



## NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR

# Frequently Asked Questions (FAQs)

## Study Overview

### What is Bus Rapid Transit (BRT) Network Improvements?

The BRT Network Improvements is a proposed, enhanced bus network that would increase connectivity and provide high-quality bus service and transit infrastructure in North San Fernando Valley communities from Northridge on the west to North Hollywood on the east. The primary corridors to be improved through the BRT Network Improvements include Roscoe Bl, Nordhoff St and Lankershim Bl, with additional improvements planned for Reseda Bl, Sherman Way, Vanowen St and Victory Bl. These may include a number of capital and operational improvements, such as:

#### > Service and amenity improvements:

- Improved service frequency daytime weekdays every 10 minutes for the Roscoe Line 152 and Nordhoff Line 166
- New bus shelters at nearly 400 locations throughout the San Fernando Valley
- Significant bus stop amenities including larger shelters, more seating, new real time and wayfinding information, and better lighting at five key locations
- New quiet, smooth riding, zero emission electric buses for the Roscoe 152, Sherman Way 162, Nordhoff 166 and Reseda-Ventura 240 bus lines

#### > Bus speed and reliability improvements:

- New peak hour only (7–10am, 3–7pm) weekday bus lanes on 10.5 miles of Roscoe Bl
- Transit signal priority added for up to seven bus lines (Roscoe 152, Sherman Way 162, Victory 164, Vanowen 165, Nordhoff 166, Lankershim-San Fernando 224, and Reseda-Ventura 240)



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- 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 by equipping rear door of buses with TAP card validation machines

### **What is Bus Rapid Transit (BRT)?**

Bus Rapid Transit (BRT) includes a variety of upgrades to standard bus routes that are designed to provide a higher quality of service closer to that experienced on a rail service. These upgrades can include dedicated travel lanes for the buses; new high-capacity branded buses with amenities such as wifi, bicycle racks and all-door boarding; more frequent service; transit signal priority at intersections; stations spaced at major land uses rather than every block; amenities at stations such as canopies, next bus displays of arrival times, off-bus fare payment, and station access improvements for pedestrians and bicycles. Not all BRT systems contain all of these elements and they may not contain the same elements along the entire length of the BRT route, but they all strive to provide a high-quality, frequent transit experience similar to rail. The Metro Orange and Silver Lines are examples of BRT, as are the SBx project in San Bernardino and the Alum Rock BRT in Santa Clara County.

### **Will the project operate in dedicated lanes? If so, will parking or vehicle lanes be removed?**

The project will introduce buses operating in dedicated lanes on segments of Roscoe Bl during peak-hours only weekdays where parking is already restricted. This would adjust the current weekday parking restrictions on Roscoe Bl from 7–9am to 7–10am and 4–7pm to 3–7pm. Street parking would remain available during off-peak hours, overnight, weekends, and major holidays. Any changes to the existing street designs need to be developed in cooperation with and subject to the final approval of the City of Los Angeles Department of Transportation (LADOT).

### **Does this project include bus-only lanes? What are peak-hour bus-only lanes?**

Yes. The BRT Network Improvements include peak-hour bus-only lanes on segments of Roscoe Bl where parking is already restricted between Coldwater Canyon Av and Topanga Canyon Bl. The peak-hour bus-only lanes would not operate in the I-405 and SR-170 freeway interchange segments. Peak-hour bus-only lanes allow buses to operate in dedicated lanes during peak traffic hours. The buses would run every 10 minutes Monday–Friday during peak hour commute hours of 7–10am and 3–7pm on Roscoe Bl. Street parking would remain available during all other weekday hours. This would adjust the existing Monday–Friday 7–9am and 4–7pm parking restrictions. Other vehicles may enter the bus lanes to make right turns into streets and driveways.

### **Are dedicated BRT lanes still being proposed for Nordhoff St?**

No. Dedicated lanes are not being proposed for Nordhoff St. Improved frequency of buses to 10-minutes for Line 166, transit signal priority (TSP), bus bulbs, new bus shelters and an enhanced bus stops outside Cal State University Northridge (at Lindley) and at Nordhoff/Van Nuys are proposed for Nordhoff St.



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### **What streets are being considered for the BRT project?**

The primary corridors to be improved through the BRT Network Improvements include Roscoe Bl, Nordhoff St and Lankershim Bl, with additional improvements planned for Reseda Bl, Sherman Way, Vanowen St and Victory Bl.

### **Is a single line BRT still being studied as part of the project?**

A single line BRT is no longer being studied as part of this project. Based on community feedback and Metro Board direction to study a network improvements approach and incorporate the Metro NextGen Bus Plan, the project staff studied ways of improving existing transit services in more areas of the North SFV with service and amenity improvements, and bus speed and reliability improvements.

### **Does this project still meet the Measure M funding goals?**

Yes. The Measure M ordinance identifies this transit capital project as “North San Fernando Valley BRT Improvements” with a groundbreaking date of fiscal year 2019 and an opening date of fiscal year 2023–2025. The ordinance does not specify a route for BRT improvements in the North San Fernando Valley (North SFV), rather, it includes a footnote(“s”) which states that, “This project will increase system connectivity in the North San Fernando Valley and the Metro Transit System.” The BRT Network Improvements still meets the goals identified in Measure M as the project will increase system connectivity in the North SFV and will provide BRT-like improvements in more areas in the North SFV.

### **How will the project be funded?**

The North SFV project as now defined is entirely funded by Measure M, a half-cent sales tax initiative that funds a number of transportation projects/programs. Under this Measure, the project received an allocation of \$180 million.

### **When will the project open?**

Per Measure M, the project has an anticipated opening in 2023–2025. However, with the BRT Network Improvements, it is anticipated that elements of the project can be delivered earlier than the Measure M schedule and completed by winter 2024/25, 18–24 months sooner than a single line BRT.

## **Environmental Process**

### **What is the Senate Bill 288 (SB 288) environmental exemption process?**

Senate Bill 288 (SB 288), signed into law on September 28, 2020, provides a new statutory California Environmental Quality Act (CEQA) exemption for transit prioritization projects which include signal coordination, installation of dedicated transit lanes, conversion of general-purpose lanes to bus-only lanes either during peak hours or all day, and construction of stations on existing public rights-of-way (ROW). Metro identified this project as a candidate for exemption under SB 288. Since NSFV BRT Network Improvements is valued over \$100M, compliance under SB 288 includes the preparation of a project



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business case and racial equity analysis, and conducting public outreach meetings. A virtual public meeting was held on September 29, 2022 to present the project business case and racial equity analysis and information on the project. Both of those reports can be found on the project website under “Documents” at [metro.net/projects/north-sfv-brt/#documents](https://metro.net/projects/north-sfv-brt/#documents).

### **Is an Environmental Impact Report (EIR) still being studied for this project?**

No. Under Senate Bill 288 (SB 288) an Environmental Impact Report (EIR) is not required if a project meets the criteria outlined in the previous question. Since the BRT Network Improvements is candidate under SB 288, the project will not complete an EIR and is seeking a statutory exemption under the California Environmental Quality Act (CEQA).

## **Bus Shelters and Enhanced Stops**

### **Where will the enhanced stops be located?**

The intention for the enhanced stops is to include locations where there are major land uses and important destinations to be served and key transfer opportunities to other transit routes. Some of the locations where enhanced stops are being considered include the California State University, Northridge (CSUN) campus, Panorama City business district and Northridge Hospital. These include enhanced stops with transfer opportunities to the regional Metro bus system and the future East San Fernando Valley Light Rail Line (ESFV LRT).

### **Where will the additional bus shelters be located?**

Bus shelter locations have not yet been finalized but will be prioritized for the busiest stops across the BRT Network Improvement corridors including Roscoe Bl, Nordhoff St, Lankershim Bl, Reseda Bl, Sherman Way, Vanowen St and Victory Bl. In collaboration with the City of Los Angeles, the BRT Network Improvements would include the installation of almost 400 new bus shelters.

## **Service and Amenity Improvements**

### **Will this project include electric buses?**

This project will include new zero emission battery-electric buses as part of the BRT Network Improvements. The project proposes to purchase 75 of these buses to deploy on four key transit lines (Roscoe 152, Sherman Way 162, Nordhoff 166, Reseda/Ventura 240) in the North San Fernando Valley. The electric buses will reduce noise and greenhouse gas emissions, provide better performance and a quieter, smoother ride.



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### **Will bike lanes be included with the project?**

While bike lanes are not included in the implementation of this project, there are other plans by the City of LA for additional bicycle infrastructure that compliment this project and can be found at [bit.ly/ladotbike](https://bit.ly/ladotbike). Additionally, the bus-only lanes on segments of Roscoe Bl can legally be used by bicyclists.

### **Will the buses have adequate room for bicycles?**

The new electric buses will include external bicycle racks like the existing fleet.

## **Bus Speed and Reliability Improvements**

### **What is transit signal priority (TSP)?**

Transit signal priority (TSP) uses the buses' location to communicate wirelessly with the traffic signal to extend a green light or advance a signal changing from red to green by a few seconds. This allows the bus to continue through an intersection without delay and can save many minutes over the length of a bus trip. TSP helps reduce travel times and ensures more reliable on-time arrivals. As part of the project TSP would be included on Lankershim Bl/San Fernando Rd, Roscoe Bl, Nordhoff St, Sherman Way, Vanowen Bl, Victory Bl, and Reseda Bl/Ventura Bl.

### **What is a bus bulb?**

Bus bulbs extend the sidewalk at bus stops across the curbside road lane. Bus bulbs improve accessibility and make boarding easier for passengers, with a larger waiting area that can accommodate more amenities. Buses can remain in their travel lane to quickly pick-up and drop-off passengers, avoiding any delays from merging in and out of traffic. Bus bulbs also improve safety by implementing shorter crosswalks for pedestrians and reduce the chances of collisions with vehicles and cyclists.

## **Construction**

### **Will there be any grade separations at major streets or the freeways?**

This BRT project will not include any grade separations at major streets or at the freeways. The buses will operate at street level in dedicated lanes, where possible, and in mixed-flow with other vehicles where there is no room for dedicated lanes.

### **Will property need to be acquired?**

No property acquisitions are required to accommodate the project. Widening of streets is not part of this project.

### **Will land uses be changed with implementation of this project?**

Changes in land use are not proposed as part of this project.



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## Related Regional Projects

### **How will the project connect with other Metro projects?**

The BRT Network Improvements will connect to several other transit projects, including the Metro G Line (Orange) BRT and B Line (Red) Subway at North Hollywood Station. There is a separate BRT project currently in design that would operate between North Hollywood and Pasadena with a connection to this project at the North Hollywood Station. This project will also connect to the future East San Fernando Valley Light Rail project which will be located on Van Nuys Bl, extending light rail from the G Line (Orange) BRT Station to the Sylmar/San Fernando Metrolink Station.

## Community Input

### **How has public input been incorporated into the ongoing process?**

The Alternatives Analysis (AA) includes a chapter and appendices that document the outreach activities completed during the pre-scoping AA phase of the project from June 2018 to Spring 2019. Public input and feedback from key stakeholders were examined throughout the process and were the key inputs that led to the final design for this project, based on responses to the early planning efforts from June 2018 to Spring 2019. The AA report and separate outreach report can be found on the project website.

During the current phase of the project studying the BRT Network Improvements, the November Metro Planning and Programming Committee Board Meeting and Regular Board Meeting board reports include the outreach report documenting outreach conducted from Spring 2022 through Fall 2022. Community outreach efforts will continue to include comprehensive and innovative approaches that engage the wider community, especially historically underserved areas, with the intention of producing outcomes that promote and sustain opportunities and avoid increasing disparity.



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