



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

NOHO TO PASADENA TRANSIT CORRIDOR



Metro



Planning & Programming Committee

May 19, 2021

Project Background

- > Measure M Project - \$267 million funding
- > 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 comments received on Draft EIR and additional coordination with key stakeholders:
 - Refinements to the Proposed Project are recommended in Burbank, Glendale and Eagle Rock
 - No refinements in North Hollywood and Pasadena
 - Public meeting to present refinements held on April 1, 2021

Refinements to Proposed Project

City of Burbank

- > Minor re-route off Olive Avenue to more directly serve Disney Studios and nearby medical facilities
 - Includes new consolidated station at Alameda Avenue/Naomi Street
- > Proposed station on Olive Avenue Bridge moved to Olive Avenue/Lake Street
 - Proposed station on bridge requires safety and ADA improvements
 - City expressed concern with feasibility of improvements on bridge; City's recommendation to widen bridge is cost prohibitive
- > Optional station at Olive Avenue/Verdugo Avenue now recommended



Proposed Alameda/Buena Vista Reroute



Proposed Olive/Lake Station

Glendale Refinements



- > Optional station at Glenoaks Boulevard and Grandview Avenue now recommended
- > Coordinating with City on potential bike lane improvements on Glenoaks Boulevard

Refinements to Proposed Project

Eagle Rock

- > Many comments on Draft EIR supported new community-developed concept with center-/median-running bus lanes
- > The refined Proposed Project includes side-running bus lanes west of Eagle Rock Boulevard as described in the Draft EIR under Route Option F1
- > East of Eagle Rock Boulevard, the refined Proposed Project includes center-/median-running bus lanes, again similar to Route Option F1, but with two design options:
 - One design option converts one travel lane in each direction to bus lanes
 - The second design option maintains the existing travel lanes, but reduces on-street parking & landscaped median space to accommodate bus lanes
 - Both options include safety improvements and buffered bike lanes

Eagle Rock Refinements

Design Option maintaining all travel lanes



Eagle Rock Refinements

Design Option with single travel lane



Proposed Project Overview



Next Steps

- > Spring/Summer 2021: conduct additional community outreach and prepare Final EIR
- > Summer 2021: Board certifies Final EIR
- > 2024: opening year per Measure M