

Next stop: improved transit in the North Valley.

NORTH SAN FERNANDO VALLEY TRANSIT CORRIDOR Fact Sheet



Contact Us

Please use the following contact tools to access more project information, ask a question or provide comments:

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Overview

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 at a Glance

The North San Fernando Valley Transit Corridor Project 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 include Roscoe Bl, Nordhoff St and Lankershim Bl, with additional improvements planned for Reseda Bl, Sherman Way, Vanowen St and Victory Bl. The project also includes a station connection with Panorama City, Northridge and California State University, Northridge (CSUN).

This new approach, called the BRT Network Improvements, is the result of extensive outreach and Metro Board direction following prior studies and completion of an Alternatives Analysis for a single-line Bus Rapid Transit (BRT) project in 2019.

The BRT Network Improvements would provide the following benefits:

- > Faster, more frequent and more reliable bus service
- > Improved connections to the regional transit network
- > Better access to important destinations across the region
- > More transit to meet growing demand
- > Enhanced bus stops
- > Service improvements that are brought to riders sooner

This new service can increase ridership and improve transit options in the Valley. Better links to key activity centers and improved access to jobs, education and essential services will enhance the countywide transit system by connecting a larger population to the transit network. Considerations will also be given to enhancing connectivity with other existing or planned transit lines, such as the Metro B Line (Red), Metro G Line (Orange), future East San Fernando Valley Light Rail Transit, Metrolink and the future North Hollywood to Pasadena Transit Corridor Project.

Project Funding

In November 2016, LA County residents approved Measure M, a half-cent sales tax that funds a number of transportation improvements. Under this measure, the project received \$180 million in funding.

What We Are Studying

Improvements to speed, reliability and customer experience are currently being evaluated. 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
 - 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
- > Bus speed and reliability improvements:
 - New peak hour only (7–10am, 3–7pm) bus lanes on 12.5 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

Project Background

- > Voter-approved Measure M (2016) included \$180 million for high-capacity east-west transit service in the North San Fernando Valley, especially service to CSUN, to ease traffic and meet the growing demand for transit in the San Fernando Valley.
- > This project will contribute to the success of the countywide transit system by adding connectivity to a large population and significant trip generators, including CSUN and others.
- > In 2019, Metro completed an Alternatives Analysis (AA) that identified Nordhoff St and Roscoe Bl as the highest performing east-west travel, and Lankershim Bl and Laurel Canyon Bl for north-south travel.
- > Upon review of the 2019 AA report, the Metro Board directed staff to include Roscoe Bl and the NextGen Bus Plan in the study of alternatives.
- > In coordination with the NextGen Bus Plan, Metro began studying a reimagined BRT Network Improvements option.

What’s Next

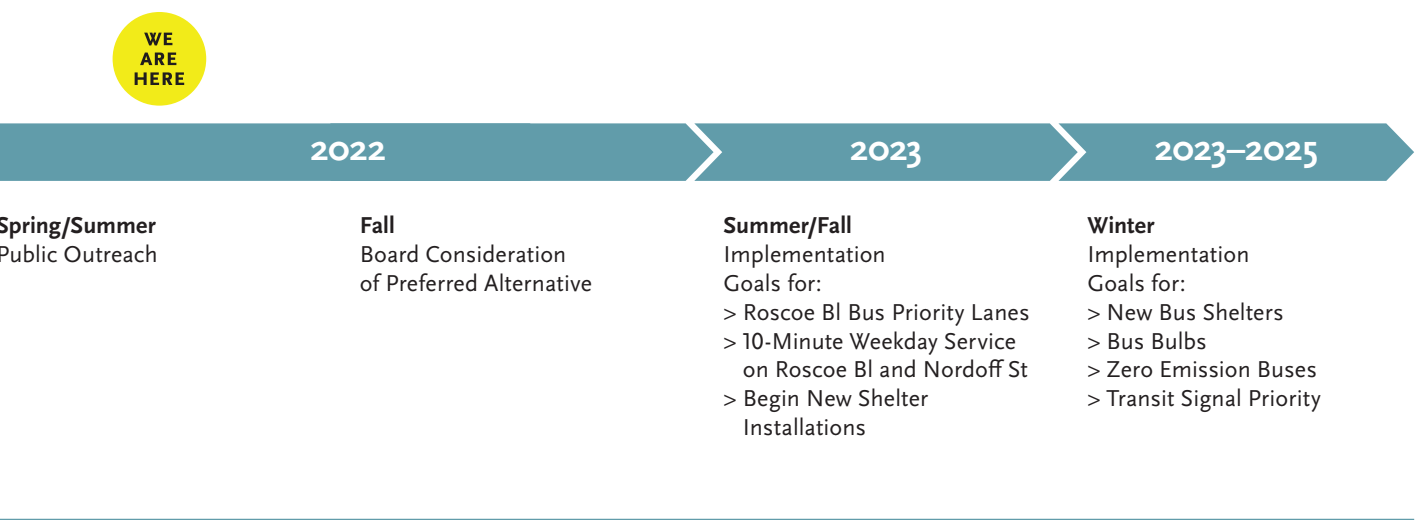
Metro will be conducting community update meetings in summer 2022 to solicit feedback on the project and the BRT Network Improvements, prior to Metro Board consideration. Visit our online interactive StoryMap to learn more about the project and explore the information on your own time. Please visit bit.ly/northsfv or scan the code.



NORTH SAN FERNANDO VALLEY PROJECT AREA



Project Timeline



ONGOING PUBLIC PARTICIPATION