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



NOHO TO PASADENA TRANSIT CORRIDOR

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

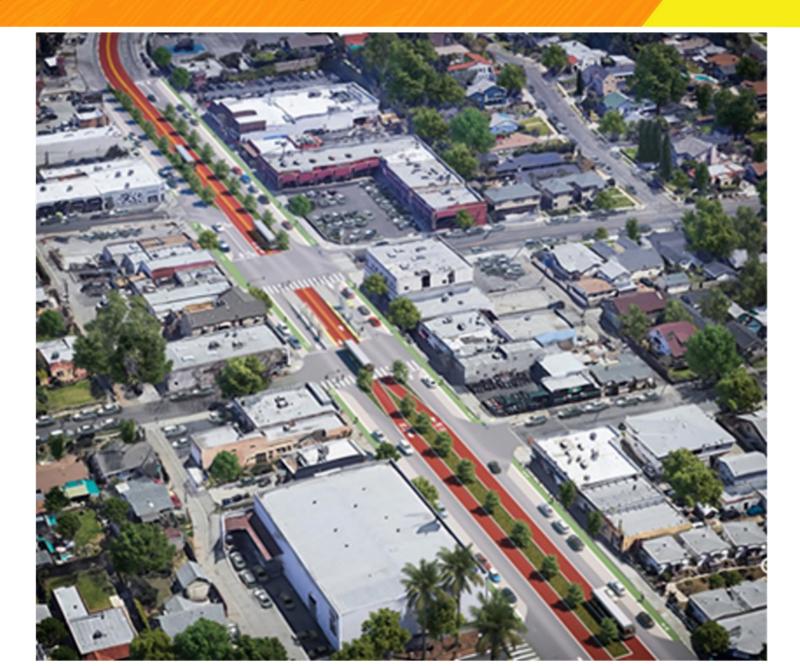
#### **Refinements to Proposed Project** Eagle Rock

- > 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

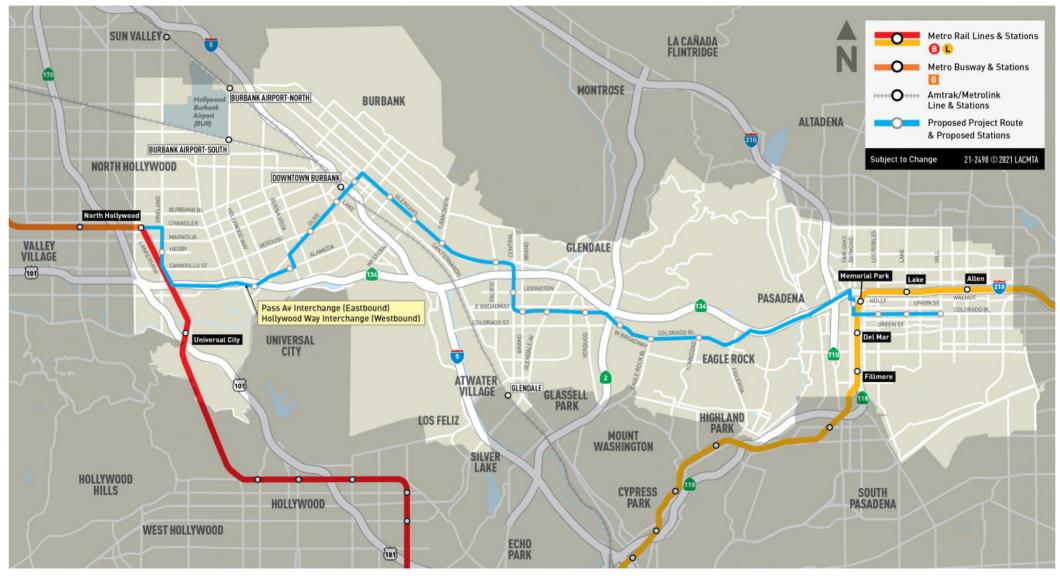
#### **Eagle Rock Refinements** Design Option maintaining all travel lanes



#### **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