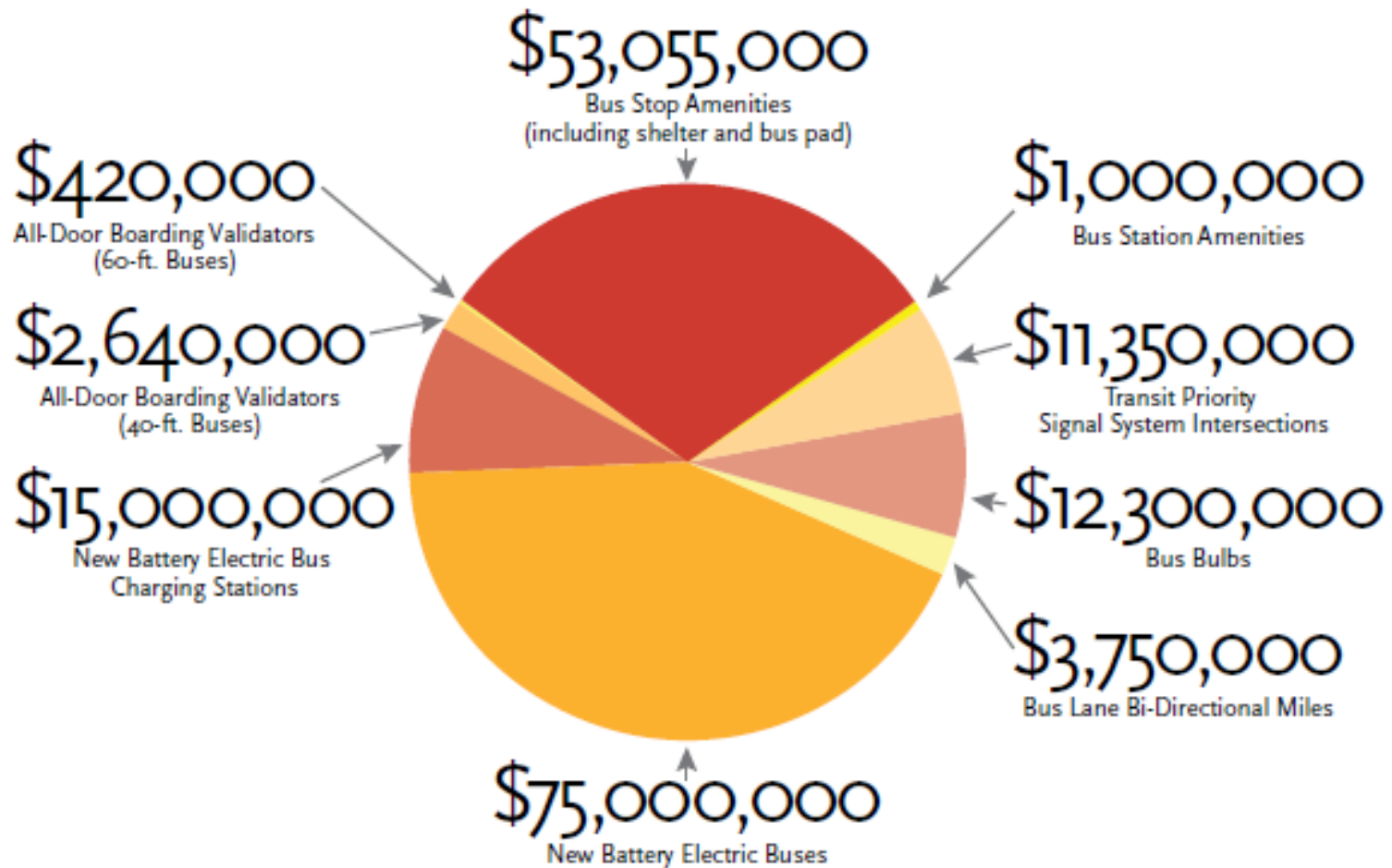
- > Loss of peak-hour parking
 - Peak-hour bus-only lanes on Roscoe Bl increase existing restrictions by one-hour
 - From the current 7-9am to 7-10am
 - From the current 4-7pm to 3-7pm

- > Traffic flow disruption during construction
 - Due to potential lane closures

- > Potential increased vehicular travel times
 - Due to lane closures during construction and loss of travel lane during peak-hour bus lane operation

Financial Case: Long-Term Financial Impacts

Measure M \$180 Million Budget Allocations



Financial Case: Revenue Impacts and Increased Ridership

- > The BRT Network Improvements are anticipated to increase ridership
- > Revenue is anticipated to increase as a result of these improvements

ALTERNATIVES	METRO BOARDINGS	METRO BUS BOARDINGS	NEW METRO BOARDINGS	NSFV BRT BOARDINGS	152 + 166 BOARDINGS
No-Build	2,236,724	1,203,853	--	--	15,753
Network Approach Alternative: Coded as Local Bus, With Speed Improvements	2,262,813	1,221,908	26,089	--	26,684

Table 10. 2042 Person Trips and Metro Boardings Summary

Delivery and Operations Case: Executing the Project

> Project Delivery

- Committed funding source
- Capital costs within budget

> Delivering and Operating Investment

- Metro will use established processes and procedures for procurement, permitting, community engagement, construction, and operation & maintenance
- Metro will partner with experienced engineering and construction consultants and contractors to deliver the proposed improvements

Business Case Analysis: Conclusion & Recommendation

> **Conclusions:**

- BRT Network Improvements would achieve more of Metro's strategic goals and maximize Measure M funds by providing improvements to multiple corridors through the NSFV reaching a larger demographic in a shorter timeframe

> **Recommendation:**

- When compared to the single line BRT, the BRT Network Improvements was determined to be the best option for future investment under all four cases (strategic, economic, financial and delivery and operations)

Racial Equity Analysis: Introduction

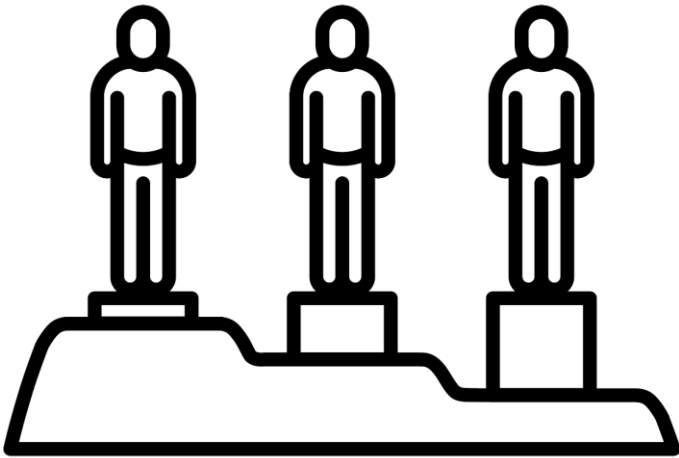
> **Purpose:**

- Systematic examination of how different racial and ethnic groups will likely be affected by a proposed action or decision

> **Report analyzes:**

- Racial equity impacts of the Project
- Communities who will benefit from and be burdened by the Project

What is Equity?



Equity is both an **outcome** and a **process** to address racial, socio-economic, and gender **disparities**, to ensure fair and just access – with respect to where you begin and your capacity to improve from that starting point – to **opportunities**, including jobs, housing, education, mobility options, and healthier communities.

NSFV Local Transit Rider Demographics



Ride Metro Metro five days per week indicating they are frequent riders who rely on bus service



Do not own a car



4 of 5

Identify as black, indigenous and people of color (58% Latinx)



1 in 4 households earns less than \$5,000 annually



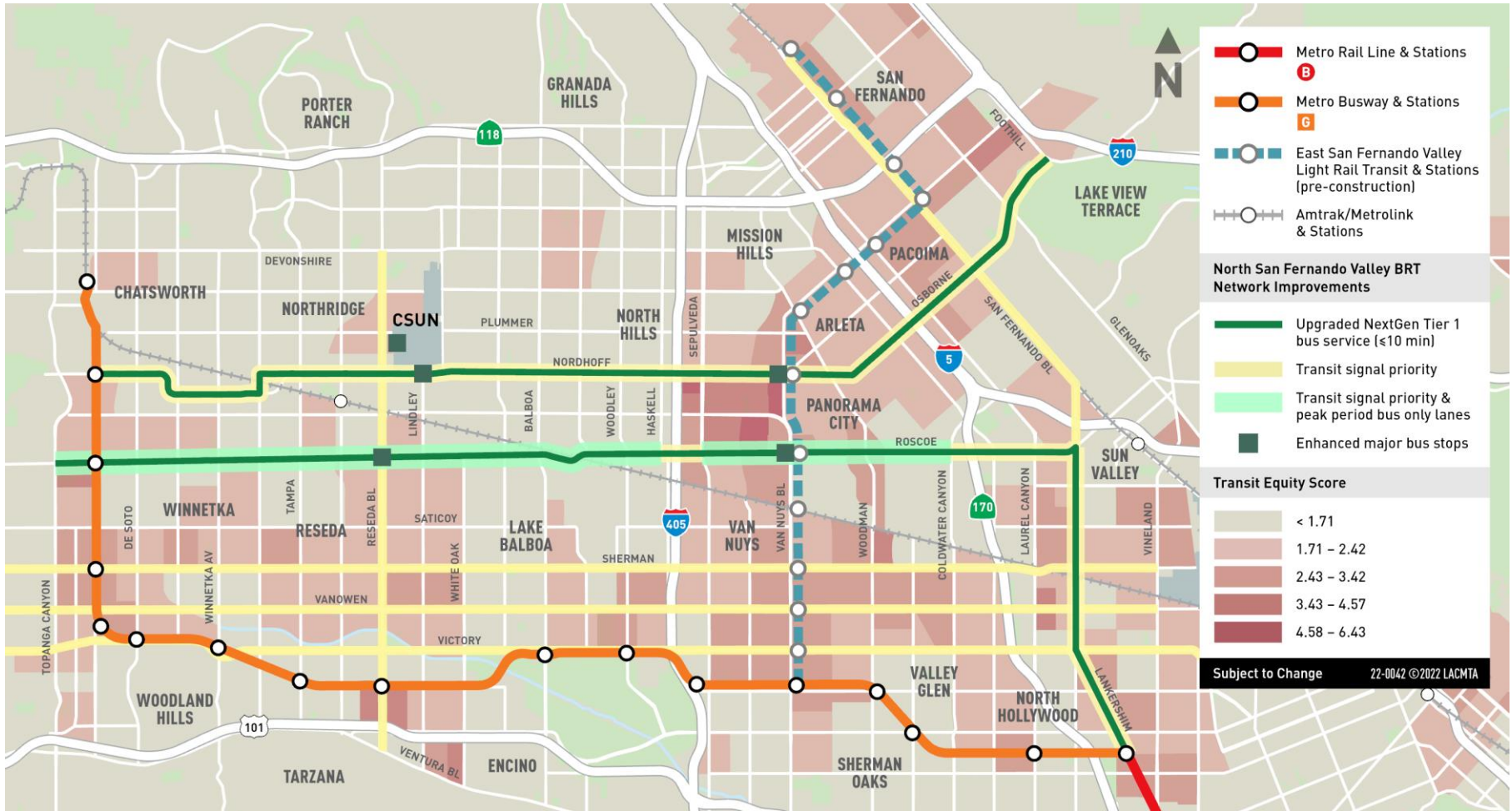
Live below the poverty line

BRT Network Improvements

Demographic Reach (within 0.25 miles from stops)



Transit Equity Areas



Racial Equity Analysis: Conclusion

> Conclusions:

- The Project has generally received support from the community for enhancing the existing transit system
- Metro has identified the NSFV area as an equity-focused community. Therefore, these communities will benefit from and be positively affected by implementation of the Project
- The Project would directly improve the mobility of NSFV transit riders, 4 of 5 of which identify as BIPOC and 58% of which identify as Latinx
- The Project would be implemented in areas that include large populations that identify as Hispanic/Latino, Asian and Black or African American

Community & Stakeholder Engagement

> Completed

- Briefings & Materials: May – June 2022
- Key Stakeholder Presentations: May – July 2022
- CSUN & Corridor-Wide Events: May – June 2022
- Transit Rider Intercepts & Survey: May 2022
- Door-to-Door Business Outreach: June 2022
- StoryMap Online Engagement Tool: May 2022
- Community Meetings: Mid-June 2022
- SB 288 Virtual Community Meeting: Sept 2022

> Next Steps

- Continued CSUN Student Engagement: Sept – Oct 2022
- Presentation to SFV COG Board of Directors: Oct 2022
- Metro Board Consideration: Nov/Dec 2022



Bus Rider Survey Results

Transit rider intercepts conducted from May 31 to June 7

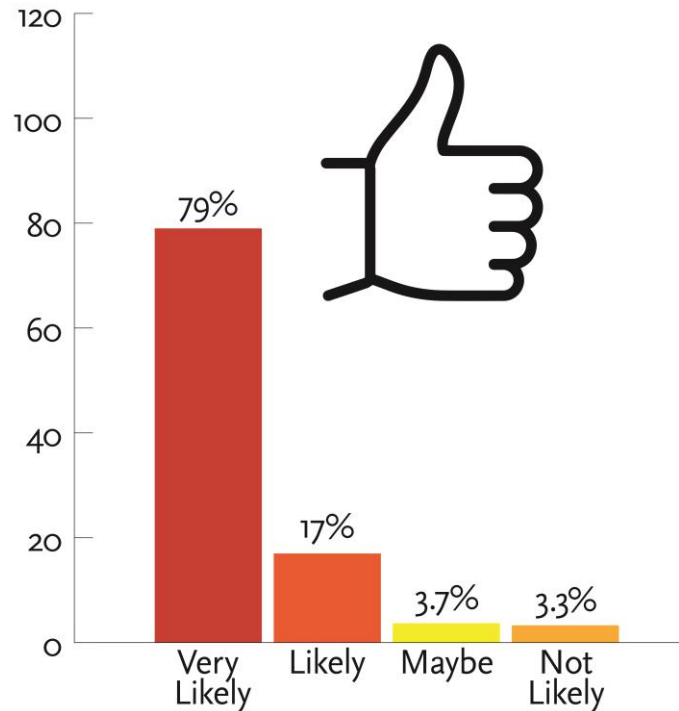
304 Bus Riders
completed the survey



249 in English · **55** in Spanish

Bus Rider Survey Results

Would having a faster, more reliable trip time encourage you to use the bus more?



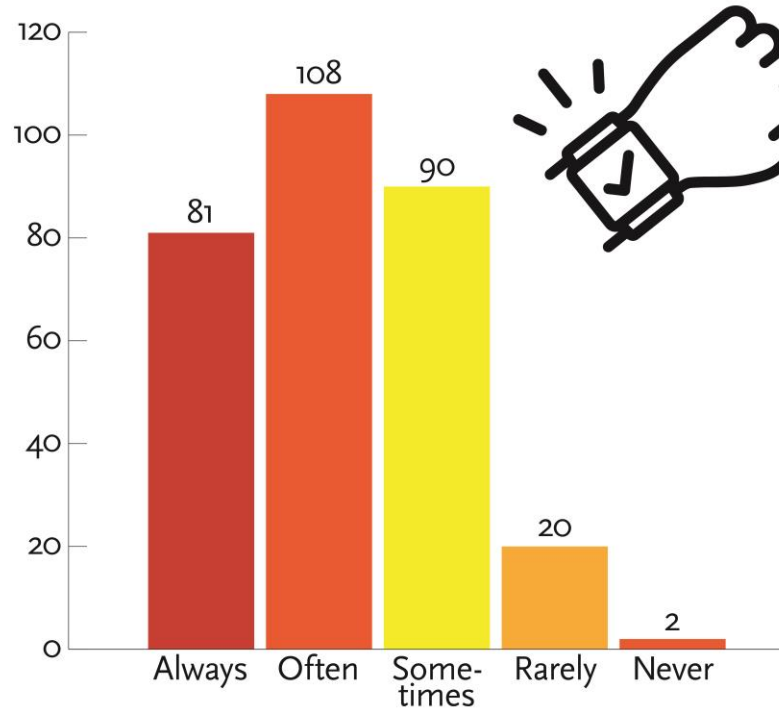
Which bus line(s) do you ride most often?



- 20%** Metro Line 152 (Roscoe)
- 23%** Metro Line 162 (Sherman Way)
- 21%** Metro Line 164 (Victory)
- 21%** Metro Line 165 (Vanowen)
- 16%** Metro Line 166 (Nordhoff)
- 20%** Metro Line 224 (Lankershim)
- 28%** Metro Line 240 (Reseda/Ventura)
- 58%** Other

Bus Rider Survey Results

How often do you experience delays due to traffic congestion while riding the bus?



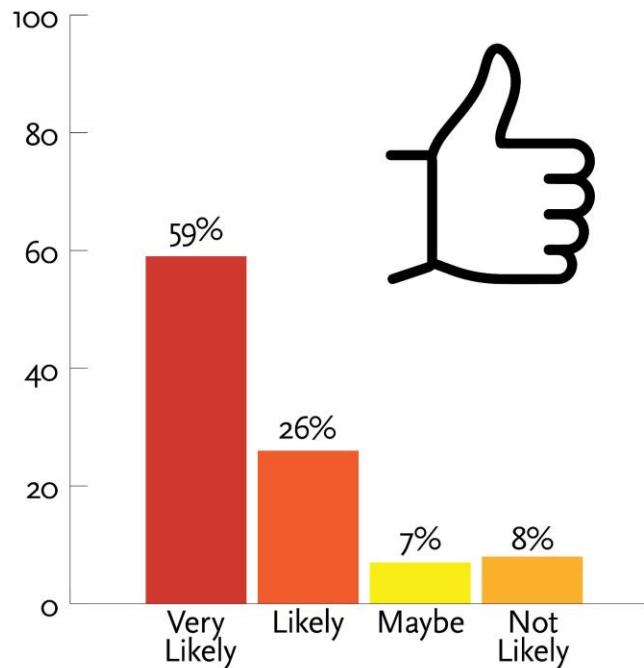
Please rank which bus improvements benefits are most important to you.

1. Increased frequency of service
2. More reliable on-time buses
3. Shorter travel times from bus lanes and transit signal priority
4. New shelters at bus stops
5. New zero emission electric buses

CSUN Student Questionnaire

> 135 students completed the questionnaire in August 2022

Would having a faster, more reliable trip time encourage you to use the bus more?



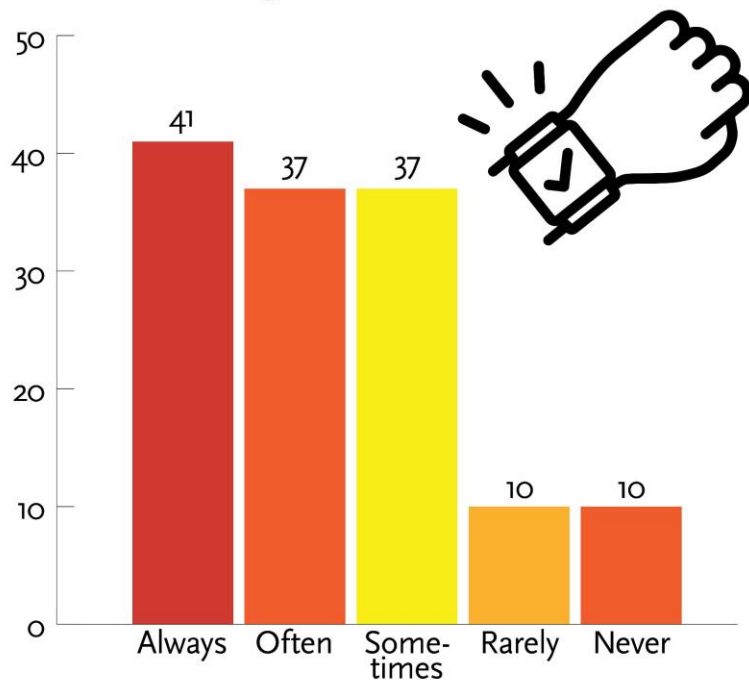
Which bus line(s) do you ride most often?



- 18% Metro Line 152 (Roscoe)
- 25% Metro Line 166 (Nordhoff)
- 7% Metro Line 167 (Coldwater Canyon/Plummer)
- 12% Metro Line 237 (White Oak/Ventura)
- 24% Metro Line 240 (Reseda/Ventura)
- 20% Metro G Line (Orange)
- 25% Other

CSUN Student Questionnaire

How often do you experience delays due to traffic congestion while riding the bus?



Please rank which bus improvements benefits are most important to you.

1. More reliable on-time buses
2. Shorter travel times from bus lanes and transit signal priority
3. Increased frequency of service
4. New shelters at bus stops
5. New zero emission electric buses

Project Schedule

**WE
ARE
HERE**

Spring/Summer 2022

- Public Outreach
- Community Meetings (June)

Fall 2022

- SB 288 Virtual Community Meeting (September)
- Board Consideration of Preferred Alternative (November/December)

Summer/Fall 2023

- Implementation goals for:
- Roscoe Bus Priority Lanes
 - 10-min weekday service on Roscoe & Nordhoff
 - Begin new shelter installations

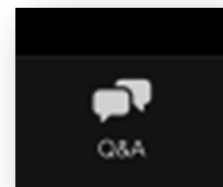
Winter 2023 - Winter 2025

- Implementation goals for:
- New Bus Shelters
 - Bus Bulbs
 - Zero Emission Buses
 - Transit Signal Priority



ONGOING PUBLIC PARTICIPATION

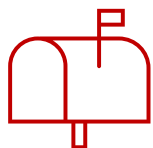
Q & A



- > Please submit questions using the Zoom Q&A function
- > We will answer as many questions as we can, focusing on questions that are of broadest interest
- > Your question will appear publicly as it's being answered live or responded to in writing in the Q&A box
- > If you have difficulties with the Zoom Q&A function, please call or text 323.330.4015
- > Dial-in users, please text your questions to 323.330.4015

Contact Us

Visit our online StoryMap to explore the interactive maps and information on your own time by visiting, arcg.is/1HPbfW



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