



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

**NOHO TO PASADENA TRANSIT CORRIDOR**



**Planning & Programming Committee**  
April 20, 2022



# Recommended Board Actions

Consider:

- A. APPROVING the North Hollywood to Pasadena Bus Rapid Transit Corridor Project (a new, 19-mile long, at-grade bus rapid transit line with twenty-two (22) stations);
- B. CERTIFYING, in accordance with the California Environmental Quality Act (CEQA), the Final Environmental Impact Report (Final EIR);
- C. ADOPTING, in accordance with CEQA, the:
  - 1. Findings of Fact, and
  - 2. Mitigation Monitoring and Reporting Program; and
- D. AUTHORIZING the Chief Executive Officer to file a Notice of Determination with the Los Angeles County Clerk and the State of California Clearinghouse

# Purpose and Need

- > Corridor currently has 700,000 daily trips but no premium transit service
  - Currently served by Metro Lines 501, 180, and other bus lines
  - 10 of 22 planned stations within ½ mile of Equity Focus Community (EFC)
- > 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

- > **November 2016:** Approved in Measure M
- > **June 2019:** Scoping on primarily street-running BRT with route options
  - Received over 2,500 comments
  - Feedback resulted in new SR-134 Route Option in Eagle Rock
- > **October 2020:** Draft EIR released for public review
  - Nearly 450 comments received, majority supported the project
  - Several comments supported a community-developed concept in Eagle Rock
- > **May 2021:** Board approved project with some refinements, including two design options in Eagle Rock (both included in Final EIR)
  - Staff directed to work with Burbank and Eagle Rock to address remaining concerns

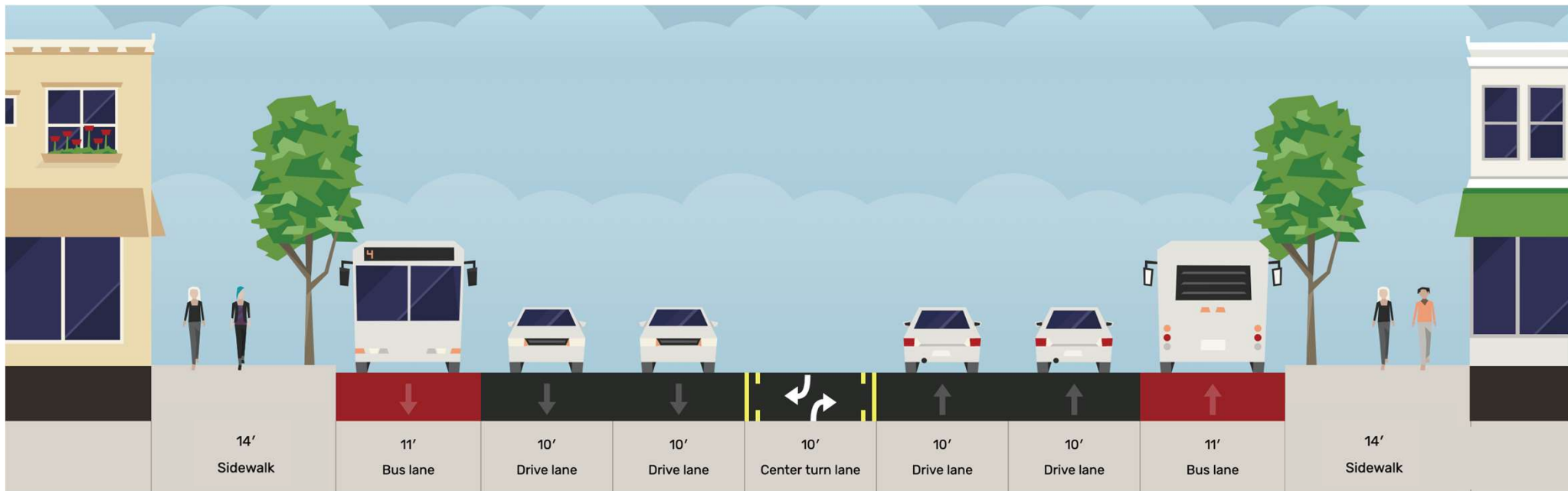
# Proposed Project



- Approximately 19-mile corridor with 22 enhanced stations
- Improves service reliability and customer experience; total peak travel time savings of 34-44%
- Additional study during FEIR focused on Burbank and Eagle Rock

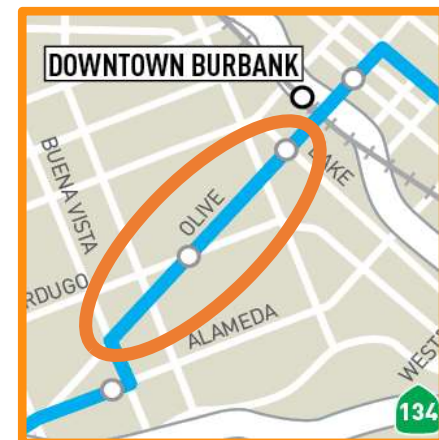
# Concerns Heard in Burbank

> DEIR studied curb-running bus lanes in Burbank



> City expressed concerns with 1.3 mile stretch of Olive Ave between Buena Vista St and Lake St due to:

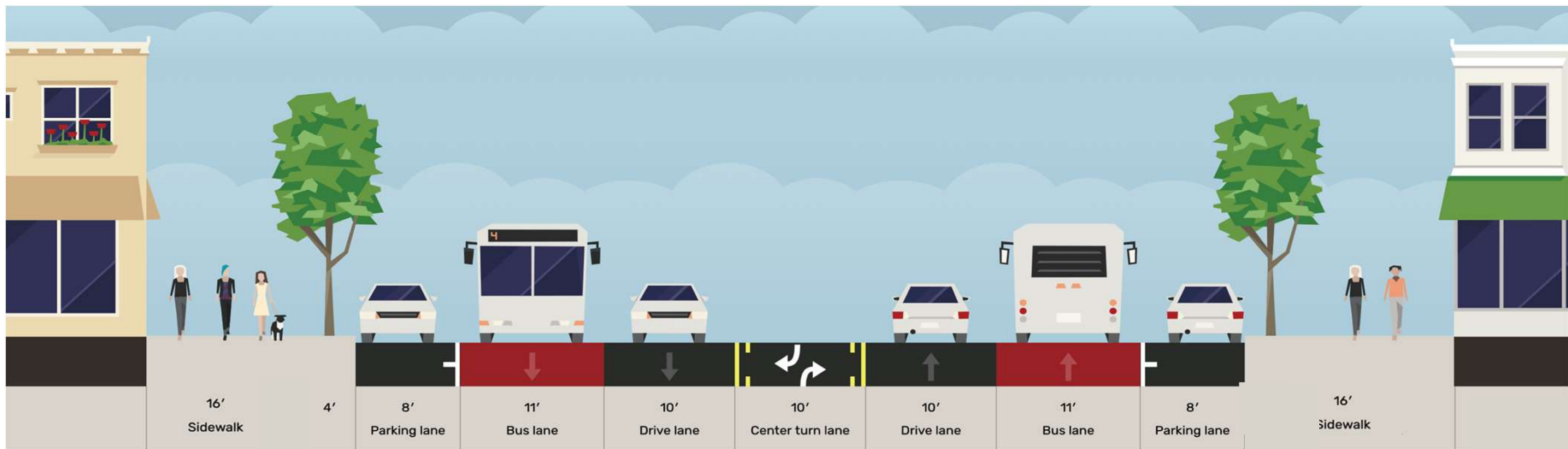
- Loss of all on-street parking
- Conflicts with loading zones
- Narrowing of sidewalks/street widening



# Additional Study of Olive Ave

## Buena Vista St to Lake St

- > In response to City's concerns, a new side-running bus lane option was proposed and studied in FEIR



- > Preserves on-street parking and existing loading zones
- > Requires no sidewalk narrowing/street widening
- > Minimal traffic impacts; traffic diverts to other major streets with sufficient capacity
- > Minimal trip diversion anticipated onto residential streets



# What We Heard in Eagle Rock

- Proposed Project includes side-running bus lanes west of Eagle Rock Blvd
  - Segment approved by Board in May 2021; community is generally supportive
- East of Eagle Rock Blvd, community expressed several preferences:
  - Operate BRT in median-running configuration
  - Preserve/enhance bike lanes
  - Preserve parking and median space
  - Prioritize safety on Colorado Blvd
  - Minimize traffic effects, including diversion into residential neighborhoods





# Additional Study of Colorado Blvd Eagle Rock Blvd to Linda Rosa Ave

- > Two center-running design options evaluated in FEIR for Colorado Blvd east of Eagle Rock Blvd
  - Option 1 - Retains two travel lanes in each direction, but significantly reduces parking and landscaped medians
  - Option 2 - Converts one travel lane in each direction to bus lanes
  - Both equivalent in BRT performance
  - Both options include safety improvements and buffered bike lanes



Option 1



Option 2 9

# Recommended Design Option

- > Option 2 recommended by staff
  - Compatible with City's ATP plans
  - Stronger public support
  - Improves safety for all street users
  - Minimal traffic diversion to neighborhood streets



Colorado/Maywood



Colorado/Eagle Rock  
Transition to one travel lane

# Staff Recommendation

- > **Eagle Rock**: Approve the design option which adds one dedicated bus lane in each direction on Colorado Boulevard, reduces the number of mixed-flow traffic lanes to one in each direction east of Eagle Rock Boulevard, preserves more on-street parking, and provides additional landscaped medians.
- > **Burbank**: Approve the side running bus lane configuration on Olive Avenue between Buena Vista and Lake Streets which adds one dedicated bus lane in each direction, reduces the number of mixed-flow traffic lanes to one in each direction and preserves existing curbside parking and left turn lanes.



# Outreach During Final EIR

- > Conducted extensive outreach during development of the Final EIR, including:
  - Four virtual public meetings to present design options in Eagle Rock (9/23/21) and Burbank (10/7/21) with 336 total attendees
  - Walked the corridor in both Burbank and Eagle Rock to directly engage with businesses in November and December 2021
  - 386 Transit App rider surveys were completed (9/27 to 10/10/21)
  - Project briefings to various key stakeholders (COGs, Service Councils, studios, Chambers of Commerce, etc.)
  - In-person open house in Eagle Rock attracted more than 200 attendees who completed 176 surveys

# Next Steps

- > File Notice of Determination (NOD) for FEIR
- > Continue to work with cities on project design, including:
  - Dedicated bus lanes
  - Stations
  - Transit Signal Priority
  - Pedestrian and bicycle enhancements, including crosswalk safety improvements, sidewalk lighting and landscaping near stations, improved buffered bike lanes
- > Work with cities on approvals needed for Final Design and Construction
  - Necessary permitting for improvements