



## Board Report

**File #:** 2021-0103, **File Type:** Project

**Agenda Number:** 15.

### PLANNING AND PROGRAMMING COMMITTEE MAY 19, 2021

**SUBJECT: NORTH HOLLYWOOD TO PASADENA BUS RAPID TRANSIT CORRIDOR  
PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

CONSIDER:

- A. APPROVING the Proposed Project with recommended refinements for the North Hollywood to Pasadena Bus Rapid Transit Corridor Project; and
- B. APPROVING the Project's Title VI Service Equity Analysis in accordance with Title VI of the Civil Rights Act of 1964.

#### **ISSUE**

The North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project (Project) proposes to connect the San Fernando and San Gabriel Valleys through one of the region's largest commuter sheds that currently lacks a premium transit service. Transit currently accounts for only 2% of the 700,000 daily trips entering the corridor. Despite the presence of Metro Rail connections at both ends of the corridor, only a third of all trips currently travel the entire corridor from one end to the other.

Metro is the lead agency for the California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for the North Hollywood to Pasadena BRT Corridor Project. Metro, in coordination with the cities of Los Angeles, Burbank, Glendale, and Pasadena, completed an environmental analysis for the Draft EIR in October 2020. Following the Public Review period for the Draft EIR, staff worked with stakeholders on proposed refinements to the Project in key locations.

In Burbank, refinements include a minor reroute of service, relocating a previously proposed station on West Olive Avenue, and recommending an optional station as part of the Proposed Project. In Glendale, an optional station is recommended as part of the Proposed Project and bike lane improvements on Glenoaks Boulevard, currently being studied by the City, will be further coordinated and integrated with the Project. In Eagle Rock, the primary change for the Proposed Project is with the bus lane configuration on Colorado Boulevard. Whereas the Draft EIR proposed side-running bus lanes (Route Option F2), the recommendation for the refined Proposed Project is to implement

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primarily center-running bus lanes (Route Option F1) on Colorado Boulevard with two design options east of Eagle Rock Boulevard. One option would include converting one travel lane in each direction to bus lanes while the other option converts portions of landscaped median and street parking to accommodate bus lanes while preserving the existing travel lanes. Additional detail on the recommended refinements is provided in Attachment A and in the Discussion section below. The project design may be further refined through the Final EIR technical process and community input.

Board action on the selection of the Proposed Project is needed to prepare the Final EIR and for the Project to remain on schedule for an opening year of 2024. Selection of the Proposed Project and preparation of the Final EIR are key milestones in the Project delivery process. The Project is included in the Measure M Expenditure Plan and is included in the Twenty-Eight by '28 Initiative.

## **BACKGROUND**

The Project is a proposed 18.1-mile BRT transit corridor that would extend from the North Hollywood Metro B/G Line (Red/Orange) Station to Pasadena City College (PCC). The study area serves the communities of North Hollywood, Burbank, Glendale, Eagle Rock and Pasadena that have dense residential populations and many cultural, entertainment, shopping and employment areas throughout, including the NoHo Arts District, Burbank Media Center, Glendale Galleria, Americana at Brand, Eagle Rock, and Old Pasadena.

In February 2017, Metro staff completed the North Hollywood to Pasadena BRT Corridor Technical Study. The Technical Study explored the feasibility of implementing BRT and identified two candidate BRT concepts - a street-running BRT and a freeway-running BRT - with multiple route options throughout the corridor. In March 2017, the Board approved advancing these concepts into the environmental phase. Upon completion of an initial Alternatives Analysis Study in April 2019, the Board approved a Refined Street-Running Alternative with Route Options and directed staff to initiate a Draft EIR in May 2019. At that same time and based on comments provided by the City of Pasadena, the Board approved discontinuing the further study of dedicated bus lanes in the City of Pasadena.

On June 17, 2019, staff initiated a 45-day Public Scoping period. This Public Scoping period was later extended an additional 15 days to August 15, 2019, based on the overwhelming community interest in the Project. The purpose of public scoping is to inform the public that the lead agency, Metro, is evaluating a project under CEQA and to solicit public comment regarding the Project and extent of environmental analyses to be undertaken. In order to accomplish this, five public scoping meetings were held in July 2019. On August 7, 2019, Metro conducted an additional Community Open House Meeting in Eagle Rock where there was especially strong interest in the Project. During the Public Scoping period, Metro received a total of 2,584 comments, which was a mix of those who either supported or opposed the Project.

Metro released the Draft EIR for public review and comment beginning on October 26, 2020 and ending on December 28, 2020. Described within the Draft EIR are one build alternative (the Proposed Project and route options), one No-Build alternative, and one alternative that improves existing bus service. Metro received almost 500 public comments with approximately half of them specific to Eagle Rock, including comments on a new community-developed proposal supported by many community members. In addition, staff has coordinated with the City of Burbank on a few

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additional refinements to the Proposed Project within their jurisdiction.

Based on the feedback received, staff has since refined the build alternative, or Proposed Project, to incorporate many of the key elements in the community-developed proposal, as well as other refinements in the City of Burbank.

## **DISCUSSION**

A detailed description of the Proposed Project and other alternatives considered in the Draft EIR are provided in the attached Executive Summary to the Draft EIR (Attachment B). The full Draft EIR is available on the Project website at:

<https://www.metro.net/projects/noho-pasadena-corridor/draft-environmental-impact-report/>. A description for the Proposed Project and its route options, as well as the other alternatives considered in the Draft EIR are described below.

### **Proposed Project Alternative in Draft EIR**

The primary route of the Proposed Project (Attachment C) uses a combination of dedicated bus lanes and general-purpose traffic lanes for BRT service that would primarily utilize surface streets between the San Fernando and San Gabriel Valleys. The Project 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. Potential connections with existing high-capacity transit services include the Metro B Line (Red) and G Line (Orange) in North Hollywood, the Metrolink Antelope Valley and Ventura Lines in Burbank, and the Metro L Line (Gold) in Pasadena.

The objectives for the Project are summarized as follows:

- Advance a premium transit service that is more competitive with auto travel;
- Improve accessibility for disadvantaged communities;
- Improve transit access to major activity and employment centers;
- Enhance connectivity to Metro and other regional transit services;
- Provide improved passenger comfort and convenience; and
- Support community plans and transit-oriented community goals.

The Proposed Project would generally include dedicated bus lanes on surface streets where there is adequate street width but will operate in general-purpose traffic lanes in the City of Pasadena. BRT service will operate in various bus lane configurations depending upon the characteristics of the roadways. Other proposed elements being considered as part of the Project include: Transit Signal Priority (TSP); enhanced stations with a number of passenger amenities (e.g., lighting, real time transit info, trash receptacles, seating); some selective street repaving and widening; signage and restriping; improvements to existing bike lanes; and electric buses.

### **North Hollywood**

Route would operate eastbound from the North Hollywood station between Chandler Boulevard and Vineland Avenue in a side-running bus lane and westbound sharing the general traffic lane. The route would then operate on Vineland Avenue between Chandler Boulevard and the SR-134 freeway interchange (primarily in center-running bus lanes, transitioning to or from a general-purpose traffic

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lane near the freeway). Lastly, the route would continue east via the SR-134 freeway. Proposed stations would be located at North Hollywood Station and on Vineland Avenue at Hesby Street.

### Burbank

Route would operate on the SR-134 freeway between Lankershim Boulevard and Olive Avenue. Eastbound service would be provided via Pass Avenue and westbound service would be provided along Hollywood Way to access the SR-134 freeway at Alameda Avenue. In curb-running bus lanes, the route would then operate along Olive Avenue between SR-134 and Glenoaks Boulevard. Lastly, the route would then operate along Glenoaks Boulevard between Olive Avenue and Alameda Avenue (combination of curb- and center-running bus lanes). Proposed stations would be located along Olive Avenue at Riverside Drive, Alameda Avenue, Buena Vista Street, the Olive Avenue bridge, San Fernando Boulevard, with an optional station at Verdugo Avenue.

### Glendale

Route would operate via Glenoaks Boulevard in median-running bus lanes between Alameda Avenue and Central Avenue. Proposed stations along Glenoaks Boulevard would include Alameda Avenue, Western Avenue, and Pacific Avenue, with an optional station at Grandview Avenue. The route would then continue on Central Avenue between Glenoaks Boulevard and Broadway (combination of general-purpose traffic lanes and side-running bus lanes) then continue along Broadway between Central Avenue and Colorado Boulevard (combination of curb- and side-running bus lanes). Proposed stations would be located along Central Avenue at Lexington Drive and along Broadway at Brand Avenue, Glendale Avenue, and Verdugo Road.

### Eagle Rock

Route would operate along Colorado Boulevard between Broadway and Linda Rosa Avenue (SR-134 interchange) in side-running bus lanes (Route Option F2). Proposed stations would be located along Colorado Boulevard at Eagle Rock Plaza, Eagle Rock Boulevard and Townsend Avenue.

### Pasadena

The bus would operate via the SR-134 freeway between Colorado Boulevard in Eagle Rock and Fair Oaks Avenue in Pasadena before taking Walnut Street to Raymond Avenue. The route would then operate north south on Raymond Avenue between Walnut Street and Colorado Boulevard and east west along Colorado Boulevard between Raymond Avenue and Hill Avenue. All segments would operate in general-purpose traffic lanes. Proposed stations would be located on Raymond Avenue at Holly Street and on Colorado Boulevard at Los Robles Avenue, Lake Avenue, and PCC.

### Alternative Route Options

Alternative Route Options within each community were evaluated equally to the primary Proposed Project route in order to provide the public with alternate options for further consideration and comment. Each Route Option is summarized below. For a more detailed description of each individual route option, please see Table ES-1 of the Draft EIR Executive Summary.

### North Hollywood

Route Option A2 - Route would follow Lankershim between North Hollywood Station Boulevard and the SR-134 freeway interchange, utilizing a combination of side and curb-running bus lanes. A



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proposed station would be located on Lankershim Boulevard at Hesby Street.

### Glendale

Route Option E2 - Route would operate on Central Avenue between Glenoaks Boulevard and Colorado Street (combination of general-purpose traffic lanes and side-running bus lanes), then on Colorado Street/Boulevard between Central Avenue and Broadway (side-running bus lanes). Proposed stations would be located on Central Avenue at Lexington Drive and Americana Way. Proposed stations would also be located along Colorado Street/Boulevard at Brand Boulevard, Glendale Avenue and Verdugo Road.

Route Option E3 - Route would operate in general-purpose traffic lanes between Glenoaks and the SR-134 freeway via Central Avenue. Eastbound service would be provided via Sanchez Drive and westbound service would be provided along Goode Avenue to access the SR-134 freeway at Brand Boulevard. Lastly, the segment would then run along SR-134 between Brand Boulevard and Harvey Drive using general-purpose traffic lanes. Proposed stations would be located on Goode/Sanchez near Brand Boulevard and at Harvey Drive.

### Eagle Rock

Route Option F1 - Route would operate on Colorado Boulevard between Broadway and Linda Rosa Avenue (SR-134 freeway interchange) in a combination of side- and center-running bus lanes. Proposed stations would be located at Eagle Rock Plaza, Eagle Rock Boulevard and Townsend Avenue.

Route Option F3 - Route would run along SR-134 between Harvey Drive and Figueroa Street, Figueroa Street between SR-134 and Colorado Boulevard, and on Colorado Boulevard between Figueroa Street and SR-134 via the N. San Rafael Avenue Interchange. All segments utilize general-purpose traffic lanes with a station pair on the intersection of Figueroa Street and Colorado Boulevard

### Pasadena

Route Option G2 - Route would operate via the SR-134 freeway between Colorado Boulevard in Eagle Rock and the Colorado Boulevard exit in Pasadena. A proposed station would be located at Arroyo Parkway near the Metro L Line (Gold).

Route Option H2 - Route would operate in a general-purpose traffic lane along Union Street in the westbound direction (one-way street) and along Green Street in the eastbound direction (one-way street) between Raymond Avenue and Hill Avenue. Proposed stations would be located at Los Robles Avenue, Lake Avenue and at the Eastern Terminus at Hill Avenue adjacent to PCC.

### Other Alternatives Considered

#### *Alternative 1 - No Project Alternative*

The No Project Alternative is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Proposed Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project. The No Project Alternative is evaluated in the context of the existing transportation facilities in the Project Area and other capital transportation improvements and/or

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transit and highway operational enhancements that are reasonably foreseeable (e.g., North San Fernando Valley (NSFV) BRT Project and the NextGen Bus Plan).

### *Alternative 2 - Improved Bus Service*

This alternative would implement improved bus service instead of BRT. The improved bus service would have some BRT characteristics (e.g., shelters with some passenger amenities, TSP). The service may be as frequent as that proposed for BRT, though its ability to attract as much ridership may be less due to less travel time savings and amenities, meaning a slightly less frequent service would be operated compared to that proposed for the BRT Project. Buses would operate in general-purpose traffic lanes with TSP. Stops would be more frequent than the BRT line, but less frequent than local bus lines (typically every 0.6 miles on average). Travel times would be faster than for local service but slower than the travel times expected from the BRT Project. Stops would occur at existing bus stations and there would be no modifications to the roadway configuration. This alternative would be expected to generate the fewest adverse impacts as there would be no curb extensions, elimination of parking or travel lanes, or changes to bicycle lanes.

### Public Outreach

The Draft EIR was released for a 64-day public review period beginning on October 26, 2020 and ending on December 28, 2020. Noticing of the Draft EIR availability, public review period and meeting dates was accomplished in a number of ways including: U.S certified mail to agencies, organizations and interested parties; newspaper ads; e-blast notices to a database of over 5,000 names; car cards on buses; the Project website; social media ads; and a direct distribution of over 15,000 Project fact sheets along a selective segment of the corridor.

Metro hosted two public hearings to gather comments on the Draft EIR during the review period. In an effort to increase public participation during restrictions on public gatherings and to prevent public health risks posed by COVID-19, the two hearings were held virtually via the Zoom online communication platform on a weekday evening and Saturday late morning/early afternoon. During these 2-hour hearings, staff presented information about the Project and allotted time for members of the public to provide both verbal and written comments.

In order to give the public as much opportunity to comment, an online virtual platform visited by 800 stakeholders was also available during the entire 64-day public review period. The virtual platform allowed the public to view all meeting materials, including the meeting presentation, read more about the Proposed Project, access the Draft EIR, and leave written comments. Other means for the public to leave comments included a special Project hotline number, Project email, Project website, and via U.S. mail. In addition, Metro attended (virtually) and presented on the Project at approximately 23 meetings with elected officials, organizations, and other key stakeholders.

### Summary of Public Comments

Approximately 242 persons attended the virtual public hearings. In total, nearly 500 comments were received by mail, email, voicemail, text, through the Project website, and at the virtual hearings. About 280 of those comments were from Eagle Rock. As summarized in Attachment D, some of the more common themes included:

- Most local community members supported and/or were not opposed to the Project;
- Most had specific comments regarding the different route alignment options, particularly in

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Eagle Rock;

- Majority of Eagle Rock comments were supportive of the Project with an overall preference for a Colorado Boulevard alignment;
- Eagle Rock community identified and referenced two plans to be considered for further study, including an additional alignment, “Beautiful Boulevard” plan, and consistency with the City of Los Angeles’s Mobility Plan 2035 from the General Plan; and
- Strong support for including existing bike lanes or introducing new bike lanes throughout the corridor, especially on Colorado Boulevard in Eagle Rock.

Community input has been encouraged and received at every step of the Project’s development.

#### Additional Public Outreach

Of the 280 comments specific to Eagle Rock, the majority supported BRT on Colorado Boulevard. Some of the primary concerns included the loss of parking or travel lanes and impacts to the existing bike lanes. Many of the comments also referenced and supported a community-developed proposal that included varying recommendations for different parts of the corridor, including a travel lane reduction east of Eagle Rock Boulevard. In response to the comments, staff developed a refined design concept emulating the F1 option evaluated in the Draft EIR for Eagle Rock, but with several differences. This refined F1 design concept attempted to incorporate as many feasible elements as possible from the community-developed proposal.

These refinements were shared at three virtual roundtable meetings with key Eagle Rock stakeholder groups, as well as businesses along the corridor. The majority of the 80 attendees supported the refined F1 concept in Eagle Rock, which included a travel lane reduction between Eagle Rock Boulevard and the SR-134 freeway interchange, additional landscaped medians, and the preservation of more on-street parking along Colorado Boulevard. Primary areas of interest included street calming, bicycle safety, and streetscape enhancements.

Staff also held a virtual community meeting on April 1, 2021, to receive feedback on the refined Proposed Project ahead of presenting the recommendation to the Metro Board. Approximately 369 people attended the meeting. Of the questions/comments received, most were related to the Eagle Rock segment of the Project. Key feedback received during the meeting included significant support for the refined F1 concept in Eagle Rock, including the desire to incorporate as many elements of the community-developed proposal as possible. However, many people also expressed concern regarding the proposed street reconfiguration on Colorado Boulevard and the potential for traffic congestion and spill-over traffic onto adjacent neighborhood streets.

#### Proposed Project Recommendation with Refinements

A Proposed Project needs to be selected by the Board in order to further focus on an alternative that can be environmentally cleared by the time the Board considers and certifies the Final EIR. Based on the Draft EIR technical evaluation and public stakeholder input, the Proposed Project is recommended as the preferred alternative, with the refinements described below. Other key elements of the Proposed Project include twenty-two enhanced stations with passenger amenities; transit signal priority or queue jumps at select intersections; new and/or improved signalized crosswalks at several locations; improvements to left-turn pockets for increased safety and capacity at select locations; some potential improvements to existing bike lanes in several communities; and

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new and/or replaced landscaping along the corridor. The project design may be further refined through the Final EIR technical process including additional coordination and feedback from the corridor cities. Refer to Attachment E for renderings of the Proposed Project.

### Burbank

Based on comments received from the City of Burbank, a small reroute to more directly serve the Burbank Studios and Providence Saint Joseph Medical Center is being proposed. The BRT will be re-routed off Olive Avenue to operate in curb-running bus lanes along Alameda Avenue between Olive Avenue and Buena Vista Street, and on Buena Vista Street between Alameda Avenue and Olive Avenue. The route will then get back onto Olive Avenue at Buena Vista Street and continue in primarily curb-running bus lanes to Glenoaks Boulevard. In addition, this re-route will allow for the consolidation of two proposed stations at Olive Avenue/Alameda Avenue and Olive Avenue/Buena Vista Street into a new proposed station at Alameda Avenue/Naomi Street. There will also be a proposed station at Olive Avenue and Verdugo Avenue, previously considered as an optional station in the Draft EIR.

The BRT station on the Olive Avenue bridge proposed in the Draft EIR has been shifted to west of the bridge at Lake Street. This station, intended to provide a direct connection to the Burbank Downtown Metrolink Station, is being shifted as a result of concerns expressed by the City of Burbank regarding the age and design of the bridge and the feasibility of installing the infrastructure needed for a safe and accessible BRT station. Improvements to the bridge including widening and or extensive retrofits would be cost prohibitive for the Project. From the new station location at Olive Avenue and Lake Street, passengers will be able to access the Metrolink station. Additionally, the Project will include pedestrian improvements such as increased lighting and wayfinding to enhance the pedestrian connection between Metrolink and the BRT.

There is also a minor refinement on Glenoaks Boulevard from Olive Avenue to Providencia Avenue. The BRT will operate in general-purpose traffic lanes rather than in curb-running bus lanes for a small segment before transitioning over into center-running bus lanes at Providencia Avenue.

### Glendale

Based on comments received from the City of Glendale, as well as community members, the Glenoaks Boulevard and Grandview Avenue station, which had been described as optional in the Draft EIR, is now a proposed station. Bicycle lane improvements on Glenoaks Boulevard, under study by the City, will be further coordinated and integrated with the Proposed Project.

### Eagle Rock

Based on all the comments and feedback received from the Eagle Rock community, including the many comments related to the community-developed proposal, several refinements were made to the original Proposed Project in the Draft EIR. In Eagle Rock, the BRT would operate in a combination of side- and center-running bus lanes along Colorado Boulevard. The side-running bus lanes would operate from Broadway to just west of Eagle Rock Boulevard where it begins transitioning to center-running, as described in the Draft EIR under Route Option F1. East of Eagle Rock Boulevard, the BRT would operate in center/median-running bus lanes to Linda Rosa Avenue via one of two potential design options. One option maintains the two existing travel lanes in each direction while the second option reduces the number of travel lanes to one in each direction along

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this segment. Both design options will be evaluated further with additional stakeholder input during preparation of the Final EIR.

Each of the two design options would have different effects on Colorado Boulevard. The option maintaining two travel lanes in each direction resembles Option F1 in the Draft EIR but may be further refined to potentially reduce the loss of landscaped median space, on-street parking, and/or the curb extensions being planned by the City of Los Angeles. The design option with the travel lane reduction has a greater effect on traffic but preserves most on-street parking, enhances landscaped medians, and maintains most city-planned curb extensions. Both design options maintain buffered bike lanes.

### Consistency with Metro's Equity Platform Framework

The North Hollywood to Pasadena BRT Corridor Project is a key regional connection between the San Fernando and San Gabriel Valleys. It has also been identified as one of the most heavily traveled corridors without a premium bus service. While one of the Project's key challenges is to capture a larger share of the corridor's travel market, it is also important to create a premium travel option for the approximately 4% of households within the study area that currently do not own an automobile, which is one of several characteristics usually associated with transit dependency.

This Project considered opportunities to provide a premium transit service through the implementation of BRT, including a number of key BRT attributes that would result in faster travel times, improved service reliability and an enhanced customer experience for the corridor's transit-dependent/low-income communities. This Project also aims to enhance mobility and improve regional access, particularly to key employment centers within the Project corridor. Community outreach efforts have also included innovative and comprehensive approaches to engage historically underserved communities, especially during the challenges and restrictions that arose from COVID-19. The Project is currently being approached and designed for consistency with Metro's Equity Platform Framework and will continue to do so during future phases.

### Title VI Service Equity Analysis

Title VI of the Civil Rights Act of 1964 is a federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. As a recipient of federal funds and in compliance with Title VI of the Civil Rights Act of 1964 and FTA Circular 4702.1B Chapter IV, staff conducted a Title VI Service Equity Analysis for the Project. The purpose of the analysis (Attachment F) is to compare the Proposed Project to the rest of the Metro service area to determine whether the new service line will have a disparate impact on the minority population or a disproportionate burden on the low-income population.

Based on the analysis conducted, it was found that there was no disparate impact to minority populations and no disproportionate burden to low-income populations. In summary, the Title VI Service Equity Analysis concludes that the Project would prove beneficial and would not be selected without regard to race, color, or national origin. As the Project continues to be designed and refined, components of the Proposed Project that could potentially negatively impact nearby communities will be analyzed for a potential disparate impact or disproportionate burden.

### **DETERMINATION OF SAFETY IMPACT**

Approval of this item will not impact the safety of Metro's customers or employees.

### **FINANCIAL IMPACT**

The current FY 2021 budget included \$2,714,430 in Cost Center 4240, Project 471401 (North Hollywood to Pasadena BRT Corridor). Since this is a multiyear contract, the Cost Center Manager and Chief Planning Officer will be responsible for budgeting in future years for the balance of the remaining project budget.

#### **Impact to Budget**

The funding for this project is primarily Measure M (\$267 million) with approximately \$50 million in SB1 funds. As these funds are earmarked for the North Hollywood to Pasadena BRT, they are not eligible for Metro bus and rail capital and operating expenditures.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The recommendations in this report support the following goals outlined in the Metro Vision 2028 Strategic Plan:

- Strategic Goal #1: Provide high-quality mobility options that enable people to spend less time traveling;
- Strategic Goal #2: Deliver outstanding trip experiences for all users of the transportation system; and
- Strategic Goal #3: Enhance communities and lives through mobility and access to opportunity.

### **ALTERNATIVES CONSIDERED**

The Board may decide not to approve the recommended Proposed Project for the North Hollywood to Pasadena BRT Corridor Project. This is not recommended, as it would delay the initiation and completion of the Final EIR. Delaying the Final EIR would jeopardize the ability to meet the Measure M Expenditure Plan schedule, including both the Project groundbreaking and opening dates.

### **NEXT STEPS**


Should the Board select a Proposed Project, staff will initiate work on the Project's Final EIR, including conducting additional community outreach. After completion of the Final EIR, staff anticipates returning to the Board in summer 2021 for Project Certification.

### **ATTACHMENTS**

Attachment A - Map of Refined Proposed Project  
Attachment B - Executive Summary of the Draft EIR  
Attachment C - Map of Proposed Project and Route Options Studied in Draft EIR  
Attachment D - Public Comment Summary Report  
Attachment E - Conceptual Renderings of BRT  
Attachment F - Title VI Service Equity Analysis

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Phillip A. Washington  
Chief Executive Officer

## Refined Proposed Project





# ES. Executive Summary

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This Executive Summary is intended to provide the reader with a concise summary of the Los Angeles County Metropolitan Transportation Authority (Metro) North Hollywood to Pasadena Bus Rapid Transit Corridor Project (BRT) (Proposed Project or Project) and its potential environmental effects. It contains the purpose of the Draft Environmental Impact Report (EIR), a summary of the environmental review process, the project history, project objectives, a description of the Proposed Project, a summary of environmental impacts and mitigation measures, areas of controversy/issues to be resolved, a comparison of the Proposed Project to alternatives, and a trade-off analysis comparing the Proposed Project and route options.

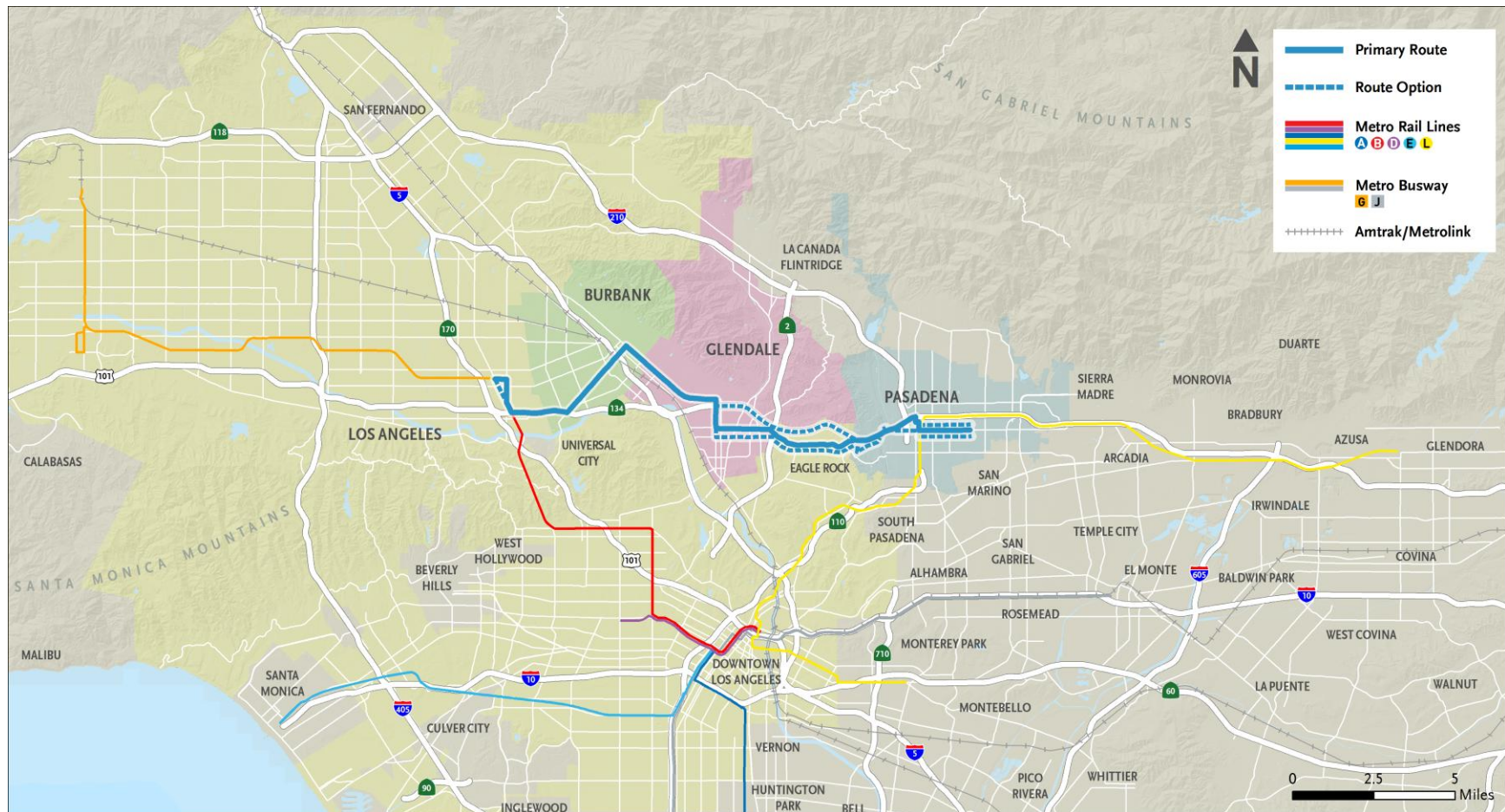
The Proposed Project would provide a BRT service connecting several cities and communities between the San Fernando and San Gabriel Valleys. Specifically, the Proposed Project would consist of a BRT service that runs from the North Hollywood B/G Line (Red/Orange) Station in the City of Los Angeles through the Cities of Burbank and Glendale and into the City of Pasadena ending at Pasadena City College. The Proposed Project would operate along a combination of local roadways and freeway sections with various configurations of mixed-flow and dedicated bus lanes depending on location. **Figure ES-1** shows the regional context of the Project Corridor.

The Proposed Project includes options for the BRT route and configurations. This was necessary due to public feedback during the completion of the Alternatives Analysis and Draft EIR scoping feedback. It was not possible to reach a consensus on one route preferred by Metro, the cities, stakeholders, and general public. Metro determined that all stakeholders and the agency decision-makers would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes.

## ES.1 PURPOSE OF THIS DRAFT ENVIRONMENTAL IMPACT REPORT

Metro has prepared this Draft EIR to satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000, et seq.). The Draft EIR will inform public agency decision-makers and the public of the significant environmental effects of the Proposed Project, as well as possible ways to minimize those significant effects, and reasonable alternatives to the Proposed Project that would avoid or minimize those significant effects. The Draft EIR will also enable Metro to consider environmental consequences when deciding whether to approve the Proposed Project.

**Figure ES-1 – Regional Context of the Study Corridor**



**SOURCE:** Terry A. Hayes Associates Inc., 2020.

Metro serves as the lead agency for the Proposed Project and has the principal responsibility for approving the Project. Lead agencies are charged with the duty to avoid or substantially lessen significant environmental impacts of a project, where feasible. In determining whether to approve a project that would result in significant adverse environmental effects, a lead agency has an obligation to balance the economic, social, technological, legal, and other benefits of a project against its significant unavoidable impacts on the environment.

This Draft EIR is an informational document designed to identify the potentially significant impacts of the Proposed Project on the environment; to indicate the manner in which those significant impacts can be minimized; to identify reasonable and potentially feasible alternatives to the Proposed Project that would avoid or reduce the significant impacts; and to identify any significant unavoidable adverse impacts that cannot be mitigated.

## **ES.2 ENVIRONMENTAL REVIEW PROCESS**

In May 2019, an Alternatives Analysis Report, including its findings and recommendations, was presented to the Metro Board of Directors. The Metro Board directed staff to initiate a Draft EIR. In compliance with the CEQA Guidelines Section 15082, a Notice of Preparation (NOP) was prepared and distributed on June 14, 2019, to the State Clearinghouse and June 17, 2019, to various other public agencies and the general public for a 45-day review and comment period. During the initial 45-day review period, Metro extended the scoping period for an additional 15 days – officially ending the scoping period on August 15, 2019. Five scoping meetings were held in July 2019 to facilitate public review and comment on the Proposed Project and the Draft EIR. Metro received a total of 2,584 comments during the public scoping period. Generally, comments received were a mix of both supportive and opposed sentiments toward the Proposed Project.

After the public review and comment period, written responses to all written comments and oral testimony pertaining to environmental issues received during the comment period will be prepared as part of the Final EIR. As required by CEQA, responses to comments submitted by commenting agencies will be distributed to the agencies for review prior to consideration of the Final EIR by Metro's Board.

Upon completion of the Final EIR and other required documentation, the Metro Board may adopt the findings relative to the Proposed Project's environmental effects after implementation of mitigation measures and statement of overriding considerations, certify the Final EIR, and approve the Proposed Project.

Opportunities for the public to provide comments and participate in virtual public hearings are indicated on the following page.

Public Hearings	
<p>Metro will conduct two virtual public hearing to take testimony on the Draft EIR during the public review and comment period. Public hearings will not be in person to promote community safety related to Coronavirus 2019/2020.</p> <p>The presentation may be viewed during the public review period at:  <a href="https://www.metro.net/projects/noho-pasadena-corridor/">https://www.metro.net/projects/noho-pasadena-corridor/</a></p>	
<p><b><u>Virtual public hearings will take place during the following dates and times:</u></b></p>	
<p><b>Date:</b> Thursday, November 12, 2020</p> <p><b>Time:</b> 6:00 p.m. – 8:00 p.m.</p> <p><b>Online link:</b> <a href="https://zoom.us/j/93362737314">https://zoom.us/j/93362737314</a></p> <p><b>Telephone:</b> (877) 853-5247 (Toll Free)  (888) 788 0099 (Toll Free)  (833) 548 0276 (Toll Free)  (833) 548 0282 (Toll Free)</p> <p><b>Webinar ID:</b> 933 6273 7314</p>	<p><b>Date:</b> Saturday, November 14, 2020</p> <p><b>Time:</b> 11:00 a.m. – 1:00 p.m.</p> <p><b>Online link:</b> <a href="https://zoom.us/j/93255094044">https://zoom.us/j/93255094044</a></p> <p><b>Telephone:</b> (833) 548-0276 (Toll Free)  (833) 548-0282 (Toll Free)  (877) 853-5247 (Toll Free)  (888) 788-0099 (Toll Free)</p> <p><b>Webinar ID:</b> 932 5509 4044</p>
Public Comments	
<p>The public review and comment period for this Draft EIR is from October 26, 2020 to December 10, 2020. During this period, public agencies, organizations, and individuals may submit written comments concerning the adequacy of the Draft EIR to:</p> <p style="text-align: center;">Scott Hartwell, Project Manager  Los Angeles County Metropolitan Transportation Authority  One Gateway Plaza, Mail Stop: 99-22-6  Los Angeles, CA 90012  Email: <a href="mailto:nohopasbrrt@metro.net">nohopasbrrt@metro.net</a></p> <p>You may also call the North Hollywood Pasadena BRT Corridor Project hotline (213) 418-3228 and leave a message.</p>	

## ES.3 PROJECT OBJECTIVES

The Proposed Project would provide improved and reliable transit service to meet the mobility needs of residents, employees, and visitors who travel within the corridor. In addition to advancing the goals of Metro's Vision 2028 Strategic Plan, objectives of the Proposed Project include:

- Advance a premium transit service that is more competitive with auto travel
- Improve accessibility for disadvantaged communities
- Improve transit access to major activity and employment centers
- Enhance connectivity to Metro and other regional transit services
- Provide improved passenger comfort and convenience
- Support community plans and transit-oriented community goals



## ES.4 PROJECT HISTORY

The North Hollywood to Pasadena BRT Corridor was identified by Metro's 2013 Countywide Bus Rapid Transit and Street Design Improvement Study as one of the region's most heavily traveled corridors without a premium bus service. This led to the North Hollywood to Pasadena BRT Corridor Technical Study, completed in March 2017, which explored the feasibility and performance of implementing BRT, including dedicated bus lanes, enhanced stations, all-door boarding, and transit signal priority. The BRT Corridor Technical Study 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 North Hollywood to Pasadena BRT Corridor Planning and Environmental Study was initiated in August 2018 to further study BRT concepts. Metro launched an extensive public outreach effort to provide project updates and to solicit feedback on the two initial BRT concepts identified in the BRT Corridor Technical Study. This outreach effort included five community meetings in addition to approximately 40 individual briefings with the affected cities' elected officials and other community, business, and neighborhood groups. To broaden the outreach efforts to reach historically underserved communities, the Metro outreach team attended neighborhood events such as street fairs, farmers markets, and music festivals, and shared project information at the North Hollywood Metro B/G Line (Red/Orange) Station.

Field reviews were conducted to evaluate potential routing and station opportunities and constraints, as well as land uses. Concurrently, a comprehensive database of street cross sections, existing transit service characteristics, and other data was assembled and evaluated to inform the screening and evaluation of alternatives in the North Hollywood to Pasadena Alternatives Analysis Report. The results of the initial screening analysis were synthesized into three distinctive refined routes to further study — street-running, freeway-running, and hybrid street/freeway-running. Each of these three routes extended from the Metro B/G Line (Red/Orange) terminus on Lankershim Boulevard and terminated at the Pasadena City College near Colorado Boulevard at Hill Avenue in Pasadena. It was determined that the street-running route best met the Project's Objectives and would achieve the highest number of overall benefits, including ridership potential, connectivity, transit-orientated community opportunities, equity, and environmental benefits. Promising route segments from the other two screened routes were also recommended to be carried forward, resulting in a refined street-running route with options.

The Alternatives Analysis Report describes routes that were eliminated from consideration. Combined with the feedback received from the various communities, several of the initial routing options were eliminated from further consideration — three from the Primary Street Concept and two from the Primary Freeway Concept. Routes that were eliminated from consideration included, Chandler Boulevard (North Hollywood – Burbank), Magnolia Boulevard (North Hollywood – Burbank), Brand Boulevard (Glendale), Burbank Boulevard – Hollywood Way – Hollywood Burbank Airport – Interstate 5, and Fair Oaks Avenue/Raymond Avenue Couplet (Pasadena).

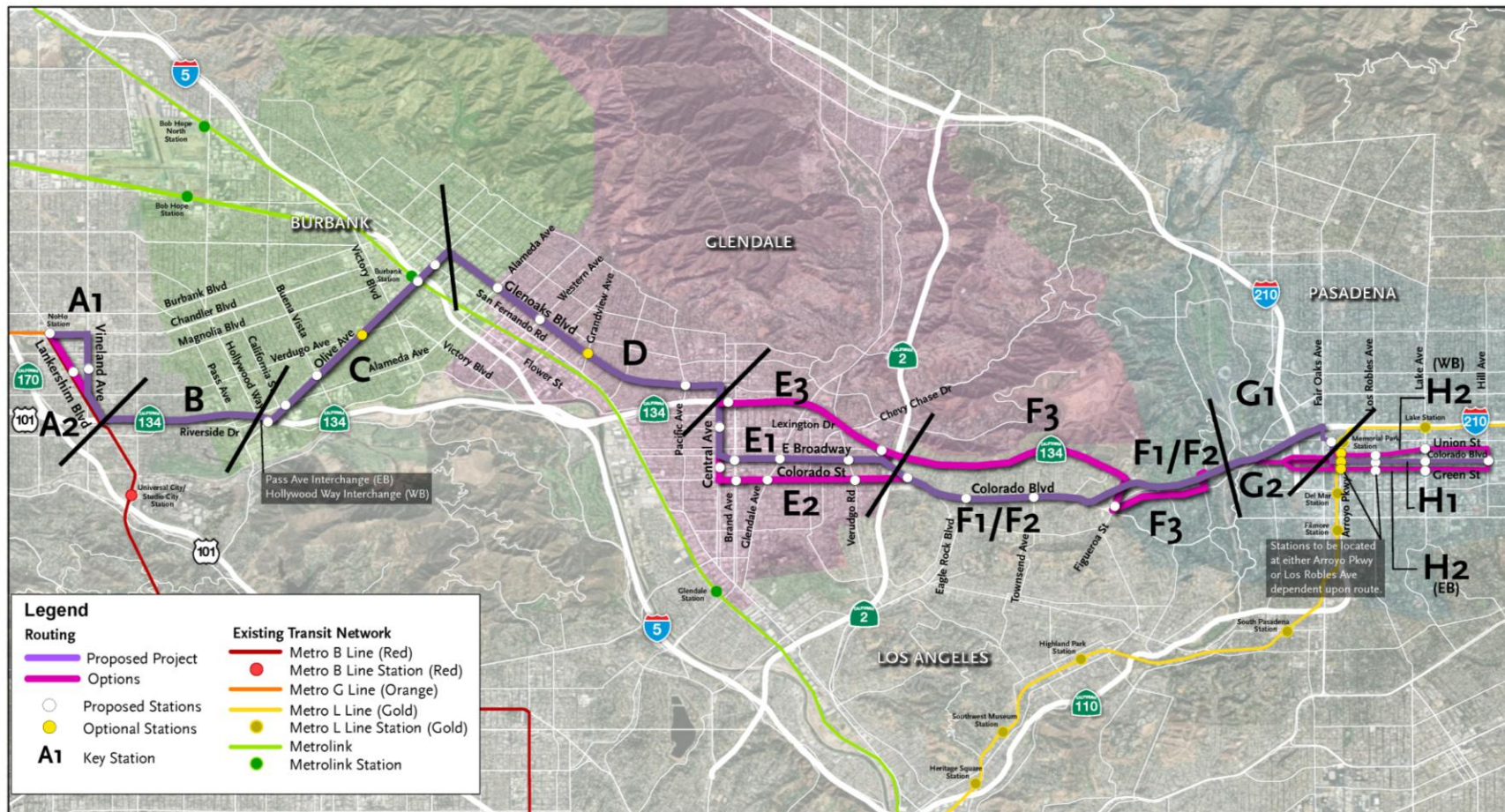
## ES.5 PROPOSED PROJECT

The Proposed Project extends approximately 18 miles from the North Hollywood Metro B/G Line (Red/Orange) Station on the west to Pasadena City College on the east. 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. Potential connections with existing high-capacity transit services include the Metro B Line (Red) and G Line (Orange) in North Hollywood, the Metrolink Antelope Valley and Ventura Lines in Burbank, and the Metro L Line (Gold) in Pasadena. The Project Area includes several dense residential areas as well as many cultural, entertainment, shopping and employment centers, including the North Hollywood Arts District, Burbank Media District, Downtown Burbank, Downtown Glendale, Eagle Rock, Old Pasadena and Pasadena City College.

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. Route options including in one segment, bus lane configuration options, are evaluated in the EIR in response to input received during completion of the Alternatives Analysis and EIR scoping period: It was not possible to reach a consensus on one route preferred by Metro, the cities, stakeholders, and general public. Metro determined that Metro decision-makers and all stakeholders would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes.

**Figure ES-2** shows the Proposed Project and route options. **Table ES-1** provides the bus lane configurations for each route segment of the Proposed Project and route options.

### Figure ES-2 – Proposed Project with Route Options



**SOURCE:** Terry A. Hayes Associates Inc., 2020.

**Table ES-1 – Route Segments**

Key	Segment	From	To	BRT Lane Configuration	Stations
<b>A1 (Project)</b>	Lankershim Blvd.	N. Chandler Blvd.	Chandler Blvd.	Mixed-Flow	<ul style="list-style-type: none"> <li>Western Terminus at North Hollywood Metro Station with connection to Metro B Line (Red) and Metro G Line (Orange)</li> </ul>
	Chandler Blvd.	Lankershim Blvd.	Vineland Ave.	Side-Running <sup>1</sup> Mixed-Flow <sup>2</sup>	
	Vineland Ave.	Chandler Blvd.	Lankershim Blvd.	Center-Running	<ul style="list-style-type: none"> <li>Hesby St.</li> </ul>
	Lankershim Blvd.	Vineland Ave.	SR-134 Interchange	Center-Running Mixed-Flow <sup>3</sup>	
A2 (Option)	Lankershim Blvd.	N. Chandler Blvd.	SR-134 Interchange	Side-Running Curb-Running <sup>4</sup>	<ul style="list-style-type: none"> <li>Hesby St.</li> </ul>
<b>B (Project)</b>	SR-134 Freeway	Lankershim Blvd.	Pass Ave. (EB) Hollywood Wy. (WB)	Mixed-Flow	
<b>C (Project)</b>	Pass Ave. – Riverside Dr. (EB) Hollywood Wy. – Alameda Ave. (WB)	SR-134 Freeway	Olive Ave.	Mixed-Flow <sup>5</sup>	
	Olive Ave.	Hollywood Wy. (WB) Riverside Dr. (EB)	Glenoaks Blvd.	Curb-Running	<ul style="list-style-type: none"> <li>Riverside Dr.</li> <li>Alameda Ave.</li> <li>Buena Vista St.</li> <li>Verdugo Ave. (optional station)</li> <li>Olive Avenue bridge over Front St. and Burbank-Downtown Metrolink Station</li> <li>San Fernando Blvd.</li> </ul>
<b>D (Project)</b>	Glenoaks Blvd.	Olive Ave.	Central Ave.	Curb-Running Median-Running <sup>6</sup>	<ul style="list-style-type: none"> <li>Alameda Ave.</li> <li>Western Ave.</li> <li>Grandview Ave. (optional station)</li> <li>Pacific Ave.</li> </ul>



Key	Segment	From	To	BRT Lane Configuration	Stations
<b>E1 (Project)</b>	Central Ave.	Glenoaks Blvd.	Broadway	Mixed Flow Side-Running <sup>7</sup>	<ul style="list-style-type: none"> <li>Lexington Dr.</li> </ul>
	Broadway	Central Ave.	Colorado Blvd.	Side-Running	<ul style="list-style-type: none"> <li>Brand Blvd.</li> <li>Glendale Ave.</li> <li>Verdugo Rd.</li> </ul>
E2 (Option)	Central Ave.	Glenoaks Blvd.	Colorado St.	Mixed-Flow Side-Running <sup>7</sup>	<ul style="list-style-type: none"> <li>Lexington Dr.</li> <li>Americana Wy.</li> </ul>
	Colorado St. – Colorado Blvd.	Central Ave.	Broadway	Side-Running	<ul style="list-style-type: none"> <li>Brand Blvd.</li> <li>Glendale Ave.</li> <li>Verdugo Rd.</li> </ul>
E3 (Option)	Central Ave.	Glenoaks Blvd.	Goode Ave. (WB) Sanchez Dr. (EB)	Mixed-Flow	
	Goode Ave. (WB) Sanchez Dr. (EB)	Central Ave.	Brand Blvd.	Mixed-Flow	<ul style="list-style-type: none"> <li>Brand Blvd.</li> </ul>
	SR-134 <sup>8</sup>	Brand Blvd.	Harvey Dr.	Mixed-Flow	<ul style="list-style-type: none"> <li>Harvey Dr.</li> </ul>
F1 (Option)	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	Side-Running Center Running <sup>9</sup>	<ul style="list-style-type: none"> <li>Eagle Rock Plaza</li> <li>Eagle Rock Blvd.</li> <li>Townsend Ave.</li> </ul>
<b>F2 (Project)</b>	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	Side-Running	<ul style="list-style-type: none"> <li>Eagle Rock Plaza</li> <li>Eagle Rock Blvd.</li> <li>Townsend Ave.</li> </ul>
F3 (Option)	SR-134	Harvey Dr.	Figueroa St.	Mixed-Flow	
	Figueroa St.	SR-134	Colorado Blvd.	Mixed-Flow	<ul style="list-style-type: none"> <li>Colorado Blvd.</li> </ul>
	Colorado Blvd.	Figueroa St.	SR-134 via N. San Rafael Ave. Interchange	Mixed-Flow	
<b>G1 (Project)</b>	SR-134	Colorado Blvd.	Fair Oaks Ave. Interchange	Mixed-Flow	
	Fair Oaks Ave.	SR-134	Walnut St.	Mixed-Flow	
	Walnut St.	Fair Oaks Ave.	Raymond Ave.	Mixed-Flow	
	Raymond Ave.	Walnut St.	Colorado Blvd. or Union St./Green St.	Mixed-Flow	<ul style="list-style-type: none"> <li>Holly St. - Metro L Line (Gold)</li> </ul>

Key	Segment	From	To	BRT Lane Configuration	Stations
G2 (Option)	SR-134	Colorado Blvd.	Colorado Blvd. Interchange	Mixed-Flow	
	Colorado Blvd. or Union St./Green St.	Colorado Blvd. Interchange <sup>10</sup>	Raymond Ave.	Mixed-Flow	<ul style="list-style-type: none"> <li>Arroyo Pkwy. Metro L Line (Gold)</li> </ul>
H1 (Project)	Colorado Blvd.	Raymond Ave.	Hill Ave.	Mixed-Flow	<ul style="list-style-type: none"> <li>Los Robles Ave.<sup>11</sup></li> <li>Lake Ave.</li> <li>Eastern Terminus at Hill Ave. near Pasadena City College</li> </ul>
H2 (Option)	Union St. (WB) Green St. (EB)	Raymond Ave. <sup>12</sup>	Hill Ave.	Mixed-Flow	<ul style="list-style-type: none"> <li>Los Robles Ave.<sup>13</sup></li> <li>Lake Ave.</li> <li>Eastern Terminus at Hill Ave. near Pasadena City College</li> </ul>

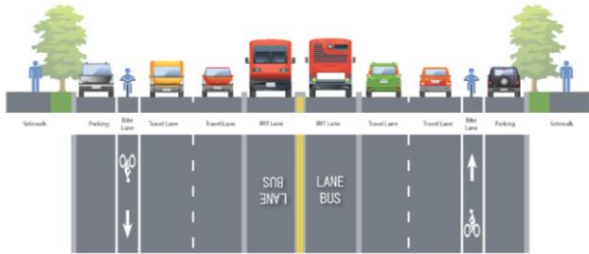
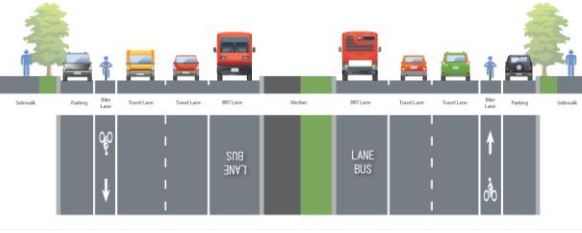
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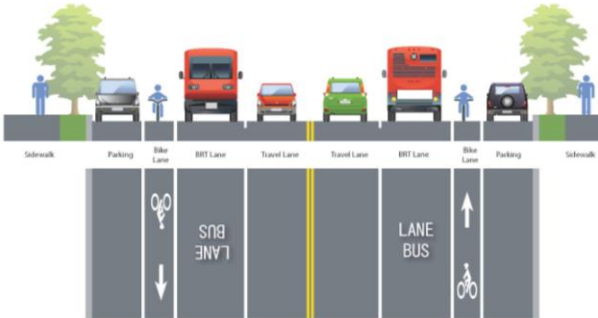
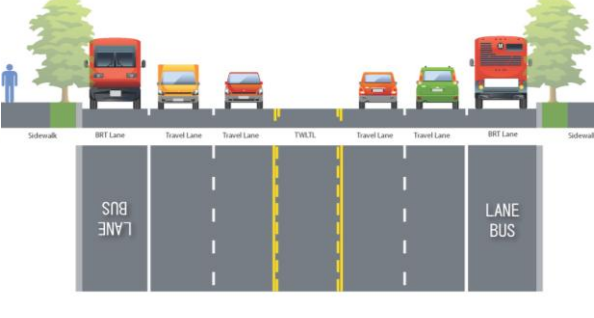
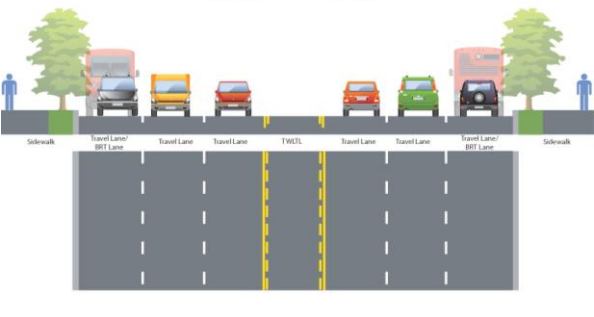
1. Eastbound side-running BRT lane between Fair Ave. and Vineland Ave.
2. Westbound mixed-flow BRT operations between Vineland Ave. and Lankershim Blvd.
3. Southbound mixed-flow BRT operations south of Kling St. and northbound mixed-flow BRT operations south of Hortense St.
4. Side-running BRT lanes transition to curb-running BRT lanes to the south of Huston St.
5. The eastbound BRT on Riverside Dr. transitions from mixed-flow to a curb-running BRT lane to the east of Kenwood Ave.
6. Curb-running BRT lanes transition to median-running BRT lanes at Providencia Ave.
7. Transitions from mixed-flow operations to side-running BRT to the south of Sanchez Dr.
8. Route continues via Broadway to Colorado Blvd./Broadway intersection (Project Route F2 and Route Option F1) or via SR-134 (Route Option F3).
9. Side-running BRT lanes transition to center-running BRT lanes between Ellenwood Dr. and El Rio Ave.
10. Route option is a couplet that would leave/join Colorado Blvd. via St. John Ave.
11. Los Robles Ave. station would not be included if paired with Route Option G2.
12. Route would transition to Colorado Blvd. at St. John Ave. if paired with Route Option G2.
13. Los Robles Ave. station would not be included if paired with Route Option G2.

## ES.6 LANE CONFIGURATIONS AND TREATMENTS

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. The treatments for the Proposed Project and treatment options being assessed in the Draft EIR are shown in **Table ES-2**.

**Table ES-2 – Lane Configuration and Treatments**

Center-Running	Median-Running
<p>Center-running bus lanes typically provide two lanes (one for each direction of travel) in the center of the roadway. Center-running bus lanes may be physically separated from adjacent traffic by short raised-curbs to provide an exclusive guideway for BRT vehicles or can simply be delineated with pavement markings. In order to preclude roadway traffic from turning across the bus lanes, a physical barrier such as a short raised-median barrier between the two bus lanes may be provided. Cross-street and turning traffic is usually limited to signalized intersections; pedestrian crossings are signal-controlled as well, using traffic signals or hybrid pedestrian beacons. Left-turns across the busway are usually signal-controlled with turns made from left-turn pockets outboard from the bus lane.</p>	<p>In median-running segments, the BRT service operates within dedicated lanes adjacent to a median (i.e., the left-most lane in the direction of travel). Stations can be placed within the median (for buses with left-hand side doors). Alternatively, the median can be reconfigured in the station area to provide loading islands located outside of the bus lanes (for buses with standard right-hand side doors.) A median-running bus lane may also be physically separated from parallel roadway traffic in a defined guideway through the use of short raised-curbs or rumble strips. Similar to the center-running configuration, cross-street and turning traffic is usually limited to signalized intersections; pedestrian crossings are signal-controlled as well, using traffic signals or hybrid pedestrian beacons. Left-turns across the busway are usually signal-controlled with turns made from left-turn pockets outboard from the bus lane.</p>
	

Side-Running	Curb-Running
<p>Side-running bus lanes dedicate the right-most travel lane to BRT vehicles. Side-running bus lanes are separated from the curb by bicycle lanes, parking lanes, or both, and may allow for right-turns to be made from the curb lane at intersections reducing conflicts with buses. Otherwise, right-turns are allowed to be made from the bus lane. Because station placement is adjacent to the sidewalk, stations are typically developed with bulb outs or curb extensions, enhancing walkability and the pedestrian environment. Station siting and design treatment should minimize conflicts with cyclists, parked vehicles, commercial loading zones/vehicles, and right-turning traffic.</p>	<p>Curb-running bus lanes place the dedicated bus lane immediately adjacent to the curb, which eliminates parking or restricts parking to time periods when the bus lane is not operational. Like the side-running bus lanes configuration, a curb extension may be provided; however, operation along the curb may preclude development of a bulb out. This type of runningway can experience friction or interaction with cyclists, parked vehicles, commercial loading zones/vehicles, and right-turning traffic, which typically merges into the bus lane prior to turning.</p>
	
Mixed-Flow	
<p>Mixed-flow operation may be provided along the BRT route where buses need to transition from one busway configuration to another such as from center-running to side-running, where buses may need to weave into another lane to make a turn, or where traffic operational or geometric constraints make provision of a dedicated lane impractical. In mixed-flow sections, transit priority at intersections may still be provided to facilitate BRT operations.</p>	

Illustrations have been developed to visually show how the Proposed Project would be incorporated into the communities. These illustrations are shown in **Figure ES-3** through **Figure ES-13**.



**Figure ES-3 – North Hollywood – Vineland Avenue and Lankershim Boulevard Pre-Project**



**SOURCE:** Kilograph, 2020

**Figure ES-4 – North Hollywood – Vineland Avenue and Lankershim Boulevard Post-Project**



**SOURCE:** Kilograph, 2020



**Figure ES-5 – Burbank – Olive Avenue Pre-Project**



**SOURCE:** Kilograph, 2020

**Figure ES-6 – Burbank – Olive Avenue Post-Project**



**SOURCE:** Kilograph, 2020

**Figure ES-7 – Glendale – Glenoaks Boulevard Pre-Project**



**SOURCE:** Kilograph, 2020

**Figure ES-8 – Glendale – Glenoaks Boulevard Post-Project**



**SOURCE:** Kilograph, 2020



**Figure ES-9 – Glendale – Broadway and Colorado Street Pre-Project**



**SOURCE:** Kilograph, 2020

**Figure ES-10 – Glendale – Broadway and Colorado Street Post-Project**



**SOURCE:** Kilograph, 2020



**Figure ES-11 – Eagle Rock – Colorado Boulevard Pre-Project**



**SOURCE:** Kilograph, 2020



**Figure ES-12 – Eagle Rock – Colorado Boulevard Post-Proposed Project  
(Side-Running Configuration)**



**SOURCE:** Kilograph, 2020



**Figure ES-13 – Eagle Rock – Colorado Boulevard Post-Option F1  
(Center-Running Configuration)**



SOURCE: Kilograph, 2020

## ES.7 TRANSIT SIGNAL PRIORITY

TSP expedites buses through signalized intersections and improves transit travel times. Transit priority is available areawide within the City of Los Angeles and is expected to be available in all jurisdictions served by the time the Proposed Project is in service. Basic functions are described below:

- **Early Green:** When a bus is approaching a red signal, conflicting phases may be terminated early to obtain the green indication for the bus.
- **Extended Green:** When a bus is approaching the end of a green signal cycle, the green may be extended to allow bus passage before the green phase terminates.

- **Transit Phase:** A dedicated bus-only phase is activated before or after the green for parallel traffic to allow the bus to proceed through the intersection. For example, a queue jump may be implemented in which the bus departs from a dedicated bus lane or a station ahead of other traffic, so the bus can weave across lanes or make a turn.

## ES.8 ENHANCED STATIONS

Metro BRT stations are designed to create a comfortable and safe environment for passengers, fulfilling both a functional and aesthetic need. The stations are distinguishable from competing street elements, yet complementary with the surrounding environments. Station amenities associated with the Proposed Project would be designed using a kit of part approach, similar to Metro rail stations. Although the kit of parts approach is under development by Metro, station elements as described below would be utilized to establish a minimum requirement of baseline of amenities for platforms. At locations with higher ridership or where space allows, additional enhanced amenities would be provided to support the Proposed Project. Stations siting would allow for safe and accessible paths of travel for transit riders including those accessing stations on foot, bike and other rolling modes.

It is anticipated that the stations servicing the Proposed Project may include the following elements:

- Canopy and wind screen
- Seating (benches)
- Illumination, security video and/or emergency call button
- Real-time bus arrival information
- Bike racks
- Monument sign and map displays

Metro is considering near-level boarding which may be achieved by a combination of a raised curb along the boarding zone and/or ramps to facilitate loading and unloading. It is anticipated that BRT buses would support all door boarding with on-board fare collection transponders in lieu of deployment of ticket vending machines at stations.

The Proposed Project includes 35 possible station sites. This includes 21 potential stations along with two optional (future infill) stations along the Proposed Project route, plus an additional 12 potential station locations along route option segments, as indicated in **Table ES 3**. Of the 21 proposed stations, four would be along islands within the street, and the remaining 17 stations would be along the sidewalk, with curb extensions at some locations.

**Table ES 3 – Proposed/Optional Stations**

Jurisdiction	Proposed Project Stations	Route Option Stations
<b>North Hollywood (City of Los Angeles)</b>	North Hollywood Transit Center (Metro B/G Lines (Red/Orange) Station)	
	Vineland Ave./Hesby St.	Lankershim Blvd./Hesby St.
<b>City of Burbank</b>	Olive Ave./Riverside Dr.	
	Olive Ave./Alameda Ave.	
	Olive Ave./Buena Vista St.	
	Olive Ave./Verdugo Ave. (optional station)	
	Olive Ave./Front St. (on bridge at Burbank-Downtown Metrolink Station)	
	Olive Ave./San Fernando Blvd.	
<b>City of Glendale</b>	Glenoaks Blvd./Alameda Ave.	
	Glenoaks Blvd./Western Ave.	
	Glenoaks Blvd./Grandview Ave. (optional station)	
	Central Ave./Lexington Dr.	Goode Ave. (WB) & Sanchez Dr. (EB) west of Brand Blvd.
		Central Ave./Americana Way
	Broadway/Brand Blvd.	Colorado St./Brand Blvd.
	Broadway/Glendale Ave.	Colorado St./Glendale Ave.
	Broadway/Verdugo Rd.	Colorado St./Verdugo Rd.
<b>Eagle Rock (City of Los Angeles)</b>		SR 134 EB off-ramp/WB on-ramp west of Harvey Dr.
	Colorado Blvd./Eagle Rock Plaza	
	Colorado Blvd./Eagle Rock Blvd.	
	Colorado Blvd./Townsend Ave.	Colorado Blvd./Figueroa St.
<b>City of Pasadena</b>	Raymond Ave./Holly St. <sup>1</sup> (near Metro L Line (Gold) Station)	
	Colorado Blvd./Arroyo Pkwy. <sup>2</sup>	Union St./Arroyo Pkwy. (WB) <sup>2</sup> Green St./Arroyo Pkwy. (EB) <sup>2</sup>
	Colorado Blvd./Los Robles Ave. <sup>1</sup>	Union St./Los Robles Ave. (WB) <sup>1</sup> Green St./Los Robles Ave. (EB) <sup>1</sup>
	Colorado Blvd./Lake Ave.	Union St./Lake Ave. (WB) Green St./Lake Ave. (EB)
	Pasadena City College (Colorado Blvd./Hill Ave.)	Pasadena City College (Hill Ave./Colorado Blvd.)

<sup>1</sup>With Fair Oaks Ave. interchange routing.

<sup>2</sup>With Colorado Blvd. interchange routing.

<sup>3</sup>This location could also accommodate boardings for the Proposed Project.



## ES.9 DESCRIPTION OF CONSTRUCTION

Construction of the Proposed Project would likely include a combination of the following elements dependent upon the chosen BRT configuration for the segment: restriping, curb-and-gutter/sidewalk reconstruction, right-of-way (ROW) preparation, pavement improvements, station/loading platform construction, landscaping, and lighting and traffic signal modifications. Generally, construction of dedicated bus lanes consists of pavement improvements including restriping, whereas ground-disturbing activities occur with station construction and other support structures. Existing utilities would be protected or relocated. Due to the shallow profile of construction, substantial utility conflicts are not anticipated, and relocation efforts should be brief. Construction equipment anticipated to be used for the Proposed Project consists of asphalt milling machines, asphalt paving machines, large and small excavators/backhoes, loaders, bulldozers, dump trucks, compactors/rollers, and concrete trucks. Additional smaller equipment may also be used such as walk-behind compactors, compact excavators and tractors, and small hydraulic equipment.

The construction of the Proposed Project is expected to last approximately 24 to 30 months. Construction activities would shift along the corridor so that overall construction activities should be of relatively short duration within each segment. Construction activities would likely occur during daytime hours. Nighttime activities are not anticipated to be needed to construct the Proposed Project. However, at this stage of the planning process and without a construction contractor, it cannot be confirmed if nighttime construction would be necessary for specialized construction tasks. For these specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Work Area Traffic Control Handbook. Published under the authority of the WATCH Committee of Public Works Standards, Inc., the Handbook is a leading source of information for traffic control in low-speed/short-duration work areas. It provides quick reference traffic control guidelines for work activities for contractors, cities, counties, utilities and other agencies responsible for such work. Typical roadway construction traffic control methods would be followed including the use of signage and barricades.

It is anticipated that publicly owned ROW or land in proximity to the Proposed Project's alignment would be available for staging areas. Because the Proposed Project is anticipated to be constructed in a linear segment-by-segment method, there would not be a need for large construction staging areas in proximity to the alignment.

## ES.10 DESCRIPTION OF OPERATIONS

The Proposed Project would provide BRT service from 4:00 a.m. to 1:00 a.m. or 21 hours per day Sunday through Thursday, and longer service hours (4:00 a.m. to 3:00 a.m.) would be provided on Fridays and Saturdays. The proposed service span is consistent with the Metro B Line (Red). The BRT would operate with 10-minute frequency throughout the day on weekdays tapering to 15 to 20 minutes frequency during weekday evenings (after 7:00 p.m.), and with 15-minute frequency during the day on weekends tapering to 30 minutes on weekend evenings. The

BRT service would be provided on 40-foot zero-emission electric buses with the capacity to serve up to 75 passengers, including 35-50 seated passengers and 30-40 standees, and a maximum of 16 buses are anticipated to be in service along the route during peak operations. Charging infrastructure would be available at the North Hollywood Station and Pasadena City College termini as well as at the Metro El Monte (Division 9) facility, which is where it is expected that buses would be stored.<sup>1</sup> The Proposed Project has an anticipated opening date in 2024.

When operations commence in 2024, it is possible that the fleet would consist of compressed natural gas (CNG) buses until zero-emission electric buses become available. The employment of CNG buses would be temporary and would not represent long-term operational conditions. The Metro Board in 2017 unanimously adopted a motion endorsing a comprehensive plan to transition the agency to a 100 percent zero emission bus fleet by 2030.

## ES.11 RIDERSHIP

The Proposed Project is forecast to attract 34,950 boardings in 2042. Transportation modeling was also completed for the route options. It was determined that the route options would attract less ridership, but the associated regional vehicle miles traveled would not significantly change compared to the Proposed Project. The difference in regional vehicle miles traveled was approximately 0.003 percent for all route options.

## ES.12 PROJECT COST AND FUNDING

The Proposed Project is funded by Measure M and Senate Bill 1, which provide a total of \$267 million in funding.

### Capital Costs

Capital costs for the Proposed Project were estimated based on the Concept Plans. The approach for developing the capital cost estimate used the Standard Cost Category format developed by the Federal Transit Administration, which captures both the “hard” infrastructure construction costs of a project and the “soft” costs like professional services, right-of-way acquisition, contingency, and inflation. An individual estimate was prepared for each route segment (and segment options) to capture and identify the costs associated with each segment, and to assist in the evaluation of the segment options. There are several project costs that are not attributable to an individual segment, therefore an estimate was prepared for “overall” project items, including the bus vehicles and spare parts allowance.

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<sup>1</sup> Charging infrastructure is currently being designed for installation at North Hollywood Station for the Metro G Line (Orange) and additional bus service that accesses this station. Charging infrastructure could potentially be accommodated by displacing a number of surface parking spaces at Pasadena City College, with mast arms extending to the identified layover-loading zone along Hill Avenue. At the El Monte facility, Metro will be installing charging infrastructure in conjunction with the systemwide conversion to electric bus operations.

The results of the conceptual capital cost estimates for the Proposed Project and Route Options indicate a range of approximately \$253 million to \$371 million, including contingencies and escalation. The level of detail of the capital cost estimates corresponds with the current level of definition, engineering, and environmental analysis that has been completed for the Project. The level of estimating detail would increase as the project design and engineering advances.

## Operations and Maintenance (O&M) Costs

An O&M cost model was developed to estimate the annual cost to operate, maintain and administer the Proposed Project. O&M costs are expressed as the annual total of employee wages and salaries, fringe benefits, contract services, materials and supplies, utilities and other day-to-day expenses incurred in the operation and maintenance of a transit system. O&M costs include costs directly related to the provision of transit service (e.g., bus operators and mechanics), and an allocation of administrative functions to each mode of service that is related to the provision of transit service (e.g., customer service, finance and accounting).

The BRT O&M cost model uses the following service supply characteristics as inputs for estimating annual O&M costs:

- Annual Revenue Bus-Hours
- Annual Revenue Bus-Miles
- Peak Buses
- BRT Station Platforms
- BRT Directional Lane Miles
- BRT Maintenance Facilities (Garages)

The estimated annual cost of operating and maintaining the Proposed Project's BRT service ranges from \$16.6 million to \$18.5 million.

## ES.13 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

### Areas of Controversy

Known areas of controversy associated with the Draft EIR include:

- **Loss of travel lanes:** Travel lanes would be converted into BRT lanes at various locations along the 18-mile alignment including Glenoaks Boulevard, Central Avenue and Broadway in Glendale.
- **Bicycle lane changes:** Under the Proposed Project, a Class II bicycle lane (striped buffer separating bicycle lanes from vehicle lanes) in the Eagle Rock community of the City of Los Angeles would be converted to a multimodal shared bus/bicycle lane. This change would occur under Route Option F2 on Colorado Boulevard.



- **Medians:** Under the Proposed Project, Vineland Avenue would be reconstructed in the City of Los Angeles and the existing raised medians would be removed in order to accommodate new center-running bus lanes. Median modifications would also occur at intersections along Glenoaks Boulevard in the City of Glendale under the Proposed Project and along Colorado Boulevard in Eagle Rock under Route Option F1. During the scoping period, comments were submitted to Metro opposed to median removal.
- **Construction activities:** Controversial construction effects include business access, air pollution, and noise.
- **Parking:** Parking loss is not an issue addressed in the CEQA Guidelines and therefore not addressed in the Draft EIR. Metro acknowledges that parking loss affects businesses and residents in the corridor. The Project Description of the Draft EIR characterizes locations of potential parking loss. This information will be provided to Metro Board for consideration when considering approval of the Proposed Project.

## Issues to be Resolved

Issues to be resolved associated with the Draft EIR include:

- **Maintenance Facility:** Metro has capacity for maintaining Proposed Project buses at multiple existing facilities. The specific facility has not been identified at this time, although the likely location is the existing Metro bus facility in El Monte.
- **Electric Buses:** Metro is committed to a fully electrified bus fleet by 2030. The specific implementation date for the Proposed Project has not been identified and natural gas may be used to power buses in the 2024 opening year.
- **Potential charging station at Pasadena City College:** Metro and Pasadena City College are discussing a charging station at the terminus by the campus. The environmental effects of the potential charging station are considered in this document.

## ES.14 COMPARISON OF THE PROPOSED PROJECT AND ROUTE OPTIONS

A high-level analysis has been completed to compare the Proposed Project and the route options. **Table ES-4** shows various metrics, including mobility, transit orientated communities, cost, and transportation facilities. **Table ES-5** shows the potential environmental effects associated with the Proposed Project and the route options. This information would be considered by the Metro Board of Directors when determining if the Proposed Project will be approved for implementation. The metrics are described below:

**Table ES-4 – Comparison of Route Options**

District	Alt.	Benefits						Costs and Effects				
		Mobility			Transit Oriented Communities			Cost	Transportation Facilities			
		Segment Travel Time	Travel Time Reliability	Station Boardings	Transit Connectivity	First/ Last Mile	Economic Potential	Capital Cost	Traffic & Circulation	Parking	Bicycles	Pedestrians & Streetscape
North Hollywood	A1	✖	✓	✓	✓	✓	✓	✖	✓	✖	✓	✓
	A2	✓	✓	✓	✓	✓	✓	✓	✖	✖	✖	✖
Glendale	E1	✖	✓	✓	✓	✓	✓	✖	✖	✓	✓	✓
	E2	✖	✓	✓	✓	✓	✓	✖	✖	✓	✓	✓
	E3	✓	✖	✖	✖	✖	✖	✓	✓	✓	✓	✓
Eagle Rock	F1	✓	✓	✓	✓	✓	✓	✖	✖	✖	✓	✖
	F2	✓	✓	✓	✓	✓	✓	✖	✓	✓	✖	✓
	F3	✓	✖	✖	✖	✖	✖	✓	✓	✓	✓	✓
Pasadena	G1	✖	✓	✓	✓	✓	✓	✖	✓	✓	✓	✓
	G2	✓	✓	✖	✖	✓	✓	✓	✓	✓	✓	✓
Pasadena	H1	✓	✖	✓	✓	✓	✓	✓	✓	✓	✓	✓
	H2	✓	✓	✖	✓	✓	✓	✓	✓	✓	✓	✓

**Notes:**

✓ - Best performing route option(s) for the segment

✖ - Poorest performing route option(s) for the segment

**SOURCE:** Kimley-Horn, 2020.

### Mobility Benefits

- Travel Time – The evaluation is based upon the 2042 projected AM peak period segment travel time. Travel time differences of 30 seconds or more were considered.
- Travel Time Reliability – Segments with dedicated bus lanes provide higher reliability. Freeway segments would have low reliability due to peak hour congestion resulting in high variability.
- Station Boardings – The evaluation is based upon the total projected boardings for all stations within a particular route segment.

### Transit Oriented Communities Benefits

- Transit Connectivity – Reflects transit integration and opportunities to transfer to other services based upon stations included in the segment.
- First/Last Mile – The evaluation considers walk and bike access to stations within the segment.
- Economic Potential – Reflects the economic potential of stations within the segment considering development patterns, land values and real estate trends, and the potential of the BRT to catalyze community development.

### Cost and Effects

- Capital Cost – Indicates route options with higher or lower capital cost.
- Traffic & Circulation – The evaluation considers potential increased congestion associated with conversion of general-purpose lanes to dedicated bus lanes as well as modifications to circulation patterns resulting from reconfiguration of roadways along the BRT route to accommodate bus lanes.
- Parking – Reflects the potential for potential loss of parking due to reconfiguration of the roadway along the BRT route to accommodate bus lanes.
- Bicycles – Indicates route options which may have a beneficial or negative effect on existing and planned bicycle facilities along the BRT route.
- Pedestrians & Streetscape – Reflects potential effects such as sidewalk narrowing to accommodate bus lanes as well as modifications to roadway medians and sidewalk areas which may result in the elimination of existing landscape.

Key observations regarding the indicated trade-offs in each of the five segments where route options are defined are as follows:

- North Hollywood – The proposed project route option A1 via Chandler Boulevard to Vineland Avenue to Lankershim Boulevard is slightly slower and more costly than route option A2 entirely via Lankershim Boulevard but, unlike route option A2, does not reduce the number of through lanes on Lankershim Boulevard north of Camarillo Street. The proposed project route option A1 retains all through lanes and also adds a

Class IV cycle track for bicycles along Vineland Avenue, so A2 was indicated as having poorer performance for bicycles. Route option A2 reduces travel lanes on Lankershim Boulevard north of Camarillo Street and would reduce sidewalk widths along Lankershim Boulevard south of Camarillo Street. There would be some loss of parking associated with either option.

- Glendale – The proposed project route option E1 via Central Avenue to Broadway would provide similar travel time benefits as route option E2 via Central Avenue to Colorado Street. No negative effects were identified for bicycles; however, the proposed project route option E1 would provide a dedicated bus lane along Broadway which would provide more protection for cyclists compared to the existing condition in which cyclists share the road along this route which is designated as a Class III facility in the Glendale bicycle plan. Contrasting either of these route options to route option E3 via Central Avenue connecting to the SR-134 freeway at Brand Boulevard and following the freeway to Harvey Drive, the E3 freeway option would have the fastest travel time and lowest construction cost, but would have relatively poor travel time reliability, low ridership, poor transit connectivity, and poor first/last mile station access.
- Eagle Rock – Route options F1 and F2 would both follow Colorado Boulevard through Eagle Rock, however the configuration for the proposed project, F2, would preserve the travel lanes along the roadway to provide two continuous through lanes along with a shared bus and bicycle lane, which would remove the existing Class II bicycle lane where present (it is discontinuous). Route option F2 would also retain all of the existing parking (with minor losses at stations) and would not conflict with the ATP Cycle 2 improvements under development by the City of Los Angeles. The alternative configuration in route option F1 would retain a narrowed buffered Class II bike lane as well as two continuous through lanes but would result in loss of about one half of the on-street parking as well as the raised landscaped median east of Eagle Rock Boulevard to accommodate side-running bus lanes from Broadway to Ellenwood Drive transitioning to center-running bus lanes from El Rio Avenue to Dahlia Drive (westbound) or Linda Rosa Avenue (eastbound). Left turns across the bus lane would be restricted to major intersections and various minor cross streets; however, turn pockets would be provided for left-turn movements improving safety. By contrast, route option F3, which would be routed via the SR-134 freeway exiting at the Figueroa Street interchange to serve a station at the Figueroa Street / Colorado Boulevard intersection, would have the fastest travel time and lowest construction cost, but would have poorer ridership, less travel time reliability, less transit connectivity and poorer first/last mile station access compared to either route option F1 or F2.
- Pasadena – The proposed project route option G1 via the Fair Oaks Avenue interchange to Walnut Avenue to Raymond Avenue would have a longer travel time compared to route option G2 via the Colorado Boulevard interchange and it would be more costly with an added station along Raymond Avenue at Holly Street adjacent to the Memorial Park L Line (Gold) station. However, because of this station, route option G1 would have higher ridership and transit connectivity compared to route option G2.

The proposed project route option H1 via Colorado Boulevard would have a similar travel time, but lower travel time reliability compared to the route option H2 routed via the Green Street / Union Street couplet; however, route option H1 via Colorado Boulevard would have higher ridership. There would be no other substantial differences.

**Table ES-5** provides a summary of the environmental impacts associated with the Proposed Project and each route option. **Table ES-6** provides a summary of the impact statements associated with each route option. This table shows that the environmental impacts in North Hollywood for Route Options A1 and A2 are similar. In Glendale, Route Option E3 would be the least environmentally impactful route while Route Options E1 and E2 would have similar impacts. In Eagle Rock, Route Option F3 would be the least environmentally impactful route. Route Option F2 would be slightly less environmentally impactful than Route Option F1. In Pasadena, Route Options G1, G2, H1, and H2 would all have similar environmental impacts.

## ES.15 SIGNIFICANT AND UNAVOIDABLE IMPACTS

No significant and unavoidable impacts have been identified in the Draft EIR.

## ES.16 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

This Draft EIR has been prepared by Metro to analyze the potential significant environmental impacts of the Proposed Project and to identify mitigation measures capable of avoiding or substantially reducing significant impacts.

Potential impacts of the proposed project have been divided into three categories: significant unavoidable impacts, significant impacts that can be mitigated to less-than-significant levels and impacts that are less than significant or non-existent.

The criteria for the determination of a significant impact in each environmental topic area are discussed in Chapter 3.0 Environmental Impact Analysis and Chapter 4, Other Environmental Considerations. **Table ES-7** provides a summary of the potential environmental impacts, recommended mitigation measures, and the level of significance after mitigation.

**Table ES-5 – Summary of Impacts**

Proposed Project/Alternative			Environmental Resource									
District	Options	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal	
Proposed Project and Route Options	North Hollywood	A1 (Proposed Project)	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6	LTSM CUL-2
		A2	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
	Glendale	E1 (Proposed Project)	LTSM CUL-1	LTS	LTSM BIO-1	LTSM CUL-1 CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6	LTSM CUL-2
		E2	LTSM CUL-1	LTS	LTSM BIO-1	LTSM CUL-1 CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6	LTSM CUL-2
		E3	NI	LTS	NI	NI	LTS	LTSM GEO-1	NI	LTS	LTSM TRA-1 TRA-2 TRA-3 TRA-6	NI

Proposed Project/Alternative			Environmental Resource									
District		Options	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal
Proposed Project and Route Options	Eagle Rock	F1	LTSM VIS-1 VIS-2	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-5 TRA-6	LTSM CUL-2
		F2 (Proposed Project)	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6	LTSM CUL-2
		F3	LTS	LTS	NI	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTS	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
	Pasadena	G1 (Proposed Project)	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
		G2	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2

Proposed Project/Alternative			Environmental Resource									
Proposed Project and Route Options	District	Options	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal
	Pasadena	H1 (Proposed Project)	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
		H2	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
	No Project Alternative			NI	NI	NI	NI	NI	NI	NI	NI	NI
Alternative 2			NI	LTS	LTS	LTS	LTS	NI	NI	LTS	LTS	NI

**Notes:** NI – No impact, LTS – Less-than-significant impact, LTSM – Less-than-significant impact with Mitigation

**SOURCE:** Terry A. Hayes Associates, Inc., 2020.



**Table ES-6 – Summary of Impact Statements**

District	Options	Impact Level			
		No Impact	Less-than-Significant Impact	Less-than-Significant Impact with Mitigation	Significant and Unavoidable Impact
North Hollywood	A1	1	3	6	0
	A2	1	3	6	0
Glendale	E1	1	2	7	0
	E2	1	2	7	0
	E3	5	3	2	0
Eagle Rock	F1	1	2	7	0
	F2	1	3	6	0
	F3	2	4	4	0
Pasadena	G1	1	3	6	0
	G2	1	3	6	0
Pasadena	H1	1	3	6	0
	H2	1	3	6	0

**SOURCE:** Terry A. Hayes Associates, Inc., 2020.

**Table ES-7 – Summary of Impacts and Mitigation Measures**

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
<b>AESTHETICS</b>		
The Proposed Project and Route Option E2 would result in removal of historic streetlights considered important visual resources along Central Avenue and Broadway in Glendale, a potentially significant impact.	<b>CUL-1:</b> Project design related to potentially historic streetlights and station platforms located immediately adjacent (i.e., on or directly in front of) known or potential historical resources identified in the Historical Resources Project Area shall be reviewed by a qualified architectural historian (individual who meets the Secretary of the Interior's Professional Qualification Standards in Appendix A of 36 Code of Federal Regulations Part 61) to determine consistency with the rehabilitation treatment under the Secretary of the Interior's Standards for the Treatment of Historic Properties and confirm the Proposed Project will not cause a substantial adverse change in the significance of a historical resource. The results of this review shall be provided to Metro in a memorandum prepared by the qualified architectural historian conducting the review. This review shall be completed prior to the preparation of final construction documents.	<b>Less Than Significant</b>
Route Option F1 would replace the existing median with the proposed center-running bus lanes and associated station platforms resulting in the removal of an important visual resource to the Eagle Rock community in the City of Los Angeles, a potentially significant impact	<p><b>VIS-1:</b> Plant material removed from center medians and sidewalks shall be replaced within the existing street/curb right-of-way based on the following requirements:</p> <ul style="list-style-type: none"> <li>• Plant one new tree and/or shrub for every street tree removed (1:1 tree replacement ratio). Replacement tree species should be the same as that removed or to the satisfaction of the affected jurisdiction's Bureau of Street Services and located within the street right-of-way along station approaches or within the sidewalk.</li> <li>• Plant groundcover using similar replacement species or to the satisfaction of the affected jurisdiction's Bureau of Street Services.</li> <li>• A Landscape Replacement Study shall be prepared by a licensed landscape architect during final design. The study shall identify the location, species, and landscape design elements for all replacement landscaping associated with the Proposed Project and subject to local jurisdiction review.</li> </ul> <p><b>VIS-2:</b> Replacement median, barriers, or other divider shall be enhanced with patterns or decorative features in accordance with the local jurisdiction's streetscape design guidelines and approved by local jurisdiction Street Services bureau or similar entity.</p>	<b>Less Than Significant</b>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
<b>BIOLOGICAL RESOURCES</b>		
Construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 would result in the removal of street trees used by migratory birds and bats for nesting, a potentially significant impact.	<p><b>BIO-1:</b> To mitigate for construction impacts on special-status bird species, the construction contractor shall implement the following measures:</p> <ul style="list-style-type: none"> <li>• Construction during bird nesting season (typically February 1 to September 1) would be avoided to the extent feasible. Feasible means capable of being accomplished in a successful manner taking into consideration costs and schedule.</li> <li>• If construction is required during the nesting season, vegetation removal would be conducted outside of the nesting season (typically February 1 to September 1), wherever feasible. Feasible means capable of being accomplished in a successful manner taking into consideration costs and schedule.</li> <li>• If construction, trimming, or removal of vegetation and trees are scheduled to begin during nesting bird season, nesting bird surveys would be completed by a qualified biologist no more than 72 hours prior to construction, or as determined by the qualified biologist, to determine if nesting birds or active nests are present within the construction area. Surveys would be conducted within 150 feet for songbirds and 500 feet for raptors, or as otherwise determined by the qualified biologist. Surveys would be repeated if construction, trimming, or removal of vegetation and trees are suspended for five days or more.</li> <li>• If nesting birds/raptors are found within 500 feet of the construction area, appropriate buffers consisting of orange flagging/fencing or similar (typically 150 feet for songbirds, and 500 feet for raptors, or as directed by a qualified biologist) would be installed and maintained until nesting activity has ended, as determined in coordination with the qualified biologist and regulatory agencies, as appropriate.</li> </ul> <p>To mitigate construction impacts on special-status bat species, the construction contractor shall implement the following measures:</p> <ul style="list-style-type: none"> <li>• Where feasible, tree removal would be conducted in October, which is outside of the maternal and non-active seasons for bats.</li> <li>• During the summer months (June to August) in the year prior to construction, a thorough bat roosting habitat assessment would be conducted of all trees and structures within 100 feet of the construction</li> </ul>	<b>Less Than Significant</b>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	<p>area. Visual and acoustic surveys would be conducted for at least two nights during appropriate weather conditions to assess the presence of roosting bats. If presence is detected, a count and species analysis would be completed to help assess the type of colony and usage.</p> <ul style="list-style-type: none"> <li>• No fewer than 30 days prior to construction, and during the non-breeding and active season (typically October), bats would be safely evicted from any roosts to be directly impacted by the Project under the direction of a qualified biologist. Once bats have been safely evicted, exclusionary devices designed by the qualified biologist would be installed to prevent bats from returning and roosting in these areas prior to removal. Roosts not directly impacted by the Project would be left undisturbed.</li> <li>• No fewer than two weeks prior to construction, all excluded areas would be surveyed to determine whether exclusion measures were successful and to identify any outstanding concerns. Exclusionary measures would be monitored throughout construction to ensure they are functioning correctly and would be removed following construction.</li> <li>• If the presence or absence of bats cannot be confirmed in potential roosting habitat, a qualified biologist would be onsite during removal or disturbance of this area. If the biologist determines that bats are being disturbed during this work, work would be suspended until bats have left the vicinity on their own or can be safely excluded under direction of the biologist. Work would resume only once all bats have left the site and/or approval is given by a qualified biologist.</li> <li>• In the event that a maternal colony of bats is found, no work would be conducted within 100 feet of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. The site would be designated as a sensitive area and protected as such until the bats have left the site. No activities would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not to be parked nor operated under or adjacent to the roosting site. Construction personnel would not be authorized to enter areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset).</li> </ul>	



Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
<b>CULTURAL RESOURCES</b>		
The Proposed Project and Route Option E2 would result in removal of historic streetlights in along Central Avenue and Broadway in Glendale, a potentially significant impact.	<b>CUL-1:</b> A qualified architectural historian (individual who meets the Secretary of the Interior's Professional Qualification Standards in Appendix A of 36 Code of Federal Regulations Part 61) shall review all project design documents related to historic streetlights and station platforms located immediately adjacent (i.e., on or directly in front of) known or potential historical resources identified in the Historical Resources Project Area to determine consistency with the rehabilitation treatment under the Secretary of the Interior's Standards for the Treatment of Historic Properties to confirm the Proposed Project will not cause a substantial adverse change in the significance of a historical resource. The results of this review shall be provided to Metro in a memorandum prepared by the qualified architectural historian conducting the review, and Metro shall incorporate any design recommendations that would address potential substantial adverse changes in the significance of a historical resource into project design documents prior to the preparation of final construction documents.	<b>Less Than Significant</b>
Ground disturbing activities during construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 has the potential to encounter previously undiscovered and undocumented archaeological resources, a potentially significant impact.	<b>CUL-2:</b> A Qualified Archeologist, meeting the Secretary of the Interior's Standards for professional archaeology, shall be retained for the Project and will remain on call during all ground-disturbing activities. The Qualified Archaeologist shall ensure that Worker Environmental Awareness Protection (WEAP) training, presented by a Qualified Archaeologist and Native American representative, is provided to all construction and managerial personnel involved with the Proposed Project. The WEAP training shall provide an overview of cultural (prehistoric and historic) and tribal cultural resources and outline regulatory requirements for the protection of cultural resources. The WEAP shall also cover the proper procedures in the event of an unanticipated cultural resource. The WEAP training can be in the form of a video or PowerPoint presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the Proposed Project.  If an inadvertent discovery of archaeological materials is made during construction activities, ground disturbances in the area of the find shall be halted and the Qualified Archaeologist shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources are identified, the interested Native American participant(s) shall be notified.	<b>Less Than Significant</b>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	<p>The archaeologist, in consultation with Native American participant(s) and the lead agency, shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is an historical resource, a unique archaeological resource, a unique paleontological resource, or tribal cultural resources). If avoidance is not feasible, a Qualified Archaeologist, in consultation with the lead agency, shall prepare and implement a detailed treatment plan. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of, but would not be limited to, in-field documentation, archival research, subsurface testing, and excavation. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and State repositories, libraries, and interested professionals.</p>	
<b>GEOLOGY AND SOILS</b>		
<p>The Proposed Project and all Route Options pose risks of loss, injury, or death related to seismic conditions including ground shaking, liquefaction, slope failure and landslide, a potentially significant impact.</p>	<p><b>GEO-1:</b> The Proposed Project shall be designed based on the latest versions of local and State building codes and regulations in order to construct seismically-resistant structures that help counteract the adverse effects of ground shaking. During final design, site-specific geotechnical investigations shall be performed at the sites where structures are proposed within liquefaction-prone designated areas. The investigations shall include exploratory soil borings with groundwater measurements. The exploratory soil borings shall be advanced, as a minimum, to the depths required by local and State jurisdictions to conduct liquefaction analyses. Similarly, the investigations shall include earthquake-induced settlement analyses of the dry substrata (i.e., above the groundwater table). The investigations shall also include seismic risk solutions to be incorporated into final design (e.g., deep foundations, ground improvement, remove and replace, among others) for those areas where liquefaction potential may be experienced. The investigation shall include stability analyses of slopes located within earthquake-induced landslides areas and provide appropriate slope stabilization measures (e.g., retaining walls, slopes with shotcrete faces, slopes re-grading, among others). The geotechnical investigations and design solutions shall follow the “Guidelines for Evaluating and Mitigating Seismic Hazards in California” Special Publication 117A of the California Geologic Service, as well as Metro’s Design Criteria and the latest federal and State seismic and environmental requirements.</p>	<p><b>Less Than Significant</b></p>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
<b>NOISE</b>		
Construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 has the potential to generate noise that could increase ambient noise levels by 5 dBA Leq or more which would exceed local significance thresholds within one or more jurisdictions along the BRT alignment, a potentially significant impact.	<p><b>NOI-1:</b> Where construction cannot be performed in accordance with the FTA 1-hour Leq construction noise standards, elevates existing ambient noise levels by 5 dBA Leq or more, or exceeds other applicable noise thresholds of significance, The construction contractor shall develop a Noise Control Plan demonstrating how noise criteria would be achieved during construction. The Noise Control Plan shall be designed to follow Metro requirements, include construction noise control measures, measurements of existing noise, a list of the major pieces of construction equipment that would be used, and predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities). The Noise Control Plan shall be approved by Metro prior to initiating localized construction activities.</p> <p>The Noise Control Plan shall require weekly noise monitoring at land used adjacent to construction activities. Noise reducing measures shall be required should the following performance standards be exceeded within the following jurisdictions:</p> <ul style="list-style-type: none"> <li>• City of Los Angeles: Construction noise levels that exceed the existing ambient exterior noise level at a noise sensitive use by 10 dBA <math>L_{eq}</math> within one hour for construction lasting more than one day, 5 dBA <math>L_{eq}</math> for construction lasting more than 10 days in a three-month period, and any exceedance of 5 dBA during the hours of 9:00 p.m. to 7:00 a.m. Monday through Friday and between 6:00 p.m. to 8:00 a.m. on Saturday or any time Sunday.</li> <li>• City of Burbank: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA Leq for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient exterior noise levels by 5 dBA <math>L_{eq}</math> at a noise sensitive use between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sunday.</li> <li>• City of Glendale: Construction noise levels that exceed the existing ambient exterior noise level between 7:00 a.m. and 7:00 p.m. at a noise sensitive use by 5 dBA Leq for construction lasting more than 10 days in a three-month period. Construction noise levels of any duration that exceed existing ambient exterior noise levels by 5 dBA Leq at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Saturday or at any time on Sunday.</li> </ul>	<b>Less Than Significant</b>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
	<ul style="list-style-type: none"> <li>City of Pasadena: Construction noise levels that exceed 85 dBA Leq at 100 feet of distance or any duration of noise levels that exceeds existing ambient exterior noise levels by 5 dBA Leq at a noise sensitive use between 7:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 5:00 p.m. on Saturday, or at any time on Sunday.</li> </ul> <p>Noise-reducing methods that may be implemented include:</p> <ul style="list-style-type: none"> <li>Where construction occurs near noise sensitive land uses, specialty equipment with enclosed engines, acoustically attenuating shields, and/or high-performance mufflers shall be used.</li> <li>Limit unnecessary idling of equipment.</li> <li>Install temporary noise barriers or noise-control curtains, where feasible and desirable.</li> <li>Reroute construction-related truck traffic away from local residential streets and/or sensitive receivers.</li> <li>Use electric instead of diesel-powered equipment and hydraulic instead of pneumatic tools where feasible.</li> </ul>	
Construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 includes use of heavy equipment that could produce vibration that would exceed the FTA's recommended limit of 0.2 in/sec PPV for any non-engineered timber and masonry buildings within 25 feet of construction activity, a potentially significant impact.	<p><b>NOI-2:</b> Where equipment such as a vibratory roller, that produces high levels of vibration is used within 25 feet of buildings or typical equipment such as large bulldozer is used within 15 feet of buildings, the 0.2 PPV inches per second vibration damage risk threshold would be exceeded. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures shall, at a minimum, include:</p> <ul style="list-style-type: none"> <li>The contractor shall minimize the use of tracked vehicles.</li> <li>The contractor shall avoid vibratory compaction within 25 feet of buildings.</li> <li>The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.</li> </ul>	<b>Less Than Significant</b>



Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
Construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 could produce vibration from bulldozers and similar equipment that could annoy those in institutional uses (e.g., schools, churches) during the day, and residents at any time during the day or evening. Equipment such as large bulldozers could generate 87 VdB of vibration at 25 feet, which would exceed the 75 VdB significance threshold for occasional events impacting residences and the 78 VdB threshold for institutional daytime land uses, a potentially significant impact.	<p><b>NOI-3:</b> Where equipment such as a vibratory roller that produces high levels of vibration is used within 105 feet of residences or institutional daytime land uses or equipment such as large bulldozers are used within 65 feet of such uses, the 75 VdB vibration threshold for human annoyance could be exceeded at residences of the 75 VdB threshold at institutional uses. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures that shall be considered and implemented where feasible include:</p> <ul style="list-style-type: none"> <li>• The contractor shall minimize the use of tracked vehicles and vibratory equipment.</li> <li>• The contractor shall avoid vibratory compaction.</li> <li>• The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.</li> </ul>	<b>Less Than Significant</b>
<b>TRANSPORTATION</b>		
Construction of the Proposed Project and all Route Options may result in temporary relocation of existing bus stops and temporary delays to transit travel time due to lane closures, a potentially significant impact.	<p><b>TRA-1:</b> Prior to the initiation of localized construction activities, a Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. Metro shall develop detours as appropriate and communicate any changes to bus service to local transit agencies in advance. Stops shall be relocated in a manner which is least disruptive to transit. If bus stops need to be relocated, warning signs shall be posted in advance of closure along with alternative stop notifications and information regarding the duration of the closure.</p>	<b>Less Than Significant</b>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
Construction of the Proposed Project and all Route Options may result in traffic delays and inconvenience due to temporary lane closures temporary, a potentially significant impact.	<b>TRA-2:</b> Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor in coordination with the City of Los Angeles, City of Burbank, City of Glendale, and City of Pasadena. The Traffic and/or Construction Management Plan shall include provisions such as: approval of work hours and lane closures, designation of construction lay-down zones, provisions to maintain roadway access to adjoining land uses, use of warning signs, temporary traffic control devices and/or flagging to manage traffic conflicts, and designation of detour routes where appropriate.	<b>Less Than Significant</b>
Construction of the Proposed Project and all Route Options may require temporary closure of sidewalks affecting pedestrian circulation, a potentially significant impact.	<b>TRA-3:</b> Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with affected jurisdictions. The plan shall include provisions for wayfinding signage, lighting, and access to pedestrian safety amenities (such as handrails, fences and alternative walkways). Metro shall also work with local municipalities and public works departments to confirm that only one side of the street would be closed at a time. If crosswalks are temporarily closed, pedestrians shall be directed to use nearby pedestrian facilities. Where construction encroaches on sidewalks, walkways and crosswalks, special pedestrian safety measures shall be used such as detour routes and temporary pedestrian shelters. Access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.	<b>Less Than Significant</b>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
Construction of the Proposed Project and Route Options E2 and F1 would result in temporary roadway lane closures which may affect existing and planned bicycle facilities, a potentially significant impact	<b>TRA-4:</b> Prior to the initiation of localized construction activities, a Traffic Management Plan and/or Construction Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed by Metro and the construction contractor, in coordination with the affected jurisdictions. The plan shall identify on-street bicycle detour routes and signage. Metro shall also work with local municipalities and public works departments to accommodate bicycle circulation during construction. Bicycle access to businesses and residences shall be maintained throughout the construction period. These mitigation measures shall be documented in a Traffic Management Plan and/or Construction Management Plan.	<b>Less Than Significant</b>
The Proposed Project would result in the permanent conversion of the existing 10-foot buffered Class II bicycle lanes along Colorado Boulevard to a 12-foot shared bus/bicycle lane which would be inconsistent with the City of Los Angeles Mobility Element 2035, a potentially significant impact.	<b>TRA-5:</b> Prior to completion of Final Design, Metro shall convene a design working group with LADOT to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities, consistent with Policy 2.6 and Policy 2.9 of the Mobility Plan 2035. The design working group shall include representatives from the LADOT Active Transportation Division, the Los Angeles Bureau of Engineering, and a representative of the Los Angeles Bicycle Coalition. Coordination shall be provided with LADOT and the Active Transportation Division during the preliminary engineering design development phase.	<b>Less Than Significant</b>
Construction of the Proposed Project and all Route Options would result in lane closures, traffic detours, and designated truck routes associated with construction could temporarily result in decreased access and delayed response times for emergency services, a potentially significant impact.	<b>TRA-6:</b> The construction contractor shall provide early notification of traffic disruption to emergency service providers. Work plans and traffic control measures shall be coordinated with emergency responders to prevent impacts to emergency response times. A Traffic Management Plan compliant with the provisions of the current California Manual on Uniform Traffic Control Devices, the California Traffic Control Handbook and local ordinances, as applicable, shall be developed and implemented to minimize impacts on emergency access.	<b>Less Than Significant</b>

Potentially Significant Impact	Mitigation Measures	Impact After Mitigation
<b>TRIBAL CULTURAL RESOURCES</b>		
Ground disturbing activities during construction of the Proposed Project or Route Options A2, E2, F1, G2, and H2 has the potential to impact previously undiscovered buried tribal cultural resources of historical significance, a potentially significant impact.	<p><b>CUL-2:</b> A Qualified Archeologist, meeting the Secretary of the Interior's Standards for professional archaeology, shall be retained for the Project and will remain on call during all ground-disturbing activities. The Qualified Archaeologist shall ensure that Worker Environmental Awareness Protection (WEAP) training, presented by a Qualified Archaeologist and Native American representative, is provided to all construction and managerial personnel involved with the Proposed Project. The WEAP training shall provide an overview of cultural (prehistoric and historic) and tribal cultural resources and outline regulatory requirements for the protection of cultural resources. The WEAP shall also cover the proper procedures in the event of an unanticipated cultural resource. The WEAP training can be in the form of a video or PowerPoint presentation. Printed literature (handouts) can accompany the training and can also be given to new workers and contractors to avoid the necessity of continuous training over the course of the Proposed Project.</p> <p>If an inadvertent discovery of archaeological materials is made during construction activities, ground disturbances in the area of the find shall be halted and the Qualified Archaeologist shall be notified regarding the discovery. If prehistoric or potential tribal cultural resources are identified, the interested Native American participant(s) shall be notified.</p> <p>The archaeologist, in consultation with Native American participant(s) and the lead agency, shall determine whether the resource is potentially significant as per CEQA (i.e., whether it is an historical resource, a unique archaeological resource, a unique paleontological resource, or tribal cultural resources). If avoidance is not feasible, a Qualified Archaeologist, in consultation with the lead agency, shall prepare and implement a detailed treatment plan. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of, but would not be limited to, in-field documentation, archival research, subsurface testing, and excavation. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and State repositories, libraries, and interested professionals.</p>	<b>Less Than Significant</b>

**SOURCE:** Terry A. Hayes Associates Inc., 2020.



## ES.17 COMPARISON OF ALTERNATIVES

CEQA requires an analysis of alternatives to the Proposed Project to reduce or eliminate significant impacts associated with project development. In addition to the route options, two alternatives have been identified to the Proposed Project. Alternative 1 is the No Project Alternative. The No Project Alternative is required by CEQA Guidelines Section 15126.6 (e)(2) and assumes that the Proposed Project would not be implemented by Metro. The No Project Alternative allows decision-makers to compare the impacts of approving the Proposed Project with the impacts of not approving the Proposed Project. The No Project Alternative is evaluated in the context of the existing transportation facilities in the Project Area and other capital transportation improvements and/or transit and highway operational enhancements that are reasonably foreseeable.

Alternative 2 would implement improved bus service instead of BRT. The improved bus service would have some BRT characteristics. The service may be as frequent as that proposed for BRT, though its ability to attract as much ridership may be less due to less travel time savings and amenities, meaning a slightly less frequent service would be operated compared to that proposed for the BRT Project. Buses would operate in mixed-flow traffic with Traffic Signal Priority (TSP). Stops would be more frequent than the BRT line, but less frequent than local bus lines (typically every 0.6 miles on average). Travel times would be faster than for local service but slower than the travel times expected from the BRT Project. Stops would occur at existing bus stations and there would be no modifications to the roadway configuration. Physical improvements would be limited to new signs at bus stops as well a shelter with solar lighting, bench and trash receptacle as a minimum level of bus stop amenity. Alternative 2 would not include curb extensions, elimination of parking, or changes to bicycle lanes. This alternative would not require a Maintenance and Storage Facility, as buses would be maintained at existing Metro facilities. Similar to BRT buses, buses would have low-floor design to allow for faster and easier boarding and alighting. The fleet would be equipped for all door boarding.

CEQA Guidelines Section 15126.6 requires that an “environmentally superior” alternative be selected among the alternatives that are evaluated in the Draft EIR. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. A summary of the impacts of the No Project Alternative (Alternative 1) and Alternative 2 relative to the Proposed Project and the Route Options is shown **Table ES-5**. The No Project Alternative is considered the environmentally superior alternative because there would be no physical changes to the existing environment resulting in construction or operational impacts. Other transit projects would be constructed to enhance the regional network, although improvements within the Project corridor would be limited and minor related to increased ridership. The No Project Alternative would include the North San Fernando Valley (SFV) BRT Project and the NextGen Bus Plan, in addition to other transportation and land use projects listed in Chapter 5 Cumulative Impact Analysis. The North SFV BRT Improvements Project would provide a new, high-quality bus service between the communities of Chatsworth to the west and North Hollywood to the east. Not constructing and operating the Proposed Project would eliminate the potentially significant impacts associated with the Proposed Project

related to transportation (construction), aesthetics (operations), biological resources (construction), cultural resources (construction and operations), geology and soils (operations), noise (construction), and tribal cultural resources (construction). However, the regional transit network within the Project corridor would not be substantially enhanced by the other transit projects.

If the No Project Alternative is identified as the environmentally superior, CEQA requires selection of the environmentally superior alternative other than the No Project Alternative from among the Proposed Project and the other alternatives evaluated in the Draft EIR. Alternative 2 is the environmentally superior alternative because, as compared to the Proposed Project and Route Options, it avoids or reduces all construction impacts related to transportation, biological resources, cultural resources, noise, and tribal cultural resources. It also avoids or reduces operational impacts related to transportation, aesthetics, cultural resources, and geology and soils.

## Map of Proposed Project and Route Options Studied in Draft EIR



ATTACHMENT D

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).

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:

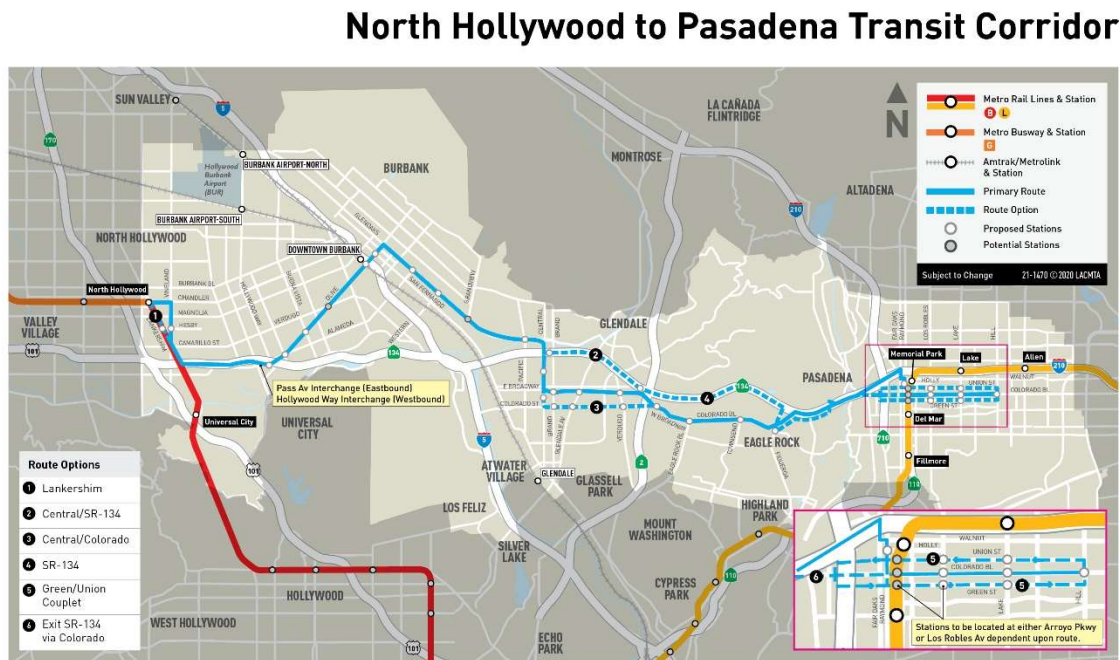
- Filing of Notice of Availability (NOA) with the County Clerk/Recorder of Los Angeles County and State Clearinghouse, including a Notice of Completion (NOC) to the State Clearinghouse, to formally initiate the CEQA process of the Office of Planning and Research (OPR);
- Placing legal NOA notices in 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



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**

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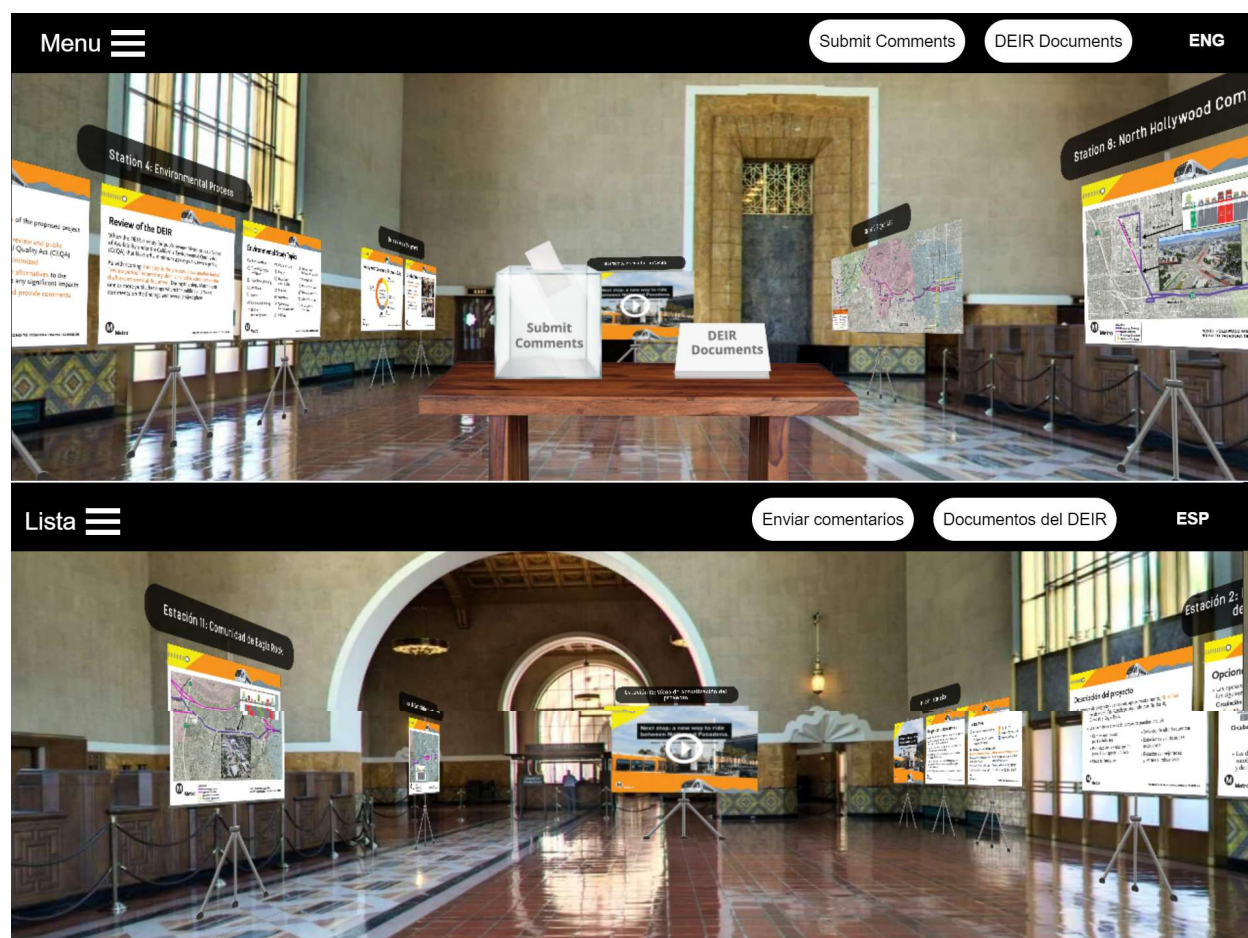
guidelines and as outlined in Sections 1 and 2 of this report. More information on the meetings, including meeting dates and information, can be found in Table 3 of Section 3.2.

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](http://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"> <li>Office of Los Angeles County Supervisor First District – Hilda Solis</li> </ul>

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

### 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"><li>• Speakers: 38</li><li>• Written Comments: 30</li></ul>
Public Hearing #2	Saturday, November 14, 2020	96	<ul style="list-style-type: none"><li>• Speakers: 30</li><li>• Written Comments: 22</li></ul>
<b>Totals</b>		<b>242</b>	<b>120</b>

## 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.

- 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.

## ATTACHMENT E

### Conceptual Renderings of BRT



Figure 1: BRT on Vineland Avenue and Lankershim Boulevard in North Hollywood



Figure 2: BRT on Olive Avenue in Burbank





Figure 3: BRT on Glenoaks Boulevard in Glendale



Figure 4: BRT on Broadway in Glendale





Figure 5: BRT on Colorado Boulevard in Eagle Rock, west of Eagle Rock Boulevard



Figure 6: BRT on Colorado Boulevard in Eagle Rock, east of Eagle Rock Boulevard – design option maintaining all travel lanes

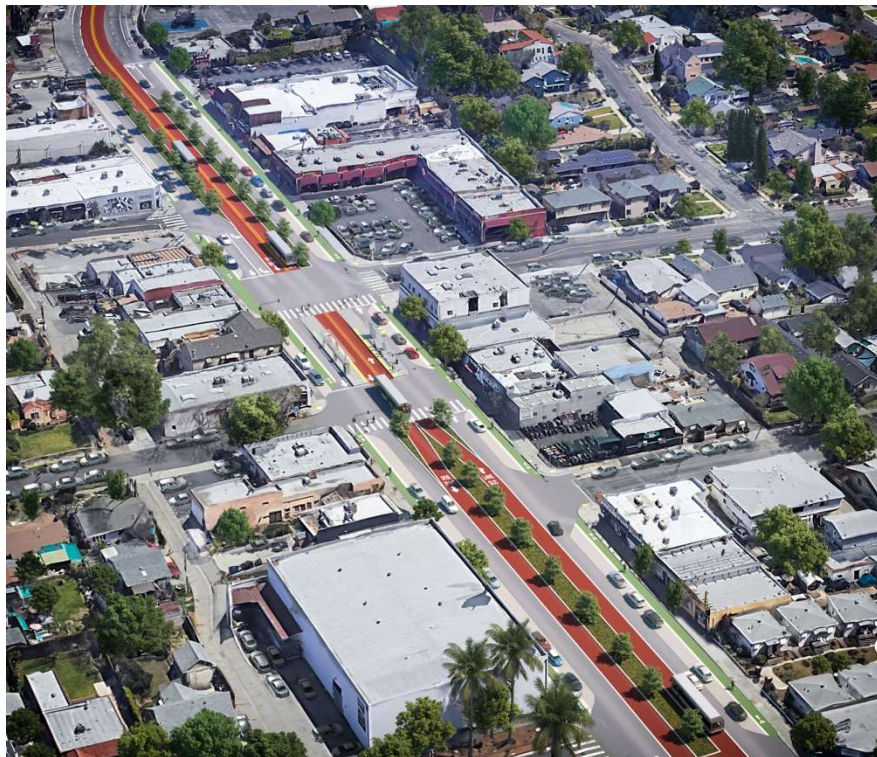


Figure 7: BRT on Colorado Boulevard in Eagle Rock, east of Eagle Rock Boulevard – design option with single travel lane



# Title VI Service Equity Analysis

## NOHO TO PASADENA TRANSIT CORRIDOR



**Metro**

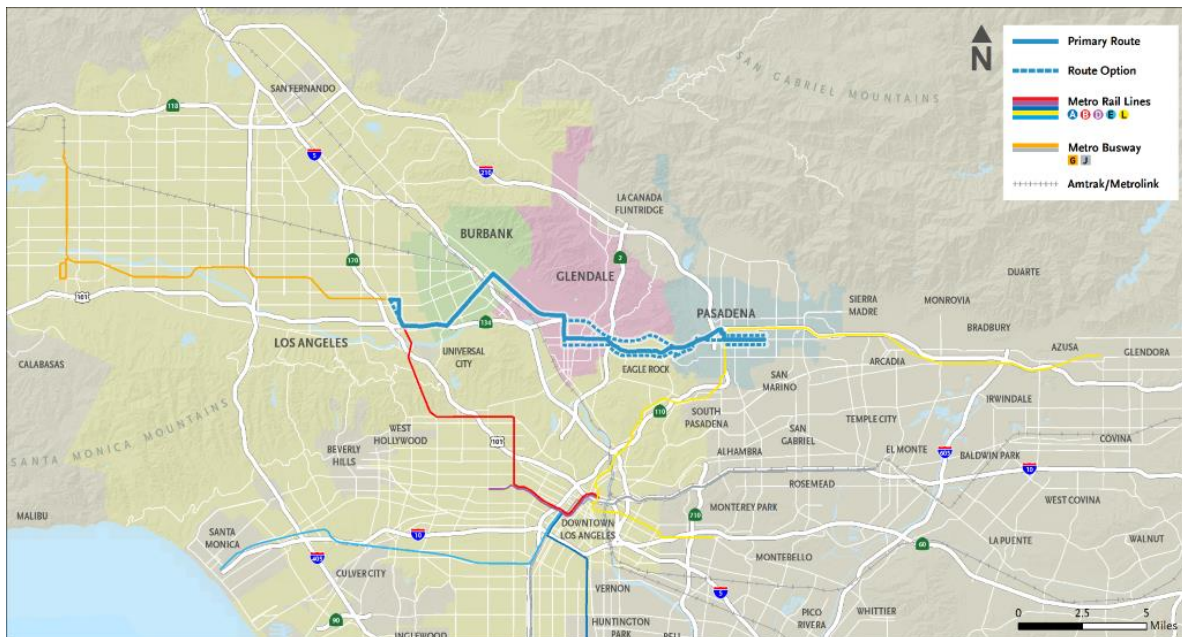
WINTER 2020



## Overview

The Los Angeles County Metropolitan Transportation Authority (Metro) serves as transportation planner and coordinator, designer, builder, and operator for one of the country's largest, most populous counties. More than 10.1 million people live and work within the 1,479-square-mile service area. Figure 1 provides an overview of the Metro Service Area.

Over the coming decades, Metro will greatly expand the fixed-guideway rail and bus network throughout Los Angeles County due to the passage of the Measure M ballot initiative in November 2016. The half-cent sales tax increase is expected to provide upwards of \$130 billion for the development of new transit lines and other transportation capital investments throughout Los Angeles County.



**Figure 1. Metro Service Area (map)**

## Proposed Alternatives

Metro operates a large and varied transit network in the San Fernando and San Gabriel Valleys and is advancing the planning and construction of multiple high-capacity transit improvements that will provide new, high-quality mobility options to further enhance communities and lives. The North Hollywood to Pasadena Bus Rapid Transit Corridor (Project) is a proposed new Bus Rapid Transit (BRT) line that would improve service and increase system connectivity between the communities of North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena. Approximately 18 miles long, the Project is designed to provide a rapid transit connection between the B and G Lines (Red and Orange) in the San Fernando Valley and the L Line (Gold) in Pasadena. The proposed route and route options, transit priority features, and stations were developed to provide faster and more reliable service that connects new and existing transit users to key destinations and other transit services. Other project goals and objectives include improving the frequency of service, meeting the growing demand for transit in the study area, and increasing transit ridership.

During the preparation of the Draft Environmental Impact Report (DEIR), Metro identified a proposed Project along with several route options:

The proposed route extends from the North Hollywood Station along Chandler Boulevard, Vineland Avenue, and Lankershim Boulevard before joining the I-134 Freeway. The route then exits the freeway in the Burbank Media District before proceeding along Olive Avenue to Downtown Burbank. From Downtown Burbank, the route continues down Glenoaks Boulevard to Central Avenue in Glendale. The route extends down Central Avenue, along Broadway, and eventually merges with Colorado Boulevard in Eagle Rock. The route then rejoins the I-134 Freeway between Eagle Rock and Pasadena before exiting in Old Pasadena and extends along Colorado Blvd to the terminus at Hill Avenue by Pasadena City College (PCC).

Route options also featured in the DEIR include a Lankershim only option in North Hollywood, using the I-134 or Colorado Street in Glendale, using the I-134 in Eagle Rock, and using a Green/Union couplet in Pasadena.

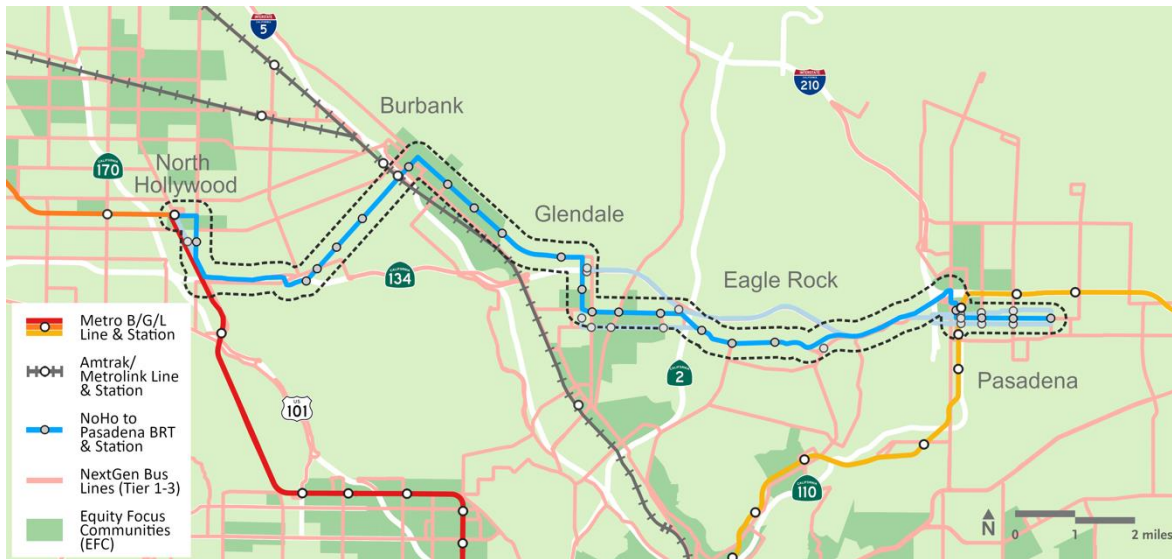
The proposed project and all route options are being closely coordinated with the NextGen Bus Plan to ensure that proposed BRT improvements are complementary to the future regional bus network. The project also uses Metro's definition of Equity Focused Communities (EFC) to actively lead and partner in addressing disparities in access to opportunity.

As adopted by the Metro Board of Directors on June 27, 2019, EFCs are defined as "those communities most heavily impacted by gaps in inequity throughout the county." To evaluate the transportation performance of EFCs, Metro established a 30% threshold of the county's census tracts, which represents approximately 3 million people. This threshold is distinguished by the following factors:

- More than 40% of the census tracts having low-income households over the County average; and
- Either more than 80% of the census tracts having non-white populations over the County average; or
- More than 10% of the census tracts having zero-car households over the county average

Figure 2 shows the project alternatives overlaid with the NextGen bus network and EFCs.





**Figure 2. Project Area (map)**

## Purpose

Title VI of the Civil Rights Act of 1964 is a Federal statute and provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

The Federal Transit Administration (FTA) is responsible for ensuring that recipients of Federal funds follow Federal statutory and administrative requirements. In 2012, FTA issued Circular 4702.1B, which provides recipients of FTA financial assistance with guidance and instructions necessary to carry out the United States Department of Transportation Title VI requirements.

Metro operates its service without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964, as amended. The purpose of this analysis is to compare the Project, pursuant to Title VI of the Civil Rights Act of 1964, to the Metro Service Area. Since the Project will introduce a new service line, it is necessary to determine whether the change will have a disparate impact on the minority population or a disproportionate burden on the low-income population. The goal is to avoid activities that have the purpose or effect of denying persons the benefit of, excluding persons from participation in, or subjecting persons to discrimination on the basis of race, color, or national origin. Additional analysis may be completed prior to the construction phase based on final design decisions.

## **Regulatory Setting**

### **FTA Circular 4702.1B Chapter IV**

Chapter IV of the FTA's Circular 4702.1B further describes the requirements that FTA recipients must follow to ensure that the programs, policies, and activities comply with the Title VI requirements. The requirements set system-wide service standards and policies that apply to all fixed route providers of public transportation service.

Title 49 CFR Section 21.5 (b)(2) specifies that a recipient shall not "utilize criteria or methods of administration which have the effect of subjecting persons to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program with respect to individuals of a particular race, color, or national origin." Section 21.5 (b)(2) requires recipients to "take affirmative action to assure that no person is excluded from participation in or denied the benefits of the program or activity on the grounds of race, color, or national origin."

Transit providers that operate 50 or more fixed route vehicles in peak service and are located in an urbanized area (UZA) of 200,000 or more in population are required to meet all requirements of Chapter IV including setting service standards and policies, collecting and reporting data, monitoring transit service, and evaluating fare and service changes.

### **Metro's Administrative Code, Chapter 2-50-005**

Metro's Administrative Code includes Title VI requirements. Chapter 2-50-005, Major Service Changes, of Metro's Administrative Code states that "all major increases or decreases in transit service are subject to a Title VI Equity Analysis prior to Board approval of the service change. A Title VI Equity Analysis completed for a major service change must be presented to the Board of Directors for their consideration and then forwarded to the FTA with a record of the action taken by the Board." The Project is classified as a major service change per subsection 6 of Metro's Administration Code 2-50-005(B), which includes a "new fixed guideway project (e.g. BRT line or rail line)."

### **Metro Title VI Program Update**

Metro prepared the Title VI Program Update in compliance with Title 49 CFR Section 21.9 (b) and with the FTA Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," issued in October 2012. The purpose of the Title VI Program Update is to document the steps Metro has taken and will take to ensure Metro provides services without excluding or discriminating against individuals on the basis of race, color, or national origin. The Title VI Program Update provides an outline of Metro's Title VI policies including what constitutes a major service change, the disparate impact, and disproportionate burden policy. Metro staff recommended that the absolute difference be considered when evaluating service and fare changes. The Title VI Program Update also includes the general requirements for Title VI and the requirements for fixed route transit providers. In October 2019, the Metro Board approved the Metro Title VI Program Update. The latest Title VI Program Update was submitted to FTA by the due date of November 1, 2019.

## Disparate Impact

Disparate impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color or national origin and the policy lacks a substantial legitimate justification, including one or more alternatives that would serve the same legitimate objectives but with less disproportionate effects on the basis of race, color or national origin. This policy defines the threshold Metro will utilize when analyzing the impacts to minority populations and/or minority riders. For major service changes, a disparate impact will be deemed to have occurred if the absolute difference between the percentage of minority adversely affected and the overall percentage of minorities is at least five percent per Metro's Title VI Program.

## Analysis Methodology

In order to understand the characteristics of the Project's service area and assess whether the change will have a disparate impact on the minority population, this analysis evaluates the ethnicity demographic data of the populations that would receive the new transit service. The data is then compared to the ethnicity demographic data of the Metro Service Area. If the absolute difference between the minority percentage along the Project and the Metro Service Area percentage is at least five percent, an impact is deemed to have occurred.

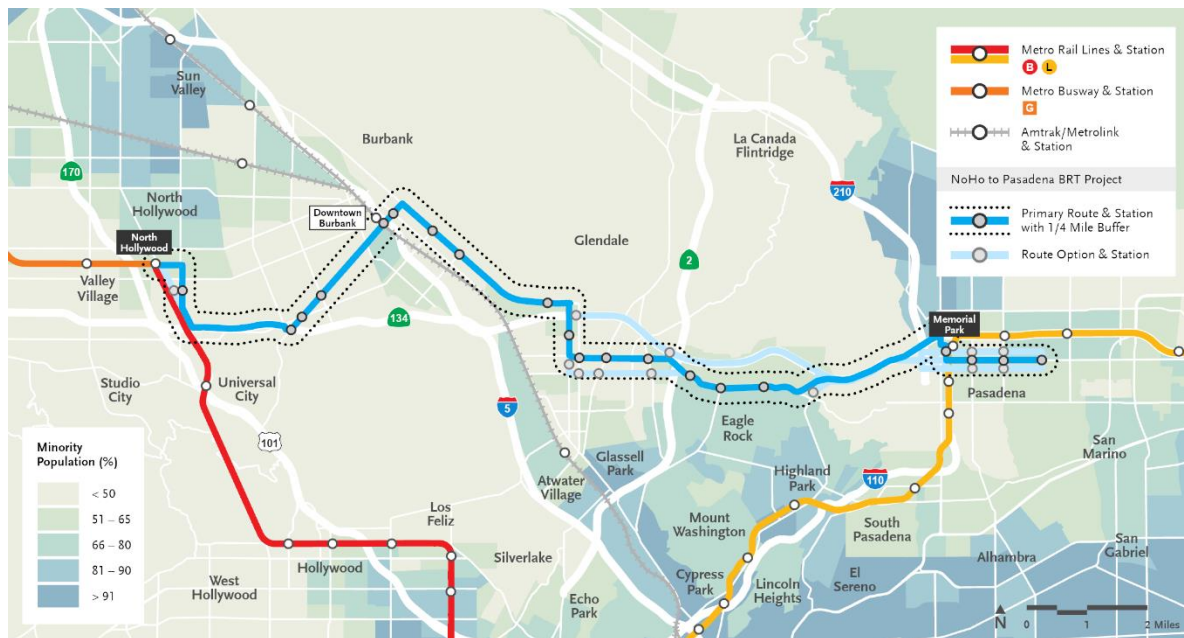
Consistent with other Metro Title VI reports, this analysis uses ethnicity data from the 2017 American Community Survey (ACS) at the census tract level. Los Angeles County data is used to represent the Metro Service Area. For the Project, including all route options, a quarter-mile buffer along the alignment is used to evaluate a reasonable walkshed to the new transit service and acts as the service area for this analysis.

## Results

Figure 3 includes a comparison of the percentages of minority populations residing within the Project's service area compared to the total minority population for the Metro Service Area. Figure 4 displays the demographic data for the Metro Service Area overlaid with the proposed Project and the quarter-mile service area boundary. The absolute differences in minority percentages between the Metro Service Area and the Project is -29.4%. No disparate impact would occur since the Project's difference is below Metro's five percent threshold.

NoHo-Pas Minority Percentage	LA County	Prop. Project
Total Population	10,105,722	272,752
Minority Population	7,428,740	120,212
Minority Share	73.50%	44.10%
Difference		-29.40%

**Figure 3. Minority Population**



## Disproportionate Burden

Disproportionate burden refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. Metro defines low-income riders or populations as anyone making below \$41,500, which represents the median income of a three-person household in Los Angeles County. A finding of disproportionate burden for major service and fare changes requires Metro to evaluate alternatives and mitigate burdens where practicable. For major service changes, a disproportionate burden will be deemed to exist if an absolute difference between percentage of low-income adversely affected by the service change and the overall percentage of low-income persons is at least five percent per Metro's Title VI Program.

## Analysis Methodology

In order to understand the characteristics of the Project's service area and assess whether the change will have a disproportionate burden on the low-income population, this analysis evaluates the income demographic data of the populations that would receive the new transit service. The data is then compared to the income demographic data of the Metro Service Area. If the absolute difference between the low-income percentage along the alternatives and the Metro Service Area percentage is at least five percent, an impact is deemed to have occurred.

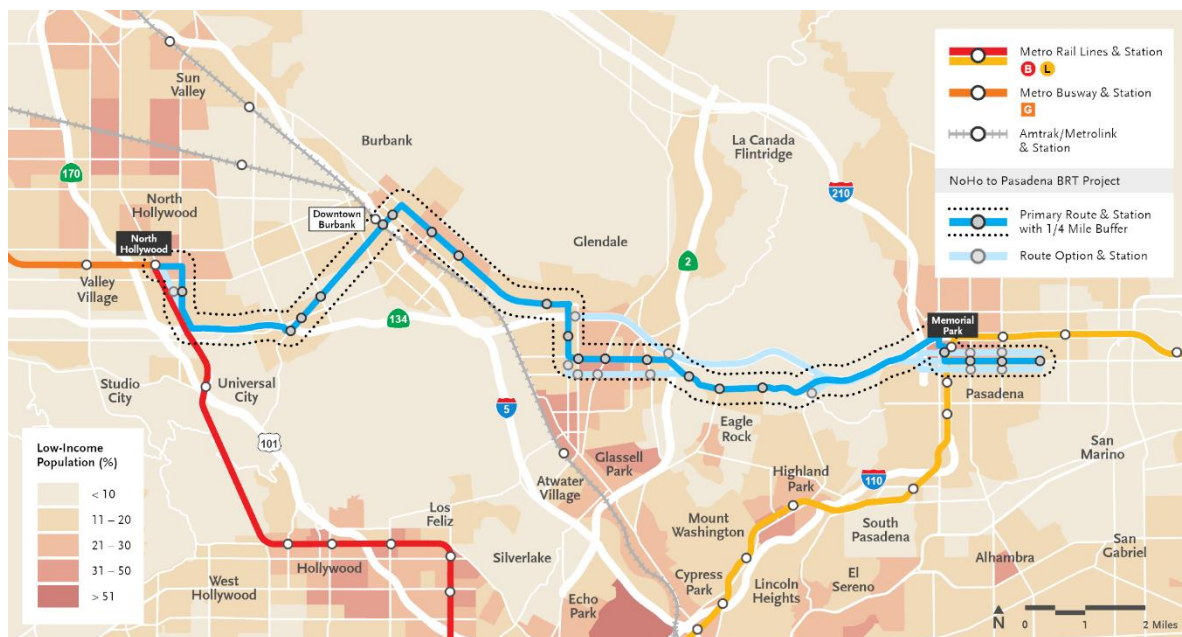
Consistent with other Metro Title VI reports, this analysis uses income demographic data from the 2017 ACS at the census tract level. Los Angeles County data is used to represent the Metro Service Area. For the Project, including all route options, a quarter-mile buffer along each of the proposed routes is used to evaluate a reasonable walkshed to the new transit service and serves as the service area for this analysis.

## Results

Figure 5 includes a comparison of the percentages of low-income populations residing within the Project's service area compared to the total low-income population for the Metro Service Area. Figure 6 displays the demographic data for the Metro Service Area overlaid with the proposed Project and the quarter-mile service area boundary. The absolute differences in low-income percentages between the Metro Service Area and the Project is -1.5%. No disproportionate burden would occur since the Project's difference is below Metro's five percent threshold.

NoHo-Pas BRT Low-Income Percentage	LA County	Prop. Project
Total Population	9,955,473	270,443
Low-Income Population	1,688,505	41,888
Low-Income Share	17.0%	15.5%
Difference		-1.50%

**Figure 5. Low-Income Population**



**Figure 6. Low-Income Population (map)**

## Public Outreach

Metro emphasizes public involvement in the planning process and seeks inclusive and collaborative participation in decision-making. A comprehensive community outreach, public information, and engagement strategy is designed to serve all stakeholders regardless of their gender or age and including Limited English Proficiency (LEP), minority, and low-income populations. The strategies and implementation combine traditional outreach practices with evolving technologies. The development of each specific public participation plan includes the assessment of how best to

effectively communicate with technology within LEP, minority, and low-income communities, coupled with outreach methods to engage people with disabilities, hard-to-reach communities, and general population stakeholders. This combined approach provides meaningful and broad access to the public process.

### **Alternatives Analysis Outreach (2018)**

Metro conducted proactive outreach for the North Hollywood to Pasadena BRT Corridor Project in compliance with FTA's Circular 4702.1B and will continue to engage in outreach to persons potentially impacted by the Project. In May 2018, the Metro Board authorized initiation of the North Hollywood to Pasadena BRT Corridor Planning and Environmental Study, and staff began work on the Alternatives Analysis (AA) in June 2018. As part of the study, community meetings, outreach events, and agency meetings were conducted throughout the remainder of 2018 to introduce the project and solicit public input. All community meetings included simultaneous Spanish interpretation and handouts of outreach materials in Spanish. Meetings in Glendale included simultaneous Armenian interpretation and transition to additional languages was available upon request. Meetings were held in venues that would be welcoming to diverse stakeholders, such as libraries, high schools, and recreation centers. Meetings were conducted in workshop formats to allow one-on-one dialogues with project staff and to receive comments directly on outreach materials and maps of the corridor. All meetings included children's activities and were advertised to promote a welcoming environment and encourage attendance by families. Pop-up outreach events were selected to reach diverse populations, historically underserved and low-income communities, and attended by Spanish-speaking project team members. The Metro team successfully engaged with stakeholders at the North Hollywood Block Party, the Burbank Holiday in the Park, the Glendale Fall Festival, and the Eagle Rock Music Festival.





*Alternatives Analysis Meeting in Glendale*



*Alternatives Analysis Meeting in Glendale*



*Alternatives Analysis Meeting in North Hollywood*



*Alternatives Analysis Meeting in Pasadena*

### **DEIR Public Scoping (Summer 2019)**

After the AA Study was completed in June 2019, Metro began preliminary work on the Draft Environmental Impact Report (DEIR) per the requirements of the California Environmental Quality Act (CEQA). The first step was filing the Notice of Preparation (NOP). The NOP was filed with both the Los Angeles County Clerk and State Clearinghouse on June 17, 2019. The NOP was mailed to responsible agencies (the four cities along the corridor and Caltrans) and members of the public to transmit their comments on the scope and content of the DEIR, focusing on specific information related to their own statutory responsibility, within 60 days of receipt of the NOP from the lead agency

Metro also held five scoping meetings and a community open house in July and August 2019 in North Hollywood, Burbank, Glendale, Eagle Rock, and Pasadena. The meetings considered LEP, minority, and low-income community members and individuals with disabilities on varied work and family schedules. Meeting times and venues were selected to allow for greater participation of diverse groups, including under-represented and hard-to-reach stakeholders. Metro publicized meetings through multiple distribution channels and selected transit-accessible venues. The scoping meetings included an open-house format where participants could engage in one-on-one dialogue

with project staff at different information stations, as well as a formal presentation by the Project Manager. Multiple methods of providing scoping comments were provided including written comment cards and transcribed oral comments. Spanish outreach materials and related staff assistance for LEP populations were provided as needed. Children's games and activities were provided to encourage families to stop by to view project materials. More than 800 people attended the community meetings, including over 280 attendees at the community open house on the Occidental College campus. In total, 792 comments were provided in-person at these meetings. In addition to the meetings, the Metro team conducted presentations and outreach efforts at a variety of community fairs and events in the study area to continue to build project awareness, expand the stakeholder database and invite public input.

Approximately 2,500 comments were received during the public scoping period. Major themes from those comments included:

- Strong community preferences for specific route alternatives and street configurations
- Concerns over potential impacts on parking, traffic, and "community character"
- Interest in bicycle and pedestrian connectivity with stations
- Support for a high-quality, high-frequency transit option

The comments received during scoping informed the analyses and methodologies used during the preparation of the DEIR.



*Scoping Meeting in Eagle Rock*



*Scoping Meeting in Glendale*



*Scoping Meeting in Pasadena*



*Community Open House in Eagle Rock*



## Community Workshops (Fall 2019)

Based on the volume of input received during the public scoping period, Metro held an additional series of eight community workshops in November 2019. These consisted of a brief presentation, followed by several interactive activities including a virtual polling survey, priority pyramid, and street design activity. Some activities were tailored to each of the five communities. For example, in Pasadena, a different street activity showing the various route options and a focus on station amenities was conducted given the proposed mixed-traffic configuration of bus lanes. The activities' purpose was to gain additional feedback on the street and station design considerations, understand priorities within each community and the importance of different street amenities. Noticing for the workshops included a series of eight email blasts to the Project database, consisting of over 5,000 contacts, social media advertisements on Facebook, and meeting flyers distributed at public venues in the Project Area. Meeting notices were mailed to 11,599 discrete addresses. A total of 328 people attended the Post-Scoping Meetings in November 2019.



*Community Workshop in Glendale*



*Community Workshop in Eagle Rock*



*Community Workshop in North Hollywood*



*Community Workshop in Pasadena*

## Draft EIR Outreach (Fall 2020)

Following CEQA requirements, additional outreach was conducted at the completion of the DEIR.

The DEIR was released for public review and comment on October 26, 2020. The 64-day review period closed on December 28, 2020. Due to restrictions related to the ongoing COVID-19 pandemic, a traditional outreach process was not feasible. As a result, outreach was conducted virtually. Two online public scoping meetings were held on November 12 & 14, 2020. Simultaneous Spanish translation was made available during these meetings.

In addition, a Virtual Platform was developed to replicate the experience of a typical Metro open house meeting. Project information boards, a project update video (which can be accessed via [this link](#)), a full presentation on the DEIR, as well as direct links to the DEIR and to submit comments were provided in a virtual room. This Virtual Platform was available 24/7 during the entire comment period, enhancing the availability of project information.




*Virtual Platform*

## Conclusion

This analysis documents the Title VI Service Equity Analysis required to support the identification of a Proposed Project for the North Hollywood to Pasadena BRT Corridor Project. The Proposed Project is analyzed based on Metro's Title VI thresholds and FTA's Circular 4702.1B to determine whether the proposed new service will have a disparate impact or disproportionate burden on minority and low-income populations relative to non-low-income and non-minority populations. Based on the analysis conducted, it was found that there was no disparate impact to minority populations and no disproportionate burden to low-income populations when applying the Metro Board-approved policies.

In summary, this Title VI Service Equity Analysis concludes that the Project would prove beneficial and would not be selected without regard to race, color, or national origin. As the project continues to be designed and refined, components of the Proposed Project that could potentially negatively impact nearby communities will be analyzed for a potential disparate impact or disproportionate burden.





# 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