



# 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**

Regular Board Meeting

May 23, 2019

Legistar file # 2019-0280



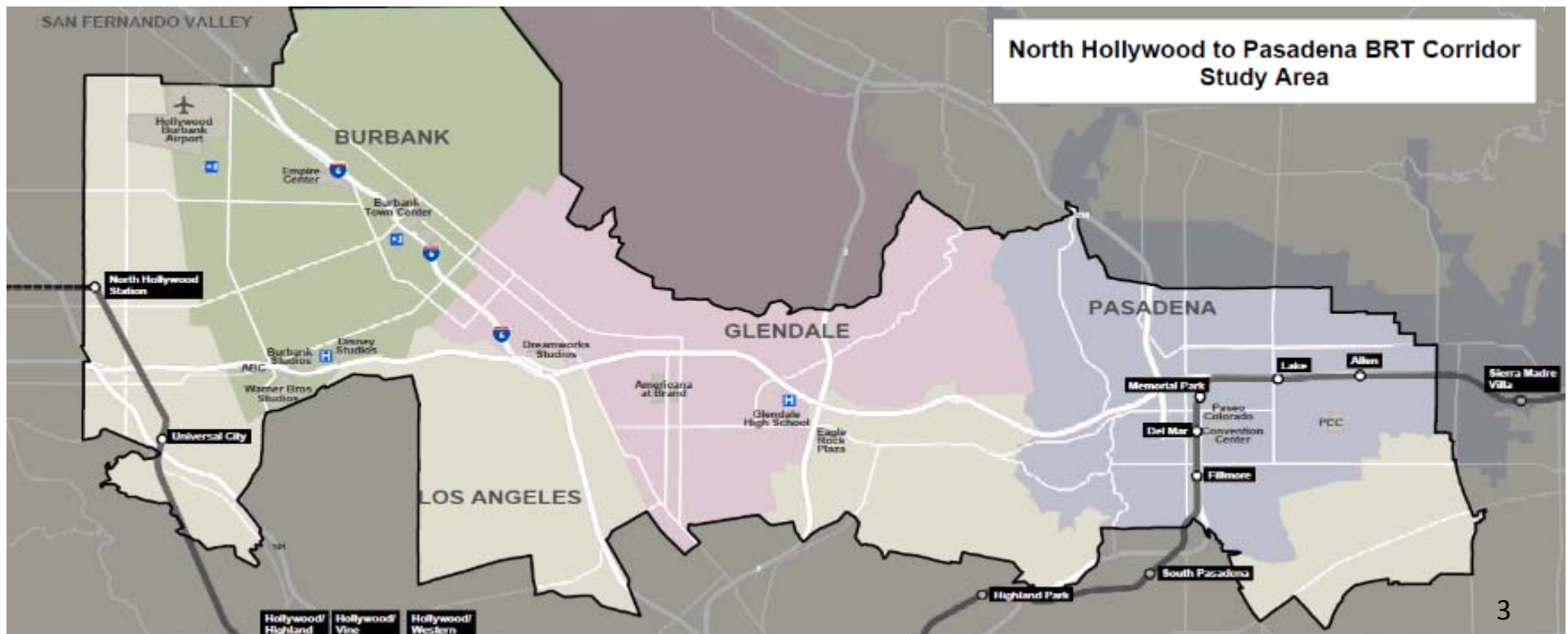
# Project Background

- > 2008 - Project conceptualized in SCAG Tri-City Transportation Corridor Report
- > 2016 - 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
- > 2017 - Completed NoHo to Pasadena BRT Technical Study
- > 2018 - Started Alternatives Analysis (AA)



# 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



# 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



# Alternatives Analyzed in AA

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



# Refined Street-Running Alternative with Route Options



# Core Project Principles

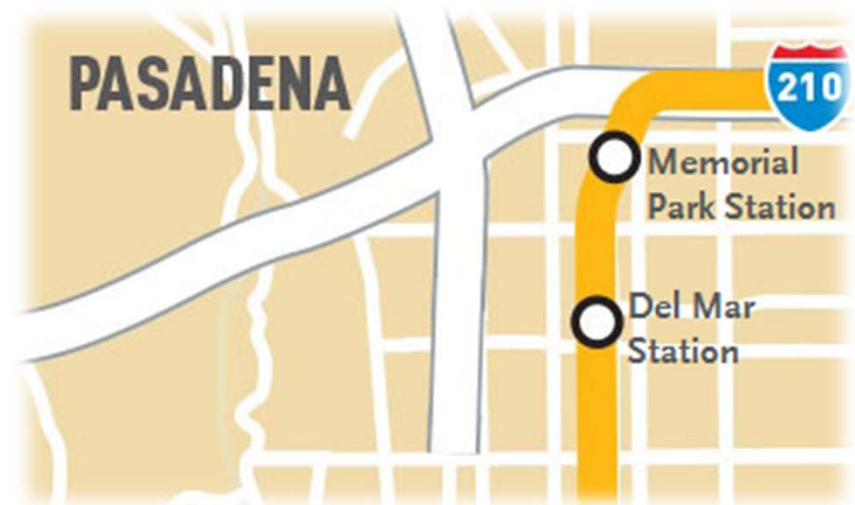
- > Consistency with Measure M
  - Study bus lanes and other BRT treatments on the NoHo to Pasadena rail to rail corridor
  - Study extending BRT service in mixed flow lanes from Gold Line to Pasadena City College as a replacement to Metro Rapid Line 780
- > Maximize service efficiency
  - Continue coordination with NextGen and the corridor's transit operators





# Additional Study During EIR

- > Identify potential environmental impacts and mitigation measures
- > Refine cost, ridership, travel time estimates
- > Routing options to optimize connections to the regional transit network
- > Feasibility of bus lanes between NoHo Station and Metro Gold Line



# Recommendations

- A. RECEIVING AND FILING the North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Alternatives Analysis (AA) report;
- B. AUTHORIZING the CEO to initiate the Draft Environmental Impact Report (DEIR); and
- C. DIRECTING staff to study, as part of the EIR, the feasibility of dedicated bus lanes between the North Hollywood Station and Metro Gold Line, and the extension of BRT service in mixed flow traffic lanes from the Metro Gold Line to Pasadena City College.



# Upcoming Milestones

- > **June/July 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, communities and transit providers

