



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

**NOHO TO PASADENA TRANSIT CORRIDOR**



**North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor**

Planning & Programming Committee Meeting

April 17, 2019



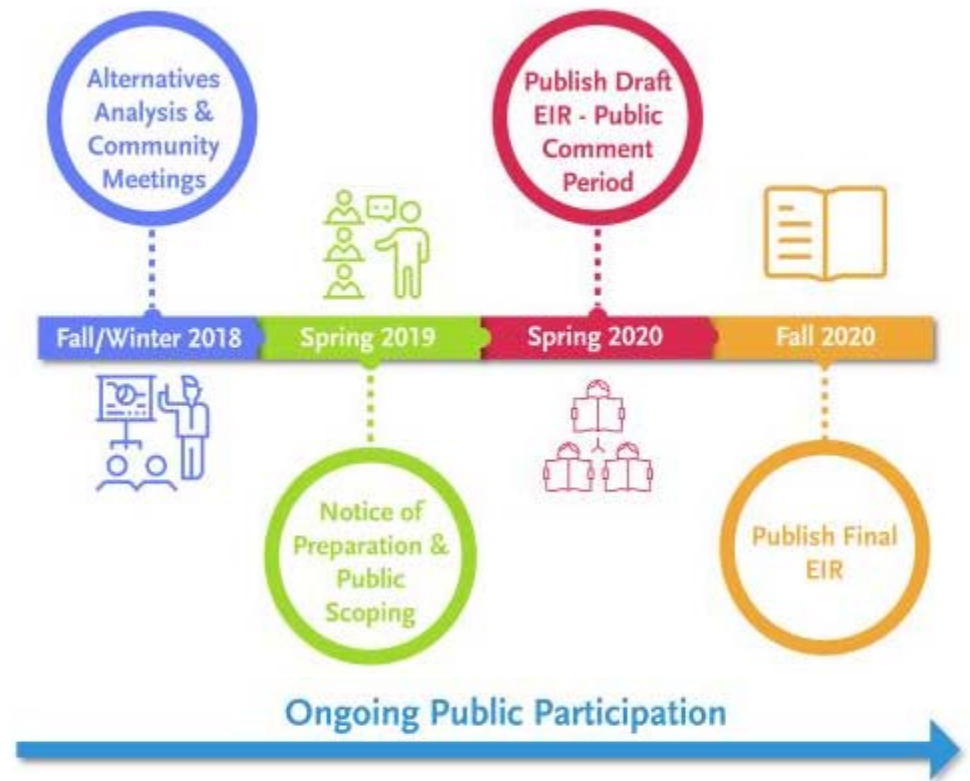
# Recommended Board Action

- > Measure M project
  - \$267 million in Measure M & SB1 Funds (Transit and Intercity Rail Capital Program)
  - Projected opening by FY 2024 to meet Measure M and Twenty-Eight by '28 schedule
  
- > Action Requested
  - Receive and File Alternatives Analysis (AA) report
  - Authorize CEO to initiate Draft Environmental Impact Report (DEIR)



# Upcoming Milestones

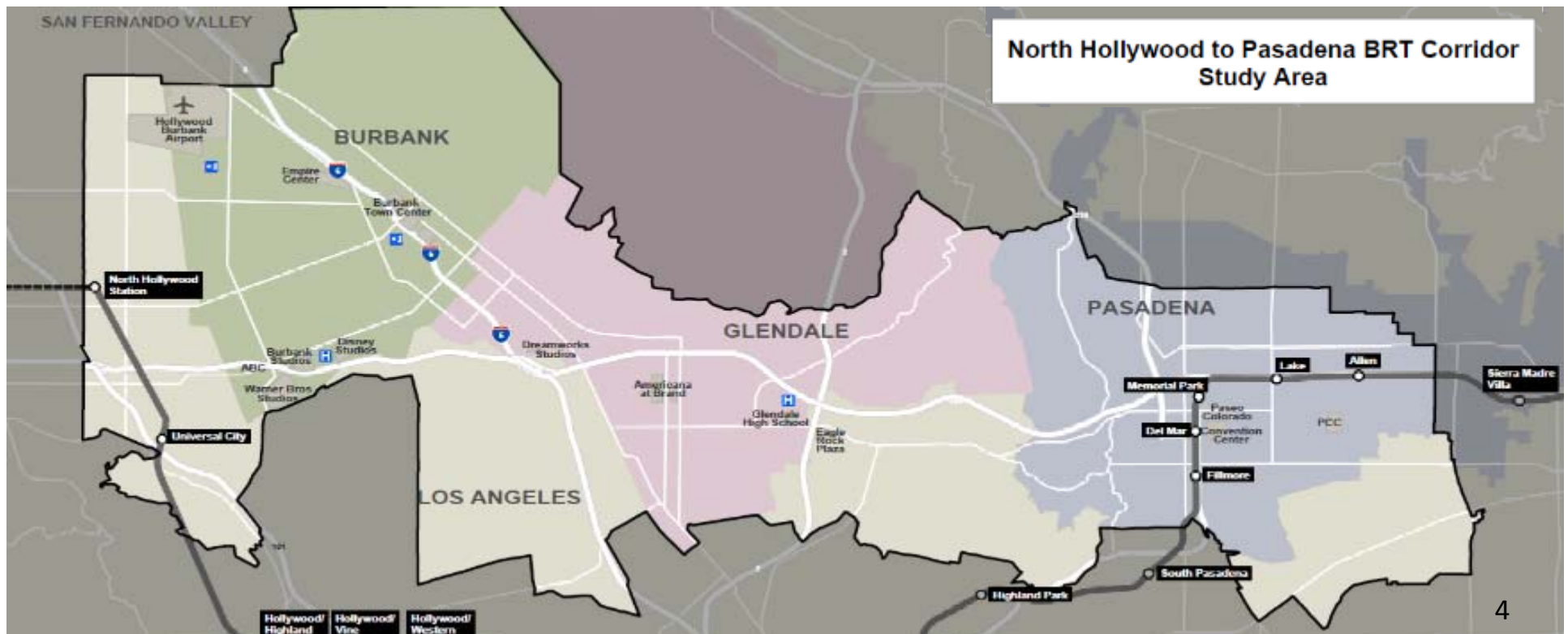
- > **May/June 2019** – Release Notice of Preparation and begin public scoping meetings
- > **Spring 2020** – Release Draft Environmental Impact Report (DEIR) for public comment
- > **Fall 2020** – Metro Board adopts Proposed Project and certifies Final EIR
- > **Ongoing** – Collaboration and outreach with corridor cities and communities



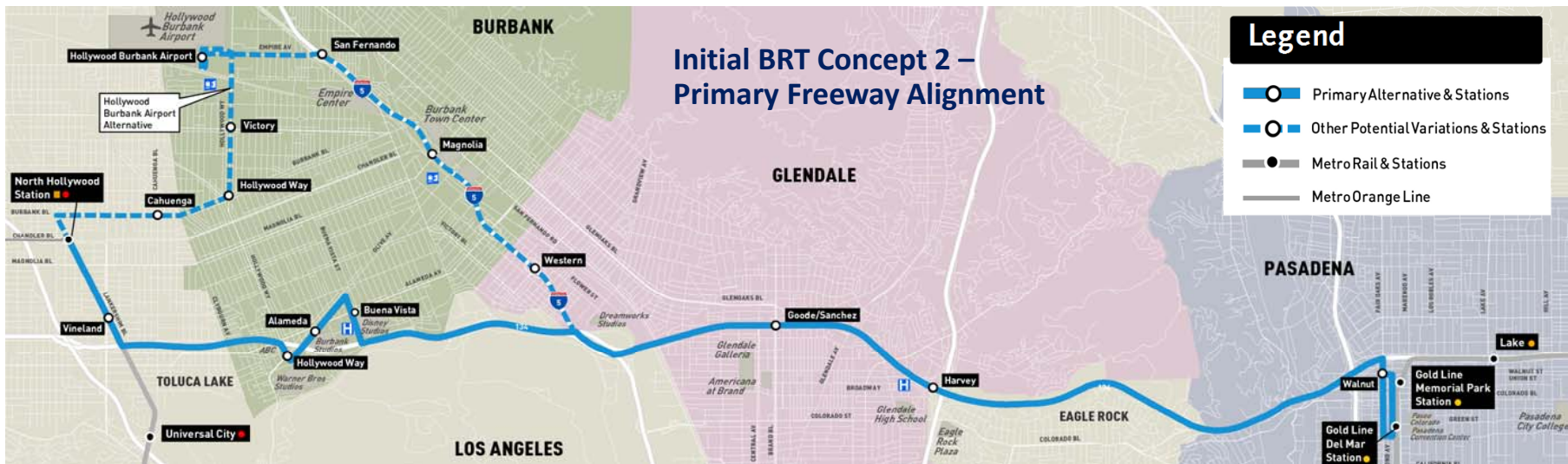
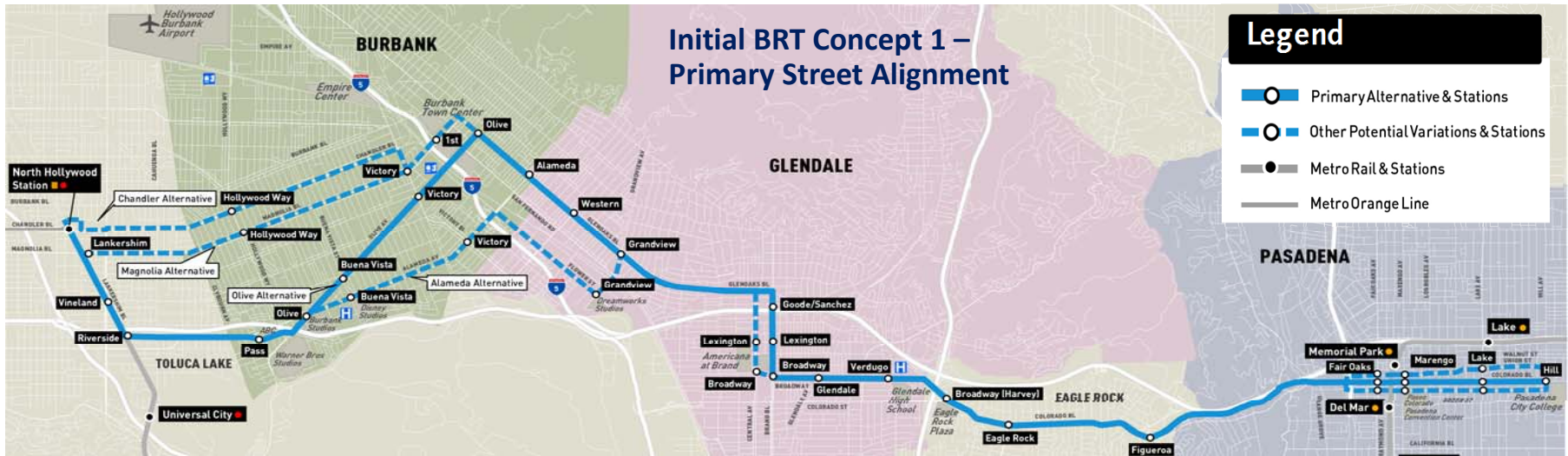


# NoHo to Pasadena Study Area

- > Spans 18 miles, 4 cities, includes several key activity centers
- > 700,000 daily trips enter the study area
  - Most trips go to destinations within the corridor; only about one-third of the trips are end-to-end



# Initial BRT Route Options





# AA Process

- > Conducted outreach to share project information and receive initial feedback
- > Narrowed down initial alternatives/route concepts to three refined alternatives that were evaluated



# Alternatives Analyzed in AA

## 1. Street-Running

- Provides most connectivity within corridor
- End-to-end travel time: approx. 65 minutes
- Projected ridership up to 30,000 daily riders

## 2. Freeway-Running

- Fastest end-to-end travel time but least connectivity
- End-to-end travel time: approx. 43 minutes
- Projected ridership up to 23,000 daily riders

## 3. Hybrid Street/Freeway-Running

- More connectivity than Freeway-Running but bypasses Downtown Burbank and majority of Glendale
- End-to-end travel time: approx. 56 minutes
- Projected ridership up to 26,000 daily riders



# What We Heard During AA Process

- > Broad community support for project including need for:
  - Frequent and reliable service
  - First/last mile connections
  - Convenient station locations
- > Preference for street-running BRT
  - Serves most key destinations within corridor
  - Better station access, more pleasant stations
- > Concerns over impacts of dedicated bus lanes to parking/traffic



# Refined Street-Running Alternative with Route Options

- > Alternative provides:
  - Highest ridership potential
  - Best regional connectivity
  - Better opportunities for Transit Oriented Communities
- > Will be studied further in the Draft EIR
  - Identify potential environmental impacts (e.g. traffic, parking, air quality, visual, etc.)
  - Develop mitigation measures to reduce/eliminate impacts
  - Refine cost, ridership, travel time estimates

# Refined Street-Running Alternative with Route Options

