



Next stop: a new way to ride between NoHo and Pasadena.

NOHO TO PASADENA TRANSIT CORRIDOR



Metro



Community Meeting

April 1, 2021

Housekeeping



Today's meeting is being recorded



Attendee videos are off and mics are on mute



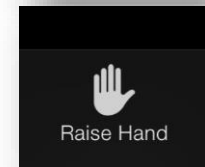
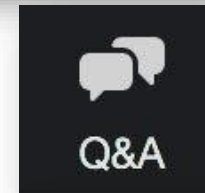
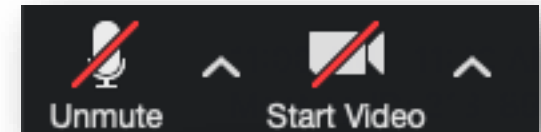
During the meeting, questions and comments can be submitted using the Q&A function



Oral questions following presentation



For technical support, text 818.650.0619



Access Spanish 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”

Project Goals and Objectives

- > Provide a new, **premium transit** option to retain existing riders and attract new riders
- > Provide quick and convenient **access** to major local and regional activity/employment centers
- > Enhance **connectivity** to the regional transit network
- > Provide improved passenger **comfort** and **convenience**
- > Improve **air quality** and create healthier communities
- > Support **community plans**

Project Background

- > Measure M Project - \$267 million in Measure M & SB1 Transit and Intercity Rail Capital Program (TIRCP) funds
 - Projected opening year 2024
- > Draft EIR released for public review and comment from October 26 to December 28, 2020
 - Two virtual public hearings conducted
 - Nearly 500 comments received
 - Majority of comments supported the project
- > Based on public input on Draft EIR and additional coordination with key stakeholders, some refinements to the Proposed Project have been included

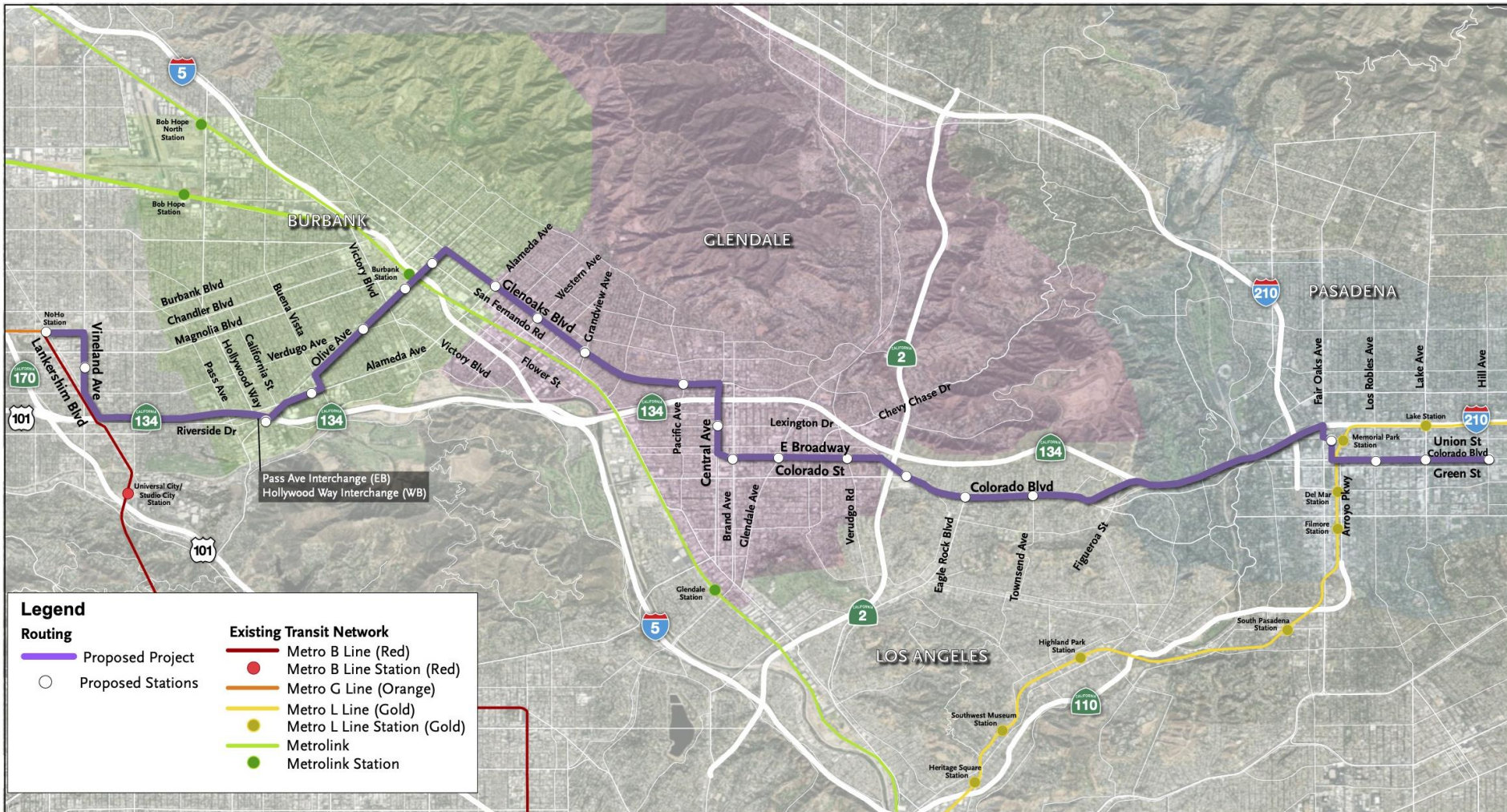


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Draft EIR Highlights

- > No Significant and Unavoidable Impacts
 - Most Less-Than-Significant Impacts related to construction activities
- > Reduction in Vehicle Miles Traveled (VMT) benefits:
 - Transportation
 - Air Quality
 - Energy
 - Greenhouse Gas Emissions
 - Noise

Proposed Project Overview



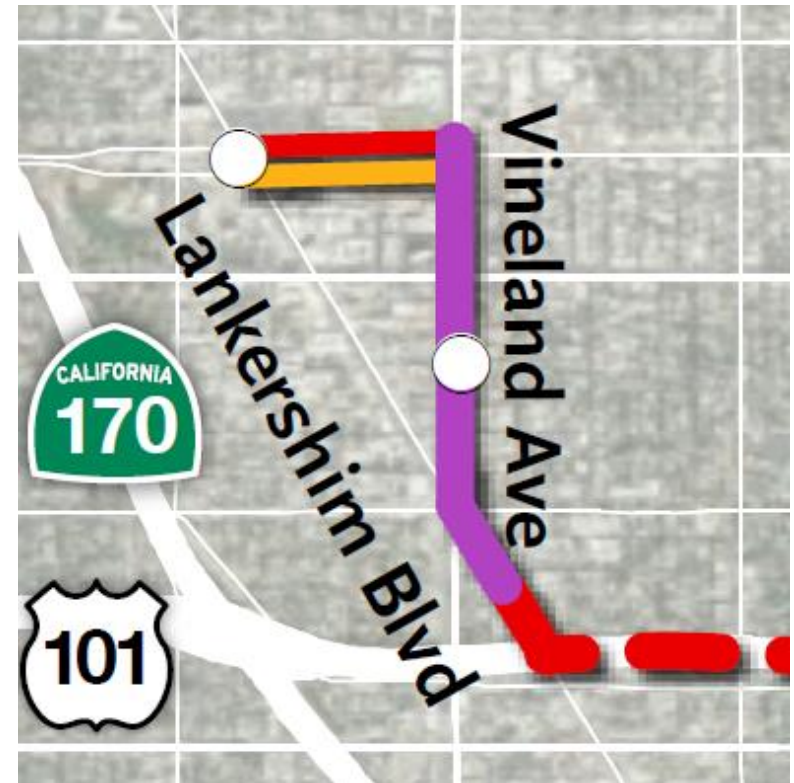
NORTH HOLLYWOOD TO PASADENA BRT CORRIDOR
Proposed Project

Key Elements of Proposed Project

- > Total bus lane miles: 11.5
- > 22 enhanced stations with a number of passenger amenities
- > Transit Priority along corridor or queue jumps at select intersections
- > End-to-end travel time reduction from 2 hours to 1 hour and 6 minutes
- > New and/or improved signalized crosswalks at several locations
- > Improvements to left-turn pockets for increased safety and capacity at select locations
- > Includes some potential improvements to existing bike lanes in several communities
- > New and/or replaced landscaping along corridor

Proposed Project: North Hollywood

- > Consists of **side-running** (east)/**mixed traffic** (west) along Chandler Blvd from North Hollywood Station to Vineland Ave
- > Operates via **center-running** along Vineland Ave and a segment of Lankershim Blvd before entering SR-134 freeway (**mixed traffic**) to Burbank
- > Stops at North Hollywood Station & Vineland/Hesby
- > Converts two existing buffered bike lanes on Vineland to Class IV cycle track on west side

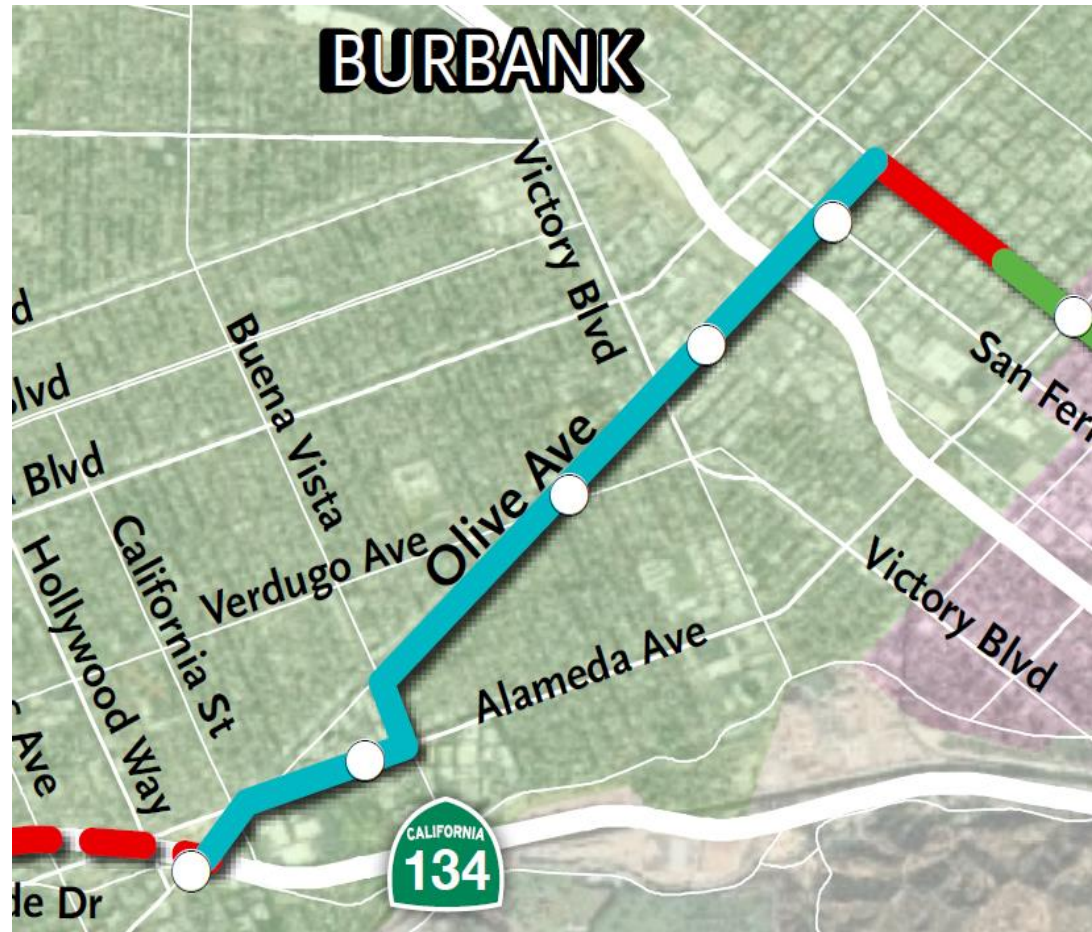


Proposed Project: North Hollywood Vineland Ave/Lankershim Blvd



Proposed Project: Burbank

- > Consists of **curb-running** along Olive, Alameda, and Buena Vista
- > Operates in **mixed traffic** on segment of Glenoaks before transitioning into **center/median-running**
- > Includes 6 BRT stations (including station on south side of Glenoaks at Alameda; north side in City of Glendale) and some potential pedestrian improvements at Lake Station



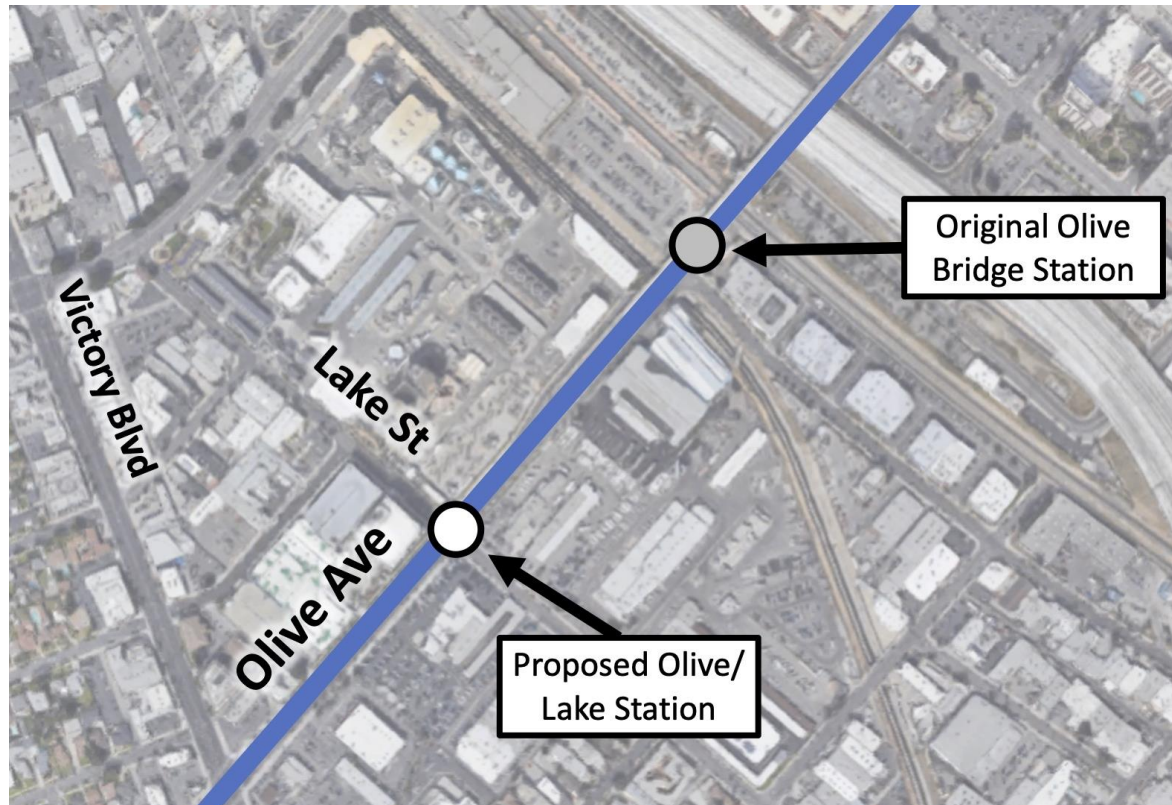
Burbank Refinements

- > City suggested reroute onto Alameda & Buena Vista
 - Provides more direct service to Walt Disney Studios and St. Joseph Medical Center
 - BRT stops on Olive at Alameda and Buena Vista will be consolidated into new stop at Alameda/Naomi
- > Additional stop at Olive/Verdugo (previously noted as optional)
- > BRT operates in mixed flow for a small section of Glenoaks between Olive and Providencia



Olive Ave Bridge Stop

- > Proposed Olive Ave Bridge stop relocated to Olive/Lake location due to feasibility and safety concerns
 - Stop could be re-located to top of bridge in future if/when the bridge is widened and/or improved



Olive Ave: Curb-Running Bus Lanes in Burbank



Proposed Project: Glendale



- > Consists of **median-running** along Glenoaks Blvd to Central Ave; **mixed traffic** and **side-running** on Central Ave to Broadway; and **curb** and **side-running** along Broadway to Eagle Rock
- > Includes 8 BRT stations (including north side of Glenoaks at Alameda) and potential improvements to existing bike lanes on Glenoaks Blvd

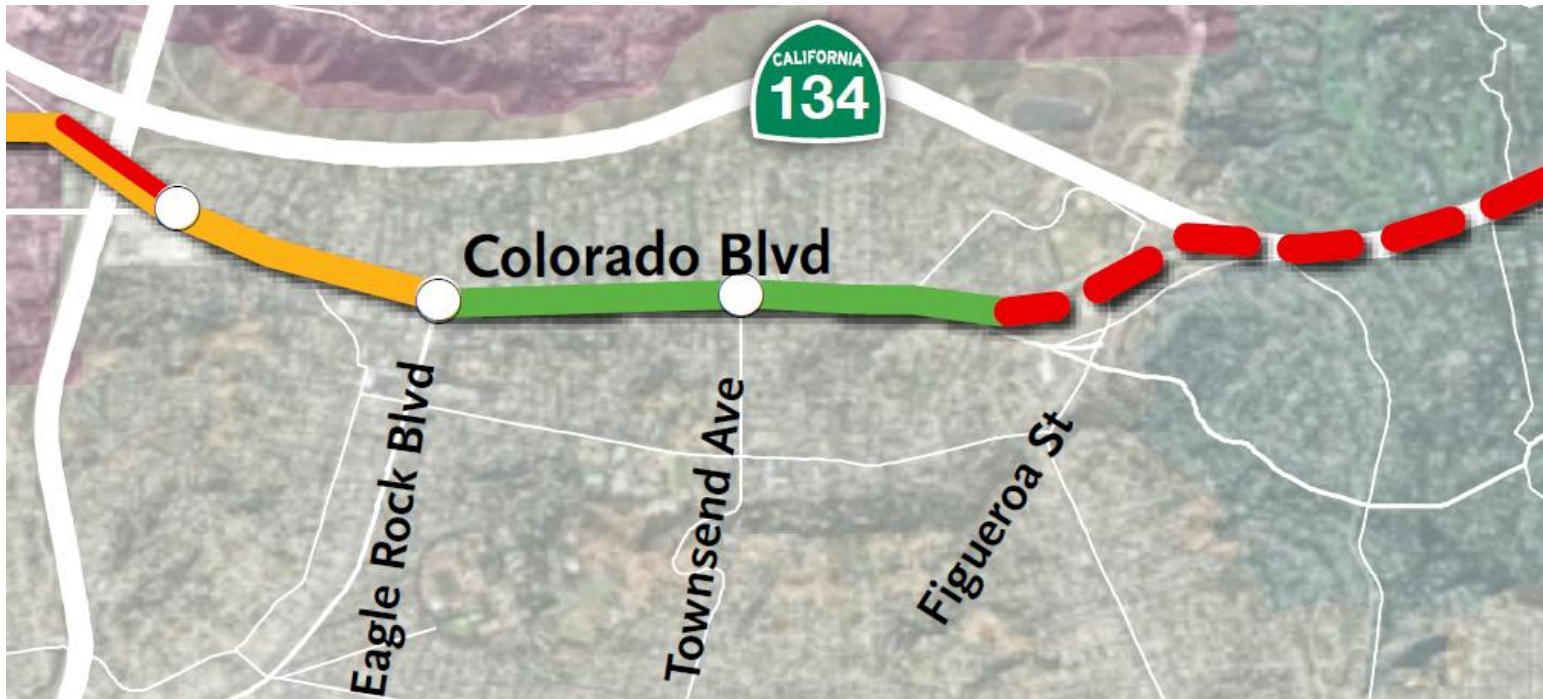
Glenoaks Blvd: Median-Running Bus Lanes/Stations in Glendale



Broadway: Side-Running Bus Lanes/Stations in Glendale



Proposed Project: Eagle Rock



- Consists of **side-running** along Colorado Blvd from Broadway to Eagle Rock Blvd (**mixed-traffic** westbound from Broadway to Harvey Dr); and **center/median-running** along Colorado Blvd between Eagle Rock Blvd and Linda Rosa Ave
- Includes 3 BRT Stations; makes improvements to left turns and includes new signalized crosswalks; provides end-to-end buffered bike lanes

Eagle Rock Refinements

- > More than half the DEIR comments related to Eagle Rock, including many comments supporting a community-developed proposal
- > DEIR included a center running route option (F1) for Eagle Rock that is most similar to the community-developed proposal
- > Metro hosted 3 virtual roundtables in March to solicit input on potential refinements to the F1 option that incorporated feasible elements from the community-developed proposal
 - Approximately 80 people participated in the 3 stakeholder/business roundtables
 - Participants were largely supportive of refining the F1 option, with some expressing concerns over traffic congestion



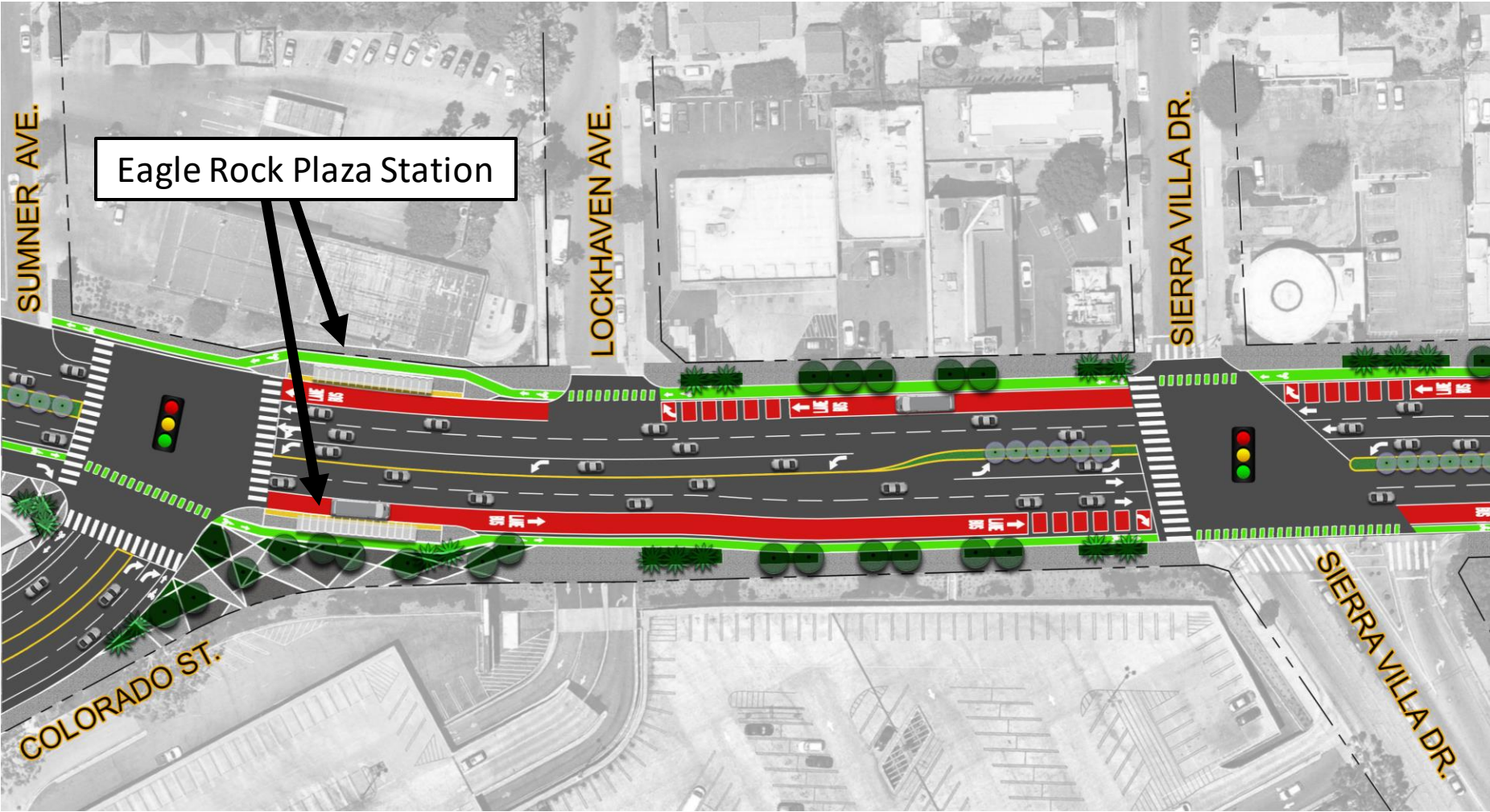
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Eagle Rock Refinements

- > Refinements to the original DEIR F1 option include:
 - A reduction in travel lanes from 2 to 1 in each direction between Eagle Rock Blvd and Linda Rosa Ave
 - Street-level buffered bike lanes between the parking lane and curb
 - Retains most parking, wide medians, and City's planned curb extensions
 - Makes improvements to left turns and includes new signals/crosswalks at select intersections
 - Retains all travel lanes west of Eagle Rock Blvd but will affect congestion where travel lanes are reduced to the east

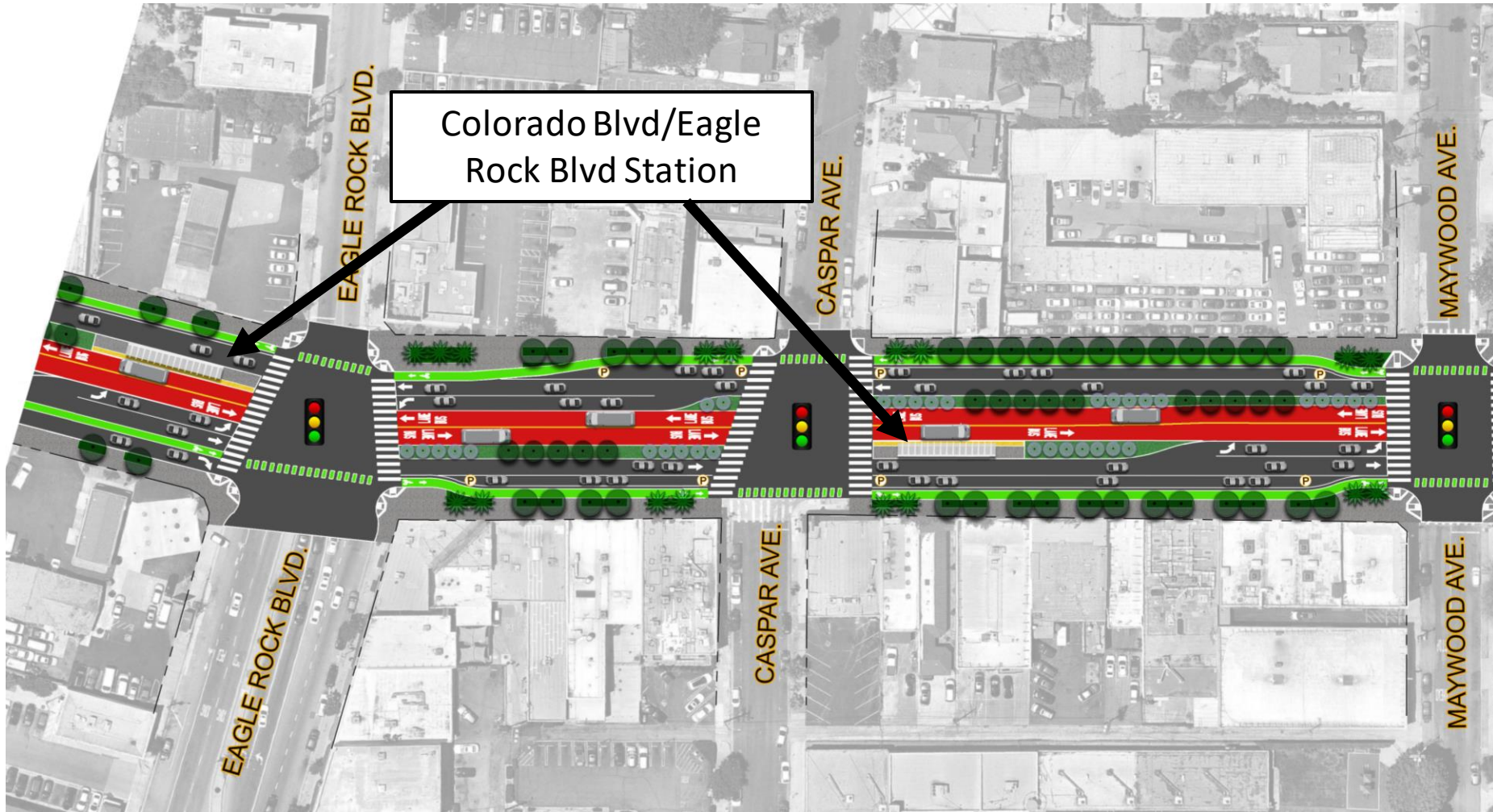
Proposed Project: Eagle Rock

Refined Option F1 – Colorado Blvd/Broadway



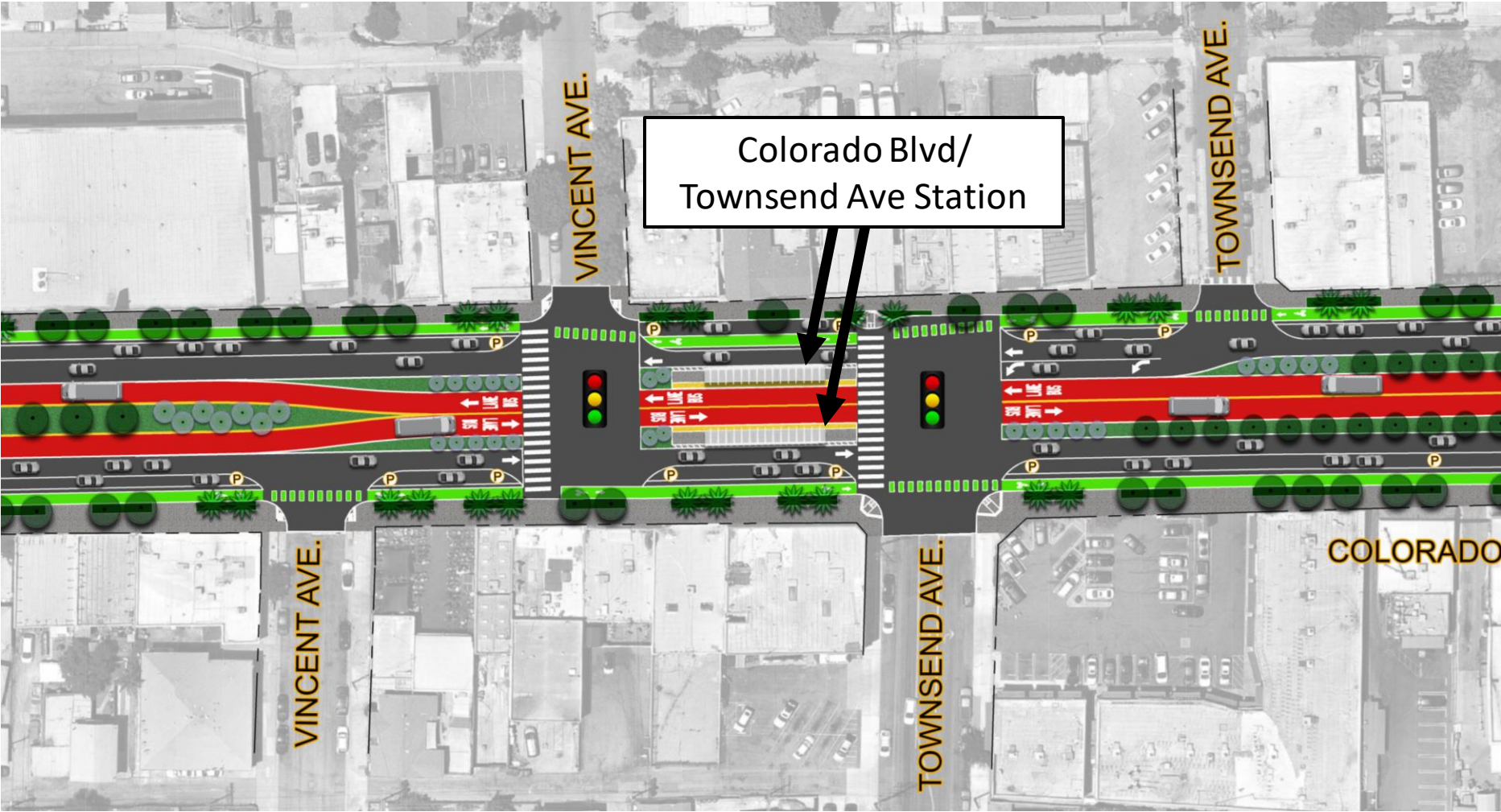
Proposed Project: Eagle Rock

Refined Option F1 – Colorado Blvd/Eagle Rock Blvd



Proposed Project: Eagle Rock

Refined Option F1 – Colorado Blvd/Townsend Ave



Proposed Project: Eagle Rock

Colorado Blvd/College View Ave



Conceptual rendering looking east

Proposed Project: Eagle Rock

Colorado Blvd/Maywood Ave



Conceptual rendering looking east

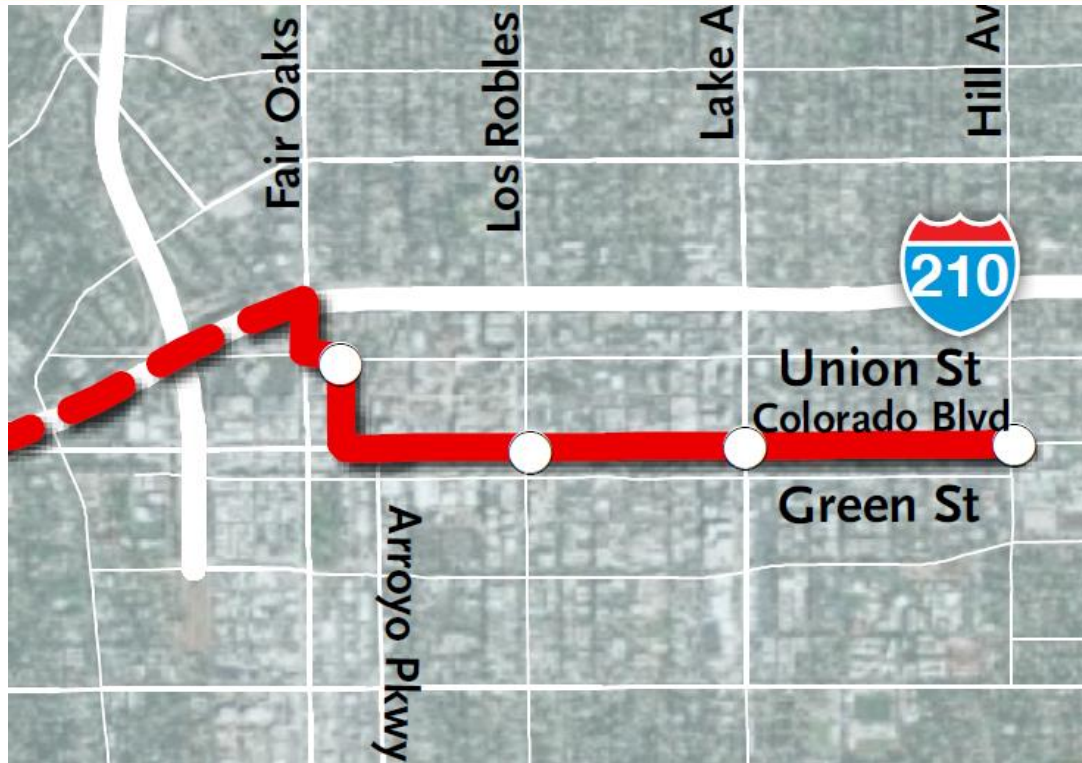
Proposed Project: Eagle Rock

Colorado Blvd/Linda Rosa Ave



Conceptual rendering looking east

Proposed Project: Pasadena



- > Exits SR-134/I-210 at Fair Oaks Ave
- > Operates in **mixed traffic** along short segments of Fair Oaks Ave, Walnut St, and Raymond Ave; operates in **mixed traffic** along Colorado Blvd to terminus at PCC
- > Includes 4 BRT Stations, including new layover/charging area near PCC

Next Steps

- > May 2021: Recommend refined Proposed Project to Metro Board
- > Summer 2021: Board certifies Final EIR
- > Continue working on potential design refinements during Preliminary Engineering

Code of Conduct

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 and allow everyone an opportunity to ask questions and provide comments
- > Turn cell phones off and background noise when speaking
- > Treat fellow community members, agency representatives, Metro staff and others with respect
- > Address all questions to Metro staff and consultants – not to other attendees
- > Maintain a conversational tone

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



How to Ask a Question?

Oral Questions

To request to speak:

Zoom Users: Raise Hand feature

Phone Users: Dial *9 to raise your hand

When it is your turn to speak:

Zoom Users: You will be prompted to unmute your mic

Phone Users: You will be prompted to unmute your mic



Written & Phone Comments

During today's meeting:

Zoom Users: Q&A feature

Phone Users: 818.650.0619

After today's meeting:



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213.418.3228

Contact Us

> Ways to contact us:



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213.418.3228



metro.net/nohopasbrt

Thank you for joining us

This meeting has now ended.

Visit the project website for more information and to view today's presentation: metro.net/nohopasbrt