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North Hollywood to Pasadena Transit Corridor

**Draft EIR Public Review Period
October 26 – December 28, 2020
Summary Report**

February 2021

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1.0 Introduction

The Los Angeles County Metropolitan Transportation Authority (Metro) is currently studying a Bus Rapid Transit (BRT) project that would serve as a key regional connection between the San Fernando and San Gabriel Valleys. The purpose of the proposed North Hollywood to Pasadena BRT Corridor Project (Project) is to improve transit access, link key job and activity centers, and provide a premium east-west transit service that would connect the communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena.

In October 2020, Metro issued a Notice of Availability (NOA) of the Project's Draft Environmental Impact Report (Draft EIR), while at the same time sending a Notice of Completion (NOC) to the State Clearinghouse. The Draft EIR was prepared in accordance with the California Environmental Quality Act (CEQA) and included a 64-day public comment period that commenced on October 26, 2020 and ended on December 28, 2020. As with scoping, the release of the Draft EIR provides the public, as well as all interested parties, another opportunity to weigh in on the Project and review and comment on the Draft EIR and its findings. Metro, as the lead agency, invited all interested individuals, organizations, public agencies, and Native American Tribes to comment on the Draft EIR, including the Proposed Project description and goals, the Proposed Project configuration and bus lane options, the potential impacts evaluated in the Draft EIR, and the evaluation methods used. As the lead agency, Metro shall evaluate the comments received during the noticed comment period from persons who reviewed the Draft EIR and shall prepare written responses.

Due to the COVID-19 pandemic and LA County Safer at Home Orders, the Public Hearings for the Draft EIR review period were held virtually to allow the public to attend the meetings from the safety of their homes. In addition to the virtual Public Hearings, a virtual platform was developed to allow the public access to materials and project information similarly to an in-person setting. To allow the public sufficient opportunity to comment on the Project and Draft EIR during the COVID-19 restrictions, the public review period was extended from December 10, 2020 to December 28, 2020.

This report summarizes both the outreach efforts and comments received during the Draft EIR public review period. It includes five main sections, as described below:

- **Section 1:** Introduces the Project, including a Project overview, and describes the purpose of the Draft EIR review period and Notice of Availability (NOA).
- **Section 2:** Provides information on the Draft EIR review process, agency roles, cooperating agencies, tribal consultation, legally-required notification methods, and public agency participation.
- **Section 3:** Provides an overview of the public comment themes received and comments from agencies during the public review period. Comments received during the Draft EIR public review period will be included as appendices in the Final EIR.
- **Section 4:** Provides an overview of participation at the virtual Public Hearings.
- **Section 5:** Provides an overview of the next steps in the environmental process.

Metro anticipates completing and releasing the Final EIR for public review and comment in Spring 2021, followed by virtual public hearings to gather community input on the document.

1.1 Project Overview

1.1.1 Project Area

The Project is an approximately 18-mile BRT service that would run from the North Hollywood Metro B/G Line (Red/Orange) station in the City of Los Angeles to Pasadena City College. The BRT corridor generally parallels the Ventura Freeway (State Route 134) between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood and Eagle Rock in the City of Los Angeles, as well as the Cities of Burbank, Glendale, and Pasadena. The BRT will connect with existing high-capacity transit services, including the Metro B and G Lines (Red and Orange) in North Hollywood, Metrolink Antelope Valley and Ventura Lines in Burbank, the Metro L Line (Gold) in Pasadena, as well as various municipal bus lines. The corridor includes many densely populated residential areas with cultural, entertainment, shopping, and employment areas distributed throughout.

1.1.2 Project History

Initiated in July 2018, the North Hollywood to Pasadena BRT Corridor Planning and Environmental Study builds upon Metro's North Hollywood to Pasadena BRT Corridor Technical Study. The BRT Corridor Technical Study, completed in March 2017, explored the feasibility of implementing BRT, including dedicated bus lanes, enhanced stations, all-door boarding, and transit signal priority. The BRT Corridor Technical Study also identified two initial BRT concepts (Primary Street and Primary Freeway), including multiple route options, as the most promising alternatives to address the transportation challenges within this corridor.

The purpose of the North Hollywood to Pasadena BRT Corridor Planning and Environmental Study is to further evaluate project alternatives and to develop recommendations regarding which alternatives should be advanced into environmental review. Beginning in August 2018, the project team launched an Alternatives Analysis (AA) process that included a public outreach effort to update the public on the Project and to solicit feedback on the initial BRT concepts identified in the BRT Corridor Technical Study. The outreach effort for the AA included five community meetings in addition to approximately 40 individual project briefings to affected city elected officials and other community, business, and neighborhood groups. To broaden the outreach efforts to reach historically underserved communities, the project team also attended several neighborhood events such as street fairs, farmers markets, and music festivals, and shared project information with transit riders at the North Hollywood Metro B/G Line (Red/Orange) Station.

During the AA outreach efforts, community members provided feedback on specific route configurations, station preferences, suggested improvements to the current and/or future configurations, and other project elements. A total of 630 comments were collected, including responses received via email, the project website, meeting comments, open house feedback activities, social media, comment cards, pop-up events, blogs, and online news articles. Based on what we heard at the time, three distinctive refined alternatives were identified and evaluated—a Street-Running, a Freeway-Running, and a Hybrid Street/Freeway-Running alternative. In May 2019, the Metro Board approved the AA and the advancement of a Refined Street-Running Alternative with Route Options into the next phase of environmental review under CEQA.

Following the Metro Board's approval of the AA and advancement into the environmental phase, a 45-day public scoping period for the proposed project was initiated on June 17, 2019 with the filing of a Notice of Preparation (NOP) with the State Clearinghouse. Due to overwhelming community response, the initial 45-day review period was extended for an additional 15 days – officially ending the scoping period on August 15, 2019. During the scoping period, a total of five (5) community meetings and one (1) community open house were held in the communities of North Hollywood, Burbank, Glendale, Eagle Rock and Pasadena with a total of 818 community members in attendance. During this time, Metro received a total of 2,584 comments via email, the project website, oral and written meeting comments, social media, voicemail and by mail. The majority of comments received during scoping supported or were not opposed to the project. Many comments had specific preferences for different route alignment options, particularly in the Eagle Rock community concerning the SR-134 freeway and Colorado Boulevard options. Local community members also identified traffic and parking as the two largest potential impacts resulting from dedicated bus lanes that should be studied as part of the Draft EIR.

1.2 Project Description, Need and Objectives

The North Hollywood to Pasadena BRT Corridor serves as a key regional connection between the San Fernando and San Gabriel Valleys. There are more than 700,000 daily trips within the study area.

The Proposed Project would generally include dedicated bus lanes where there is adequate existing street width while operating in mixed traffic within the City of Pasadena. BRT service would operate in various configurations depending upon the characteristics of the roadways. The configuration of dedicated bus lanes could be curb-running, side-running alongside existing parking and/or bicycle facilities, and/or center/median-running in the center of the roadway or alongside existing roadway medians, depending on the route option.

Metro BRT stations would be designed to create a comfortable and safe environment for passengers, fulfilling both a functional and aesthetic need. The stations would be distinguishable from competing street elements, yet complementary with the surrounding environments. Station amenities associated with the Project would be designed using a kit of parts approach, similar to Metro Rail stations. The Project includes up to 23 potential stations; however, more specific determinations regarding station locations are dependent upon further design development and further environmental analysis. In addition to providing enhanced BRT facilities and associated stations, Metro will assess potential First/Last Mile improvements to further enhance mobility and access to proposed BRT stations.

Identified during the AA and scoping, the key challenge for the Project will be to design a premium transit service that captures more of the travel market within the corridor by offering competitive travel times, better transit access, improved regional connectivity, and enhanced passenger comfort and convenience. Of the 700,000 daily trips entering the corridor study area, the majority of trips are destined to locations within the corridor. Only a third of the trips are travelling through the corridor from one end to the other. In addition, the overwhelming mode share is single occupant auto trips. Transit currently accounts for just 2% of corridor trips, despite the presence of Metro Rail connections at both ends of the corridor. A premium bus transit service along the corridor would fill a significant gap in the transit network between the San Fernando and San Gabriel Valleys and provide a viable alternative to the use of single-occupancy automobiles, while further encouraging Transit-Oriented Communities (TOC).

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The North Hollywood to Pasadena Transit Corridor Project objectives can be summarized as follows:

- Advance a premium transit service that is more competitive with auto travel to retain existing riders and attract new riders;
- Improve accessibility for disadvantaged communities;
- Improve transit access to major local and regional activity and employment centers;
- Enhance connectivity to Metro and other regional transit services;
- Provide improved passenger comfort and convenience; and,
- Support community plans and/or TOC goals.

2.0 Draft Environmental Impact Report Process

This section documents the activities completed as part of the Draft EIR process for the North Hollywood to Pasadena BRT Corridor Project. The activities included the following:

- Filing of Notice of Availability (NOA) with the County Clerk/Recorder of Los Angeles County and State Clearinghouse, including a Notice of Completion (NOC) to the State Clearinghouse, to formally initiate the CEQA process of the Office of Planning and Research (OPR);
- Placing legal NOA notices in newspapers of general circulation;
- Mailing the NOA to all potentially affected government agencies, residents, and businesses to advise them of project initiation and to invite participation in the virtual public hearings;
- Placing copies of the Draft EIR for review at local repositories in the corridor;
- Translation of key documents from English to other languages;
- Holding meetings with potentially affected and/or interested parties in the project study area; and,
- Recording comments received at, and subsequent to, the virtual public hearings.

Comments received during the Draft EIR public review period become part of the public record as documented in this summary report. The comments and questions received during the Draft EIR public review period will be reviewed, considered by Metro and responded to in the Final EIR.

The first step in the Draft EIR public review process for this Project was the filing of a Notice of Availability (NOA) (California Title XIV, 15105). The NOA was filed with both the Los Angeles County Clerk and State Clearinghouse on October 26, 2020, including a NOC with the State Clearinghouse. The NOA provided notice for responsible agencies (the four cities along the corridor and Caltrans) and members of the public to transmit their comments on the content of the Draft EIR and NOA, focusing on specific information related to their own statutory responsibility, by December 28, 2021 or within 64 days of receipt of the NOA from the lead agency. A lead agency is defined by CEQA (Title XIV, 15367) as the public agency with the principal responsibility for carrying out or approving a project. As the lead agency for the Project, Metro is responsible for preparing an EIR.

In August 2019, Metro completed the public scoping review period that included the recommendation for a Refined Street-Running Alternative with various route options from the Metro Board-approved AA study. Figure 1 below provides a map of the Proposed Project with Route Options that was included in the NOA, Draft EIR and shared with the public during the virtual public hearings.

Figure 1 Project Map and Study Area

North Hollywood to Pasadena Transit Corridor



Following the public scoping review period and NOP release, the project began developing the Draft EIR. Upon release of the NOA on October 26, 2020, a 46-day review period was initiated for public review and comment on the Draft EIR findings. The NOA provided notice for responsible agencies to transmit their comments on the findings and content of the Draft EIR, focusing on specific information related to their own statutory responsibility. During the initial 46-day review period, Metro extended the public review period for an additional 18 days – officially ending the scoping period on December 28, 2020.

The decision to extend the public review period was based on the current LA County COVID-19 Safer at Home orders to allow sufficient opportunities for the public to review and comment on the Draft EIR. Additionally, due to the holiday schedule, the public review period was extended beyond 60 days to allow for comments to be received after the holidays and without interruption.

The Draft EIR public review period is required by policies set forth in CEQA. During the Draft EIR public review period, Metro hosted two virtual public hearings where the public was able to provide comments. The Draft EIR public review period also includes consultation with resource agencies, other state and local agencies, and cooperating and responsible agencies. As the lead agency for this Project, Metro invited all interested individuals and organizations, public agencies, and Native American Tribes to comment on the content of the Draft EIR, including the Proposed Project, the route options studied, the impacts evaluated, and the evaluation methods used.

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The Draft EIR describes the project and summarizes findings of all environmental impacts/benefits and other technical studies including:

- Results of the analysis for the project options or alternatives;
- How each option or alternative performs against the criteria identified during scoping;
- How well each option or alternative responds to the purpose and need of the project;
- Analysis of costs and benefits of all project options or alternatives;
- Financial feasibility of each option or alternative; and,
- Impacts of each option or alternative and, if needed, strategies to avoid or mitigate impacts.

2.1 Draft EIR Public Review Period Notification

Per CEQA (Title XIV, 15105) a public review period is required when issuing the availability and completion of a Draft EIR. Metro hosted virtual public hearings where the public was able to provide comments regarding the content and findings of the overall project plans. Metro conducted two (2) virtual public hearings, and one (1) virtual platform during the public review period. Additional details on those meetings can be found in Chapter 3 (Public Hearing Activities and Outcomes) of this report. Per CEQA requirements, Metro notified federal, state, county, and city agencies within the project study area, including responsible agencies, public agencies that have legal jurisdiction with respect to the Project, and other organizations or individuals that requested notice. Additionally, a copy of the NOA was filed with the Los Angeles County Clerk and State Clearinghouse. Legal advertisement notices were published in eleven (11) newspapers of general circulation in the Project area, and 15,000 flyers were delivered door-to-door to residents and businesses within the Eagle Rock community.

2.2 Legal Ads - Newspapers

As required by CEQA (Title XIV, 15105), legal advertisement notification of the NOA and Draft EIR public review period for the Project was conducted in areas affected by the Project. Notices were published in eleven (11) newspapers of general circulation in the affected areas as required by 6061 of the Government Code. The eleven publications listed in the table below were selected because they were the highest circulation newspapers within communities located in the project study area.

Table 1 Legal Ads

| Publication | Date |
|----------------------------------|-------------|
| Daily News | 10/26/20 |
| La Opinion | 10/26/20 |
| Pasadena Star News | 10/26/20 |
| Pasadena Independent | 10/26/20 |
| San Gabriel Valley Tribune | 10/26/20 |
| Asbarez (Armenian Media Network) | 10/26/20 |

| Publication | Date |
|----------------------|-------------|
| Burbank Leader | 10/26/20 |
| Glendale News | 10/26/20 |
| Pasadena Weekly | 10/26/20 |
| La Canada Valley Sun | 10/26/20 |
| Boulevard Sentinel | 10/26/20 |

2.3 Agency Notification

CEQA (Title XIV, 15105) requires that upon completion and availability of a Draft EIR, the lead agency shall immediately send notice of that by certified mail or an equivalent procedure to each responsible agency, the Office of Planning and Research, and those public agencies having jurisdiction by law over natural resources affected by the Project that are held in trust for the people of the State of California.

Once notified, those agencies shall respond to the lead agency on the content of the Draft EIR and environmental issues related to their agency’s area of statutory responsibility to be responded in the Final EIR. The information shall be specified in writing and shall be communicated to the lead agency by certified mail or equivalent procedure within the public review period specified in the NOA. The lead agency shall request similar guidance from appropriate federal agencies (Title XIV, 15105).

CEQA (Title XIV, 15105) recommends the lead agency (Metro) to provide notice of at least one public hearing to any county or city that borders on a county or city within which the Project is located, unless otherwise designated annually by agreement between the lead agency and the county or city. Metro mailed certified letters, including a copy of the NOA, inviting relevant public agencies to be participating agencies.

2.4 Mailings and Other Notification Methods (Flyers/Email/Social Media, etc.)

To maximize public awareness, a variety of noticing methods were implemented in advance of the Public Hearings. These included:

- Distributing electronic noticing to the Project database of contacts;
- Distributing flyers door-to-door within the community of Eagle Rock;
- Purchasing geo-targeted social media advertisements on Facebook;
- Posting meeting information on NextDoor within Eagle Rock and Highland Park;
- Presenting to various community groups, business groups, councils of governments, elected officials, and neighborhood councils throughout the project study area;
- Car cards with project information placed in buses along the corridor; and,
- Paid media advertisements and earned media through organic publicly gained media, including stories from local blogs, print, and online newspapers advertising the meetings.

All forms of noticing provided meeting details (dates, times, meeting links, dial-in information, and in-language services), as well as contact information for accessing additional Project details. Additionally,

each notice provided information on the public comment period deadline and the various ways the public could submit comments for consideration in the Draft EIR.

Meeting notices were produced in English and Spanish, including 15,000 flyers distributed to residents and businesses within the Eagle Rock community. Notification efforts also included communicating via email with over 5,000 interested contacts in the Project's database that included contact names, organizations (if any), mailing addresses, email addresses and also included contact information for all federal, state and local elected offices and city staff within the project study area.

In addition to legally-required notification, other noticing methods included social media advertisements and meeting flyer distribution by Metro, local cities, and other elected officials within the Study Area. Print and online media notifications were also provided throughout the project study area during the public review period.

2.5 Title VI, Environmental Justice, Limited English Proficiency, and Metro's Public Participation Plan

During the Draft EIR public review period, Title VI, Environmental Justice (EJ) and Limited English Proficiency (LEP) accommodations were made in order to expand access for participants. Multilingual notices were developed and distributed through several different methods including door-to-door flyers, email, and geo-targeted social media.

Materials were developed in English, Spanish, Armenian, and Tagalog, and translation request forms were made available prior to each of the two (2) public hearings, including the virtual platform, to ensure all language needs were met. Additionally, public hearing notices included the Metro LEP phone number, which gives stakeholders the ability to make Metro aware of any language or Americans With Disabilities Act (ADA) accommodations required for attendance at any of the public hearings. A Spanish-language interpreter with simultaneous interpretation was present at each of the two virtual public hearings held during the Draft EIR public review period.

Traditional targeted community outreach efforts of pop-up events and intercept surveys were not completed during the public review period due to the LA County Safer at Home orders. To ensure participation of LEP and EJ communities, Metro made extra efforts in notifying communities of the availability of the Draft EIR and developed a separate virtual platform in Spanish to elicit feedback regarding the project from LEP individuals, as well as to broaden the dialogue about the project with the general public. The virtual platform was available for review in English and Spanish throughout the public review period. Additionally, the public review period was extended beyond 60 days to provide adequate opportunity for review of materials and to provide feedback during the COVID-19 pandemic.

3.0 Public Hearing Activities and Outcomes

3.1 Public Hearings

Due to the LA County Safer at Home orders and in accordance with CEQA guidance, Metro conducted two (2) public hearings virtually via Zoom during the Draft EIR public review period. The virtual public hearings were held on a weekday evening and weekend to provide an opportunity consistent with the communities' varying schedules. Notification of the meetings was conducted in compliance with CEQA

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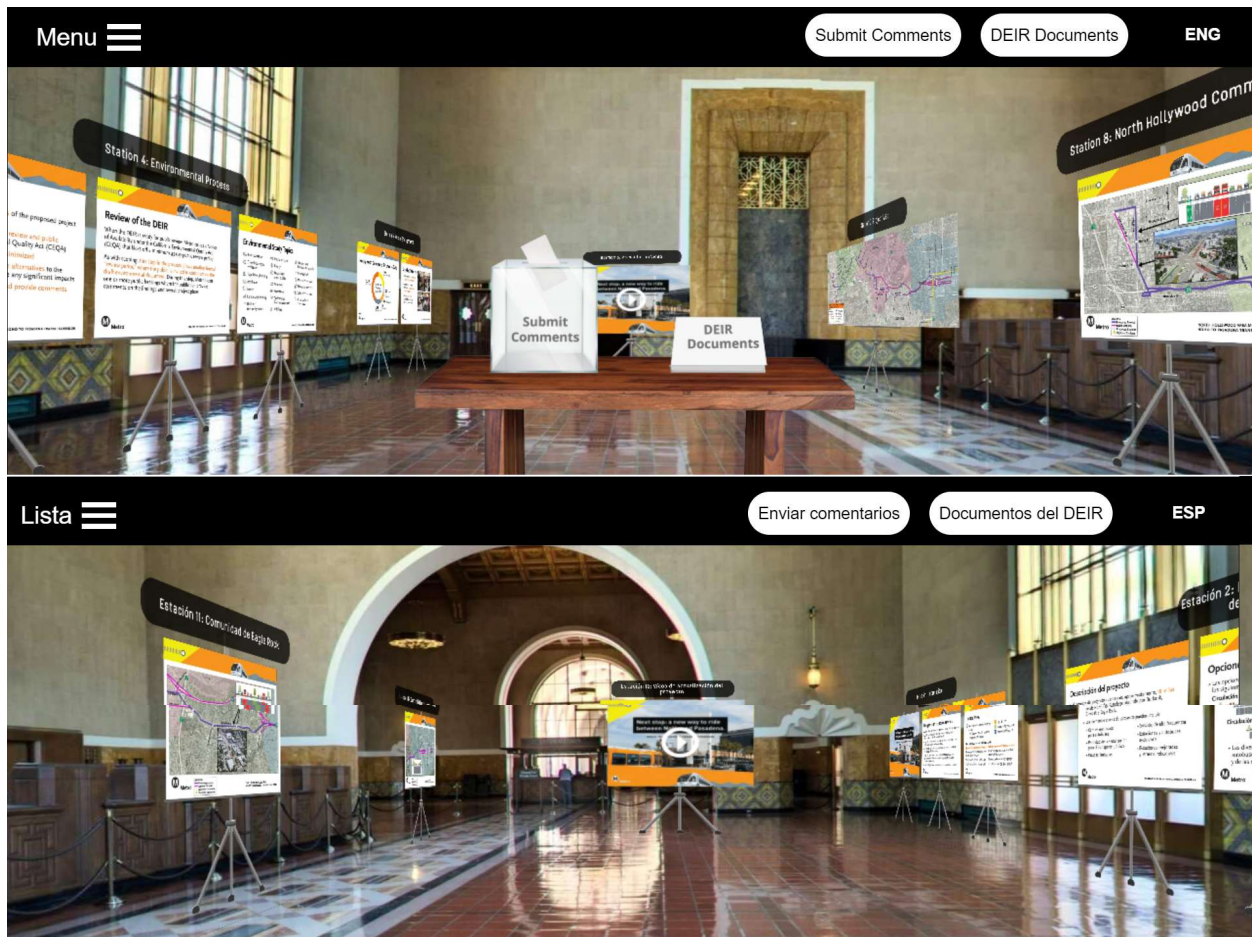
guidelines and as outlined in Sections 1 and 2 of this report. More information on the meetings, including meeting dates and information, can be found in Table 3 of Section 3.2.

All virtual public hearings were held in the same format consisting of a brief pre-recorded presentation on the project and environmental process, followed by a public comment period where individuals from the public could virtually raise their hands and provide oral comments for the record. For those choosing not to speak publicly, a chat feature was enabled during the meeting for the public to write in comments directly on the Zoom platform. Additionally, a phone number was made available during the meeting so that those dialing in on their phones could provide text comments.

A virtual platform was developed and made available throughout the Draft EIR public review period that provided an open house setting and materials online. The virtual platform included project information boards, route option maps of each community, the pre-recorded presentation, a project update video, access to the Draft EIR documents and opportunities to provide comment. The virtual platform was made available in both English and Spanish. Figure 2 below provides a screenshot of the virtual platform made available during the public review period and included in notices to the public. The virtual platform allowed the public to view materials traditionally made available only during in-person settings at the public's convenience and from the safety of their homes. This format continued to support Metro's goal of providing a safe and equitable environment for all participants and viewpoints and was viewed by over 800 participants.

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Figure 2 Virtual Platform



Materials provided at all the public hearings and virtual platform included a pre-recorded presentation, display boards, project alignment maps and Draft EIR documents. All materials provided at the hearings, including the presentation, were also made available on the project website (metro.net/nohopasbrt). Government agencies, elected officials, and special districts (such as public utilities, Los Angeles Unified School District, and Hollywood Burbank Airport) were also invited to attend any of the two (2) virtual public hearings and the virtual platform. Table 2 below summarizes the various government agencies, elected officials, and special districts represented at each of the meetings.

Table 2 Government Agencies, Elected Officials, and Special Districts Represented at Public Hearings

| Meeting | Stakeholder Organization |
|-------------------|------------------------------------------------------------------------------------------------------------------------|
| Public Hearing #1 | <ul style="list-style-type: none"> Office of Los Angeles County Supervisor First District – Hilda Solis |

| Meeting | Stakeholder Organization |
|--------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <ul style="list-style-type: none"> • Office of Los Angeles County Supervisor Fifth District – Kathryn Barger • Office of Los Angeles City Mayor – Eric Garcetti • Office of Los Angeles Council District 2 – Paul Krekorian • Office of Los Angeles Council District 14 – Kevin de Leon • City of Pasadena Department of City Planning |
| Public Hearing #2 | <ul style="list-style-type: none"> • Office of Los Angeles County Supervisor First District – Hilda Solis • Office of Los Angeles City Mayor – Eric Garcetti • Office of Los Angeles Council District 4 – Nithya Raman • Office of Los Angeles Council District 14 – Kevin de Leon • City of Pasadena Transportation Department |

3.2 Public Participation

A total of 242 stakeholders attended the public hearings and over 800 stakeholders visited the online virtual platform. A total of 120 comments were received at the public hearings via public comment and written comment. Table 4 below provides the number of participants and comments submitted at each meeting. Due to the virtual setting, sign-in sheets were not available for the public hearings.

Representatives from the following stakeholder groups also attended one or both of the meetings:

- Burbank-Glendale-Pasadena Airport Authority
- Caltech
- Democratic Socialists of Los Angeles
- Eagle Rock Neighborhood Council
- FAST Link DTLA
- Go Glendale
- Oak Knoll Neighborhood Association
- Occidental College
- Pasadena City College
- Pasadena Transportation Advisory Commission
- Safe Routes Partnership
- Silver Lake Chamber of Commerce
- Streetsblog LA

Table 3 Public Participation by Meeting

| Meeting | Date | No. Of Attendees | No. of Comments |
|-------------------|-----------------------------------|------------------|-----------------------------------------------------------------------------------------------|
| Public Hearing #1 | Thursday, November 12, 2020 | 146 | <ul style="list-style-type: none">• Speakers: 38• Written Comments: 30 |
| Public Hearing #2 | Saturday, November 14, 2020 | 96 | <ul style="list-style-type: none">• Speakers: 30• Written Comments: 22 |
| Totals | | 242 | 120 |

4.0 Summary of Draft EIR Public Review Period Comments

Metro received **478** comments during the Draft EIR public review period. Comments were received through four (4) methods, including via the project email address, voicemail, and by submitting a written and/or oral comment at one of the two (2) public hearings. The sections below provide a breakdown of these comments by source, which communities they address, environmental categories, their relation to route alignments, and whether they are from agencies/elected offices.

4.1 Agency Comments

A total of ten agency comments were submitted during the public review period.

Table 4 Agency Comments

| # | Agency | Date Submitted |
|----|---------------------------------------------------------------|-------------------|
| 1. | Department of California Highway Patrol | November 5, 2020 |
| 2. | Pasadena City College | November 13, 2020 |
| 3. | City of Pasadena | December 3, 2020 |
| 4. | California Department of Transportation (Caltrans) District 7 | December 7, 2020 |
| 5. | Southern California Regional Rail Authority (Metrolink) | December 10, 2020 |
| 6. | City of Burbank | December 20, 2020 |

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| # | Agency | Date Submitted |
|-----|---------------------------------------------------------|-------------------|
| 7. | Los Angeles Unified School District | December 26, 2020 |
| 8. | City of Glendale | December 28, 2020 |
| 9. | City of Los Angeles Department of Transportation | December 28, 2020 |
| 10. | City of Los Angeles Council District 14 – Kevin de Leon | December 28, 2020 |

Per CEQA requirements, responsible and trustee agencies were provided with enough information on the Project and potential environmental effects to enable them to provide a meaningful response/comment related to their areas of statutory responsibility.

The following are sample excerpts from feedback received from agencies:

Department of California Highway Patrol

- No significant or negative impact to traffic, operations or public safety.

Pasadena City College (PCC)

- PCC strongly supports the Proposed Project and the terminus at the PCC Colorado Campus. The contribution of the Proposed Project will meet environmental and fiscal goals of expanding alternative transportation methods to the PCC campus.
- Metro should consider re-evaluating agreements for the UPass program to expand discounted pass programs for community college students.

City of Pasadena

- The City of Pasadena supports the Proposed Project and the route exiting the eastbound SR-134 at Fair Oaks Avenue, traveling south on Fair Oaks Avenue and Raymond Avenue and then east on Colorado Boulevard to Hill Avenue as the preferred alignment.
- Pasadena would support alternate route segments G2 and H2 in the Draft EIR, though they would need to be modified if chosen by Metro.
- Implementation of on-street dining as permanent installations is under consideration on Colorado Boulevard. Ongoing communication with the City will be needed as this is explored further.
- Impacts related to construction should be considered for the Rose Parade construction moratorium and asbestos abatement on Green Street and Union Street.
- Loss of parking is a high priority for Pasadena and replacement of lost parking should be considered when approving the project.
- Other considerations regarding stations should be included for the Rose Parade such as a mobile kit of parts, public art, pedestrian street lighting, sidewalk design, roadway design, vehicle clearance and street specific designs.
- Specific Pasadena plans should be taken into consideration for consistency with the Draft EIR.

California Department of Transportation (Caltrans) District 7

- Caltrans supports the Proposed Project and route that achieves the highest ridership, mode-shift and connectivity to activity centers, with a recommendation to include class 2 bike lanes and existing or proposed curb extensions along Colorado Boulevard in Eagle Rock.
- Any changes to Caltrans right-of-way or SR-134 ramps will require additional review.

Southern California Regional Rail Authority (Metrolink)

- Metrolink supports the Proposed Project that connects to two Metrolink regional passenger trains.
- Design accommodations on the Olive Avenue bridge and potential station are requested, including sidewalk width, signalized crosswalks, ADA compliance for the station and sidewalks, and wayfinding and signage.

City of Burbank

- Recommends including additional alternatives studied in the EIR that reflect a mix of dedicated BRT lanes and non-dedicated BRT lanes within the Proposed Project, instead of one alternative that is primarily all dedicated BRT and one primarily non-dedicated BRT.
- The Olive Avenue overpass station should include additional measures to study and address policy and safety impacts for pedestrians and include an alternative to widen the Olive Avenue bridge.
- The Proposed Project is inconsistent with specific Burbank policies and programs, including roadway policy impacts, transit policy impacts, pedestrian policy impacts, bicycle policy impacts and other transportation impacts.
- Impacts not adequately studied or disclosed within the Draft EIR include cumulative impacts, aesthetic and biological resources, public service impacts, utility systems and roadway infrastructure, and other project considerations, such as parking.

Los Angeles Unified School District (LAUSD)

- LAUSD is supportive of the project overall, but the Proposed Project should include an alternative that reflects the “Beautiful Boulevard” proposal in Eagle Rock.
- Considerations should be made for the current alternatives in Eagle Rock that would negatively eliminate buffered bike lanes on Colorado Boulevard, create unsafe pedestrian crossing at Dahlia Heights Elementary School, remove landscaped medians on Colorado Boulevard or bypass Eagle Rock and Eagle Rock schools on the SR-134.

City of Glendale

- Glendale recommends the following measures be included in the project: Grandview station as a new station proposed and protected bike lanes along Glenoaks Boulevard.
- The Proposed Project should be consistent with City plans under preparation, including protected bike lane options and preferred designs, protected bike lane options and preservation of existing median pedestrian and bike crossings.
- Other considerations should be made for the following features and current studies, including coordination of future Streetcar alignment, traffic management plans, left-turn pockets and left-turn signals, pedestrian crossings and bicycle infrastructure and safety.

City of Los Angeles Department of Transportation

- The Proposed Project should be consistent with the City of Los Angeles Mobility Plan 2035 and a conflict or inconsistency, such as removal of bicycle infrastructure, would require mitigation.
- LADOT concurs with the Proposed Project's preferred alignment (A1) with considerations to be made for specific intersections, bicycle infrastructure, curb extensions and consistency with the Mobility Plan 2035.
- Considerations should be made for potential CEQA impacts, including construction, emergency access, biological resources, cultural resources, and aesthetics.
- Non-CEQA considerations should also be made for potential impacts, including parking and traffic control measures.

City of Los Angeles Council District 14 – Kevin de Leon

- The Proposed Project does not meet the needs of all Eagle Rock residents and CEQA requirements.
- Considerations should be made for specific impacts with recommended mitigation measures, including aesthetics, biological resources, water resources and hydrology, transportation, land use planning and air quality.

4.2 Summary of Comments from Stakeholder Groups

The following comments were submitted by twelve stakeholder groups, including Chambers of Commerce, special associations, and other groups. The excerpts below highlight key themes in each of the comments submitted.

Collective Organizations, including: Active SGV, Alliance for Community Transit LA, Bus Rider Union/Labor Community Strategy Center, Climate Resolve, Day One, Enviro Metro, Equitable Eagle Rock, FAST/FAST Link DTLA, Ground Game LA, Glendale Environmental Coalition, Investing in Place, LA Forward, League of Women Voters, LA Bicycle Coalition, LA River Communities for Environmental Equity, Los Angeles Walks, Move LA, Natural Resources Defense Council, Neighborhoods United for Safe Streets, NELA Climate Collective, Pasadena Complete Streets Coalition, Sierra Club, Southern California Transit Advocates, Streets For All, Sunrise Movement Los Angeles, Walk Bike Glendale

- Supportive of the project overall, but the Proposed Project should include an alternative that reflects the "Beautiful Boulevard" proposal in Eagle Rock.
- Considerations should be made to include consistency with the LA Mobility Plan 2035, upgrade existing bike lanes and infrastructure, enhance pedestrian experience and infrastructure, preserve existing landscaped medians, avoid major impacts to travel lanes, maintain existing parking and improve roadway safety consistent with LA Vision Zero goals.
- Improvements should be made for specific sections in Eagle Rock, including Broadway to Eagle Rock Boulevard, Eagle Rock Boulevard to Dahlia Drive, Dahlia Drive to Mt. Helena Avenue and Mt. Helena Avenue to Linda Rosa Avenue.
- Incorporate specific aspects into the study and Proposed Project, including equity and transit rider inclusive outreach, Vehicle Miles Traveled metrics, study of left-side boarding buses, design of accessible and comfortable transit stops, needs of existing small businesses, various technical considerations and additional study of impacts in the Draft EIR.

Dahlia Heights Elementary School PTA

- Supportive of the project overall, but requests additional study and revisions in the Draft EIR to include prioritization of safety on Colorado Boulevard, the speed limit to remain 35 mph and consistency and implementation of the City of Los Angeles Mobility Plan 2035.
- Additional areas of concern with the current options include elimination of buffered bike lanes, introduction of a third vehicle lane, prioritizing traffic for the side-running option, no extended medians or crossing pockets for crosswalks and no crosswalk enhancements or traffic calming measures.

Eagle Rock Elementary PTA

- Supportive of the project overall, but the Proposed Project should include an alternative that reflects the “Beautiful Boulevard” proposal in Eagle Rock.
- Considerations should be made for the current alternatives in Eagle Rock that would negatively eliminate buffered bike lanes on Colorado Boulevard, create unsafe pedestrian crossing at Dahlia Heights Elementary School, remove landscaped medians on Colorado Boulevard or bypass Eagle Rock and Eagle Rock schools on the SR-134.
- Improvements should be made for specific sections in Eagle Rock, including Broadway to Eagle Rock, Eagle Rock to Dahlia, Dahlia to Mt. Helena and Mt. Helena to Linda Rosa.

Eagle Rock Forward

- Supportive of the project overall, but proposes an additional study to include their “Beautiful Boulevard” alignment proposal on Colorado Boulevard in Eagle Rock.
- The “Beautiful Boulevard” proposal recommends several additional considerations and studies, including reallocation of one vehicle travel lane in each direction to maintain existing medians, dedicated bus lanes, protected bike lanes, improved pedestrian experience, additional street trees and additional traffic calming measures.
- Preference for median-running bus lanes with center BRT stations.

Pasadena Chamber of Commerce

- Overall, not supportive of the project and the current Proposed Project should consider the terminus at the Memorial Park station, and not operate on Pasadena streets.

Save Eagle Rock Community

- Requests to set-up meeting with Eagle Rock stakeholders to discuss the organization’s opposition to the Proposed Project. Opposes the Colorado Boulevard alignment in Eagle Rock.

Silver Lake Chamber of Commerce

- Businesses would benefit from the Proposed Project in Eagle Rock. The community of Montrose is a good example of businesses improving with a similar project.

TRC Retail

- Supportive of the project overall with preferences for studying additional station locations along Colorado Boulevard in Eagle Rock. Recommendations for re-evaluating the Proposed Project to be consistent with City of Los Angeles Mobility Plan 2035.

Transit Committee of the East Area Progressive Democrats

- Supportive of the project overall but proposes an additional study to include the “Beautiful Boulevard” alignment proposal on Colorado Boulevard in Eagle Rock.

The Eagle Rock Association (TERA)

- Recommends and reiterates including the following priorities to be included in the project: not bypass the Eagle Rock community, consistency with Take Back the Boulevard initiative, maintain or enhance existing bicycle infrastructure, maintain landscaped medians and maintain street parking.
- Identifies specific concerns with each alignment in Eagle Rock, including:
 - The F1 alignment removes landscaped medians, removes parking, does not demonstrate how it will help meet 2025 Vision Zero goal, removes left turn pockets and is not consistent with Take Back the Boulevard.
 - The F2 alignment conflicts with the Mobility Plan 2035, conflicts with Take Back the Boulevard, removes bike lanes and does not demonstrate how it will help meet 2025 Vision Zero goal.
 - The F3 alignment bypasses the Eagle Rock community, is not consistent with the Mobility Plan 2035, does not benefit businesses and residents and is not consistent with Metro’s Equity Platform.
- Other recommended areas of study include confirming the project will not negatively impact emergency vehicles, further analysis of crosswalks, further study maintaining left turn pockets, further study including bike lanes, include a Business Interruption Fund during construction, further study of the types of buses to be used, bicycle parking and infrastructure, study the impacts of bike and scooter share, study telecommuting impacts to ridership and study impacts to open street events on Colorado Boulevard.
- Requests Metro study the proposed Beautiful Boulevard alignment.

4.3 Summary of Comments from Community Members

Metro received a total of 478 comments during the Draft EIR public review period, which are summarized below. Public comments were received through four (4) primary means including: **68** oral comments, **345** received electronically through Project email, **52** through written comments submitted at public hearings and **13** transcribed comments received on the Project’s telephone line.

The majority of local community members generally supported and/or were not opposed to the project. However, many had specific comments regarding the different route alignment options, particularly in the Eagle Rock community. The local Eagle Rock community identified and referenced two plans to be considered for further study, including an additional alignment, the “Beautiful Boulevard” plan, and consistency with the City of Los Angeles’s Mobility Plan 2035 from the General Plan. Following is a list of some of the major stakeholder themes that were heard during the Draft EIR public review period.

4.3.1 Community-Specific Comments

The following are the types of comments received on the specific route options within each community:

North Hollywood:

- Comments were overwhelmingly supportive of the project in North Hollywood with a few considerations and some comments preferencing a Lankershim Boulevard Alignment.
- The intersection at Lankershim Boulevard, Camarillo Street and Vineland Avenue should be studied further for safety impacts for all other modes of travel and pedestrian experience. Recommendation for a roundabout at this intersection.
- Additional alignment options requested to be studied, include an extension of the current G Line (Orange) to create a seamless one seat ride and Vineland Avenue to Camarillo Street.

Burbank:

- Generally, comments were supportive of the project with considerations for additional stations, pedestrian safety and safety/access improvements on the Olive Avenue bridge station.
- Comments submitted that were not in support of the project and/or requested specific impacts to be further studied included negative impacts to businesses, impacts and reduction of parking, non-compatibility with Burbank's Complete Streets initiative and pedestrian safety.

Glendale:

- Generally, comments were supportive of the project with an overall preference for a primarily street alignment in Glendale and specific comments preferencing a Central Avenue to Colorado Boulevard alignment and Central Avenue and Broadway alignment.
- Considerations and concerns for impacts to traffic, zoning and land use changes, parking, bike lanes, businesses, ridership, construction and pedestrian safety.
- Additional considerations should be made for connectivity to Metro local buses and Glendale Beeline buses.

Eagle Rock:

- Generally, comments were supportive of the project with an overall preference for a Colorado Boulevard alignment. Many of the comments in support of a Colorado Boulevard alignment recommended further analysis and study and/or referenced inclusion of either or both the "Beautiful Boulevard" plan and the City of Los Angeles Mobility Plan 2035. Both of these plans call for inclusion of protected bike lanes, increased pedestrian experience and safety, curb extensions and general roadway safety through improved crosswalks, intersections and traffic calming measures.
- Some comments were received that offer specific recommendations in reference to the "Beautiful Boulevard" and/or City of Los Angeles Mobility Plan 2035.
- A preference for median or center-running buses was received, including a preference for all-door and dual-side boarding.
- A large number of comments were received for a preference of a primarily SR-134 alignment.

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- Comments submitted that were not in support of project and/or requested specific impacts to be further studied included negative impacts to businesses, impacts and reduction of parking, impacts to zoning and land use, loss of community character and loss of travel lanes.

Pasadena:

- Overwhelmingly, comments were supportive of the project with specific comments preferencing a Colorado Boulevard alignment and a Green/Union Street couplet alignment. Additionally, stakeholders indicated a slight preference for Fair Oaks exit.
- Comments not in support and/or additional areas of study include negative impacts to traffic, safety, parking and bike lanes.
- Considerations should be made for additional stops, including one at Caltech.

4.3.2 Other Categories of Comments

Other comments received from the community focused on the issues below:

Potential Environmental Issues: Some of the recurring environmental issues and/or concerns mentioned that should be considered include:

- **Bicycle Infrastructure:** Strong support for including existing bike lanes or introducing new bike lanes throughout the corridor and especially on Colorado Boulevard in Eagle Rock. Additional recommended measure of protected bike lanes within specific segments of the corridor, including Colorado Boulevard in Eagle Rock.
- **Pedestrian Safety:** Strong support for increasing pedestrian experience and safety overall throughout the corridor and especially on Colorado Boulevard in Eagle Rock. Specific comments reference increased crosswalk and sidewalk measures, including median extensions, curb extensions, raised walkways, crosswalk signals and design and increased measures around schools. Additionally, comments reference concerns about pedestrian safety along the Olive Avenue bridge in Burbank, station impacts and the intersection at Lankershim Boulevard, Camarillo Street and Vineland Avenue in North Hollywood.
- **Roadway Safety:** Stakeholders were concerned about roadway safety with shared bicycle lanes, loss of a travel lane and additional buses operating in communities.
- **Construction:** Some stakeholders were concerned about potential construction impacts to local residents
- **Aesthetics:** Stakeholders were concerned about potential impacts to green space or landscaping due to median removal and/or street reconfigurations. Additionally, stakeholders expressed concern that implementation of BRT could negatively affect overall community aesthetics and sense of community character.
- **Parking:** Stakeholders were concerned about the loss of parking and indicated that parking should be replaced, especially for impacted businesses. Additionally, parking should be considered at BRT stations.

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- **Zoning Changes:** Residents are concerned that the implementation of BRT would trigger an “up-zoning” or change in zoning requirements that potentially could lead to further development and/or displacement.
- **Businesses:** Many stakeholders expressed concerns that the implementation of BRT could negatively affect businesses and storefronts along the corridor with the removal of any parking spaces.
- **Travel Lanes:** Many stakeholders expressed concerns regarding the loss of parking, travel, or bicycle lanes to accommodate dedicated bus lanes.
- **Traffic:** Stakeholders were concerned about potential circulation impacts on streets that are already highly congested, such as increased congestion. Most of these comments were related to the loss of a travel lane with the implementation of dedicated bus lanes.

Stations and Connectivity: Comments related to station placement and connectivity were also received. Some of the comments related to this topic included the need or desire to have stations and/or connectivity at the following locations:

- Hollywood-Burbank Airport
- Metrolink Stations
- Pasadena City College
- Caltech
- Metro L Line (Gold)
- Olive/Verdugo
- Brand Boulevard

5.0 Next Steps

The comments and/or questions received during the Draft EIR public review period will be analyzed and responded to in the Final EIR. The project team will identify and recommend a Proposed Project to be selected by the Metro Board and carried into the Final EIR. The Final EIR is anticipated to be available for public review in Spring 2021. The public will also have other opportunities to provide input as ongoing community involvement is vital throughout the environmental process. Release of the Final EIR will be followed by virtual public hearing(s) to gather community input and comments on the final environmental document.